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ADMIRALTY FLEET ORDERS

ADMIRALTY, S.W.1,
14th May, 1942.

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

A list of these Orders is enclosed.

By Command of their Lordships,

H. V. Markham

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

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

Head of "P" Branch

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ADMIRALTY FLEET ORDERS

No. Subject.

14th May, 1942.

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 2321. B.R. 274(41)—Handbook and Drill for 20 mm. Oerlikon Machine Gun, Marks I, II, II U.S.N., and IV U.S.N., on Marks I, IIA and IIIA Mountings—Issue.
 2322. O.U. 6090 (B)—Range Table No. 412—Revised pages 1 and 11; Range Table No. 441—Revised page 1 and additional page 11; Range Table No. 424—Revised pages 1 and 13; Range Table No. 424A—Revised pages 1 and 13; Range Table No. 447—Revised page 1 and additional page 8 for 4.7-in. Guns—Issue.
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(Orders marked * have been reprinted for posting on Notice Boards; marked † may be communicated to the Press.)

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

2205.—Warship Weeks—Ships Adopted

(M. 1440/42.—14.5.1942.)

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

Name of Ship	Adopting Town or Area
<i>Week ended 6th December, 1941</i>	
H.M.S. "Barfoss"	Hindley, Lancs.
<i>Week ended 7th February, 1942</i>	
H.M.M.T.B. "71"	Aldridge (Staffs.)
<i>Week ended 14th March, 1942</i>	
H.M.S. "Cyclops"	Chippenham M.B., Wilts.
H.M.S. "Foxtrot"	Buckley U.D.
H.M.M.L. "139"	Caergwrle and District.
H.M.S. "Montgomery"	Montgomeryshire.
H.M.S. "Spurs"	Stockbridge, Hants.
H.M.S. "Success"	Downham Market U.D. and R.D., Norfolk.
H.M.S. "Verity"	Stratford R.D., North.
<i>Week ended 21st March, 1942</i>	
H.M.S. "Airedale"	Spenborough and District.
H.M.S. "Alecto"	Coseley U.D., Staffs.
H.M.S. "Arctic Hunter"	Tring U.D. and part of Berkhamstead R.D., Herts.
H.M.S. "Arctic Pioneer"	Caernarvon.
H.M.S. "Balta"	Tenbury Wells R.D., Wores.
H.M.S. "Bangor"	Bangor and District, Carn.
H.M.S. "Barbour"	Bredbury and Romiley, Ches.
H.M.S. "Barcombe"	Smallburgh, Norfolk.
H.M.S. "Blackfly"	Portmadoc, Carn.
H.M.S. "Bramble"	Aireborough.
H.M.S. "Bramham"	Wetherby R.D., Yorks.
H.M.S. "Brocklesby"	Belper U.D. and R.D., Derby.
H.M.S. "Bude"	Bude Stratton U.D. and R.D., Cornwall.
H.M.S. "Cattistock"	Wareham, Swanage and District, Dorset.
H.M.S. "Celia"	Irlam and Cadishead, Lancs.
H.M.S. "Churchill"	Wanstead and Woodford M.B., Essex.
H.M.S. "Cleveland"	Middlesbrough, Yorks.
H.M.S. "Cornelian"	Llandoverly M.B. and part of Llandilo R.D., Carn.
H.M.S. "Cottesmore"	Rutland.
H.M.S. "Crocus"	Driffield and District, Yorks.
H.M.S. "Croome"	Bromsgrove U.D., Wores.
H.M.S. "Dalmatia"	Deal, Kent.
H.M.S. "Eridge"	Crowborough and Uckfield, Sussex.
H.M.S. "Escapade"	Stretford, Lancs.
H.M.S. "Falconet"	Whittlesey U.D., Cambridge.
H.M.S. "Fandango"	Stocksbridge, Yorks.
H.M.S. "Fly"	Cheadle and Gatley, Ches.
H.M.S. "Gambia"	Huddersfield C.B., Yorks.
H.M.S. "Gossamer"	Lunesdale R.D.
H.M.S. "Griffin"	Oldbury M.B., Wores.
H.M.S. "H.32"	Forest of Dean { Lydney R.D. East Dean R.D. West Dean R.D. } Glos.
H.M.S. "H.33"	
H.M.S. "H.34"	

Name of Ship	Adopting Town or Area
<i>Week ended 21st March, 1942</i>	
H.M.S. "Haldon"	Dartmouth and Kingswear, Devon.
H.M.S. "Hambledon"	Hambledon R.D.
H.M.S. "Holecombe"	Farnworth and Kearsley, Lanes.
H.M.S. "Hythe"	Hythe, Kent.
H.M.S. "Icarus"	Mansfield and Mansfield Woodhouse, Notts.
H.M.S. "Inkpen"	Tredegar U.D., Mon.
H.M.S. "Jennet"	Shaftesbury M.B., Dorset.
H.M.S. "Kingston Ceylonite"	Keynsham, Somerset.
H.M.S. "Lamerton"	Tavistock U.D. and R.D., Devon.
H.M.S. "Larch"	Market Bosworth R.D., Leics.
H.M.S. "Lotus"	Long Ashton R.D.
H.M.S. "Ludlow"	Hartlepool, Durham.
H.M.S. "Lyme Regis"	Lyme Regis, Dorset.
H.M.M.L. "137"	Llanwrtyd Wells and District, Breck.
H.M.M.L. "142"	Prudhoe U.D.
H.M.M.L. "143"	Vaynor and Penderyn R.D., Breck.
H.M.M.L. "145"	N. Walsham, Norfolk.
H.M.M.L. "146"	Sawbridgeworth U.D., Herts.
H.M.M.L. "147"	Caerleon U.D., Mon.
H.M.M.L. "150"	Llanfairfechan U.D., Carn.
H.M.M.L. "151"	Bélford R.D., Northumberland.
H.M.M.T.B. "73"	Brigg and District, Lincs.
H.M.M.T.B. "75"	Silsden U.D., Yorks.
H.M.M.T.B. "95"	Horbury U.D., Yorks.
H.M.M.T.B. "98"	Litherland U.D. and District, Lanes.
H.M.M.T.B. "210"	Pewsey R.D., Wilts.
H.M.M.T.B. "211"	Seaford, Sussex.
H.M.M.T.B. "223"	Penmaenmawr U.D., Carn.
H.M.M.T.B. "240"	Brackley Borough and R.D., Northants.
H.M.M.T.B. "241"	Filey, Yorks.
H.M.M.T.B. "328"	Arundel, Sussex.
H.M.M.T.B. "329"	Ennerdale U.D., Cumb.
H.M.M.T.B. "332"	Abergavenny, Mon.
H.M.M.T.B. "333"	Felixstowe U.D., Suffolk.
H.M.M.T.B. "334"	Criccieth U.D., and District, Carn.
H.M.M.T.B. "338"	Bethesda U.D., Carn.
H.M.M.T.B. "339"	Llanberis and District, Carn.
H.M.M.T.B. "341"	Sedgefield R.D., Durham.
H.M.M.T.B. "344"	Cerrigydruidion, Denbigh.
H.M.S. "Maidstone"	Maidstone M.B. and R.D., Hollingbourne R.D. and Malling R.D., Kent.
H.M.S. "Marne"	Keighley M.B., Yorks.
H.M.S. "Martin"	Bury and Tottington U.D., Lanes.
H.M.S. "Martinet"	Chatteris U.D., Cambridge.
H.M.S. "Moonstone"	Whitworth, Lanes.
H.M.S. "Myrmidon"	St. Helens C.B.
H.M.S. "Oak"	Wednesfield U.D., Staffs.
H.M.S. "Oakley"	Leighton Buzzard, Linslade and Wing R.D., Beds.
H.M.S. "P.35"	Pontardawe R.D. and District, Glam.
H.M.S. "P.42"	Amersham R.D., Bucks.
H.M.S. "P.43"	Ashby-de-la-Zouche U.D. and R.D. and Ashby Wolds U.D., Leics.
H.M.S. "P.44"	Berkhamsted U.D. and District, Herts.
H.M.S. "P.45"	Castleford, Yorks.
H.M.S. "P.46"	Colchester M.B. and Wivenhoe U.D., Essex.
H.M.S. "Parthian"	Boston M.B. and R.D., Lincs.
H.M.S. "Protector"	Kingswood, Mangotsfield, Warmley and District, Glos.
H.M.S. "Proteus"	Brighouse Borough, Yorks.
H.M.S. "Puckeridge"	Hertford M.B. and R.D.
H.M.S. "Pytchley"	Kettering Borough, Northampton.
H.M.S. "Ramsey"	Huntingdonshire.

Name of Ship	Adopting Town or Area
<i>Week ended 21st March, 1942</i>	
H.M.S. "Reading"	Chingford M.B., Essex.
H.M.S. "Rosalind"	Ystradgynlais R.D., Breck.
H.M.S. "Salisbury"	Salisbury and Wilton, Wilts.
H.M.S. "Salterelo"	Staveley U.D.
H.M.S. "Sarabande"	Washington.
H.M.S. "Serapis"	Prescot, Lanes.
H.M.S. "Sheldrake"	Seaford and E. Kesteven, Lincs.
H.M.S. "Shropshire" (part)	Shifnal, Salop.
H.M.S. "Shropshire" (part)	Church Stretton.
H.M.S. "Stella Leonis"	Stokesly R.D.
H.M.S. "Stevenstone"	Barnstaple M.B. and R.D., Devon.
H.M.S. "Tanatside"	Cardiganshire.
H.M.S. "Teazer"	Macclesfield Boro' R.D. and Bollington, Ches.
H.M.S. "Tenacious"	Malvern U.D., Worcs.
H.M.S. "Termagant"	Shardlow R.D., Derby.
H.M.S. "Turbulent"	Fleetwood, Lanes.
H.M.S. "Ullswater"	N. Westmoreland (Appleby M.B.).
H.M.S. "Unbeaten"	Hove M.B., Sussex.
H.M.S. "Veleta"	Kirkham U.D. and Fylde R.D., Lanes.
H.M.S. "Viceroy"	Heart of England (Meriden R.D.), Warwick.
H.M.S. "Victorian"	Garforth U.D., Yorks.
H.M.S. "Vidette"	Todmorden, Yorks.
H.M.S. "Vimy"	Hucknall U.D. and District, Notts.
H.M.S. "Viscount"	Chislehurst and Sidcup, Kent.
H.M.S. "Walker"	Sale, Ches.
H.M.S. "Wheatland"	Uttoxeter U.D. and R.D., Staffs.
H.M.S. "Whitehaven"	Whitehaven, Cumb.
H.M.S. "York City"	Pickering U.D. and R.D., Yorks.

The following amendments are to be made to :—

A.F.O. 5356/41

Delete H.M.M.T.B. "07" ... Longendale and Tintwistle (Ches.),
H.M.M.T.B. "08" ... Skegness.

After H.M.S. "Javelin"
Insert H.M.M.G.B. "41" ... Longendale and Tintwistle (Ches.),
H.M.M.G.B. "42" ... Skegness U.D.

A.F.O. 1/42

Delete H.M.M.T.B. "09" ... Winsford and District (Cheshire).
H.M.M.T.B. "10" ... Gwendraeth Valleys (Carms.).
H.M.M.T.B. "11" ... St. Thomas R.D. (Devon).

After H.M.S. "Legion"
Insert H.M.M.G.B. "43" ... Winsford and District (Cheshire).
H.M.M.G.B. "51" ... Gwendraeth Valleys (Carms.).
H.M.M.G.B. "52" ... St. Thomas R.D. (Devon).

A.F.O. 97/42

Delete H.M.M.T.B. "54" ... Seaton Valley (Northumberland).
After H.M.S. "Loyal"
Insert H.M.M.G.B. "51" ... Seaton Valley (Northumberland).

In A.F.O. 972/42 the vessel adopted by Burgess Hill *should read* H.M.M.T.B. "327".

In A.F.O. 1092/42

Delete H.M.M.T.B. "50" ... Whickham (Co. Durham).
After H.M.S. "Hawthorn"
Insert H.M.M.G.B. "50" ... Whickham U.D. (Co. Durham).

In A.F.O. 1328/42 the vessel adopted by Tutbury R.D. (Staffs.) *should read* H.M.M.G.B. "53".

In A.F.O. 1488/42 the area adopting H.M.M.T.B. "52" *should read* Darlington R.D. and the area adopting H.M.M.T.B. "230" *should read* Bedlingtonshire U.D. (Northumberland).

In A.F.O. 1626/42

Delete H.M.M.T.B. "56" ... Denby Dale, Derby.

After H.M.S. "Lupin"

Insert H.M.M.G.B. "56" ... Denby Dale U.D., Derby.

The area adopting H.M.S. "Whaddon" should read Wolverton U.D., Newport Pagnell U.D. and R.D. (Bucks.).

The area adopting H.M.S. "Berberis" should read Sedgley U.D. (Staffs.).

(A.F.Os. 4826/41, 5356/41, 1/42, 97/42, 972/42, 1092/42, 1328/42, 1488/42, 1626/42.)

***2206.—Enemy Aircraft Shot Down or Damaged by Ships' Gunfire and Naval Aircraft**

(G.D. 0526/42.—14.5.1942.)

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

	Confirmed	Probable	Damaged
By H.M. ships, excluding minor war vessels ...	339	143	209
By minor war vessels (since 12th April, 1940)	95	34	63
By D.E.M.S. and fishing vessels ...	81	41	95
By Allied warships ...	13	3	10
	528	221	377
Last reported totals (1st April, 1942) ...	521	219	368
Increases ...	7	2	9

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

H.M. Ships

Confirmed	Probable	Damaged
H.M.S. "Brocklesby" H.M.S. "Britomart" O.R.P. "Kujawiak" H.M. Trawler "Craftsman"	H.M. Trawlers "Osta" and "Damito"	H.M.S. "Brocklesby" H.M.S. "Carlisle" (2) H.M.S. "Cleopatra" H.M.S. "Penelope" H.M.S. "Valorous" H.M.S. "Berwick"

Merchant Ships and Fishing Vessels

Confirmed	Probable	Damaged
M.V. "Pampas" S.S. "City of Canterbury" (2)	M.V. "Pampas"	M.V. "Gladonia" S.S. "Llangibby Castle"

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

	Confirmed	Probable	Damaged
Last reported totals (1st April, 1942) ...	149	26	100
Increases ...	149	26	99
	—	—	1

2. Naval fighters assisted the R.A.F. in the defence of Colombo and Trincomalee when attacked by Japanese aircraft on the 5th and 9th April, 1942. Good results were obtained, a total of 90 enemy aircraft being shot down or damaged, but it is not yet known how many of these can be credited to Naval aircraft.

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

General Information

4. The striking feature of the enemy's effort during April has been the almost complete absence of attacks on shipping on the East and West Coasts. The attacks by bomb-carrying M.E. 109's in the Channel have, however, continued.

5. The main weight of attack has been in North Russian waters and in the Indian Ocean. Malta has been heavily and repeatedly attacked.

(C.A.F.O. 1898/40 and A.F.O. 1733/42.)

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

***2207.—Honours and Awards—“London Gazette” Supplement of 5th May, 1942**

(H. & A.—14.5.1942.)

ADMIRALTY.

Whitehall,

5th May, 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, enterprise and devotion to duty in successful patrols in H.M. Submarines :

Bar to the Distinguished Service Order.

Commander Wilfrid John Wentworth Woods, D.S.O., R.N.

Lieutenant-Commander Hugh Christopher Browne, D.S.O., R.N.

Lieutenant-Commander Richard Douglas Cayley, D.S.O., R.N.

Second Bar to the Distinguished Service Cross.

Lieutenant Robert William Douglas Don, D.S.C., R.N.

The Distinguished Service Cross.

Lieutenant Michael Claud Janvrin, R.N.

Lieutenant Douglas Lambert, R.N.

Lieutenant Charles Ernest Oxborrow, R.N.

Lieutenant Edward Talbot Stanley, R.N.

Temporary Lieutenant Alfred Kenneth Peterkin, R.N.R.

Lieutenant (E) Geoffrey Michael Denys Wright, M.B.E., R.N.

Bar to the Distinguished Service Medal.

Acting Chief Petty Officer Reginald Nott, D.S.M., P/J.107537.

Acting Chief Petty Officer John George Swainston, D.S.M., P/JX.125082.

Chief Engine Room Artificer Thomas Phillips, D.S.M., P/M.27338.

Chief Engine Room Artificer Harold Charles Rycraft, D.S.M., P/M.27337.

Chief Stoker Wilfred Harry Stockham, D.S.M., P/K.65586.

Electrical Artificer First Class Arthur Ivor Biggleston, D.S.M., C/M.35623.

Petty Officer Frank Gerald Collison, D.S.M., B.E.M., P/JX.131634.

Petty Officer Thomas Telfer, D.S.M., P/JX.130801.

Telegraphist Richard Terrence Crummey, D.S.M., D/JX.137472.

Telegraphist William John White, D.S.M., C/JX.149044.

The Distinguished Service Medal.

Chief Petty Officer Frank William Miles, C/JX.125112.

Chief Engine Room Artificer James Matthew Thomas Scott, C/M.34533.

Engine Room Artificer Second Class Edward Thomas Starrett, D/MX.48345.

Electrical Artificer First Class Albert John Booth, C/MX.46724.

Petty Officer Bertie George Templeman, C/JX.129779.

Acting Petty Officer Ernest Alfred Thomas, C/J.99723.
 Yeoman of Signals Thomas Harold Moon, C/JX.133998.
 Petty Officer Telegraphist Ernest Gregory, D/J.87852.
 Acting Petty Officer Telegraphist James Charles Black, P/JX.132430.
 Stoker Petty Officer Albert George Lazarus, D/KX.81454.
 Petty Officer Cook John Thomas Joseph Kitt, D/MX.49812.
 Leading Signalman Rex Simmonds, P/J.108490.
 Leading Telegraphist Reginald Frederick Dennis Waye, C/JX.137731.
 Acting Leading Telegraphist Leopold Blake, P/JX.142985.
 Acting Leading Stoker Cyril Kettle, C/KX.80337.
 Able Seaman Stacey Baker Jones, P/J.95513.
 Able Seaman John Edward Underwood, C/SSX.27499.
 Stoker First Class Ernest Edward George Wilson, P/KX.81816.
 Stoker First Class William Jack Goddard, P/KX.109508.

Mention in Despatches (Posthumous).

Lieutenant-Commander George Henry Greenway, R.N.
 Lieutenant Edward John Cornish-Bowden, R.N.
 Lieutenant (E) Peter Royston Phillips, R.N.
 Sub-Lieutenant Wilfred Edgar Evans, R.N.R.
 Engine Room Artificer Third Class Walter Thomas Norris, C/MX.52906.
 Acting Petty Officer William Henry Hearnden, C/JX.142635.
 Acting Petty Officer James Nelson McBride, P/JX.137696.
 Yeoman of Signals McKenna Tom Northover, P/JX.132658.
 Leading Telegraphist Geoffrey Lucas Lickiss, D/JX.134641.
 Leading Stoker William George Bell, C/KX.83886.
 Acting Leading Stoker Arthur James Weetman, D/KX.83549.
 Able Seaman Jacob Rowland, D/SSX.14877.

Mention in Despatches.

Lieutenant Robert Boyd, R.N.
 Lieutenant David William Leggatt, R.N.
 Lieutenant Oscar Stephen Verity Waterlow, R.N.
 Lieutenant (E) Horace Gerald Southwood, D.S.C., R.N.
 Temporary Sub-Lieutenant John Harsant Norman, R.N.V.R.
 Petty Officer Albert George Biddle, D.S.M., P/J.114128.
 Petty Officer Gerald Desmond Walls, P/JX.136741.
 Acting Petty Officer Thomas Albert Duncan Morrow, D/JX.138627.
 Acting Petty Officer Robert James Theobald, D.S.M., C/J.103645.
 Acting Petty Officer Telegraphist Walter Davidson, D/JX.141071.
 Stoker Petty Officer John Clabby, P/KX.75337.
 Stoker Petty Officer Albert Alfred Penfold, D.S.M., P/KX.78154.
 Petty Officer Cook Tom Gardner, P/MX.49964.
 Engine Room Artificer Third Class Herbert Frederick Russell, P/MX.58033.
 Leading Seaman Austen Malcolm Gascoigne, C/JX.138270.
 Leading Seaman Walter Roland Frederick James, D/JX.128319.
 Leading Seaman Wilfred Walter Mildon, D/J.109575.
 Leading Seaman Samuel Short, C/J.112615.
 Leading Stoker Peter Gordon Anderson, P/KX.82387.
 Leading Stoker Edward Arthur Grace, C/KX.84193.
 Leading Stoker John Rowe, P/KX.84337.
 Acting Leading Stoker Claude Baxter, P/K.58839.
 Acting Leading Stoker Thomas William Lilley, P/KX.90563.
 Able Seaman Albert Betts, C/SSX.29116.
 Able Seaman George Frederick Clements, C/SSX.24276.
 Able Seaman George John Foster, P/J.113636.
 Able Seaman William Hollingsworth Hall, P/SSX.21160.
 Able Seaman Luther Jones, P/JX.138985.
 Able Seaman George Bertram Margary, P/JX.128313.
 Able Seaman John Livingstone Paterson, P/JX.141398.
 Able Seaman Robert Bertram Reeves, C/JX.129071.
 Stoker First Class Frederick William Perkins, P/KX.84691.
 Stoker First Class William Oxley, D/KX.85517.

For gallantry and skill in the Battle of Crete, while serving in H.M.S.

"Dido":

To be a Companion of the Distinguished Service Order.

Acting Surgeon Commander Daniel MacKinnon Craig, M.R.C.S., L.R.C.P., R.N.V.R.

The Distinguished Service Cross.

Lieutenant (E) Ronald Young, R.N.

The Distinguished Service Medal.

Chief Petty Officer Thomas Francis Kay, C/J.43094.
 Chief Electrical Artificer Frank Laird Smith, C/M.36291.
 Petty Officer Gordon Rondolph Mayhew, C/JX.131079.
 Engine Room Artificer Fourth Class William Sydney Harris, C/X.2951, E.A., R.N.R.
 Mariné (Acting Corporal) Robert Laurie, ChX.317.

Mention in Despatches.

Captain Henry William Urquhart McCall, R.N.
 Chief Stoker James Spencer, C/K.62544.

For gallantry and distinguished services in the "Battle" of Crete:

The Military Cross.

Temporary Lieutenant (Acting Captain) John Derek Wilson Jones, R.M.

Mention in Despatches.

Lieutenant (Acting Captain) Ernest Albert James Newman, R.M.

For daring and resource:

The Distinguished Service Cross.

Temporary Sub-Lieutenant Thomas Basil Crisp Miller, R.N.V.R.

Mention in Despatches.

Lieutenant Colin Duncan Madden, D.S.C., R.N.

For courage, skill and seamanship in action against the enemy, while serving in H.M. Motor Gunboats:

The Distinguished Service Cross.

Lieutenant John Bremer Richards Horne, R.N.
 Lieutenant Samuel Brittain Bennett, R.N.V.R.
 Sub-Lieutenant Peter Andrew Ruffan Thompson, R.C.N.V.R.

The Distinguished Service Medal.

Petty Officer Motor Mechanic Gordon George Biddlecombe, P/MX.67081.
 Able Seaman George Edward Green, P/SSX.22520.
 Able Seaman Ronald Thomas Smith, C/JX.224470.
 Stoker First Class John Richards, D/K.60419.
 Telegraphist Clifford Lowe, D/SSX.30328.
 Ordinary Telegraphist Denis Reginald Terry, C/JX.182377.

Mention in Despatches.

Temporary Sub-Lieutenant John Roff Finlay Best, R.N.V.R.
 Temporary Sub-Lieutenant David Currie, R.N.V.R.
 Temporary Sub-Lieutenant Alun Stanley Phillips, R.N.V.R.
 Acting Petty Officer Douglas Jamieson Ross, C/JX.137540.
 Acting Leading Seaman George William Staton, C/JX.153535.
 Able Seaman John Russell Smellie, P/JX.260883.
 Ordinary Telegraphist Stephen John Downey, D/JX.211673.

For skill and enterprise in action against the enemy:

Mention in Despatches.

Commander John Henry Ruck-Keene, D.S.C., R.N.
 Lieutenant-Commander John Henry Eaden, D.S.C., R.N.
 Lieutenant-Commander Derick Henry Fellowes Hetherington, D.S.C., R.N.

For resource and initiative in the raid on Vaagsö:

The Distinguished Service Cross.

Mr. Percy Tom Wilcox, Gunner (T), R.N.

Mention in Despatches.

Midshipman Godfrey Joseph Hines, R.N.
 Engine Room Artificer Fourth Class Francis Leslie Henry, D/MX.62684.
 Petty Officer Harold Ernest Tubby, D/JX.136042.
 Able Seaman William Joseph Evans, D/JX.284750.

For skill and good services when H.M.T. "Craftsman" was attacked by enemy aircraft:

Mention in Despatches.

Skipper Richard Thompson Souter, 3456 W.S., R.N.R.
Chief Engineer Richard Urquhart, LT/X.436 E.U., R.N.R.
Seaman Walter Hoyles, LT/JX.205744, R.N.P.S.
Seaman Samuel Miles, LT/JX.280002, R.N.P.S.

For bravery in trying to rescue the pilot of an aircraft which had crashed:

Commendation.

Third Officer Winifred Mary Lunnon, W.R.N.S.

2208.—Charge Pay—Accountant Officers

(C.W. 15274/42.—14.5.1942.)

With reference to K.R. & A.I., Appendix I, Part 3 (25) and A.F.Os. 1898/40 and 2234/41, charge pay is now authorised to Accountant Officers who are receiving the full pay of Paymaster Commander and below, when in accountant charge of H.M. ships, depot ships, shore establishments and bases, on the following scale:—

	<i>Rate per day</i>
When average numbers borne for pay exceed 900...	2s. 6d.
When average numbers borne for pay exceed 1,400	3s. 6d.
When average numbers borne for pay exceed 2,000	4s.

2. The numbers are to be computed and the allowance paid per quarter, i.e., 1st January to 31st March, 1st April to 30th June, etc. When assessing numbers on the ledger on lists 1-16 inclusive:—accounts of civilian employees, including crews of drifters and small craft serving under ENG 6 Agreement, who are regularly employed (i.e., excluding casual workpeople who are employed on a day-to-day basis) for which the Accountant Officer is responsible for the full and final calculation of all wages, payments, etc.

3. The provisions of this Order will take effect from 1st April, 1942.

4. K.R. & A.I. will be amended accordingly.

(K.R. & A.I., App. I, Part 3 (25).)

(A.F.Os. 1898/40 and 2234/41.)

***2209.—Accelerated Promotion**

(C.W. 16398/42.—14.5.1942.)

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

Executive:—

Coulton, B. T. ...	"Petunia" ...	1st February.
Southcott, J. S. ...	"Forward" ...	1st February.
Renshaw, M. W. ...	"Duke of York" ...	1st February.
Haskett-Smith, A. ...	"Marne" ...	1st February.
Bell, R. G. ...	"Vernon" ...	2nd February.
Spring-Rice, S. E. ...	"Ursula" ...	1st March.
Dand, R. W. S. ...	"Derby County" ...	1st March.
Tillie, A. B. K....	"St. Christopher" ...	1st March.
	For M.L. "268."	
Rodier, M. F. ...	"Britannia III" ...	1st March.
	M.L. "177" in cd.	
Fowke, F. H. V. ...	"Brilliant" ...	1st March.
Mackenzie, M. M. ...	"Marshal Soult" ...	1st March.
Broom, J. R. T. ...	"Badger" ...	1st March.
	For "Sword Dance."	
Moller, J. A. R. ...	"Bedouin" ...	1st March.
Smith, F. H. B. (G.C.) ...	"Lancaster" ...	1st March.
Herbert-Smith, R. M. ...	"Excellent" ...	1st March.
Dow, J. A. ...	"Veteran" ...	1st March.

Executive:—contd.

Shaw, R. G. ...	"Ludlow" ...	1st March.
Mills, D. J. ...	"Alcantara" ...	1st March.
Philpott, Francis Leo ...	"Tulip" ...	1st March.
Ford, J. M. ...	"Lochinvar" ...	1st April.
	For M.A.S.B. "35" in cd.	
Williams, P. M. C. ...	"Forward" ...	1st April.
Thorpe, G. J. Y. ...	"Caroline" ...	1st April.
	For "Lady Elsa."	
Rooke, G. A. D. (D.S.M.) ...	"Proserpine" ...	1st April.
	For M.L. "188" in cd.	
Todd, D. C. E. ...	"Emile Baudot" ...	1st April.
Tait, J. L. ...	"Geranium" ...	1st April.
Parsons, G. S. ...	"Skirmisher" ...	1st April.
	For M.L. "163" in cd.	
Lee, P. E. ...	"Blighty" in cd.	1st May.
Lloyd, D. C. F. ...	"Pembroke" ...	1st May.
	For liaison duties.	
Slater, G. D. W. ...	"Victory III" ...	1st May.
	For "Northney".	
Barlow, P. D. ...	"Skirmisher" ...	1st May.
	For M.L. "283" in cd.	
Hyslop, P. H. ...	"Hornet" ...	1st May.
	For M.T.B. "42" in cd.	

Air:—

Roberts, J. M. L. (A) ... "Heron" ... 1st April.

Engineer:—

Scott-Maxwell, D. G. ... "Suffolk" ... 1st February.
Harris, F. (A) ... "Heron" ... 1st March.

Electrical:—

Vigors, P. U. D. ... "Forth" ... 1st February.
As D.G.W.O.
Love, D. R. ... "Edinburgh Castle" ... 1st February.
Brink, G. E. P. ... "Lucifer" ... 1st March.
Tough, J. ... "Orlando" ... 1st March.
French, D. E. ... "Curacoa" ... 1st April.
Edwards, J. R. ... "Pembroke" ... 1st May.

Accountant:—

Rust, B. A. ... "Marshal Soult" ... 1st March.
Jenkins, E. F. T. ... "President III" ... 1st March.
For Trade Div.
Griffiths, H. B.... "Ferret" ... 1st March.
Dear, A. P. M. ... "Drake" ... 1st April.
For C-in-C's office.
Whiteroft, G. C. S. ... "Melampus" ... 1st April.

Special:—

Calhaem, N. L. ... "Eaglet" ... 1st April.
For R.D.F. duties.
Laity, G. E. ... "Attack" ... 1st April.
Gaydon; F. A. ... "Daedalus" ... 1st April.
For Met. duties.
Wyatt, R. D. ... "President" ... 1st May.
For N.I.D.
Hayes, N. D. ... "Excellent" ... 1st May.

2. The above promotions appear in C.W. List of Appointments.

(A.F.O. 425/42.)

(A.F.O. 2119/42 is cancelled.)

***2210.—Promotion to Temporary Acting Gunner (T)**

(C.W. 15444/42.—14.5.1942.)

With reference to paragraph 2 of A.F.O. 1489/40, recommendations for promotion to Temporary Acting Gunner (T) may now be extended to Active Service ratings who are within 4 years of pension.

(A.F.O. 1489/40.)

2211.—Qualifying Courses for Naval Pilot, Observer and Air Gunner—
Reports on Training

(C.W. 10559/42.—14.5.1942.)

The following procedure is to be followed for the rendering of reports on officers and ratings under training for Pilot, Observer and Air Gunner:—

Pilots

2. (a) *Proficiency Form.*—The preliminary Naval Training Establishment is to forward one copy for each pupil direct to the Admiralty and one copy to the Elementary Flying Training School to which the pupil is discharged. The latter copy will accompany the pupil whilst he is undergoing training at the different Flying Training Schools and will be destroyed on the pupil qualifying as a Service Pilot.

(b) *Individual Training Reports* concerning Naval pupils are rendered by R.A.F. Flying Training Schools as follows:—

R.A.F. Form 1499 B. by Elementary F.T.S.

- 1 copy to Air Ministry (T.F.1).
- 1 copy to Admiralty (C.W. Branch).
- 1 copy to R.A.N.A.S.
- 1 copy to R.N. Barracks, Lee-on-Solent.
- 1 copy to Service F.T.S. to which posted.

R.A.F. Form 1499 C. by Service F.T.S.

- 1 copy to Air Ministry (T.F.1).
- 1 copy to Admiralty (C.W. Branch).
- 1 copy to R.A.N.A.S.
- *1 copy to R.N. Barracks, Lee-on-Solent.
- *1 copy to R.N. Air Station to which pupil is posted for specialised Naval flying training.

*If the R.N. Air Stations at which pupils are to receive their specialised training are not known at the time of discharge from the Service F.T.S., two copies will be sent to R.N. Barracks, Lee-on-Solent, in order that one copy may accompany the pupils when eventually posted.

Note.—(i) The recommendation of pilots for types of aircraft is made at the Elementary Flying Training Schools.

(ii) The allocation of the Service Flying Training School output to the various specialised Flying Courses will be arranged between the Admiralty and Air Ministry, nominal selection for these courses being made at the end of the advanced training period at the Service Flying Training School.

(iii) A copy of the list of selected pilots will be sent to Rear-Admiral Naval Air Stations by the Air Ministry (Directorate of Training (T.N.)).

(c) *Reports on Pilots' Specialist Courses.*—Results of Preliminary and Advanced Seaplane Courses and Decklanding Training Courses are to be reported on R.A.N.A.S. Form 28B, and of Fighter and Torpedo Pilots' Courses on R.A.N.A.S. Form 28C, two copies being forwarded to Rear Admiral, Naval Air Stations, who will forward one copy with his covering remarks to Admiralty. (For reports on individuals see paragraph 2 (d) and (e).)

(d) *Form A.19 (Record of Specialised Flying Training).*—Form A.19 is to be rendered by Naval Air Stations at which specialised flying training is carried out as follows:—

- 1 copy to Admiralty.
- 1 copy to Rear Admiral, Naval Air Stations.
- 1 copy to R.N. Barracks, Lee-on-Solent (for Drafting Office) when reporting on a Rating Pilot.

If during his specialist course, an officer shows promise of being a potential flying instructor in the Fighter, Seaplane or Torpedo Pilots' School, the fact is to be noted on his Form A.19. If selected, these Officers will be sent to the schools for Instructors' courses after obtaining the necessary sea experience.

(e) *Form A.16 (Record of Decklanding Training).*—Sections 1-3 of Form A.16 are to be completed by the Commanding Officer of the Decklanding Training Squadron (or the commanding Officer of the Fighter School in the case of Fighter Pilots). One copy of this form is to accompany each Pilot to the Training Carrier, being completed by the Captain and forwarded direct to the Admiralty.

(f) *Failures and Recommendations for Withdrawals from New Entry Course.*—Particulars of Naval Airmen who are recommended for withdrawal from course during the preliminary training or who fail this course are to be reported on R.A.N.A.S. Form 25, in duplicate to the Commanding Officer, R.N. Barracks, Lee-on-Solent, copy to the Rear Admiral, Naval Air Stations. The pupil's Confidential History Sheet and Proficiency Form are to accompany the R.A.N.A.S. Forms 25 forwarded to the Commanding Officer, R.N. Barracks, Lee-on-Solent. This report should include any recommendation as to future employment which it is desired to make and should give particulars of the type of engagement, date of birth and whether a volunteer on entry or called up under the National Service (Armed Forces) Act.

(g) *Suspensions from Flying Training.*—(i) The Air Officer Commanding Training Group, Royal Air Force, will forward two copies of reports on the suspension of pupils from flying training to the Commanding Officer, R.N. Barracks, Lee-on-Solent. (All pilots suspended from flying training will be discharged to R.N. Barracks, Lee-on-Solent.)

(ii) The Commanding Officer, R.N. Barracks, Lee-on-Solent, is to report the suspension of Officers from flying training by signal to the Admiralty repeated to the Rear Admiral, Naval Air Stations, stating whether they are recommended for Observers' training, 2nd Line pilot, or return to general service. This signalled report is to be followed by a written report to the Admiralty through Rear Admiral, Naval Air Stations forwarding a copy of the R.A.F. suspension report.

(iii) The Senior Naval Officer at the Flying Training School will render two copies of R.A.N.A.S. Form 25 containing recommendations for the disposal of ratings suspended from flying training to the Commanding Officer, R.N. Barracks, Lee-on-Solent, and one copy to Rear Admiral, Naval Air Stations. The pupil's Proficiency Form is to accompany the copies of R.A.N.A.S. Form 25 forwarded to the Commanding Officer, R.N. Barracks, Lee-on-Solent.

(iv) The Commanding Officer, R.N. Barracks, Lee-on-Solent, is to forward one copy of R.A.N.A.S. Form 25, accompanied by the R.A.F. authorities' report on the suspension direct to the Admiralty, with any recommendation as to future employment which it is desired to make. Particulars should be given of the type of engagement, date of birth, and whether a volunteer on entry or called up under the National Service (Armed Forces) Act.

(v) Particulars of pupils sent home after suspension from flying training abroad are to be reported by the S.N.O. at the Flying Training School by signal to R.A.N.A.S. repeated to Admiralty and R.N. Barracks, Lee-on-Solent, with recommendations as to future employment. Written reports as above are to be sent without delay.

(h) *Recommendations for promotion of Acting Leading Airmen to temporary commissioned rank in the Air Branch of the R.N.V.R.*—(i) One month prior to the completion of the advanced term of the Service Flying Training School course, the S.N.O. at the Flying School will forward to Rear Admiral, Naval Air Stations (copies to the Admiralty and R.N. Barracks, Lee-on-Solent) lists giving the names and official numbers of Acting Leading Airmen in each course who are likely to complete the course successfully, together with a full report on any ratings not recommended for temporary commissions, or a statement that all are so recommended.

(ii) On the completion of each course the S.N.O. will report by signal to the Admiralty (C.W. Branch)—repeated to Lee-on-Solent—the passing out date and number of the Course and either confirming that all ratings previously recommended for commissions have successfully completed the course, or giving particulars of any ratings who have not qualified or are not finally recommended for commissions. It should also be stated whether ratings not recommended for commissions are suitable to continue on flying duties as Rating Pilot.

(iii) Ratings sent home on completion of flying training report to R.N. Barracks, Lee-on-Solent, on arrival in the United Kingdom. The following particulars are to be reported by the R.N. Barracks to the Admiralty (C.W. Branch) by postagram immediately the men report at Lee:—

- (a) Number of Course.
- (b) Name. (Christian names in full.)
- (c) Official Number.
- (d) Date of Birth.
- (e) Address on leave.

Observers

3. (a) *Confidential History Sheets.*—The preliminary Naval Training Establishment is to institute a Confidential History Sheet for each pupil. It is to accompany the pupil whilst he is undergoing training at the different Naval Establishments and Schools and is to be forwarded by the R.N. Air Stations direct to the Admiralty with R.A.N.A.S. Form 17 on the pupil qualifying as Observer.

(b) *R.A.N.A.S. Form 17.*—On completion of Part II of the Observers' Course the result of the qualifying examination is to be reported in detail on R.A.N.A.S. Form 17 for each pupil, in duplicate.

One copy of the form is to be forwarded direct to the Admiralty (C.W. Branch) for notation and transmission to the first ship or air station to which the Observer is appointed. This copy is to be forwarded to any subsequent ships or air stations to which the officer is appointed and is finally to be destroyed when he has completed six months' service from the date of passing out from the Observers' School.

The other copy of the form is to be forwarded to the Rear Admiral, Naval Air Stations, with the detailed general report on the course required by paragraph 3 (f). After perusal, R.A.N.A.S. will forward this copy to the Admiralty for retention.

(c) *Results of Parts I and II of the Observers' Course.*—Summaries of the results of Part I (Signals) and Part II of Observers' courses are to be reported by signal to the Rear Admiral, Naval Air Stations, repeated to the Admiralty and R.N. Barracks, Lee-on-Solent, as soon as the results are known.

The signal is to be in the following form:—

“A.F.O.

- (i) Number, Part and name of Course.
- (ii) Number of (a) officers, (b) ratings passed.
- (iii) Number of (a) officers, (b) ratings failed.
- (iv) Recommendations as to the disposal of failures, giving the names, ranks or ratings and official numbers of pupils recommended for withdrawal.
- (v) General remarks.
- (vi) Names and official numbers of Acting Leading Airmen who lack officer-like qualities and are recommended for withdrawal.”

Observers' Course, Part II (At Home and Abroad).

- (vii) Date of passing out for main body of course.
- (viii) Names and ranks or ratings and official numbers of those not qualified in Air W/T, or statement that all have so qualified.

Note.—When Officers or ratings are passed out in advance of, or after, the main body of the Course, special reports should be made by signal stating their names, etc., date of passing out and whether qualified in Air W/T; also for personnel who qualify at a R.N. Air Station at Home, addresses on leave.

(d) *Observers' Course, Part II (R.N. Air Stations at Home only).*—Particulars to be reported by letter, in duplicate, to the Admiralty (C.W. Branch)—copy to R.N. Barracks, Lee-on-Solent—14 days before the completion of Part II:—

Name, official number, date of birth and address on leave of Acting Leading Airmen likely to complete the course successfully and recommended for temporary commissions in the Air Branch of the R.N.V.R.

(e) Observers who qualify at a R.N. Air Station abroad report to R.N. Barracks, Lee-on-Solent, on arrival in the United Kingdom. Their names, official numbers, dates of birth and addresses on leave are to be reported by the R.N. Barracks, to the Admiralty (C.W. Branch) by postgram immediately in order that the promotions of the ratings may be promulgated and appointments issued without delay.

(f) A detailed report on the results obtained at each establishment during Parts I (M.S.) and II (R.A.N.A.S. Form 28A) of the Observers' Course is also to be forwarded to the Rear Admiral, Naval Air Stations, in duplicate (copy to the Commanding Officer, R.N. Barracks, Lee-on-Solent) for transmission to the Admiralty with his remarks. In addition, a copy of the reports during Part I is to be forwarded to the next Training Establishment, so that the R.N. Air Station at which Part II of the course is carried out is in possession of the results obtained in Part I.

(g) *Failures and Recommendations for Withdrawals from Course.*—(i) Particulars of pupils who are recommended for withdrawal from course during the preliminary training and Parts I and II or who fail any part of the course, are to be reported in manuscript form for Officers and on R.A.N.A.S. Form 25 for ratings. Reports on Officers are to be forwarded to the Rear Admiral, Naval Air Stations, who will forward them to the Admiralty with his remarks. Two copies of Form 25 are to be forwarded to the Commanding Officer, R.N. Barracks, Lee-on-Solent, and one copy to the Rear Admiral, Naval Air Stations. The pupil's Confidential History Sheet, and, where applicable, the pupil's R.A.N.A.S. Form 17, are to accompany the recommendations for withdrawal of Officers and ratings. (All Observers and Air Gunners will be drafted to R.N. Barracks, Lee-on-Solent, on withdrawal from course.)

(ii) The Commanding Officer, R.N. Barracks, Lee-on-Solent, is to forward one copy of R.A.N.A.S. Form 25 accompanied by the rating's Confidential History Sheet, and, where applicable, R.A.N.A.S. Form 17, direct to the Admiralty. Reports should include any recommendation as to future employment which it is desired to make, and for ratings, particulars should be given of the type of engagement, date of birth, and whether a volunteer on entry or called up under the National Service (Armed Forces) Act.

(iii) Particulars of pupils undergoing Part II of the Observers' Course at an R.N. Air Station abroad who are recommended for withdrawal are to be reported by signal to R.A.N.A.S., repeated to Admiralty and the Commanding Officer, R.N. Barracks, Lee-on-Solent, with recommendations as to future employment. Written reports as above are to be sent without delay.

4. *Warrant Observers.*—Reports are to be rendered in accordance with the procedure laid down in paragraph 3 (c) and (f), for Observers. If it is desired to withdraw a pupil from the course, a written report (M.S.) is to be forwarded to the Rear Admiral, Naval Air Stations (Copy to the Commanding Officer, R.N. Barracks, Lee-on-Solent) for transmission to the Admiralty.

5. *Rating Observers.*—Reports are to be rendered in accordance with the procedure laid down in paragraph 3 (b), (c) and (f), for Observers. Results of examinations are also to be inserted on the rating's History Sheet (Form S.1246P). If it is desired to withdraw a pupil from the course a written report (M.S.) is to be rendered to the Rear Admiral, Naval Air Stations (copy to the Commanding Officer, R.N. Barracks, Lee-on-Solent) for transmission to the Admiralty.

6. *Air Gunners, 1st Class.*—A detailed report on the results obtained by each course for Air Gunner, 1st Class, is to be forwarded to the Rear Admiral, Naval Air Stations (copy to the Commanding Officer, R.N. Barracks, Lee-on-Solent) for transmission to the Admiralty with his remarks. This report is to include recommendations as to each pupil's fitness as an instructor in (a) Air W/T subjects, (b) Air Armament subjects; and whether he would be suitable for employment on the instructional staff of a school. The results obtained by individual Air Gunners are to be entered on the rating's History Sheets (Form S.1246P). If it is desired to withdraw a pupil from the course a written report (M.S.) is to be rendered to the Rear Admiral, Naval Air Stations (copy to the Commanding Officer, R.N. Barracks, Lee-on-Solent) for transmission to the Admiralty.

7. *Air Gunners, 3rd Class.*—Reports on the training of Air Gunners, 3rd Class are to be rendered in accordance with the procedure laid down in paragraph 3 (c), (f) and (g), for Observers and the results entered on the History Sheet (Form S.1246P).

Ratings who qualify as Acting Air Gunners, 3rd Class, but do not attain 40 hours individual W/T operating in the air will, whenever possible, be drafted to Squadrons ashore until they have completed this time. Course reports are therefore to show the number of hours' individual operating completed by each rating during the course.

8. It is most desirable that reports should be rendered to the Admiralty without undue delay. This is particularly so in the case of reports on pilots on completion of specialised flying training and on Observers on completion of Part II of the qualifying course, as these reports may influence the subsequent appointments for which Officers are selected.

(A.F.O. 3908/41 is cancelled.)

See AFO 2872/40.

*2212.—Post War Credits
(N. 7039/42.—14.5.1942.)

In accordance with the published decision of the Government, a system of post-war credit is being instituted for Naval personnel below the rank of officer.

2. Under this scheme a sum will be put aside in respect of each day's service for which pay is issued, and will be accumulated without interest to the rating's credit. It will be paid to the rating at some date after the end of the war which will be determined by the Government in the light of the conditions then prevailing. Payment when made will take the form of a deposit in the Post Office Savings Bank or some similar institution.

3. No application for payment of credit before this date can be considered: but credit will be released automatically to men who are discharged invalided except for insanity, and to the estates of men discharged dead or invalided as insane. It will not be released to men discharged for causes other than death or invaliding until the general release date.

4. The commencing date of the credit will be the 1st January, 1942, for men already in the Service on that date, and the first day of pay for subsequent entrants. The final date will be that to be announced in due course as the terminating date of the scheme, or, for men discharged before that date, the last day of pay as a rating (including extension of time to men invalided).

5. Re-entries, and entries with previous Army or R.A.F. service, will count their previous time for post-war credit if it conforms to the dates and rules laid down in this order.

6. For men promoted to Officer, credit will cease as from the date of promotion, and will be held till the general release date. In event of the death or invaliding of the Officer, credit will be released in accordance with the rules in paragraph 3.

7. The amount of the credit will be:—

For men	...	...	6d. a day.
For boys	...	...	3d. a day.
For W.R.N.S. and V.A.D. members	...	...	4d. a day.

Credit will not be liable to deduction on account of income tax.

8. Credit is payable to Maltese as to other British ratings. It is not payable to native ratings, or to men on T.124 or other exceptional scales of pay.

9. Credit is liable to deductions under the same rules as pay (K.R. & A.I., Article 1528). The precise conditions under which deductions will be enforced will be determined by the Admiralty.

10. In event of desertion, credit accrued up to date of desertion will not be forfeit, unless the Admiralty decide upon forfeiture in the light of special circumstances.

11. Accounting instructions will be issued separately,

(K.R. & A.I., Article 1528.)

*2213.—Ordnance Mechanics—Advancement

(N. 7732/42.—14.5.1942.)

The following amendment is to be made to A.F.O. 988/42:—

Paragraph 3 (iii) *Ordnance Mechanics*.—Delete and substitute:—

(iii) *Ordnance Mechanics*.—Carry out a course of about one month in a gunnery school on completion of which they are drafted to sea or repair bases for three months. Will be eligible for advancement to Ordnance Mechanic 5th Class on completion of three months' service after being drafted. Service on the staff of a Fitting Out Gun Mounting Overseer will count as service in a repair base. Ratings serving in billets other than those mentioned above may be advanced on completion of the three months if recommended by a qualified (G) or Ordnance Officer.

2. These new conditions are to have retrospective effect.

(A.F.Os. 4838/41 and 988/42.)

*2214.—Radio Mechanic Branch—Institution of—Conditions of Service,
Transfer—REPORTS

See AFO 291/45.

1279/40
1550/45.

(N. 5713/42.—14.5.1942.)

To simplify administration and to give uniformity to conditions of service, a new branch has been instituted to comprise the ratings required for the repair and maintenance of W/T and R.D.F. equipment. The Wireless Mechanic Branch, and the (W/T) and (D/F) Sections of the Air Fitter Branch, will be absorbed into the new branch.

2. The new branch will be called the Radio Mechanic Branch; ratings belonging to the general service, and ratings of the Fleet Air Arm, will be administered separately, the former for the present, being dealt with by the Commodore, R.N. Barracks, Portsmouth, and Fleet Air Arm ratings by the Commanding Officer, R.N. Barracks, Lee-on-Solent. These will be the respective Port Divisions.

3. The Radio Mechanic Branch is instituted as a permanent branch of the Royal Navy. The conditions of service are necessarily based on experience to date, and may need modification after the war.

4. Titles and pay of the Radio Mechanic Branch will be as shown below (Directions for the date of instituting the new branch are shown in paragraph 13.)

Title.	Daily Pay. (1925 scale, excluding war bonus.)	
	s.	d.
Radio Mechanic	3	9
Leading Radio Mechanic	5	6
Acting Petty Officer Radio Mechanic	7	0
P.O. Radio Mechanic	8	0
After 3 years (acting and confirmed)	8	6
C.P.O. Radio Mechanic	9	0
With triennial increments of 6d. a day.		

(See paragraph 17 for W.R.N.S.)

5. *Advancement*.—On satisfactorily completing specialised training in a Service Establishment, ratings will be advanced to Leading Radio Mechanic. After a year as Leading Radio Mechanic, advancement to Acting Petty Officer Radio Mechanic may be made by the Commanding Officer if satisfied that the man is suitable for Petty Officer rate. Confirmation as Petty Officer Radio Mechanic will be authorised by the Commanding Officer at his discretion after one year in the acting rating. Advancement to Chief Petty Officer Radio Mechanic will be made in vacancies from roster, with a service qualification of 3 years in the Petty Officer rating, acting time being counted. Special advancement in accordance with A.F.O. 400/40, paragraph 10, will be applicable to the Radio Mechanic Branch.

6. *Air Fitter Ratings Transferred*.—Those holding the rating of Air Fitter will be transferred to the new branch in the rating of Leading Radio Mechanic if recommended for the leading rating. Also, in view of the conditions of service in their former branch, Leading Radio Mechanics ex-Air Fitters, who are considered by the Commanding Officers to be of sufficient technical ability and experience to be advanced direct to the confirmed rating of Petty Officer, will be eligible for recommendation to the Admiralty for such advancement, on completing one year in leading rating. See also paragraph 13.

7. Ratings serving under a C.S. or S.S. engagement will continue to be eligible for promotion to Warrant Rank. Details will be published later. "Hostility Only" ratings will have an opportunity for promotion to temporary commissions in the Special Branch for Wireless or R.D.F. duties as at present.

8. It is the intention that Radio Mechanics shall eventually be capable of maintaining all W/T and R.D.F. equipment, but in order to meet immediate needs training must be specialised in certain directions until circumstances admit of complete training. Advancement will not be prejudiced meanwhile, though ability to maintain all types of equipment will be a qualification for advancement to Chief Petty Officer.

9. When trained only in certain apparatus (*see* paragraph 8) Radio Mechanic ratings will be designated as follows, according to their training:—

- (R) = R.D.F. equipment general service.
 (W) = Part R.D.F., part W/T., general service.
 (S) = Equipment in W/T stations ashore.
 (A.R.) = R.D.F. equipment Fleet Air Arm.
 (A.W.) = W/T. equipment Fleet Air Arm.

(*See C.A.F.O. 66/42.*)

10. *Recruitment.*—The system of direct entry and transfer of serving men with previous civilian radio experience will be continued. Suitable ratings who are recommended will be interviewed in H.M. Signal School and if found fit for direct transfer will undergo a course of approximately 10 weeks there. All such men will be transferred in accordance with paragraph 12 (2). Volunteers from serving ratings will be eligible as shown below:—

(a) Men of all branches BELOW LEADING RATE (whether C.S., S.S., Reservists or H.O.) except:—

Seamen (R.D.F.)	...	(all ratings).
Seamen	...	With non-substantive rates other than S.T., L.R.3, Q.R.3 and C.R.3.
Signalmen	...	T.O. or above.
Telegraphists	...	Above ordinary rate.

(b) C.W. candidates who have been rejected by the final Selection Board, and candidates who voluntarily relinquish the possibility of being considered for executive or other branch commissions. Preliminary selection boards should recommend for training as Radio Mechanics suitable men who are rejected for training as officers and who are volunteers.

(c) In general, ratings should be Grade 1 medical and vision Standard IV is acceptable, but lower grades may be accepted with the approval of the Admiralty.

(d) Educational standard. Candidates should usually not be over 30 years of age and should be up to the standard of the school certificate in mathematics, physics or general science and preference will be given to them. Candidates not over 25 years of age who are slightly below this standard but have taken courses at technical colleges after leaving school may also be recommended. No previous knowledge of radio work is necessary.

(e) Particulars of recommended volunteers should be forwarded to the Director of Personal Services, Admiralty (by signal from ships and establishments abroad), but the men should be retained in their ships until a decision has been received as to their acceptance and relief. Reports should contain the following particulars—name and initials of man, present substantive and non-substantive ratings, Port Division and official number, educational standard, age, medical category, remarks as to previous radio experience, knowledge of physics and mathematics, period at technical college.

11. *Training.*—Candidates will undergo preliminary training in Civilian Technical Colleges, the length of which will normally be 24 weeks for general service duties and 17 weeks for Fleet Air Arm duties. Further training in a Service Establishment will then be given to those who successfully complete the initial course, and ratings will be examined as to their fitness for draft to service and further experience in the branch. Those who are unable to satisfy the examiners that they have reached the necessary standard of efficiency, either in the preliminary training or the specialised service training may be recommended for further training, up to 6 weeks when it is considered that this will enable them to qualify.

12. *Change of Rating.*—(1) Candidates entered from shore will join as Ordinary Telegraphists for training. These, and ratings accepted from volunteers from the Fleet, will retain their existing rating until they complete their specialised service training.

(2) On successfully completing specialised service training, ratings will be transferred to the Radio Mechanic Branch, rated Radio Mechanic for one day, and advanced to Leading Radio Mechanic on the following day (*see* sub-paragraph (3))

for candidates who commenced training before 1st April, 1942. Men who may not be advanced to Leading Radio Mechanic on account of misconduct may, however, be employed in the rating of Radio Mechanic, though they have qualified for Leading Radio Mechanic.

(3) *Ratings who commenced training at the civilian Technical College, before 1st April, 1942.* In accordance with the terms originally offered to candidates for the Wireless Mechanic Branch, those who commenced training before 1st April, 1942, will, when they have completed their specialised service training be transferred to Radio Mechanic from the date of passing out from the civilian Technical College. This adjustment will be allowed even though the rating is not finally accepted after the further specialised service training.

13. *Date of Change, and Transfer of Personnel.*—The Radio Mechanic Branch will take effect from 1st April, 1942. On that day all men holding a rating in the Wireless Mechanic Branch, or the Air Fitter Branch (W/T or D/F Sections) are to be transferred to the equivalent rating in the new branch. Air Fitters may at once be rated Leading Radio Mechanic (*see* paragraph 6). Ratings already holding the acting rate of Petty Officer Wireless Mechanic or Acting Petty Officer Air Fitter (W/T or D/F), may be transferred to the confirmed rate of Petty Officer Radio Mechanic if they have served one year in Leading rate and are recommended by the Commanding Officer. If they have not done this, they will be transferred to the rating of Acting Petty Officer Radio Mechanic and serve as such until they complete a year in the leading and Acting Petty Officer Ratings, when they will be eligible for confirmation as Petty Officer Radio Mechanic (*see* paragraph 6). Adjustment of rating under Section (3) of paragraph 12 of this order, if covering a period prior to 1st April, 1942, should be to Wireless Mechanic up to 31st March, 1942.

14. All accountant work arising from the transfer of ratings to the Radio Mechanic Branch, including adjustment of transfer under Section (3) of paragraph 12 and advancement to Leading Radio Mechanic on successfully completing training will be undertaken at the depot at which the ratings are received from final Naval training. This depot will be R.N. Barracks, Portsmouth, for general service ratings and R.N. Barracks, Lee-on-Solent, for Fleet Air Arm ratings.

15. *Messing.*—Radio Mechanic ratings will use the Artisans' Mess. Fleet Air Arm ratings on board ship will use either the Artisans' Mess or an enclosed mess on the F.A.A. mess deck, separate from Air Gunners, as most convenient, and at Naval Air Stations will mess with the Air Fitters according to rank.

16. *Uniform and badge.*—Both the general service and F.A.A. Radio Mechanics will wear Class III uniform, with the W/T badge as for Ordinary Telegraphists.

17. *W.R.N.S.*—Ratings of the W.R.N.S. will generally be trained for duty in the F.A.A. and the conditions of service and advancement will conform generally to those for F.A.A. ratings. The equivalent designations are:—

(A.R.M.) = R.D.F.

(A.W.M.) = W/T.

Wrens may, however, be trained for general service in which case their condition of service and advancement will conform generally to those of radio mechanics in the general service. During training the lower specialised rate of pay will apply. After satisfactorily completing specialised training and re-rating, drafting will be arranged by the Commanding Officer, R.N. Barracks, Lee-on-Solent (or the Captain, H.M. Signal School, Portsmouth), who will collaborate as necessary with W.R.N.S. authorities. Further instructions will be issued as regards P.O. rating.

(*C.A.F.Os. 1374/41 and 2349/41, A.F.Os. 1382/41, 1906/41 and 5235/41 are cancelled.*)

(*A.F.O. 400/40 and C.A.F.O. 66/42.*)

2215.—Air Fitters (O)—Trade Test for Air Artificer (O)

(N. 3088/42.—14.5.1942.)

A.F.O. Diagram 116/42 and the following specifications, conditions and marking instructions are to be substituted for A.F.O. Diagram 235/41 and related instructions, as the trade test for examining Leading Air Fitters (O) for Air Artificer (O), as set out in A.F.O. 2579/41, paragraph 5 (1), Section A. This test will be the standard one for all Leading Air Fitters (O) requiring to transfer to Air Artificer (O), whether entered as Apprentice or otherwise.

TRADE TEST OF LEADING AIR FITTERS (O) FOR
AIR ARTIFICERS (O)

Specifications and Conditions

Strap and Block.

Make and fit from materials supplied, strap and block, gib, cotter and nuts according to drawing.

(1) No machine other than a lathe and a drilling machine may be used.

All materials sufficiently large will be stamped when given to the candidates and this stamp mark is not to be removed in the process of the job until another has been put on by the Officer superintending the examination.

On ceasing work each day, all parts of the job, except when centred on a chuck, or lined up on a machine table, are to be placed under lock and key.

(2) Any information required by the candidate is only to be given by the Officer superintending the examination, and candidates are warned that it will be considered a most serious offence to obtain any assistance whatever whilst doing their job.

(3) Block to be a sliding fit in the strap, gib and cotter are to be a light tapping fit in the block and strap. All threads are to be workable by hand.

(4) When marking jobs, great importance will be attached to:—

(a) Fits as detailed in paragraph 3.

(b) All dimensions 1 to 26.

(c) Finish of threads.

(d) Sharpness of all square corners.

(e) Position of cotter when tapped up.

(5) All dimensions are given in thousandths of an inch or fractions. All surfaces are to be highly finished. Turned surfaces which have been finished with file or emery cloth will be penalised.

(6) Screwed spindles are to be in line with the remainder of the job.

(7) When a job is completed and assembled, the candidate is to scribe a line across the side of the gib and cotter to show the assembled position.

(8) Standard time for the job is 60 hours. No allowance will be given for completing the job under standard time, but marks will be deducted for time taken over standard time.

(9) A copy of the above conditions and a print of the job are to be given to each candidate when test job is started.

MARKING INSTRUCTIONS

Strap and Block. Standard Time : 60 hours

METHOD OF OBTAINING DEDUCTIONS

(1) *Deductions for Dimensions*

Column 3 on the mark sheet shows error allowed for each dimension without penalty, and one mark is to be deducted for each subsequent error of that amount, or fraction of a mark for a corresponding fraction of error. For example:

For a dimension of .437 in. and the tolerance allowed is $\pm .001$ in., an error of $\pm .0035$ in. will be penalised by 2.5 marks.

Or for a dimension of $\frac{3}{8}$ in. (0.750 in.) and the tolerance allowed is $\pm .005$ in., an error of $\pm .006$ in. will be penalised by one mark.

(2) No. 16, "Difference in length of cotter protruding at each end", column 3 on mark sheet: One mark to be deducted for every 10/1000 in. error, or a fraction of a mark for a corresponding fraction of error.

Fits

(3) *Deductions for Fit of Block in Strap.* (17.)

Maximum feelers that will enter $\frac{1}{8}$ in. between the edge of strap and block on each side (four places) to be found, and for every 1/1000 in. error deduct 1 mark or fraction of mark for a corresponding fraction of error.

Deductions for Fit of Gib and Cotter in Block. (18.)

With gib and cotter in assembled position in block, take total maximum feelers that will enter $\frac{1}{8}$ in. on each side of gib and cotter and behind cotter at each end to a total of (10 places) and deduct 1 mark or fraction of a mark for every 5/1000 in. clearance.

Deductions for Fit of Gib and Cotter in Strap. (19.)

With gib and cotter in assembled position in strap, take total maximum feelers that will enter $\frac{1}{8}$ in. on each side of gib and cotter (8 places) and behind cotter at each end (2 places) and under heads of the gib on each face (2 places), (total 12 places) and deduct 1 mark or fraction of a mark for every 5/1000 in. error.

Difference of Alignment

Sides and ends of block and strap—deduct up to 10 marks.

Sides, faces and angles of hexagon nuts—deduct up to 10 marks.

Fit of Threads

Deduct up to 3 marks for the fit of each nut and deduct up to 3 marks for reverse, total 12.

Deductions for Finish

Finish of surfaces, corners and edges—deduct up to 10 marks.

Finish of threads, nuts and spindles—deduct up to 10 marks.

FITTING AND TURNING

SECTION I.—STRAP, BLOCK, GIB AND COTTER, WITH NUTS

Maximum marks 200. Standard Time : 60 Hours

Deduct one mark for each 0.001 in. above or below the tolerance allowed in column 3.

Particulars of dimensions.	Drawing dimensions.	Error allowed without penalty and deduction unit.	Actual error in 1/1000ths.	Maximum deductions.	Actual deductions.
(1)	(2)	(3)	(4)	(5)	(6)
<i>Fitting.</i>					
1. Width of block (two places).	(a) $\frac{3}{4}$ " (0.750") (b) $\frac{3}{4}$ " (0.750")	1 1		5 5	
2. Depth of block (two places).	(a) $\frac{3}{4}$ " (0.750") (b) $\frac{3}{4}$ " (0.750")			5 5 20	
3. Length of slot in block (max. error).	$\frac{9}{16}$ " (0.562")	5		10	
4. Length from the end of the slot to end of block.	$\frac{9}{16}$ " (0.562")	5		5	
5. Difference in reading from the side of the slot to the side of the block.				5 20	
6. Depth of strap ...	(a) $\frac{3}{4}$ " (0.750") (b) $\frac{3}{4}$ " (0.750")	5 5		5 5	
7. Thickness of the strap arms.	(a) $\frac{1}{4}$ " (0.250") (b) $\frac{1}{4}$ " (0.250")	5 5		5 5 20	

who is strongly recommended by his Commanding Officer for advancement to Physical and Recreational Training Instructor, 1st Class, may be advanced to the higher non-substantive rating provided that the authorised numbers are not exceeded.

3. This does not apply to Pensioner Physical and Recreational Training Instructors, 2nd Class.

(K.R. & A.I., Appendix XVII, Part 3, No. 67.)

(A.F.Os. 2141/39, 496/40, 948/40 and 3115/40 are cancelled.)

2218.—Draft Order Instructions

(N. 9805/42.—14.5.1942.)

Instructions given in Draft Orders are frequently not being carried out by ships and establishments, resulting in other ratings being sent on draft without leave, or in passages arranged being missed.

2. It is essential in the interests of the Service, and the men themselves, that the instructions given in Draft Orders are strictly complied with.

2219.—National Service (Armed Forces) Acts—Men who fail to Report for Service

(N.L. 2583/42.—14.5.1942.)

A.F.O. 187/40, paragraph 3, provides that men called up for service in the R.N. under the National Service (Armed Forces) Acts who fail to report, are, after 14 days' absence, to be recorded as "R : failed to join".

2. Under Section 19 of the Naval Discipline Act, the act of desertion entails an intention of not returning to ship or place of duty, and a charge of desertion under this section against a man who is arrested by the police, or reports after having been marked "R : failed to join", is of doubtful legality.

3. In future cases, therefore, the following procedure is to be adopted:—

(a) A charge of absence without leave should be drawn under Section 23 of the Act on these lines:—

"Did remain absent without leave from His Majesty's Ship
by failing to report for service when called up under the
National Service (Armed Forces) Acts (being apprehended by the
police at _____ on the _____) (subsequently reporting
at _____ on the _____)".

(b) Mulets of pay, applicable to ordinary leave-breakers (K.R. & A.I., Article 578), are not to be inflicted, but forfeiture of pay and time during the period of absence, i.e. from the date of entry on ships' books to the date of reporting, is to be imposed formally so that no payment is made, or any service counted, prior to the latter date (A.F.O. 1916/40).

(c) The notation "R : failed to join" is to continue to be used in accordance with the directions in A.F.O. 187/40 as conforming to general Naval practice for absentees. When the man commences his service, the "R" is to be removed.

(d) The Service Certificates of men who commence their career in the R.N. by being absentees are to be noted in the first line on page 2 "Failed to join (date of call-up)" and the number of days time forfeited under (b) above is to be entered in the "Time forfeited" column on page 4.

4. Service Certificates are not to be prepared in these cases until the men report and perform effective service (A.F.O. 4044/41).

(K.R. & A.I., Art. 578.)

(A.F.Os. 187/40, 1916/40 and 4044/41.)

2220.—Night Adaptation of Look-outs and Flying Personnel

(T.S.D./S.R.E. 959/41.—14.5.1942.)

A.F.O. 433/42 is to be amended as follows:—

Paragraph 7. Delete item "(c)" and re-letter "(d) to (g)" to read "(e) to (f)".

(A.F.O. 433/42.)

*2221.—Leave Pass for Ratings on Less Than 48 Hours' Leave in London

(N.7684/42.—14.5.1942.)

Ratings on less than 48 hours' leave in London not in possession of a Liberty Ticket or ration card are to be provided with an officially stamped card as follows:—

H.M.S.
SHORT LEAVE PASS
LEAVE EXPIRES
(Time and date).....

2. Supplies of this card, which will be numbered S.248b, are being printed, and demands should be addressed to the Naval Store Officer, R.N. Store Depôt, Elveden Road, Park Royal, N.W.10.

3. C.P.Os. and P.Os. are excluded from the above arrangements.

*2222.—Travel to the Isle of Man—Sailings

(N. 28212/41.—14.5.1942.)

The Fleetwood to the Isle of Man steamer sails at 1230 on Tuesdays, Thursdays and Saturdays only. Personnel for the Isle of Man should be given travelling directions accordingly.

2. The Isle of Man to Fleetwood steamer sails at 0930 on alternate weekdays. There is no sailing on Sundays.

(A.F.Os. 3807/41 and 27/42 are cancelled.)

2223.—Officiating Minister of Religion

Lawrenny Ferry

(C.E. 53459/42.—14.5.1942.)

The Rev. G. L. Rogers Davies, M.A., The Vicarage, Martletwy, Narberth, Pembrokeshire, has been appointed Officiating Minister to Church of England personnel of the Royal Navy at Lawrenny Ferry. The usual facilities are to be afforded.

†2224.—Admiralty Surgeons and Agents

(C.E. 3842/42 : C.E. 5908/42.—14.5.1942.)

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

Place.	Name.	Address.	Remarks.
London district, comprising East Finchley, Church End, New Southgate, North Finchley, Southgate, Whetstone and Barnet.	Mr. J. D. Holmes, M.B.	1, Victoria Avenue, Church End, Finchley, N. (Tel. : Finchley 0533).	Revised appointment.
London district, comprising Golders Green, The Hyde, Mill Hill and Hendon.	Mr. C. J. Berkeley Way, M.C., M.B.	923, Finchley Road, Golders Green, N.W.11 (Tel. Speedwell 1413).	
London district, comprising Cricklewood, Kingsbury (excluding Kingsbury Green), Willesden and Wembley.	Mr. F. R. Sturridge, M.C., M.R.C.S., L.R.C.P.	61, Teignmouth Road, Cricklewood, N.W.2. (Tel. : Gladstone 1983).	Revised appointment.
Burgess Hill and Ditchling	Mr. J. M. Holmes, M.D.	Tower House, Burgess Hill, Sussex. (Tel. : Burgess Hill 2104).	

*2225.—Temporary Advancements of New Zealand Ratings to Certain Leading and Petty Officer Rates

(N. 4589/42.—14.5.1942.)

With reference to A.F.O. 874/42, the New Zealand Naval Board has now notified that the application to the Royal New Zealand Navy of the procedure contained in A.F.O. 3913/41, regarding the temporary advancement of certain classes of ratings, is suspended from 18th February, 1942.

2. This suspension, however, does not apply to "hostilities only" and reserve ratings on loan to the Royal Navy, who are governed by A.F.O. 1912/41.

(A.F.Os. 1912/41, 3913/41 and 874/42.)

2226.—R.N.Z. Navy—Marriage and Children's Allowances

(N. 10331/42.—14.5.1942.)

(Reprinted from N.Z. Navy Order 546 of 29.1.42 as amended by 557 of 28.2.42.)

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With reference to paragraph 7 of Navy Order 339, the granting of Army rates of Marriage Allowance to personnel in receipt of the "1940" rates of pay has been under consideration. Considerable difficulty has been experienced in arriving at an equitable solution, as it is desired to protect the superannuation rights of the ratings serving on continuous engagements.

2. Navy Order 339, paragraph 7, states that the case of men in receipt of the "1940" rates of pay will be considered on their merits. The Navy Order also states that :—

(a) Ratings on the "1940" scale have a claim if they are in a less favourable position as a result of the concession granted to ratings on the "1939" scale.

(b) All emoluments are to be taken into consideration.

3. The position, therefore, can be summarised by stating that after all emoluments have been taken into consideration, the difference, if any, between the total emoluments of the "1939" and "1940" ratings must be the same before and after receiving the Army or increased rates of Marriage Allowance.

4. The term "all emoluments" is deemed to include Deferred Pay in the case of men on the "1939" scale, and superannuation in the case of men on the "1940" scale.

5. In terms of Navy Order 339, ratings on the "1939" scale received an increase in Marriage Allowance sufficient to increase the allowance to the equivalent rate in the Army, but the increase was met by a corresponding reduction in Deferred Pay. Where the Deferred Pay exceeded the additional benefit received, the State met the difference.

6. In order that the same principle may be applied to ratings on the "1940" scale of pay, it is equitable that the superannuation benefits of these ratings should be reduced to the extent of the increased Marriage Allowance granted. Where the increased Marriage Allowance exceeds the total superannuation benefits, the State will meet the difference.

7. The total emoluments of ratings in receipt of the "1939" scale of pay are made up of :—

(a) Substantive pay.

(b) Marriage Allowance.

(c) Deferred Pay.

In the case of ratings on the "1940" scale, the total emoluments comprise :—

(a) Substantive pay.

(b) Marriage Allowance.

(c) Ratings' contribution to Superannuation Fund.

(d) State contribution to Superannuation Fund.

8. The Government Actuary was consulted in order to arrive at the proper solution, and from calculations made by that officer, it was ascertained that the State contribution to the Superannuation Fund will be twice the amount contributed by the rating. Thus, a rating who ultimately receives superannuation benefits contributes only one-third of the cost of those benefits, and the difference, namely, two-thirds, is met by the State. In all cases, it has been assumed that ratings on the "1940" scale serve for a period to qualify for an annuity, as these are the more favourable conditions.

9. An endeavour has therefore been made to arrive at a formula, which will give the result in (a) below :—

(a) For the increases in cash emoluments and total emoluments received by ratings on the "1939" scale to be granted to ratings on the "1940" scale. This result is attained as shown in (b) and (c).

(b) In the case of ratings on the "1939" scale of pay, who accepted Army rates of Marriage Allowance, their Deferred Pay was used, so far as possible, to provide the increased cash benefits. In the case of ratings on the "1940" scale of pay, their superannuation benefits will therefore be used in like manner to grant the increased cash benefits.

(c) Where, on account of (b), a rating in receipt of the "1940" rates of pay will receive reduced superannuation benefits on discharge, his contribution to the Superannuation Fund will be reduced proportionately.

10. After taking the foregoing into consideration, the following formula for computing the increase in Marriage Allowance for ratings who elect to receive the increase has been approved :—

(a) Married ratings in receipt of the "1940" rates of pay may elect to receive the same increase in cash emoluments as was received by equivalent ratings in receipt of the "1939" rates of pay who elected to receive Army rates of Marriage Allowance. The increase granted is to be regarded as increased Marriage Allowance.

(b) Superannuation deductions of ratings who elect under (a) are to be reduced by one-third of the increase in cash emoluments. Where one-third of the increase is equal to or greater than the superannuation contribution normally paid by the rating, no contribution will be paid in the future.

(c) The rating's pension or gratuity payable on discharge will be reduced in proportion to his reduced contribution. Thus, where a rating contributes only one-half of his normal contribution to the Fund, he will receive only one-half pension or gratuity for that period. Where he makes no contribution to the Superannuation Fund he will receive no pension or gratuity for that period.

11. Two examples in explanation of the formula indicated in the previous paragraph are reproduced as an appendix to this Navy Order.

12. The proposals made in this Navy Order are to be brought into operation with effect from 31st October, 1940. The general provisions of Navy Orders 339 and 438 are to be regarded as applicable to payments in terms of this Navy Order. The declaration referred to in Navy Order 339, paragraph 9, is to be accompanied by a statement in the form of the appendix to this Navy Order.

APPENDIX

Example 1

Name.—A. N. Other (Married—one child). Rating.—Able Seaman. Official No.

	Pay of Rating Concerned.		Pay of Equivalent Rating on "1939" Scale.	
	Present Rates. (Navy Rates of Marriage Allowance)	Proposed Rates. (Increased Rates of Marriage Allowance)	Prior to receiving Army Rates of Marriage Allowance	After receiving Army Rates of Marriage Allowance
Substantive Pay	£ s. d. 2 18 11	£ s. d. 2 18 11	£ s. d. 2 14 3	£ s. d. 2 14 3
Marriage and Children's Allowance	1 5 0	1 9 4 ⁺	1 5 0	1 11 6
Contribution to Navy Superannuation Fund	4 3 11	4 8 3	3 19 3	4 5 9
	— 3 10	— 1 8	—	—
Cash Emoluments	4 0 1	4 6 7	3 19 3	4 5 9
Deferred Pay	—	—	— 12 3	— 5 9
Value of benefits from Navy Superannuation Fund on discharge (including State contribution) ...	— 11 6	— 5 0	—	—
Total Pay	4 11 7	4 11 7	4 11 6	4 11 6
Increase in :—				
Cash Emoluments		— 6 6		— 6 6
Total Pay		—		—

The method of arriving at the rate at which service counts for pension or gratuity purposes:—

Superannuation to be paid in future $\frac{1s. 8d.}{3s. 10d.} = 43$ per cent
 Superannuation previously paid ...

† Method of computing Marriage Allowance.

	£	s.	d.
Present pay in cash	4	0	1
Increase in cash emoluments received by "1939" rating	—	6	6*
	4	6	7

Contribution to Navy Superannuation Fund—

	s.	d.
Normal	3	10
Less one-third of 6s. 6d. (*increase, cash emoluments)	—	2 2
	—	1 8

	£	s.	d.
Less Substantive Pay	2	18	11

Marriage and Children's Allowance, now Payable 1 9 4†

Example 2

Name—A. N. Other (Married, four children). Rating—Able Seaman. Official No.

	Pay of Rating Concerned.		Pay of Equivalent Rating on "1939" Scale.	
	Present Rates (Navy Rates of Marriage Allowance)	Proposed Rates. (Increased Rates of Marriage Allowance)	Prior to receiving Army Rates of Marriage Allowance	After receiving Army Rates of Marriage Allowance
Substantive Pay	£ s. d. 3 0 1	£ s. d. 3 0 1	£ s. d. 2 15 5	£ s. d. 2 15 5
Marriage and Children's Allowance	2 0 0	2 19 1†	2 0 0	3 3 0
	5 0 1	5 19 2	4 15 5	5 18 5
Contribution to Navy Superannuation Fund	— 3 11	—	—	—
Cash emoluments	4 16 2	5 19 2	4 15 5	5 18 5
Deferred Pay	—	—	— 12 3	—
Value of benefits from Navy Superannuation Fund on discharge (including State contribution) ...	— 11 9	—	—	—
Total Pay	5 7 11	5 19 2	5 7 8	5 18 5

Increase in:—

Cash Emoluments	1 3 0	1 3 0
Total Pay	— 11 3	— 10 9

The method of arriving at the rate at which service counts for pension or gratuity purposes:—

Superannuation to be paid in future ... Nil.
 Superannuation previously paid ... $\frac{3s. 11d.}{3s. 11d.} = \text{Nil.}$

† Method of computing Marriage Allowance.

	£	s.	d.
Present pay in cash	4	16	2
Increase in cash emoluments received by "1939" rating	1	3	0*
	5	19	2

Contribution to Navy Superannuation Fund—

	s.	d.
Normal	3	11
Less one-third of 23s. (*increase in cash emoluments)	7	8

	£	s.	d.
Less Substantive Pay	3	0	1

Marriage and Children's Allowance, now Payable 2 19 1†

(A.F.Os. 732/41 and 2227/42.)

2227.—R.N.Z. Navy—Marriage and Children's Allowances for Loan Ratings

(N. 10331/42.—14.5.1942.)

(Reprinted from N.Z. Navy Order 438 of 18.6.41.)

With reference to Navy Order 339, the principle upon which the Government gave approval for married ratings of the New Zealand Naval Forces in receipt of 1939 rates of pay to have the option of electing to receive the rates of marriage allowance payable to the New Zealand Military Forces, was to ensure that the Naval rating should not be worse off than a soldier of equivalent rank.

2. Loan ratings drawing marriage allowance at the naval rate and in receipt of lodging and provision allowances are already in receipt of equal or greater emoluments than soldiers of equivalent rank.

3. For this reason it has been decided that such ratings will not be eligible to take the option to receive army rates of marriage allowance.

4. Where loan ratings who have elected to receive Army rates of marriage allowance later become eligible for lodging and provision allowance, they are to cease receiving marriage allowance at Army rates and are to revert to Naval rates. On ceasing to receive lodging and provision allowance they may revert to the Army rates of marriage allowance.

5. Navy Order 339, paragraph 8, is to be annotated thus—"but see Navy Order 430."

(A.F.O. 732/41.)

***2228.—South Africa—Information Required by Union Government Regarding their Nationals Serving in Armed Forces—REPORTS**

(N. 9605/42.—14.5.1942.)

A request has been received from the Union of South Africa through the British Military Mission, Pretoria, for information under the following headings to be furnished regarding Union nationals of the Dominion serving in the Navy, Army or Air Force:—

- (i) Full name.
- (ii) Sex.
- (iii) Age.
- (iv) Conjugal condition.
- (v) Rank.
- (vi) Unit.
- (vii) Civil trade or occupation.
- (viii) Former residence in Union.
- (ix) Intention regarding return to Union after the war.
- (x) Whether desirous of employment being found through Civil Employment Board.
- (xi) Educational qualifications.

2. So far as South African nationals serving in the Navy are concerned, ships and establishments bearing such personnel are to send reports to the Flag Officer in Charge, Simonstown, who is to collate them and forward them to the British Military Mission, Pretoria.

3. One copy of the returns relating to *Officers* is to be sent to the Secretary of the Admiralty (C.W. Branch).

2229.—Newfoundland Ratings Invalided—Accounting Arrangements

(D.N.A. 4571/42.—14.5.1942.)

As from the date of this order, the pay accounts of Newfoundland ratings, repatriated after medical survey are to be entered on the books of H.M.S. "Avalon III" for the period of passage and extended for a period of 28 days beyond the date on which the men are sent from H.M.S. "Avalon III" to their homes in Newfoundland.

2. Whenever possible pay documents are to accompany the men on repatriation but if, for any reason, this is impracticable, they are to be forwarded direct to the Accountant Officer, H.M.S. "Avalon III," c/o Fleet Mail Officer, St. John's, Newfoundland.

3. Telegraphic notification of the date on which an invalided rating ceases pay, and of the date to which marriage and/or dependants' allowance has been paid by the Secretary, Department of Public Health and Welfare, St. John's, is to be made by the Accountant Officer, H.M.S. "Avalon III" to the Ministry of Pensions, Norcross, Blackpool (copy to D.N.A. Branch 3, and to the Commodore of the rating's Port Division), as soon as this information is available. If no marriage or dependant's allowance is in issue the telegraphic notification should contain a statement to this effect.

4. The rating's Service Certificate will be temporarily retained at the Admiralty pending consideration of an award by the Ministry of Pensions. The Commanding Officer of the establishment in which the rating was serving immediately prior to embarkation should indicate on the Service Certificate the character and efficiency assessment provisionally awarded on final discharge and should forward the document to D.N.A. Branch 3 where it will be completed as regards the date of final discharge, on receipt of the telegraphic notification from H.M.S. "Avalon III."

5. The Service Certificate will finally be sent to H.M.S. "Avalon III" for delivery to the man.

6. Forms D.145, marked "Overseas entry for repatriation" are to continue to be forwarded by the surveying hospital to the Liaison Officer, Ministry of Pensions c/o D.N.A.3, Bath.

7. A Form M.169 (Provisional Certificate of Discharge) is in all cases to be handed to the man on leaving hospital. In addition, when the rating is discharged from Depot to await passage he is to be given a certificate in manuscript for delivery to the Accountant Officer, H.M.S. "Avalon III" stating that he is "discharged to H.M.S. 'Avalon III' for final discharge to shore on arrival in Newfoundland."

8. All repatriated Newfoundland ratings should be instructed to report on arrival to the Accountant Officer, H.M.S. "Avalon III," Pope Building, Water Street, St. John's.

9. The advance of pay given to all naval ratings on discharge from hospital after medical survey (A.F.O. 1284/41) should be sufficient to meet expenses until arrival in Newfoundland, but if for any reason (e.g. delay in obtaining passage facilities) a further payment is necessary, after the rating's pay account in this country has been closed, the advance should be noted in the man's pay book (S.43A) and communicated immediately to H.M.S. "Avalon III." An endorsement should also be made on the back of the manuscript certificate referred to in paragraph 7.

10. This order supersedes paragraph 3 of A.F.O. 4032/41.

(K.R. & A.I. Art. 1588 (3)).

(A.F.Os. 1284/41 and 4032/41.)

2230.—Form M.20—Hospital Patients—Advance of Pay—Reporting of

(D.N.A./Sta. 18358/41.—14.5.1942.)

See A.F.O. 2324/42 in Section 5 of this issue.

(A.F.O. 2324/42.)

2231.—Dental Treatment—War Addition to Scale of Fees

(M.D.G. 44255/41.—14.5.1942.)

Where approved dental treatment and/or appliance work is undertaken by civilian dental practitioners at the expense of Naval funds, and the total of the item charges for such treatment based on the schedule shown in A.F.O. 3472/39 exceeds the sum of One Pound sterling (excluding any charge or charges in respect of any treatment for which no scale fee is laid down), the following war increases are allowable in addition to the Admiralty Scale of Fees:—

Total of the item charges.	War Increase.	
	s.	d.
Over £1 and up to £1 10s. inclusive	2	0
Over £1 10s. and up to £2 inclusive	3	0
Over £2 and up to £2 10s. inclusive	4	0
Over £2 10s. and up to £3 inclusive	5	0
Over £3 and up to £4 inclusive	6	0
Over £4 and up to £5 inclusive	7	0
Over £5 and up to £6 inclusive	8	0
Over £6	9	0

2. These additional allowances apply to all accounts for treatment undertaken on and after 15th September, 1941. Civilian dental practitioners with whom temporary contracts have been arranged should be notified by the appropriate local Naval Authority.

(A.F.O. 3472/39.)

(A.F.O. 4603/41 is cancelled.)

2232.—Diagnosis of Venereal Disease

(M.D.G. 17621/42.—14.5.1942.)

In ships and establishments where microscopic facilities are not available, slides of a urethral discharge are always to be taken before any form of treatment is given. Treatment can then be commenced and a diagnosis of "Urethral Discharge" made. The slides are to be examined at the first opportunity and the diagnosis amended as necessary on the receipt of the laboratory report.

2. The diagnosis of syphilis should not be made on a single positive Wasserman Reaction where the clinical manifestations of the disease are doubtful or absent. Therefore, in order to obviate errors in these cases, the Wasserman Reaction should if practicable, be retested before a diagnosis of syphilis is made and any treatment commenced.

2233.—Use of Morphia in Ships not carrying a Medical Officer or Sick Berth Rating

(M.D.G. 21920/42.—14.5.1942.)

Non-medical personnel who may be called upon to use morphia should in every case obtain prior instruction from a Medical Officer. The following notes are to be regarded as adjuvant to such instructions.

2. The use of morphia is to be reserved entirely for the treatment of persons wounded or otherwise injured, including burning and scalding, for the relief of pain and shock and is on no account to be given by non-medical personnel to anyone suffering from pain not due to these causes. It should be avoided in the case of head injuries unless the patient is in pain and/or restless.

3. Morphia may be supplied in three forms:—

(a) TUBUNIC AMPOULES ... For injection under the skin.

(b) TABLETS To be swallowed, crushed or otherwise, with a drink.

(c) LAMELLAE To be dissolved under the tongue or swallowed.

The method by injection of the contents of tubunic ampoules is by far the most effective. When the ampoules are available they should certainly be used. They will usually be supplied in the form of OMNOPON.

For the injection select the skin preferably on the outer side of the upper arm or thigh or on a buttock, though any site may be chosen as circumstances permit. Cleaning the skin, if it means delay in giving the morphia, is not essential. Directions for using the ampoule are given on a leaflet with diagrams contained in the box or tin. These should be studied.

The directions state:—

- (a) Unwind the safety band.
- (b) Perforate the diaphragm by pressing the glass hood down on to the aluminium head.
- (c) Hold the tubunic ampoule syringe upright with the needle uppermost and gently squeeze the lower part of the collapsible tube until a drop of solution appears at the point of the needle.
- (d) Take the aluminium head of the tubunic ampoule syringe between the thumb and forefinger, insert the needle under the skin with a quick push and inject the solution by an even pressure upon the collapsible tube. Withdraw the needle.

The dose of each form of morphia is one unit, i.e., one tubunic ampoule, one tablet or one lamella. In cases of severe wounding or great pain two units may be given. The dose can be repeated if necessary provided four hours have elapsed since the previous dose was given.

4. All forms of morphia should be kept under lock and key in the charge of the Commanding Officer.

5. All patients who have been given morphia should have a label attached to their clothing with the following records:—

- (a) Name.
- (b) Nature of injury.
- (c) Dose of morphia given, i.e., two tablets, two ampoules of omnopon, etc.
- (d) Date and time when morphia given.

2234.—Customs Privileges for Shore Signal and W/T Establishments

(N.L. 4088/42.—14.5.1942.)

Applications can now be considered to allow the Naval personnel of Shore Signal and Wireless Stations, Port War and War Signal Stations, to receive duty free victualling yard supplies of service tobacco, groceries and rum, subject to certain conditions.

2. To be eligible for this privilege, establishments must be able to comply with the conditions laid down in A.F.O. 1869/37, and the majority of the personnel must be Naval personnel borne on ships' books, and subject to the Naval Discipline Act.

3. Under A.F.O. 1869/37 the following information is required in each case:—

- (a) Name of establishment and where situated.
- (b) Numbers of Naval personnel concerned, and on what ships' books they are borne. Coastguard personnel are not entitled to duty free service tobacco, groceries, or rum, and are not to be included. If any coastguards or civilians are borne, the number must be stated separately.
- (c) Whether the establishment is self-contained, fenced or walled, guarded, and not occupied by civilians.
- (d) Whether the Naval personnel are victualled from service sources, or are in receipt of compensation for victualling. If service victualled, duty free service groceries, tobacco and rum will be required (i.e., Privilege List I, of A.F.O. 1869/37) and if in receipt of compensation, service tobacco only will be required (i.e., Privilege List II, of A.F.O. 1869/37.)
- (e) Whether the personnel are accommodated on the premises or elsewhere, if so, where.
- (f) The name of the nearest base ship or establishment from which service tobacco would be drawn.

(A.F.O. 1869/37.)

(A.F.O. 120/40 is cancelled.)

2235.—Forms S.252 and S.253—Revision

(N.L. 16849/42.—14.5.1942.)

With reference to paragraph 2 of A.F.O. 4935/41, it has now become necessary to reprint Form S.253 and the opportunity has been taken of revising the wine book with the dual object of saving paper and of reducing the clerical and arithmetical labour involved in keeping the wine books.

2. It will be necessary for the Wine Steward to keep Form S.252—Day Book—as a rough record, and to enable the Wine Caterer to maintain a check on the daily openings, but the need for the Wine Caterer to keep a fair copy of the Day Book will be removed by the introduction of the revised Form S.253, which is a book of foolscap size so arranged that it combines the functions of Forms S.252 and S.253.

3. The principal alteration is that one page of Form S.253 is used for each officer for one month and shows not only the daily quantity consumed (as entered direct from the rough Day Book kept by the Wine Steward) together with the daily value of the quantity consumed, but also shows the weekly total, mess share, and monthly total. The correctness of the additions can be checked at the end of the month by comparing the sum of the daily totals with the sum of the weekly totals. The need for the horizontal addition of shillings and pence in order to obtain a cross check is eliminated.

4. In order to arrive at the total of the wine bills for the month a fold-out fly leaf is incorporated at the end of the book, to which the individual monthly totals can be transferred for the purpose of addition.

5. The new book is of a size to provide for eight months transactions for thirty-six officers.

6. Supplies of the old Form S.253 should continue to be used until exhausted and supplies of the new form should not be specially demanded.

(A.F.O. 4935/41.)

2236.—Instructional Films—Distribution of Army Security Film "Next of Kin"

(T.S.D.464/42.—14.5.1942.)

An Army film on Security has recently been completed and copies are now available for use in the Naval service. The film, which is entitled "Next of Kin," is the equivalent of a full length feature film normally shown in commercial cinemas and lasts 1½ hours. It will also be shown to the general public.

2. The treatment of the film makes it suitable for showing for both recreational and instructional purposes and, as far as possible, all officers and men should see the film.

3. The initial distribution of copies will be as follows:—

1 copy ...	C.-in-C., Mediterranean (for use in ships and establishments within the Command).	
1 copy ...	C.-in-C., Home Fleet	} For use in ships within the Command.
1 copy ...	C.-in-C., The Nore	
1 copy ...	C.-in-C., Western Approaches	
1 copy ...	C.-in-C., East Indies	} For use in ships and establishments within the Command.
1 copy ...	F.O.I.C., Royal Indian Navy	
1 copy ...	V.A.C., North Atlantic	
1 copy ...	C.-in-C., South Atlantic	
1 copy ...	Admiralty.	
1 copy ...	R.N. Barracks, Portsmouth.	
1 copy ...	H.M.S. "King Alfred," Hove.	
1 copy ...	R.N. Barracks, Plymouth.	
1 copy ...	H.M.S. "Scotia."	
1 copy ...	H.M.S. "Glendower."	
1 copy ...	R.N. Barracks, Chatham.	
1 copy ...	H.M.S. "Europa."	
1 copy ...	H.M.S. "Royal Arthur."	
1 copy ...	H.M.S. "Raleigh."	
1 copy ...	H.M.S. "Ganges."	
1 copy ...	H.M.S. "St. George."	
1 copy ...	H.M.S. "Duke."	

4. In addition to this a number of copies in 35-mm. and 16-mm. size are available for issuing on temporary loan to shore establishments in the British Isles. Application to borrow these copies should be made direct to the Director of Training and Staff Duties (Film Section), Admiralty.

***2237.—Recreational Films for Admiralty Shore Establishments**

(N.6376/42.—14.5.1942.)

In consequence of an alteration in policy within the film trade concerning the supply of films, an alteration is necessary in the procedure for obtaining recreational films for Admiralty Shore Establishments. Arrangements are being made to maintain the supply of films while final adjustments are being made for a new system, and all correspondence on the matter should be addressed until further notice to the Secretary, A.S.E.C.F., 123, Regent Street, London, W.1; telephone, Regent 8080.

2. The selection of films will continue to be open to the Shore Establishments, and it is hoped to arrange for the supply to include many up-to-date films without increase of cost to personnel.

3. Further particulars will be issued about the administrative details.

2238.—Naval Canteen Service—Entry of Male Staff in the Royal Navy

(N. 10336/42.—14.5.1942.)

As from the 1st August, 1942, or the 1st of the month following the receipt of this Order, if later, male members of the N.A.A.F.I. canteen staff who are serving afloat, or who are under a liability to serve afloat, will be entered in the Navy as Naval ratings under an engagement to serve "until the end of the period of the present emergency". Such members of the canteen staff should accordingly be invited to sign R.N. engagements commencing as above. Those who are unwilling to sign should continue to be employed temporarily under present conditions until they can be replaced.

CONDITIONS OF SERVICE

2. *Grading.*—Canteen staff will have titles and grading as follows:—

Title.	Relative Rank.	Post.
Chief Canteen Manager ...	C.P.O.	Canteen Manager in large ships.
Canteen Manager ...	P.O.	Canteen Manager in other ships.
Leading Canteen Assistant ...	Ldg. Sea.	First Assistant in ships bearing a Chief Canteen Manager.
Canteen Assistant ...	A.B.	Other Canteen Assistants.
Junior Canteen Assistant ...	Ord. Sea.	Junior Assistants.

3. Cruisers and above will be reckoned as "large ships" for this purpose. Entries (except of Junior Assistants) will be in the grade of Canteen Assistant, advancement to the rank corresponding to the post held being made on successive days.

4. Entries should be made in the ships or establishments in which the men are serving, engagements being signed on Form S.55, modified by the addition of a sentence, as shown below, to cover the different pension arrangements. The terms of this Order should be brought to the notice of every member of the staff invited to engage under it.

5. Canteen staff will receive a rate of Naval pay as shown below, which will be made up to their present rates by a civil addition paid direct by N.A.A.F.I. Naval part of pay will be paid by the ship and will be made on the ledger; and this part of pay only will be liable to disciplinary mulcts. Balance of pay will be paid by the Canteen Manager.

	s.	d.
Chief Canteen Manager ...	5	0 a day.
Canteen Manager ...	3	9 a day.
Leading Canteen Assistant ...	2	6 a day.
Canteen Assistant ...	2	0 a day.
Junior Canteen Assistant ...	1	6 a day.

6. These rates include the 6d. a day war bonus. Canteen staff will not be eligible for Marriage Allowance, Kit Upkeep Allowance or other additional allowances from Naval sources, except hard-lying money and climate pay, which will be paid on the ledger as for Naval ratings.

7. Allotments to wives, etc., will be made in the first instance from the N.A.A.F.I. balance of pay. If that is insufficient to cover the allotment desired, supplementary deductions may be made from the Naval part of pay only on request being made by N.A.A.F.I. headquarters. Alterations in deductions are to be made only on receipt of information from N.A.A.F.I. headquarters.

8. Service certificates should be prepared for all canteen staff signing Form S.55 and are to be kept in the same way as those of Naval ratings. Character should be assessed on the same occasions as is done in the case of Naval ratings, but efficiency need not be assessed and spaces for efficiency assessments should be ruled through.

9. Official numbers will be assigned by the Director of Navy Accounts and will be prefixed by the letter N, all the men being allocated to Chatham Port Division (Example—C/NX. 1234).

10. The men will be borne on a separate section of the ledger—List 5D (Canteen Staff) or List 5A (Canteen Staff).

11. *Pension.*—Compensation for war injuries will be paid under the same scheme as applies to T.124 men (A.F.O. 833/40). For other injuries sustained on duty, compensation will be (a) for Home entrants, the Admiralty civilian scheme of compensation based on the Injuries Warrants and Workmen's Compensation Acts (b) for Maltese, the rates of a special Maltese injury warrant now in preparation. To cover this variation from normal Naval conditions, a slip should be appended to the engagement, and signed by the man, in the following terms: "I understand that compensation to ratings of the Canteen Branch in event of death or injury is made under the War Pensions and Detention Allowances (Naval Auxiliary Personnel) Scheme 1940, and not under the Naval Pensions Code".

12. *Victualling and Kit.*—Uniform will be as laid down in A.F.O. 1453/40 with the addition of Naval badges of substantive rank. First outfit will be provided by N.A.A.F.I., including the special N.A.A.F.I. badges. Replacements, other than the special N.A.A.F.I. badges, may be taken up from the Accountant Officer at Naval issuing prices under the terms of A.F.O. 1453/40.

13. Victualling will continue on present lines, the staff either victualling themselves or being victualled from the general mess on repayment. (K.R. & A.I., Article 630 (13) (ii)). Grog money is not to be paid; and grog should not be issued except as authorised on repayment in accordance with A.F.O. 1718/40.

14. *Medical and Dental.*—Treatment on board ship should be given as for Naval ratings.

15. Canteen staff will be eligible for admission to Naval hospitals, but unless they are admitted for injuries sustained on duty, subsistence will be charged.

16. Dentures and glasses will not be provided at the cost of the Crown. But facilities for dental treatment and the supply of dentures on a repayment basis are available in cases where this is necessary for the preservation of health. The arrangements provided by A.F.O. 1653/41 will be followed generally.

17. *Travelling.*—Naval travelling warrants may be issued for journeys on duty or on leave under the same conditions as apply to Naval ratings.

18. Wives of canteen staff will be eligible for *travelling concessions* to the same extent as wives of Naval ratings.

19. *Sick Leave and Insurances* will be as for Naval ratings, N.H.I. deductions being made in the ledger.

20. *Hospital Stoppages*—as for Naval ratings.

21. In the event of *invaliding* canteen staff will be eligible for extension of pay as for Naval ratings.

INCIDENCE OF COST.

22. The following costs, which will be borne by Naval funds in the first place, will be recovered from N.A.A.F.I. :—

- (1) Naval part of pay, including Hard-lying money and Climate pay,
- (2) Pensions, except for war injuries,
- (3) Travelling warrants (all travelling warrants are to be endorsed "Cost payable by N.A.A.F.I. ").
- (4) Insurance contributions.

23. Victualling and clothing costs will remain as at present. Replacement of kit lost or destroyed will be the responsibility of N.A.A.F.I. or the man; except that the Admiralty will bear the cost of replacing kit lost by service casualty under A.F.O. 3917/41.

24. The burial arrangements for Naval ratings (A.F.Os. 2014/40 and 736/41) will be extended to canteen ratings at Admiralty expense.

GENERAL.

25. N.A.A.F.I. will remain responsible for the administration of such matters as the selection of men for posts, drafting, casualties, and passages.

26. Discharges from the Service will be put forward by N.A.A.F.I. to the Admiralty for final approval.

27. Canteen staff will be attached to the Accountant Division of the ship and will be under Naval discipline, and offences against Naval discipline should be dealt with in accordance with the normal rules applicable to Naval personnel. The conduct of the canteen (keeping of accounts, maintenance of stocks, etc.) will, however, continue to be a responsibility of the canteen personnel to the Corporation and offences or shortcomings in this connection should not be dealt with as matters affecting discipline, but should be reported to the Corporation. Should it come to the notice of the C.O. that a member of the canteen staff is guilty of irregularities of this nature, he may, at his discretion, suspend the individual from duty and report the matter to N.A.A.F.I. authorities for such action as they may consider necessary.

28. No medical examination will be required on entry for staff now serving. Future entrants will undergo a medical examination to be laid down, and a short course of training, including Part I of the New Entry Course in a Naval Establishment.

29. The arrangements in this Order will apply to Maltese staff, but not to native or other canteen staff not under the administration of N.A.A.F.I.

30. Certain amendments to the K.R. & A.I., Article 630, will be necessitated by these arrangements: and these will be promulgated in due course.

31. Men who have already joined the Navy and been released to the Reserve List in order to serve with the Naval Canteen Service should be invited to sign an engagement and endorsement in the same way as other canteen staff, being regarded as discharged from their previous engagement and called up from the Reserve, on signing the new engagement.

(A.F.Os. 833/40, 1453/40, 1718/40, 2014/40, 736/41, 1653/41 and 3917/41.)

***2239.—Navy, Army and Air Force Institutes—Home Ports—Lower Deck Representative at Headquarters**

(V. 1205/42.—14.5.1942.)

Able Seaman Edward Storrie, Official Number D/J.79471, of H.M.S. "Drake," has been elected the representative of the lower deck at the headquarters of the Navy, Army and Air Force Institutes, for the Home Ports, for one year from 1st May, 1942, in succession to Musician William E. C. Podger, Official Number R.M.B./X.134.

(A.F.O. 1916/41.)

***2240.—Educational Examinations Afloat—November and December, 1941—Results**

(Included in Notice Boards Issue only.)

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

2241.—Gun Mountings—4-in., Twin, Mark XIX, Mountings—Filling Recoil Cylinders

Ships concerned

(G. 05545/42.—14.5.1942.)

Further to A.F.O. 1911/42, and as a result of recent experience in a ship, it appears there is still a possibility that the instructions on the instruction plate

for filling recoil cylinders can be misinterpreted, consequently Commanding Officers of ships concerned should arrange for the words "PER GUN" to be added *after* the words "ABOUT 10 QUARTS OF BUFFER LIQUID ARE REQUIRED".

2. The words should be stamped on the instruction plates by ship's staff.

3. An amendment to the handbook B.R. 257 will be issued.

(A.F.O. 1911/42.)

2242.—Gun Mountings—0.5-in. Twin Mark IV.—Modification to the Safety Catch on the Firing Gear Pedal

Ships concerned.

(G. 1799/42.—14.5.1942.)

To facilitate the operation of the safety catch on the firing gear pedal on the above mountings when sea-boots are worn, a modification should be made in accordance with A.F.O. Diagram 117/42.

2. The work should be carried out by ship's staff, assisted as necessary by dock-yards and repair establishments.

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

2243.—Gun Mountings 0.5-in. Twin, Mark IV—Sight Design in Canadian Mountings—Target Board Diagram

(G. 01300/42.—14.5.1942.)

0.5-in. Twin, Mark IV mountings manufactured in Canada and bearing the register Nos. C.A.N. 1 to 226, are fitted with 300 knot foresights and sight lay-out of Canadian design, as shown in A.F.O. Diagram 118/42 (1) (G.R. 5987).

2. To enable ships' stocks of these foresights and spares to be replaced when they become unserviceable, by the standard 300 knot foresights shown on C.A.F.O. Diagram 399/41, Sheet 2 (C.A.F.O. 1900/41), adapter plates are being supplied with each mounting for fitting to the existing foresight brackets.

3. The target board dimensions shown on A.F.O. Diagram 118/42 (2) (G.R. 5980), are for use with Canadian mountings fitted with either the Canadian or standard 300 knot foresight.

(C.A.F.O. 1900/41.)

2244.—Ordnance, B.L., 16-in., Mark I and B.L., 14-in., Mark VII—Tools, Inserting, 0.5-in., Vent Tube, Mark I—Introduction

(A.S. 5515/42.—14.5.1942.)

A tool for inserting 0.5-in. vent tubes in the case of missfires and for catching ejected tubes has been introduced for use with B.L. 16-in. Mark I and B.L. 14-in. Mark VII guns. It will be issued in the proportion of one per gun plus one spare per ship.

2. H.M. ships concerned who have not already been supplied should demand the tools from the nearest N.A. Depôt or Officer in Charge of Armament Supply.

3. Nets recovering V.S. tubes for both B.L. 16-in. and 14-in. guns may be retained on board, but no further supplies will be available after present stocks have been exhausted.

2245.—O.Q.F., 2-pdr., Mark VIII Flame Guards—REPORT

(A.S./C.I.N.O. 3579/42.—14.5.1942.)

To prevent the flame guards fitted to Q.F., 2-pdr., Mark VIII and Mark XIV guns becoming damaged through blast, all are to be examined by ship's staff and any manufactured by Messrs. H. O. Strong (they are stamped "H O S with year") are to be notified to N.A. Depôts or O.C.A.Ss. for modification as follows.

2. Internal weld is to be examined and if found rough or proud, it is to be smoothed off so that the weld is flush with the inside of the cone. Rivets are also to be checked to ensure that the heads are right down on the body of the flame guard.

3. Flame guards in store are to be similarly examined and modified by R.N.A. Depôts. After modification, flame guards of Messrs. H. O. Strong manufacture may be issued to service. Flame guards delivered off contract in future will not need modification.

4. A report is to be forwarded to D.A.S. (Branch A), Bath, by N.A. Depôts and O.C.A.Ss., showing the quantity of flame guards which have to be modified.

2246.—O.Q.F., 2-pdr.—Tools—Modification to Cleaning Rods

(A.S. 5042/42.—14.5.1942.)

The following *modification* is to be carried out:—

Items affected:—

Rods, assembling, barrel spring, Q.F., 2-pdr., Mark VIII guns, Mark II.
Rods, cleaning, Q.F., 2-pdr., Mark II* guns, Mark II.
Rods, cleaning, Q.F., 2-pdr., Mark XIV gun, Mark I.

Nature of modification.—The ends of the tubes in the vicinity of links to be chamfered 0.1 in. at 45° in accordance with drawings N.O.D. 2175/25, V.S.M. 46804G, and N.O.D. 2175/63, as amended under date of 17th April, 1941.

Purpose.—To prevent the link tending to jam the adjacent joints through fouling.

By whom to be carried out.—Staffs of R.N. Armament Depôts and Officers in Charge of Armament Supply.

Degree of urgency.—As and when opportunity offers.

2247.—Breech Mechanisms, Q.F. 4-in, Mark XVI-XVI* Guns—Springs, Striker, Marks II, III and IV

(A.S. 8272/41.—14.5.1942.)

Reports have been received of Q.F. 4-in. Mark XVI* mechanisms failing to function satisfactorily due to scoring, etc., when fitted with Mark IV striker springs, *vide* A.F.O. 2929/41.

2. Pending investigation as to the cause of these failures, it is approved to fit Mark III striker springs to guns which cannot be made to function satisfactorily with Mark IV springs. Mark II springs may also be used where available if more satisfactory results can be obtained with these.

3. As it will probably not be possible to obtain 28 inch-lbs. blow of striker when Mark III springs are fitted, guns with this mark of spring may be accepted with weight of blow not less than 25 inch-lbs.

4. Particular care should be taken by R.N.A. Depôts and Os., C.A.S. when issuing spares, to ensure that spare springs, and those in spare firing cases are of the same pattern as the component spring of the guns for which they are required.

5. A.F.O. 2929/41 is temporarily suspended.

(A.F.O. 2929/41.)

2248.—Guns, Machine Oerlikon 20 mm.—Magazines, Mark II—Modification

(A.S.—14.5.1942.)

To guide assembly, the indicator blocks of Magazines 20 mm. Oerlikon, Mark II, are to be stamped "TOP" as shown on A.F.O. Diagram 119/42. The work is to be done by R.N. Armament Depôts and Officers-in-Charge of Armament Supply, as opportunities offer.

2. Depôt copies of drawings N.O.D. 3114/35 (Item 446) should be amended accordingly under date 29.9.41.

2249.—Machine Guns and Equipment—Oerlikon 20 mm., Mark IIA and IIIA Mountings—Holding Down Bolts—Supplies

(G. 3271/42.—14.5.1942.)

Stocks of holding-down bolts for 20 mm. Oerlikon Mark IIA and IIIA mountings are being supplied to the gun mounting overseers at Coventry and Parkhead for issue to fitting-out and shipping ports where facilities for the manufacture of suitable bolts are limited.

2. The bolts, which will be supplied in lengths of 5-in., 7-in., and 9-in., should be demanded in sufficient quantities to meet anticipated requirements, based on recent issues of Oerlikon equipments. Fitting-out ports should, according to requirements, lay in stocks of from 300 to 800 bolts, consisting of about 25 per cent. of 5-in. length, 65 per cent. of 7-in. length and 10 per cent. of 9-in. length. Shipping ports should maintain a stock of 9-in. bolts to provide for 10 bolts for each equipment shipped for transport abroad. Ports dealing with both fitting-out and shipment should vary their stocks as necessary.

3. All depôts should report on the working of the scheme after a reasonable experience has been gained, so that demands for future requirements may be framed on the basis of the rates of absorption of the differing sizes.

4. The bolts being delivered to Coventry should be accounted for by the Superintending Naval Store Officer, Midland area, and the bolts for Parkhead by the Superintending Naval Store Officer, Clyde area.

5. The bolts were ordered on the 27th November, 1941, C.P. 9A/75763/41 from Messrs. Walker & Wilson Ltd. as a charge to Vote 8/11/B2W.

2250.—0.303-in. Bren Light Machine Gun—Mark II Barrel Nut—Omission of Safety Lug—Precautions

(A.S. 01650/42.—14.5.1942.)

The safety lug on the Mark I Barrel Nut of the .303-in. Bren Light Machine Gun has been omitted from the Mark II design. (The nut and its operation are described in Small Arms Training, Vol. I, Pamphlet No. 4, Light Machine Gun, 1939, page 21, and paragraph 5, page 26).

2. In consequence the gun can be fired without the barrel nut lever being locked to the breech casing by its spring catch. If fired in this condition the barrel nut can come loose and release the barrel in which case either

(a) The barrel may be shot out of the gun, or

(b) The cartridge may be fired unsupported and so burst its case.

in either event serious consequences may ensue to the crew.

3. When assembling the gun or changing the barrel, special care must be taken to ensure that the spring catch on the barrel nut lever has "clicked" home. This point must always be checked before firing by tapping the lever smoothly downwards to the right with the ball of the left thumb.

2251.—Sights—Separate Trainer's Sights Mark IV for Torpedo B Sights

Cruisers

(G. 2440/42.—14.5.1942.)

Cruisers being supplied with Separate Trainer's Sights Mark IV as part of the additional torpedo control equipment described in C.A.F.O. 13/42 may find that the sight bars have been supplied without foresights.

2. Ships concerned should demand two Pattern 4049 Radiomir Sights from yard stocks, and secure one to each sight bar with four 6 B.A. screws.

(C.A.F.O. 13/42.)

2252.—Magazines, etc.—Watertightness of Bulkheads between 8-in. Shell Rooms, Cordite Handling Rooms and Magazines

"Kent" and "London" classes

(G. 05776/42.—14.5.1942.)

Ships of the above classes are to examine all 8-in. shell transporter hoist casings in cordite handling rooms for the presence of unauthorised drain holes and for imperfections in the watertightness of the boundary angles of the trunks where they pass through the bulkheads.

2. Defects found should be made good as soon as possible by ships' staffs, items being inserted in ships' defect lists to cover those beyond their capacity.

3. Since the shell handing rooms are necessarily in non-watertight communication with the shell rooms via the transporter hoist trunks and with the cordite handing rooms via the flashtight apron between the fixed and revolving structures at platform deck level, air pressure tests will not normally reveal the existence of leaks in the transverse bulkheads between the shell rooms and cordite handing rooms.

4. To maintain the maximum possible degree of watertight subdivision, therefore, the watertightness of the transverse bulkheads between the cordite handing rooms and shell rooms and between the cordite handing rooms and magazines is of great importance.

5. The watertight covers of the cordite scuttles are to be kept properly secured except at times when quarters are closed up, and they should be prominently marked "Open only when quarters are closed up."

2253.—Rockets U 2 in.—Care and Maintenance

(G. 04987/42.—14.5.1942.)

Experience at sea shows that unless the instructions contained in the various Handbooks are carefully observed, particularly with regard to the necessity for coating the whole of the rockets and fuzes No: 720 with Cooper's grease, failures to fire may be expected owing to breaking down of the insulation of the contact nuts due to salt water.

2. All instructions for care and maintenance are to be rigorously observed, particularly after heavy weather. Rockets are only to be removed from the ready-use lockers immediately prior to loading, and are not to be left in exposed positions before loading into projectors.

2254.—Webbing Equipment to be Issued with Lanchester Machine Carbines

(G. 3255/41.—14.5.1942.)

The intended distribution of Lanchester machine carbines is given in A.F.Os. 3930/41 and 5055/41.

2. Pattern 1908 equipment with pouches, magazine, instead of carriers, cartridge should be used with these carbines.

3. The following issues, therefore, will be made with the carbines:—

(a) *To Training Establishments, H.M. Ships and Royal Marines.*

Pouches, magazine, only, as ships and establishments already hold Pattern 1908 web equipment.

(b) *To Home Commands.*

Pattern 1908 or Pattern 1937 equipment, less carriers, cartridge, plus pouches, magazine.

(A.F.Os. 3930/41 and 5055/41.)

2255.—Oil, G.S., Mineral Lubricating, M.T.Bs. and M.G.Bs. (Other than Fairmile Types) 72-ft. M.Ls.

(N.S. 17841/42.—14.5.1942.)

Half-pint of oil, G.S., mineral lubricating, for use on gun mechanisms, small arms etc., is required as a first supply for each boat of the above types. One gallon per flotilla attached should be maintained as stock for replenishments at Coastal Force bases.

2. Supply to boats under construction should be arranged by storing yards in the usual manner. Demands for the quantity required as stock and for issue to attached boats should be forwarded by bases concerned to storing yards.

This oil is already included in the establishment for Fairmile craft.

3. The establishments of stores concerned will be amended.

2256.—Lubricants—Revised Allowances

D.E.M.S.

(N.S. 18409/42.—14.5.1942.)

The allowance of lubricants for D.E.M.S. as indicated in A.F.O. 5314/41, which is hereby cancelled, has been found to be insufficient in respect of Coopers Grease No. 4 for rocket weapons.

2. Provision of lubricants to D.E.M.S. for the purpose specified below is in future to be based on the approved annual allowance indicated in paragraph 4. O.U. 6280, will be amended.

3. Ocean going vessels should normally carry a six months' supply of lubricants, coasters and other small craft a one month's supply.

4. Pattern	Description E.8	Annual Allowance	Remarks
	Lubricants Coopers:—		
	No. 4 S.T.	$\frac{1}{2}$ lb.	per 2-in. rocket carried.
	No. 4 S.T.	$\frac{1}{2}$ lb.	per 2-in. U, Mark IVB or VB.
	No. 4 S.T.	1 lb.	per Oerlikon gun mounted.
712	Glycerine	2 gallons	Additional to other allowances and only to be supplied to ships working in areas where very cold weather may be expected.
	Lubricants Coopers:—		
	No. 4 S.T.	1 lb.	
	E.9		
	Oil. Mineral. Non-freezing.	1 gallon	

Ships carrying 2-in. rocket weapons should be supplied with four 2-in. paint brushes, Pattern C. 288 for applying the grease and two 1-in. brushes, Pattern C. 289, for touching up rockets in the R.U. lockers.

5. Quantities of lubricants and brushes should be demanded as Naval stores.

(A.F.O. 5314/41 is cancelled.)

2257.—Torpedoes, 21-in., Mark IVA-IV*A, 90°, S.L.—Drilling for Top Lug, etc.

(A.S. 4905/42.—14.5.1942.)

A.F.O. 5534/41 is to be amended as follows:—

Paragraph 1. *Delete and substitute:—*

In order that 21-in., Mark IV-IV*A, 90°, S.L. torpedoes may be suitable for discharge from modern ships if required in emergency, all 21-in., Mark IV-IV*A, 90°, S.L. torpedoes are to be fitted with wide pattern tail brackets, St. No. 6397, and are to be drilled for top lugs. The necessary top lugs are to be provided with the torpedoes for fitment if and when required.

Paragraph 3 (a). *Delete "and tail brackets".*

Paragraph 4. line 2. *Delete "and tail brackets."*

(A.F.O. 5534/41.)

2258.—18-in. Mark VIII* F.A.A. Torpedoes—Gauges St. No. T. 394—Replacement by Improved Type

(T. 544/42.—14.5.1942.)

The existing "Gauge alignment of fixed rudders," St. No. T. 394, only adjusts fixed air rudders to 4° up and is unserviceable for setting 5° up as now required.

2. It is also difficult to check that the gauge has not been distorted and that it does, in fact, give a true reading.

3. Details of an improved type of "Gauge alignment of fixed rudders" is shown on A.F.O. Diagram 115/42 and has the following advantages, in addition to allowing for the new 5° up setting:—

(a) Correctness of gauge can be checked by measuring from straightedge side to feet, and straightedge side to lower side of spigot. The distance to lower side of spigot exceeds that to feet by 0.23 in.

(b) The straightedge side facilitates check alignment of rudder brackets in accordance with O.U. 6259, para. 19A.

(c) Can be readily made by ship's staff where workshop facilities exist.

4. The improved type of gauge will be accounted for as:—

Gauge alignment of fixed rudders 5° St. No. T. 394A.

5. Gauges St. No. T. 394A are to be manufactured by ship's staff to replace Gauges St. No. T. 394, which are to be returned to torpedo depôts.

2259.—A.W. Torpedo Tubes with Cordite Impulse.—Adjustment of Cordite Valve
Ships with 21-in. T.R. II, III, Q.R. I, II, III, III*, IV, IV*, IV**, Q.R. V, Q.R. VI, VI*, Q.R. VII, Q.R. VIII, VIII*, VIII**, and VIII***, Q.R. IX, Q.R. IX*, Q.R. X, P.R. I*, II, II*, P.Q.R. I*, D.R. VI (A-E), D.R. VI (F-G.), D.R. VII (A-E), D.R. VII (F-I), T.R. V, Mountings.*

(T. 063/42.—14.5.1942.)

Recent investigation into the problem of overcoming flash on discharge from A.W. Tubes fitted with cordite impulse, has shown that raising the pressure at which the cordite valve opens and closes reduces the risk of flash.

2. The air test pressure is therefore to be increased so that the cordite valve opens at 400 lb. per sq. in. and closes at a minimum pressure of 220 lb. per sq. in. the collar being re-set after adjustment to these figures.

3. To enable the above conditions to be complied with, the valve face should be machined to an angle of approximately 48°. The valve should not be ground-in on to its seat.

4. This work is to be carried out by Ship's Staff (assisted in the case of Destroyers by Depôt Ship) at the first available opportunity in all ships so affected.

5. The relative tube maintenance handbooks are being amended accordingly.

2260.—Torpedo Stores—Hooks Recovery St. No. T.393A—Allowance

Naval Air Stations

(A.S. 3718/41.—14.5.1942.)

With reference to A.F.O. 2377/41 it has been reported that hooks recovery St. No. T.393 are not entirely suitable in their present form for use with both 18-in. Marks VIII and XII types of torpedoes.

2. A revised design of hook which will be accounted for as follows, viz. :—

Section II

Hooks, recovery (R.N. Air Stations only) for B.T. St. No. 393A has, therefore, been introduced.

3. Future issues of hooks recovery to R.N. Air Stations will be of the "T.393A" type.

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

(A.F.O. 2377/41.)

2261.—Torpedo Stores—Discs St. No. 8674, Gags St. No. 8675 and Springs St. No. 8676—Introduction

(A.S. 16227/41.—14.5.1942.)

Consequent on the fitment of a new engine room bulkhead relief valve in 21-in. Mark VIII** torpedoes (C.A.F.O. 1740/41) certain modifications are necessary to the relief valve in the afterbody access door to convert this latter valve into a safety valve.

2. These modifications are being carried out during manufacture of 21-in. VIII** torpedoes, but will not be made retrospective.

3. As the result of these modifications the following items, viz. :—

Section IV.

Discs, compressed asbestos fibre, safety valve in access door St. No. 8674.
Springs safety valve in access door St. No. 8676.

will be added to the contents of the undermentioned chests and cylinders in the proportions shown, viz. :—

*Chests, spare gear, 21-in. VIII-VIII**.*

Springs St. No. 8676—2 per chest.

*Chests, tools and spare gear 21-in. VIII-VIII**.*

Springs St. No. 8676—2 per chest.

*Cylinders, fibre washers, etc., 21-in. VIII-VIII**.*

Discs St. No. 8674—6 per cylinder.

4. It has also been necessary to introduce a new Pattern gag for use with the E.R. bulkhead relief valve when carrying out the internal pressure tests on the buoyancy chamber. This gag will be accounted for as follows, viz. :—

Section III.

Gags, relief, valve E.R. bulkhead St. No. 8675 and will be added to the contents of "Chests, tools 21 in. VIII-VIII**" in the proportion of 1 per chest.

5. Ships and vessels concerned are to demand the quantities of Discs St. No. 8674, Gags St. No. 8675, and Springs St. No. 8676 required to complete chests, etc., on board from the nearest torpedo depôt and supply will be made on receipt from manufacture.

6. Torpedo Store Accounts and Labels of Chests and Cylinders are to be amended as necessary.

(C.A.F.O. 1740/41.)

2262.—Torpedo Stores—Recorders D.R. and I. Mark IV—Allowances

New Construction Cruisers

(A.S. 6080/42.—14.5.1942.)

It has been approved for recorders, depth, roll and inclination, Mark IV to be issued to new construction cruisers in lieu of, and in the same proportion as, recorders, depth and roll, Mark III if the latter are not available when required.

2. Mark IV recorders can be used with heads blowing 21-in. IX-IX**B and heads collision 21-in. IX-IX**B or C and arrangements have been made to ensure that these types of heads only are issued in initial outfits of torpedo stores to cruisers concerned.

3. The Naval Proportion Book, Part IV, will be amplified as necessary in due course.

2263.—Depth Charges—Readiness

(T. 0766/42.—14.5.1942.)

Page 27 of O.U. 5485, "Handbook of Depth Charges and Equipment," has been amended to include orders that one full pattern of depth charges is to be brought to the ready when about to carry out a depth charge attack or when attempting to ram a U-boat.

(C.A.F.Os. 1018/40, 2207/40 and 368/42 are cancelled.)

2264.—Pumps, Hull and Fire—Alternative Electric Supplies—A. and A.

Destroyers

(D. 5579/42.—14.5.1942.)

In destroyers fitted with only one electrically driven hull and fire pump, alternative electric feeds are to be arranged through a change-over switch.

2. For vessels concerned the ships officers are to insert an item in their next lists of As. and As., Classification "A," quoting this order as authority, reading as follows :—

"To fit alternative feeds for hull and fire pump through a change-over switch so that electric supply can be obtained from junction boxes which are fed one from the forward switchboard and the other from the after switchboard."

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

2265.—36-in. Searchlight Projectors, Mark V—Failure of Front Glass Retaining Rings

Ships concerned

(N.S. 23167/41.—14.5.1942.)

Reports have been received from sea stating that serious weakening of the front glass retaining ring on 36-in., Mark V, searchlight projectors has occurred, due to corrosion of the duralumin of which it is made.

2. Ships' staffs are to undertake a thorough examination of the retaining rings on all 36-in., Mark V projectors fitted, and where signs of serious corrosion are present, demands are to be made on storing yards for complete new retaining rings and light baffles.

3. One hundred combined front glass retaining rings and light baffles for 36-in., V projectors manufactured in steel in lieu of duralumin, have been ordered from Messrs. Clarke, Chapman, Ltd., on contract C.P. 97027/41, dated 25.12.41, and will be available shortly.

4. Pattern No. 12218 has been assigned and distribution will be arranged as follows:—

25 to S.N.S.O. Chatham,	25 to S.N.S.O. Devonport,
25 to S.N.S.O. Portsmouth,	25 to S.N.S.O. Rosyth.

(A.F.O. 548/42.)

2266.—Searchlight Lamps, 20-in., Mark IV, Pattern 173—Fitting

Destroyers

(N.S. 16110/42.—14.5.1942.)

Searchlight lamps, 20-in., Mark IV, Pattern 173, are to be supplied wherever possible, for all new construction destroyers and flotilla leaders fitted with 20-in. signalling projectors, instead of lamps, Mark I, Pattern 172.

2. It should be noted that the resistance and terminal box, Pattern 174B, and the lamp driving motor lead are not required for lamps, Pattern 173, as the lamp driving motor is connected internally across the arc terminals of the lamp.

3. Destroyers and flotilla leaders already fitted with lamps, Pattern 172, are to retain them until replacement becomes necessary, when lamps, Pattern 173, are to be demanded. When a lamp, Pattern 173, is fitted, the end of the lamp driving motor lead in the projector barrel is to be bound up with insulating tape and securely fixed.

4. As some of the spares for lamps, Pattern 172, are not suitable for lamps, Pattern 173, it will be necessary to carry spares suitable for each pattern until all the lamps, Pattern 172, have been replaced. The spares suitable for Pattern 172 only should ultimately be returned to store.

5. The spares for lamps, Pattern 173, were detailed in A.F.O. 2623/41.

6. The lamps, Pattern 172, on return to store should be rendered serviceable, and issued to services other than destroyers and flotilla leaders.

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

(A.F.O. 2623/41.)

2267.—Wiring to Electrical Machinery on Sound Insulated Mountings

H.M. Submarines

(D.07160/42.—14.5.1942.)

In all submarines where electrical machinery on sound insulated mountings is wired with lead cased cable, the following precautions for the protection of the cable are to be observed:—

- (i) The cable is to be run so that it need not be severely twisted or bent, particularly at the fixings.
- (ii) The cable is to be led to a point, on the motor or machine, which is subject to the least possible amount of movement.

(iii) The cable is to form a short unsupported bight between the end of the cable run on the fixed structure and the machine; the bight may with advantage be of 360° where possible and should not normally be less than 180°.

(iv) The cable is to be securely clipped at the points where it leaves the fixed structure and where it meets the machine.

(v) The cable and its fixings are to be arranged so that as the machine moves on its mounting, there is no tendency for the cable to be cut or rubbed or to move in its fixing.

2. Any modification to existing wiring that may be necessary to conform as closely as is possible to the above precautions should be carried out at the first opportunity.

(C.A.F.O. 1254/40 is cancelled.)

2268.—Looping-in Bases, Patterns 4483/4.—Precautions to be Taken to Prevent Earthing, and Breakdown of Insulating Base

(N.S. 18400/42.—14.5.1942.)

Where looping-in bases, Pattern 4483, are fitted in engine and boiler rooms, trouble has been experienced, due to moisture causing tracking of the insulating base and subsequent earthing.

2. To prevent these defects arising ships' staffs should take action where necessary to fill the recesses in the insulating base over the heads of the live and earthed screws with the Ellison's Plastic Compound, Pattern 6925. A thin sheet of micanite should also be fitted under the insulating base.

3. Attention is also drawn to A.F.O. 3498/41 regarding the introduction of spare insulation bases, and to A.F.O. 4000/40 with regard to the replacement of the rubber jointing washers by "Permanite" jointing washers.

(A.F.Os. 4000/40 and 3498/41.)

2269.—Engines of Motor Craft—Omission of Lubricators on Dynamos of Messrs. C.A.V. Manufacture

(D/P. 6303/42.—14.5.1942.)

In order to assist in the production of dynamos manufactured by Messrs. C.A.V. Ltd., for engines of motor craft, lubricators will, in future, be omitted, and screwed plugs will be fitted in lieu.

2. Dynamo bearings not fitted with lubricators are to be cleared out and repacked with H.M.P. grease when the engine is overhauled, *i.e.*, every 500-1,000 running hours. The bearing will then run satisfactorily without attention between overhauls.

3. When repacking bearings, grease is *not* to be packed in the housing round the bearing. If both housing and bearing are filled, grease on heating will overflow out of the bearing, but if the housing is left unfilled, the surplus grease will collect in the housing thus preventing the overflow of grease from the bearing into the dynamo.

2270.—Yokes for Transporting Torpedo Warheads—Allowance

Coastal Force Bases concerned

(N.S./T.974/42.—14.5.1942.)

Two yokes, Pattern 5097, are to be allowed to each Coastal Force Base to which M.T.Bs. (including Fairmile type) are attached, for transporting 18-in. and 21-in. warheads in boxes.

2. Coastal Force bases concerned, if not already so supplied, should forward demands to the storing dockyards.

2271.—Navigational Instrument—Allowance

Corvettes "River" Class

(N.S. 16117/42.—14.5.1942.)

One Star Globe, Pattern 604, is to be allowed to each "River" Class Corvette.

2. Demands are to be forwarded by ships in commission to their storing yards. Supply to vessels building should be arranged by the storing yards in the usual manner.

3. B.R.368—Establishment of Naval Stores for Sloops, etc.—will be amended.

(A.S.C.B.S. Ref. No. 873/3, 20.3.42.)

2272.—Boiler Tubes, etc.*Crane Lighter "Algarna"*

(N.S./P. 57731/41.—14.5.1942.)

Crane Lighter "Algarna" has been delivered to the Turkish authorities, and in consequence A.F.O. 470/42 should be regarded as cancelled.

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

(*This Order will not be reprinted.*)

(*A.F.O. 470/42 is Cancelled.*)

2273.—Condensers—Wastage of Tube Ends*"Town" Class Destroyers*

(D.5260/42.—14.5.1942.)

In view of the wastage of tube ends taking place in the main condensers of these vessels the tube plates and the first 4 in. of the inlet ends of the tubes are to be coated with Debecote at the first convenient opportunity.

2. Instructions as to the method of application of Debecote will be issued with each initial supply.

3. Stocks of Debecote are held at Home and Foreign Yards as indicated in A.F.O. 1408/42.

(*A.F.O. 1408/42.*)

2274.—Receiver Outfit QD—Fitting-out Information

(S.D.0839/42.—14.5.1942.)

A.S.E. Preliminary Specification No. B133/42 has been prepared to show the method of fitting and wiring receiver outfit QD.

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

3. Copies of the specification have also been forwarded to the Warship Production Superintendents, Scottish, East Scotland, Belfast, South Wales, North Eastern, North Western, Humber, Southern, and Thames areas. The Principal (Ship) Overseers and Emergency Repair Overseers of all ships approved to be fitted with receiver outfit QD are therefore to apply to the Warship Production Superintendents of their areas for a copy of A.S.E. Specification No. B133/42 in accordance with the procedure laid down in A.F.O. 790/40.

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

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

2275.—Aerial Outfit ATR—Fitting-out Information

(S.D.0811/42.—14.5.1942.)

A.S.E. Preliminary Specification No. B.134/42 has been prepared to show the method of fitting and wiring aerial outfit ATR. This outfit may be fitted with either type 286P, type 286PU or type 290 in small craft, i.e. corvettes and below.

2. Copies of the specification have been forwarded to the Admirals Superintendent, Chatham, Devonport, Portsmouth, Rosyth, Malta and Simonstown; Rear-Admiral, Scapa Flow; Commodore Superintendent, Gibraltar; Commodore-in-Charge, Sheerness; Captains-in-Charge, Bermuda and Halifax; Captains Superintendent, Alexandria and Ceylon; Naval Officers-in-Charge, Londonderry and Freetown; Naval Secretary, Wellington; Secretary, Australian Naval Board, for

the Officers concerned at Melbourne, Sydney and Fremantle; Commodore Commanding, R.I.N., Bombay; Chief of Naval Staff, Ottawa; and B.A.R.M., Washington.

3. Copies of the specification have also been forwarded to the Warship Production Superintendents, Scottish, East Scotland, Belfast, South Wales, North-Eastern, North-Western, Humber, Southern and Thames areas. The Principal (Ship) Overseers and Emergency Repair Overseers of all ships approved to be fitted with outfit ATR are, therefore, to apply to the Warship Production Superintendents of their areas for a copy of A.S.E. Specification No. B.134/42 in accordance with the procedure laid down in A.F.O. 790/40.

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

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

2276.—R.D.F. Type 286—Receivers, Type R.3131—Caution with Regard to Similarity Between Valves VR.91 (A.M. Ref. 10E/92b) and VR.136 (A.M. Ref. 10E/386).

(S.D. 422/42.—14.5.1942.)

Valves VR.91 (A.M. Ref. 10E/92b) and VR.136, (A.M. Ref. 10E/386), used in Receiver Type R.3131, are identical as regards shape, colour and base. They may be distinguished by the lettering on the metal envelope and on the base of the valve itself.

2. Considerable damage is caused by the use of the receiver with these valves fitted in the wrong socket and great care must be taken to avoid this when inserting new valves.

2277.—R.D.F. Types 286P/286PQ/290/291—Aerial Outfits ATQ and ATR

(S.D. 421/42.—14.5.1942.)

A number of reports have been received to the effect that the training system of aerial outfits ATQ and ATR is unduly stiff in operation.

2. In many cases this is due to inadequate lubrication of the flexible shaft and/or the coupling box in the flexible shaft.

3. In some cases stiff training may be due to the fact that the coupling box itself is incorrectly fitted. This is designed to take the weight of the flexible shaft and should be fitted at the lowest point of the drive. In cases where the drive incorporates a horizontal or nearly horizontal run over part of its length the box is to be fitted at the lower end of the vertical portion of the drive at the end nearest the mast.

4. Ships fitted with these types of aerial outfit are to examine the flexible drive accordingly obtaining the advice of a qualified R.D.F. officer if necessary. If the drive is found to be wrongly fitted it is to be remedied by ship's staff assisted, as necessary, by dockyard, depôt ship or base staffs.

2278.—Type 271—Bearing Indicator

(S.D. 407/42.—14.5.1942.)

An instrument to show both true and relative bearings of the type 271 aerals is under development for ships fitted with both type 271 and gyro compass repeaters.

2. Until supplies of this instrument become available, ships fitted with type 271 and also with a gyro repeater in the 271 office should remount the repeater with its face horizontal immediately below the 271 pedestal. An extension should be attached to the aerial shaft in the pedestal, of such a length that a pointer attached to its lower end moves over the scales of the gyro repeater, thus enabling both true and relative bearings of the aerals to be read.

3. The work should be carried out by ships' staffs with base or depôt ship assistance.

2279.—W/T Installation, Type 251—Fitting-out Information

(S.D. 0861/42.—14.5.1942.)

A.S.E. Preliminary Specification No. B. 140/42 has been prepared to show the method of fitting and wiring W/T Installation, Type 251.

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

3. Copies of the specification have also been forwarded to Warship Production Superintendents, Scottish, East Scotland, Belfast, South Wales, North Eastern, North Western, Humber, Southern and Thames areas. The Principal (Ship) Overseers and Emergency Repair Overseers of all ships approved to be fitted with W/T installation, Type 251, are therefore to apply to the Warship Production Superintendents of their areas for a copy of A.S.E. Specification No. B.140/42, in accordance with the procedure laid down in A.F.O. 790/40.

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

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

2280.—W/T, Lighting and Frictional Electricity Hazards to Personnel, Explosives and Inflammables

(S.D. 1623/40.—14.5.1942.)

A.F.O. 354/41 is to be amended as follows:—

Paragraph 2 (b). After "Transmitters" insert "4D".

(A.F.O. 354/41.)

2281.—Lining of W/T and R.D.F. Offices—A. and A.

(S.D. 176/42.—14.5.1942.)

In future, W/T and R.D.F. offices in H.M. Ships, not already specified to be sound insulated, are to be lined internally on all steel and metallic surfaces exposed to cold air or water on the other side. The work is to be carried out by the ship-builders in new construction, provided no delay in completion or disturbance of completed work is involved.

2. Ships on service, troubled by excessive condensation in unlined W/T and R.D.F. offices, should insert an A. and A. item Classification "A" to cover the work involved in this alteration if considered essential. In carrying out this work, due consideration is to be given to fitting improvised arrangements, in order to avoid disturbance of existing wiring and instruments.

2282.—Signalling Projectors—Replacement of 24 in. by 20 in.—A. and A.

"D" and "E" Class Cruisers

(S.D. 1111/41.—14.5.1942.)

24 in. signalling projectors in "D" and "E" class cruisers are to be replaced by 20 in. signalling projectors.

2. "D" and "E" class cruisers already fitted with 18 in. signalling projectors are not affected by this order.

3. Ships concerned should insert an A. and A. Classification "A", "To fit two 20 in. signalling projectors in lieu of 24 in. signalling projectors."

2283.—Position of Foremast—A. and A.

Flower Class Corvettes

(D. 09326/42.—14.5.1942.)

The foremast of all Flower Class corvettes is to be re-sited abaft the bridge and securely supported to the casing top at frame 48 by a tabernacle. In vessels with the galley on the casing top the mast is to be taken through the galley top and supported on the floor of the galley, the access door being moved to one side of the middle line.

2. Captain (D), Liverpool, is to insert an item Classification "A" in the general list of As. and As. for Flower Class corvettes.

3. The work is to be carried out at the earliest opportunity or concurrently with the fitting of the hedgehog mounting.

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

2284.—Funnel Casing—A. and A.

105-ft. M.M.S. Vessels

(D.1169/42.—14.5.1942.)

To reduce the danger from fire the port on of the wooden bulkheads in the galley forming the funnel casing, and situated adjacent to the galley stove, is to be removed and replaced by 5-lb. sheet steel. The steel is to be covered by asbestos inside the funnel and galley.

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

(C.-in-C. Portsmouth, 23.1.42, No. 393/8442.)

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

2285.—D.E.M.S.—Fitting of Action Alarm Systems

(N.S. 12602/41.—14.5.1942.)

In connection with the fitting of "Action alarm" systems in D.E.M.S., full particulars of which were circulated in Trade Division Memorandum No. 189, purchase of gongs, pushes, fuse-boards and cable has been arranged for delivery as follows:—

Contractor	Gent & Co. (C.P. 57469/41)			General Electric Co. (C.P. 57470/41)		M.E.M. Co., C.P. 57680/41	Revo. C.P. 57681/41	Various C.P. 50154/41	
	Depôt	Gongs 110V.	Gongs 220V.	Pushes	Gongs 110V.	Gongs 220V.	Fuse- boards	Fuse- boards	Electric cable, Pattern 2520S.
									Yds.
Rosyth ...	870	35	410	230	12	100	220		30,000
Glasgow ...	1,386	59	620	300	16	224	340		50,000
Newcastle ...	1,125	51	490	230	12	218	310		25,000
Hull ...	432	20	190	70	4	96	120		25,000
Cardiff ...	1,444	61	640	300	16	255	370		25,000
London ...	932	120	190	80	4	96	120		25,000
Southampton	346	16	160	70	4	56	90		20,000
									(Ports- mouth)
Devonport ...	608	26	280	150	8	81	160		20,000
Liverpool ...	1,096	50	480	230	12	204	300		25,000
Belfast ...	432	20	190	80	4	96	130		25,000
Stroud ...	607	24	270	160	8	70	160		—
Aberdeen ...	56	4	20	—	—	26	20		10,000
Leith... ..	110	10	40	—	—	52	40		—
Falmouth ...	56	4	20	—	—	26	20		10,000
Mossley ...	—	—	—	—	—	—	—		710,000

A further purchase for delivery to Stroud has been arranged as follows:—

Gongs 110 V.	600 No.	} C.P. 18178 dated 7/2/42— Messrs. Gent and Co.
Gongs 220 V.	400 No.	
Pushes	150 No.	
Fuseboards	200 No.	{ 100 C.P. 18530—12/2/42—M.E.M. Co. 100 C.P. 18531—12/2/42—Revo Elec. Co.

2. Initial supplies to ports abroad are being distributed as follows:—

	Gongs		Fuse-boards		Cable
	110 volts	220 volts	Pushes	No.	
N.S.O., <i>Port Said</i> (for D.E.M.S.)	160	40	50	50	12,500
D.N.S.O., <i>Durban</i> (for D.E.M.S.)	160	60	50	50	12,500
N.S.O., <i>Colombo</i> (for D.E.M.S.)	192	48	60	60	15,000
D.E.M.S. Staff Officer, <i>Sydney</i> (N.S.W.) (for Australian Ports)	128	32	40	40	10,000
D.E.M.S. Staff Officer, <i>Wellington</i> (N.Z.) (for New Zealand Ports)	64	16	20	20	5,000
D.E.M.S. Staff Officer, <i>Halifax</i> (for Canadian Ports)	192	48	60	60	15,000
D.E.M.S. Staff Officer, <i>Curacao</i>	64	16	20	20	5,000
N.S.O., <i>Freetown</i> (for D.E.M.S.)	64	16	20	20	5,000
N.S.O., <i>Gibraltar</i> (for D.E.M.S.)	15	5	10	10	2,500
D.E.M.S. Staff Officer, <i>Kingston, Jamaica</i>	6	4	10	10	2,500
N.S.O., <i>Simonstown</i> (for D.E.M.S.)	200	200	100	100	25,000
N.O.I.C., <i>Trinidad</i> (for D.E.M.S.)	64	16	20	20	5,000

The gongs, pushes and fuseboards are being shipped from Stroud, and the cable from Mossley.

3. Further requirements at ports abroad should be met by local purchase where possible. Failing this, demands for gongs, pushes and fuseboards should be sent to S.N.S.O. (Severn Area), R.N. Store Depot, Stanley Mills, Stroud, Glos., and for cable to the Naval Store Officer, Miller Arcade, Preston, Lancs.

(Admiralty Letter N.S. 12602/41/19526-7, 4.A.42, to Stroud and Preston.)

2286.—Ships of Royal Netherlands Navy—Inspection of Engine Room Department
(D.4666/42.—14.5.1942.)

Lieutenant-Commander (E) J. Dijkstra, R.Neth.N., has been appointed by the Royal Netherlands Navy to carry out occasional inspections of the Engine Room Department of Netherlands warships.

2. He will also attend trials of newly commissioned ships.

3. Authorities concerned are to provide the necessary facilities.

(D.N.L.O., Bath, 4.A.42, No. P.2/1/14.)

2287.—Dexine Joints for Battery Hatch Covers

“T” and “U” Class Submarines

(N.S/P. 57372/41.—14.5.1942.)

Purchase has been arranged of 7,000 ft. of Dexine strip, grade 3A, 5/8" × 5/16" × 15/32" from Messrs. Dexine Ltd., contract C.P. 11147/42, dated 12th January, 1942, for joints for hatch covers, in place of rubber, in existing “T” and “U” Class Submarines. Delivery will be made as follows:—

2,700 ft. to Rosyth.

(a) 4,300 ft. to Mersey Area.

(a) 3,640 ft. for shipment to Alexandria and 660 ft. to Bombay.

2. 210 ft. will be required for each “U” Class, and 330 ft. for each “T” Class, submarine. Demands on this basis should be forwarded by the depot ships concerned to their storing yards.

3. Proposals, on Form D. 122, for the modification of the lists of special stores for “T” Class Submarines should be forwarded by depot ships concerned.

(A.F.O. 5418/41.)

2288.—7½-in. and 5-in. Admiralty Fans—Modified Section of Discharge Orifice

(P. 2294/42.—14.5.1942.)

It has been decided to modify the shape of the fan discharges of 7½-in. and 5-in. Admiralty ship ventilating fans, at present specified to be 9 in. and 7 in. diameter respectively, in order to save unnecessary work.

2. The shape to be adopted in future will be square of sides of 8 in. and 6½ in. respectively.

2289.—D.G. Equipment—Adjustment of “M” Coil and Supply of “M” Coil Calculators

(S.D.G. 101/42.—14.5.1942.)

The following amendments are to be made to A.F.O. 1943/42:—

Paragraph 12. Lines 6, 14, 17 and 20.

For “x” substitute × (multiplication sign).

2290.—Electrical Equipment—Protection to 105-ft. Motor Minesweepers—A. and A.

(P. 5431/42.—14.5.1942.)

The following modification is to be incorporated in all Motor Minesweepers now building and, where necessary, made an item of A. and A., Classification “A” in ships already in commission:—

Watertight wooden canopies, fitted with asbestos sheet on underside, are to be erected over switchboards and circuit breakers in accordance with drawing D.N.C. 29/A/475.

2. Copies of this drawing can be obtained on application to D.N.C. Department, Admiralty, Bath.

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

(A.F.O. 2851/41.)

2291.—Fire Extinguishers for Action Fire Parties—Revised Allowances

Fast Minelayers (“Abdiel” Class)

(N.S. 010664/42.—14.5.1942.)

A.F.O. 1425/42 is applicable to fast minelayers (“Abdiel” class) and should be amended to include provision for these vessels.

2. The Establishment of Naval Stores (B.R. 375) will be amended.

(A.F.O. 1425/42.)

2292.—Spare Hawse Rails

Boom Working Vessels of “Bar” and “Net” Classes.—Dockyards, Warship Production Superintendents, Principal Ship Overseers and Repair Bases concerned

(D. 5056/42.—14.5.1942.)

One spare hawse rail is to be provided for each boom working vessel of the “Bar” and “Net” classes.

2. As the length of the hawse rail and the position of the bolt holes vary in each vessel and as the design of the rail has been modified from time to time, it is unlikely that the ship builders will be able to supply from the information they have available.

Arrangements should therefore be made by the fitting out yard or the Emergency Repair Overseer for supply to ships in service in home waters.

3. A drawing, giving accurate dimensions of the rail, is to be prepared at the ship, for ships in service abroad, and forwarded to the appropriate fitting out yard, in order that supply may be arranged.

4. A spare hawse rail is to be provided for each ship of the repeat “Barricade” class under construction. The rail is to be marked with the name of the ship for which it is intended.

(A.F.Oe. 52/41 and 268/41 are cancelled.)

2293.—Albacore Aircraft—External and Internal Overload Tanks—Inclusion in A.S.Es. as Daggered Items

(N.S. Air 5872/41.—14.5.1942.)

Alterations No. 13 and 60, as applying to Albacore aircraft, are to be discontinued, and the following items which form part thereof are to be included in O.U. 6328 (E) as squadron mobile equipment and maintenance spares, and will be allowed to ships and services concerned in accordance with the scales indicated below.

2. The remaining items in Alterations No. 13 and 60 will, in future, become the fixed fittings in Alteration 148. Aircraft fitted with Alterations

38 and 148 will therefore only require the items of squadron mobile equipment listed below for external or internal fuel tanks to complete the overload fuel system.

3. In instances where Alterations No. 13 and/or 60 have already been supplied, the items which are now to become squadron mobile equipment should be entered in the Articles-in-Use ledger.

4. O.U. 6328 E.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	20
	<i>External Fuel Tank</i>	<i>No. off.</i>												
26BC/2266	Collar	1 D.83532												
26BC/2270	Fairlead	1 D.83533												
26BC/884	Tank, oil	1 A.83549												
26BC/906	Adaptor	1 D.83584												
26BC/908	Pipe, oil	1 A.83557/E												
26BC/910	Pipe, oil	1 A.83557/F												
26BC/914	Pipe, oil	1 A.83557/H												
26BC/916	Pipe, oil	1 A.83557/K												
26BC/920	Pipe, oil	1 A.83557/N												
26BC/2262	Bolts	2 D.83337												
26BC/2258	Bolts	2 D.83338												
26BC/2260	Bolt	1 D.83346												
26BC/2292	Channel	1 C.83334												
26BC/2264	Clips	2 C.90118/X2	†sets	2	4	8	14	20						A
26BC/2268	Elbow	3 D.83506							1	1	2	3	5	A
26BC/2272	Links	2 D.83339												
26BC/2298	Nut	1 A.83308/18												
26BC/2274	Pipe	1 D.83530/X2												
26BC/2276	Pipe	1 D.83530/X2												
26BC/2280	Shackles	2 D.83335												
26BC/2282	Strap, fuel tank	1 C.83345/X1												
26BC/2284	Strap, fuel tank	1 C.83345/X2												
26BC/2256	Tank, fuel	1 A.83294												
26BC/2252	Trunnions	2 D.83336												
26BC/2278	Pipe	1 D.83530/X3												

1	2	3	4	5	6	7	8	9	10	11	12	13	14	20
	<i>Internal Fuel Tank</i>	<i>No. off.</i>												
26BC/760	Bracket for fuel tank, starboard.	1 C.90473												
26BC/762	Bracket for fuel tank, port	1 C.90304												
	Packings	2 C.90302D												
26BC/770	Shackles	2 D.90309												
26BC/772	Strut for fuel tank	1 A.90292/C												
26BC/774	Strut for fuel tank	1 A.90292/D												
26BC/790	Strut for fuel tank	2 D.90310												
26BC/798	Bracket, top attachment, port.	1 C.90302/X1												
26BC/800	Bracket, top attachment, starboard.	1 C.90303/X2	†sets	6	12	24	42	60						A
26BC/816	Tank, fuel	1 A.90286							1	2	4	7	10	A
26BC/824	Strap, support for tank	1 A.90305/X1												
26BC/836	Strap, support for tank	1 A.90305/X2												
26BC/840	Strap, support for tank	1 A.90305/X3												
26BC/842	Strap, support for tank	1 A.90305/X4												
26BC/884	Tank, oil	1 A.83549												
26BC/907	Adaptor	1 D.83584												
26BC/910	Pipe, oil	1 A.83557/F												
26BC/908	Pipe, oil	1 A.83557/E												
26BC/914	Pipe, oil	1 A.83557/H												
26BC/916	Pipe, oil	1 A.83557/K												
26BC/920	Pipe, oil	1 A.83557/N												

5. Ships and services concerned are to forward demands to their respective storing yards abroad or R.N. Store Depôts at home to complete to the above allowances, quoting this Order as the authority for supply. All services already holding fuel or oil tanks, and any of the fittings referred to in the above tables, in excess of the scale laid down, are to return them to the appropriate storing yards abroad or R.N. Store Depôts at home immediately, advising Director of Stores, Dorland House, Admiralty, of quantities returned; overseas services to advise returns by signal. "Nil" returns are required.

6. Aircraft stores establishment, O.U. 6328 (E), will be amended; meanwhile all existing establishments held by H.M. Ships, Stations, R.N. Store Depôts, H.M. Dockyards, etc., should be amended in manuscript.

(A.F.O. 1177/42 is cancelled.)

2294.—Albacore Aircraft—Increase in allowance of Coolers, Oil

(N.S. Air 380/42.—14.5.1942.)

A.F.O. 1948/42 is to be amended as follows:—

Column 20. Delete "19". Insert "A".

(A.F.O. 1948/42.)

2295.—Aircraft Stores Establishments—Revision

(N.S. Air 50/42.—14.5.1942.)

Aircraft Stores Establishments, at present included in the O.U. series, are in course of revision. The revised editions will be published in B.R.'s, numbered as below:—

Present Serial No.	Description.	New Serial No.
O.U.6327	Aircraft Stores Establishment, Part 1 (Catapult Ships.)	B.R.378
O.U.6328	Aircraft Stores Establishment, Part 1 (Aircraft Carriers and Squadrons).	
O.U.6328A	Aircraft Stores Establishment, Part 2 (Swordfish Landplane).	B.R.378(A)
O.U.6327A	Aircraft Stores Establishment, Part 2 (Walrus) ...	B.R.378(Z)
O.U.6328E	Aircraft Stores Establishment, Part 2 (Albacore)	B.R.378(E)
O.U.6328F	Aircraft Stores Establishment, Part 2 (Fulmar) ...	B.R.378(F)
—	Aircraft Stores Establishment for R.N. Air Stns....	B.R.377

The following numbers will be allocated to Aircraft Stores Establishments (Part 2) for new types of aircraft, when ready for printing:—

Barracuda	B.R.378(B)
Firefly	B.R.378(C)
Martlet	B.R.378(G)
Sea Hurricane	B.R.378(H)
Seafire	B.R.378(J)
Kingfisher	B.R.378(X)

The following publications are now obsolete, and should be returned by services at Home holding copies to the Naval Store Officer, 191A, Askew Road, Shepherds Bush, London, W.12 for pulping, or destroyed by services abroad.

O.U.6328B	Aircraft Stores Establishment, Part 2 (Roc).	(Skua).
O.U.6328C	" " " " "	(Sea Gladiator).
O.U.6328D	" " " " "	(Swordfish Seaplane).
O.U.6327C	" " " " "	

A.P.(N) 1 will be amended accordingly on reprint.

Aircraft Stores Establishments in the new series will be supplied, in accordance with A.P.(N) 1 allowances, and without demand, when available.

2296.—Spares for R1147 Receiver Set

(N.S. Air 559/42.—14.5.1942.)

Control box, Type 20, Reference No. 10L/2, introduced by A.F.O. 4990/41 as a spare for R1147 receiver set, is no longer a requirement for naval aircraft.

2. This item is to be deleted from Aircraft Stores Establishment, O.U. 6328, Part 1.

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

2297.—Sockets, Pattern 4552 and Plugs, Pattern 4553—Supersession—Subhead F 2B

(N.S. 18428/42.—14.5.1942.)

Sockets, Pattern 4552, and Plugs, Pattern 4553, are now obsolete and have been superseded by Socket, Pattern 4669, and Plug, Pattern 4662. When existing stocks thereof are exhausted defective sockets and plugs are to be replaced by the later patterns.

2. The Authorised List of Naval Stores will be amended.

2298—Fuseholders, Pattern P.19216—Introduction

(N.S. 11249/42.—14.5.1942.)

The main fuseholders fitted in distribution boxes, Patterns S.5137A and S.5138A, have been allocated Pattern No. P.19216 and will be added to the Authorised List under Subhead F, Item 2b, Contract Schedule C.731, as follows:—

Pattern P.19216. Fuseholders, 30 amp. (Revo. electric N.S.5732), for boxes, Patterns S.5137A and S.5138A.

2. A first purchase has been arranged for delivery as follows:—

<i>Rosyth.</i>	<i>Chatham.</i>	<i>Portsmouth.</i>	<i>Devonport.</i>	<i>Glasgow.</i>	<i>Preston.</i>	<i>Newcastle.</i>
100	50	50	50	200	150	200

(A.F.O. 4820/41.)

2299.—Sextant, Mark IX (Ref. 6B/151)—Eyepiece Nut Assembly—Introduction

(N.S. Air 705/42.—14.5.1942.)

Eyepiece nut assembly, Ref. 6P/284, has been introduced for fitting to sextant Mark IX, Ref. 6B/151, and will shortly be available for issue.

2. The assembly consists of a knurled nut containing a piece of plain glass, the purpose of which is to prevent the navigator's breath entering the sextant through the eye hole and freezing on the bubble-reflecting mirror.

3. Ships and services concerned should demand from their appropriate R.N. store depôt (at home) or dockyard (abroad) on the basis of one for each sextant not fitted with the new type eyepiece. On receipt of the items the old type eyepiece mount nut is to be removed and the eyepiece nut assembly substituted.

4. Arrangements have been made for the following quantities to be supplied to yards abroad:—

Alexandria	...	...	...	2
Gibraltar	...	...	...	2
Simonstown	...	...	...	6
Durban	...	...	...	15

2300.—Steel Chests for the Custody of Secret Books, etc.—Various Chests to be Considered Compromised

(N.S. 012639/42.—14.5.1942.)

The undermentioned steel chests are to be considered compromised, and any ship or service having any of these chests on board should return them (together with any keys held) to the nearest dockyard and draw new chests in lieu, quoting this A.F.O.

2. Dockyards should arrange early alteration of locks and manufacture of new keys, the usual precautions being observed whilst the work is in progress. The keys accompanying the chests should be destroyed and the chests taken into stock.

3. No charges will be necessary against any individual, and the usual report regarding return of compromised chests, in accordance with C.B. Form U2D (1941), Article 12 (e), is not required in these instances.

<i>Pattern No.</i>	<i>Registered No.</i>	<i>Ship or service to which originally issued</i>	<i>Date of issue</i>
1465	6	"Master Basilan"	1. 2.15
1468	378	"Master Basilan"	1. 2.15
	2031	"Delight"	2. 4.34
1468A	1159	"Bideford"	29. 9.39
	1449	"Sandwich"	Issued in United Kingdom
	1710	"Sandwich"	Issued in United Kingdom
1477	G.76	"Barlane"	Supplied by Chatham
	J.113	"Sandwich"	24.10.38
	J.118	"Fuh Wo"	3.12.38
	J.124	"War Bharata"	3. 3.39
	J.136	"Dainty"	24. 8.39
	J.142	"Rainbow"	25. 8.39
	J.149	Fleet Accountant Officer, E.F.	12. 9.39
	J.153	"Folkestone"	7.12.39
	J.154	"Folkestone"	7.12.39
	J.155	"Folkestone"	7.12.39
	J.156	"Folkestone"	7.12.39
	J.157	"Regent"	4. 4.40
	J.231	"Odin"	13. 6.38
	J.232	"Olympus"	13. 6.38
	J.233	"Orpheus"	10. 6.39
	J.234	"Otus"	13. 6.38
	J.235	"Parthian"	13. 6.38
	J.236	"Perseus"	13. 6.38
	J.237	"Phoenix"	13. 6.38
	J.239	"Regent"	31. 5.38
	J.240	"Regulus"	1. 6.38
	J.831	"Parthian"	27.12.39
	J.840	"Phoenix"	28.11.39
	J.854	"Medway"	22. 1.40
	M.26	"Grimsby"	1.10.34
	M.27	"Falmouth"	30. 1.33
	M.29	"Falmouth"	30. 1.33
	M.36	"Falmouth"	30. 1.33
	M.43	"Defender"	27. 3.35
	M.44	"Defender"	27. 3.35
	M.45	"Defender"	27. 3.35
	M.48	"Diamond"	27. 3.35
	M.51	"Delight"	27. 3.35
	M.85	"Delight"	27. 3.35
	M.114	"Diamond"	27. 3.35
	M.115	"Diamond"	27. 3.35
	M.123	"Decoy"	27. 3.35
	M.132	"Daring"	27. 3.35
	M.133	"Falmouth"	30. 1.33
	M.148	"Perseus"	22. 1.36
	M.207	"Odin"	7. 7.33
	T.43	"Duchess"	27. 3.35
	T.119	"Perseus"	22. 1.36
	T.251	"Duchess"	27. 3.35
	T.279	"Veteran"	10. 2.33
	T.347	"Olympus"	5. 6.33
	T.360	"Otus"	19. 4.33
	T.399	"Dainty"	27. 3.35
	T.412	"Pandora"	19. 4.33
	T.443	"Rorqual"	23. 2.38
	T.449	"Decoy"	27. 3.35
	T.467	"Grimsby"	1.10.34
	T.472	"Phoenix"	19. 4.33
	T.474	"Phoenix"	19. 4.33
	W.4	"Regent"	6. 3.36
	W.12	"Pandora"	19. 4.33
	W.68	"Regent"	6. 3.36
	W.104	"Dainty"	27. 3.35

Pattern No.	Registered No.	Ship or service to which originally issued	Date of issue
	W.137	" Proteus "	19. 4.33
	W.275	" Westcott "	11.12.36
	W.301	" Decoy "	27. 3.35
	W.355	" Daring "	27. 3.35
	W.500	" Delight "	27. 3.35
	W.536	" Odin "	7. 7.33
	W.563	" Duchess "	27. 3.35
	W.605	" Daring "	27. 3.35
	W.615	" Orpheus "	5. 6.33
	W.662	" Orpheus "	5. 6.33
	W.681	" Grimsby "	1.10.34
	W.1722	" Dainty "	5.10.36
	W.1776	" Perseus "	12. 7.37
	W.1838	" Grampus "	31.12.37

2301.—Blast Helmets—Allowances
Coastal Force Craft and Bases concerned
(N.S. 12930/42.—14.5.1942.)

The appendix to A.F.O. 1267/42 should be amended to read as follows:—

Allowance of blast helmets,
pattern 2932.
Per base for each
Per boat. flotilla of eight
craft attached.

Type of craft.

M.L.s (Fairmile A type and B type not fitted with torpedo tubes)	3	}	8
M.L.s (Fairmile B type fitted with torpedo tubes)	2A		
M.G.B.s (Fairmile C and D types)	5		
M.T.B.s (Fairmile D type)	3		
M.G.B.s 501—509	5	}	8
M.G.B.s (other than Fairmile type and M.G.B.s 501—509)	3		
M.T.B.s (other than Fairmile type)	2		3
M.A/S.B.s	2		3
S.G.B.s	5		8

A=One in addition for boats operating with empty torpedo tubes and the after gun mounting replaced.

(R.A.C.F., 5.3.42, No. 387 M/643.)
(A.F.O. 1267/42.)

2302.—O.U. 6328—General A.S.E.—Amendment
(N.S. Air 5214/41.—14.5.1942.)

The following items are to be inserted in O.U.6328:—
Amendment No. 6

1	2	3	4	10	11	12	13	14	20
170	Section 33B. Colours, Identification, Yellow, D.T.D. 308.	Gal.		$\frac{1}{2}$	$\frac{1}{2}$	1	2	3	C
196	Enamel, Cellulose, Night, D.T.D.308.	Gal.		1	2	2	7	10	C
302	Primer for Cellulose Finish, D.T.D.63A.	Gal.		1	2	4	7	10	C

Enamel, Air Drying, Matt Black, D.T.D.308, may be used in lieu.

Section 4

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

2303.—Contractors' Invoices for Fresh Provisions

(V. 1779/42.—14.5.1942.)

Admiralty contractors for certain provisions have reported that they are experiencing difficulty in obtaining receipts for supplies made by them direct to H.M. ships and Naval establishments at home.

2. *Butter, Margarine, Frying Oils and Yeast.*—In order that payment for supplies of these items may not be unnecessarily delayed, receipted Forms D.55, Part I, should be signed and returned to contractors as soon as practicable after receipt of the stores and invoices.

H.M. ships and Naval establishments which do not keep their own provision accounts, should, when they receive invoices direct from contractors, return the receipted forms through the Accountant Officer of their parent ship or establishment without delay.

Attention is drawn to A.F.O. 2870/41, paragraph 11, which directs that receipts for supplies of margarine from Messrs. Marcom Ltd., should be sent to their London address, 1 Watergate, London, E.C.4.

3. *Meats, Offals, Bread, Fresh Vegetables and Fresh Milk.*—Receipts for supplies of these items obtained by H.M. ships and Naval establishments (except victualling yards and depôts) under Admiralty contracts, should be furnished on Form S.92.

H.M. ships and establishments obtaining supplies of these items regularly from the same source should forward the completed forms to the contractor, or, in the case of tenders, to the Accountant Officer of the parent ship or establishment, not later than the 15th day of each month for supplies received during the preceding month.

H.M. ships obtaining casual supplies from contractors, or storing prior to proceeding abroad should ensure that the completed forms are forwarded before the ship sails.

(A.F.O. 2870/41.)

2304.—Vegetables—Amendment to List of Contracts for 1941/42

(C.P. 5/82207/41.—14.5.1942.)

The following amendment should be made to the List of Vegetable Contracts for 1941-42:—

LIVERPOOL ... The contractor's telephone number for day and night service (including Sunday) is now North 2077.

(A.F.Os. 5576/41, 73/42, 291/42, 579/42, 697/42, 1449/42 and 2095/42.)

2305.—Frozen Beef—Cutting by Service Agents

(C.P. 5/13425/42.—14.5.1942.)

Notification has been received that at AVONMOUTH and BRISTOL the Service Agents of the Ministry of Food cannot undertake cutting by bandsaw of hinds and fores. The provisions of A.F.O. 1834/42 will not, therefore, apply at those places.

(A.F.O.s 4098/40 and 1834/42.)

2306.—Medical Stores and Comforts for Naval Air/Sea Rescue Craft

(M.D.G. 3879/42.—14.5.1942.)

The following medical stores and medical comforts are to be issued to air/sea rescue craft:—

First aid box (No. 8 medicine chest)	1 No.
Vacuum patch tins containing chocolate and Horlick's tablets	2 No.
Brandy	8 ozs.
*Hot water bottles	6 No.
*Tea ration (tea, sugar and soluble milk powder)	2 tins

* To be issued if facilities are available for obtaining hot water.

2307.—Rings, India Rubber, for Muzzle Cross Lines—Gun Sight Testing

(N.S./C.P. 91898/41.—14.5.1942.)

It has been decided to discontinue the fitting of elastic threads to the above-mentioned rings.

2. Black thread, Pattern 694, is to be used instead for the purpose of testing gun sights.

2308.—Empty Local Anaesthetic Bottles and Cartons—Wands and "Novutox"—Return of

(M.D.G. 2898/42.—14.5.1942.)

All bottles and cartons containing Wands, and bottles containing "Novutox", local anaesthetics are in future to be treated as chargeable contractors packages. They should be taken on charge and, when empty, returned periodically to the nearest Service Afloat Medical Depot.

2. The Service Afloat Medical Depôts are to return the packages to the appropriate contractors for credit allowance at the following rates:—

Wands bottles, 2-oz. 12s. per gross.

Wands cartons ½d. each.

(To be returned to firm "carriage forward").

"Novutox" bottles, 2-oz. 9s. per gross.

(To be returned to firm "carriage paid").

3. Although "Novutox" cartons are not chargeable, it will be more convenient if bottles are returned in them, rather than in other containers, in order to minimise breakages in transit.

2309.—Chasseurs—Loan Clothing Establishment

(V. 1353/42.—14.5.1942.)

The establishment of loan clothing for Chasseurs is as follows:—

Weatherproof protective suits	... ..	1 per officer and man of the upper deck complement.
*Oilskin jackets	... ..	} 6 sets per vessel—for shore duty only and decontamination purposes.
*Oilskin trousers	... ..
Oilskin Sou'westers	... ..
Oilskin gloves, anti-gas	... ..	2 pairs per officer and man.
Oilskin curtains, anti-gas	... ..	1 No. per officer and man.
Boots, sea rubber	... ..	... (a) 1 pair per man.
Stockings, sea boot	... ..	2 pairs per man.
Frocks, white	... ..	2 No. per officer and man.
Blankets, marked	... ..	1 No. per man.
Gloves, fleece lined	... ..	16 pairs.
Balaclava helmets	... ..	16 No.
Shoes, gymnastic	... ..	6 pairs.
Anti-flash helmets	... ..	5 No.
Anti-flash gloves	... ..	5 pairs.
Anti-flash masks	... ..	5 No.

(a) Includes requirements for decontamination purposes.

* Oilskin coats may be issued in lieu of oilskin jackets and trousers, if desired.

2. The weatherproof protective suits are of the type referred to in A.F.O. 4538/41, and demands for them should be forwarded only to the victualling yards and depôts mentioned in that order. These suits are expensive and difficult to produce and special care is to be taken in their handling and stowage.

3. All loan clothing, including duffel coats on board Chasseurs in excess of the above establishment is to be returned to store so as to be available for other services.

(Admiralty Letter, 21.4.42, V.1353/42 to Commanding Officer, Chasseur Base.)

(A.F.O. 4538/41.)

(A.F.O. 3974/41 is cancelled.)

2310.—Air-filled Balls for Recreational Training

(N.S. 13183/42.—14.5.1942.)

As the ball, Pattern C.456, is now the only pattern allowed for recreational training, cases for air-filled balls, Pattern 995, and bladders, Pattern 996, will no longer be purchased and have been deleted from the Rate Book of Naval Stores.

***2311.—National Campaign for Avoidance of Waste—Tobacco Tins**

(V. 2151/42.—14.5.1942.)

There has been a falling off in the return of empty tobacco tins.

2. Whenever a full tin of tobacco is drawn, an empty tin, in good condition and complete with lid, should as the normal rule be handed in. The empty tins, with their lids, thus received, should straightway be packed into the cases from which the full tins have been taken and returned to a victualling yard at the first opportunity. Commanding officers should take steps to ensure that this routine is carried out to the fullest extent practicable.

(A.F.O. 4427/40.)

Section 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE

2312.—Amendments to Books

(E.F.O.—14.5.1942.)

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

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 Depot, Elveden Road, Park Royal, N.W.10.

A.F.O.P.220/42.—B.R. 225—Gun Mounting Store Duties Instructions—Amendment.

P.221/42.—B.R. 257—Handbook for the 4-in. Q.F. Mark XVI* Gun on the H.A. Twin Mark XIX and Single Mark XX Mountings, 1941—Amendment No. 2.

P.222/42.—O.U. 5225—Home Dockyard Regulations—Amendment.

P.223/42.—O.U. 6090 (D)—Range Table No. 516 for 15-in. Guns—Amendment.

P.224/42.—O.U. 6090 (K)—Range Table No. 127A for 4-in. Guns—Amendment.

P.225/42.—O.U. 6090 (K)—Range Table No. 139A for 4-in. Guns—Amendment.

P.226/42.—O.U. 6090 (K)—Range Table No. 230 for 4-in. Guns—Amendment.

P.227/42.—O.U. 6090 (K)—Range Table No. 358A for 4-in. Guns—Amendment.

P.228/42.—O.U. 6090 (K)—Range Table No. 373A for 4-in. Guns—Amendment.

P.229/42.—O.U. 6090 (K)—Range Table No. 373B for 4-in. Guns—Amendment.

P.230/42.—O.U. 6090 (K)—Range Table No. 444 for 4-in. Guns—Amendment.

P.231/42.—O.U. 6341 (3)—Regulations for Maintenance of 18-in. L.C. Mark II Torpedo Tubes (Powder Impulse) and 18-in. Troughs in M.T.B.'s—Amendment No. 4.

P.232/42.—O.U. 6350—Manual of Minesweeping—Amendment No. 6.

(A.F.O. 2185/42.)

2313.—A. M. S. Is.

(E.F.O.—14.5.1942.)

Admiralty Merchant Shipping Instructions as indicated below are being distributed with this issue of Admiralty Fleet Orders:—

A.M.S.Is. 207—211/42.

2314.—Admiralty Engineer Overseer, North of England District—Change of Appointment

(E. in-C.—14.5.1942.)

Engineer Rear-Admiral O. W. Skinner (Retired), has been appointed to relieve Captain (E) H. S. Harrison, D.S.C., R.N., as Admiralty Engineer Overseer, North of England District, as from 18th May, 1942.

2. Correspondence should continue to be addressed to :—

Admiralty Engineer Overseer,
20, Saville Row,
Newcastle-on-Tyne, 1.
Telephone : Newcastle 24349.

3. The existing telegraphic address remains unchanged.

2315.—Government Telegraph Code—Appendix (1938)—Naval Correction No. 10

(M. 1929/42.—14.5.1942.)

The following alterations and additions are to be made in the Naval Appendix to the Government Telegraph Code. This order consolidates Corrections Nos. 1 to 9 with corrections since made.

PART I.

Page 22. CANADA, ESQUIMALT.

Delete " Manager, H.M.C. Dockyard "

Insert " Commander, R.C.N. Barracks XHUAW "

CANADA, HALIFAX, N.S.

Insert " Commander, R.C.N. Barracks XHUDM "

CANADA, OTTAWA.

Insert " Naval Service Headquarters XHUEG "

Page 26. NEW ZEALAND.

For " Division of Royal Navy "

read " New Zealand Squadron "

For " Division of Royal Navy, Commodore Commanding, "

read " Commodore Commanding, New Zealand Squadron. "

For " Division of Royal Navy, Flag Officer Commanding. "

read " Chief of Naval Staff, New Zealand, and First Naval Member, Naval

Board, Wellington. "

Page 29. Insert after heading :—

" Such groups must only be used in messages to Naval holders of this appendix, since it is not possible to notify all holders of the code of the allotment. "

Insert Canada.	{ Esquimalt, Commander R.C.N. Barracks	XHUAW
	{ Halifax, Commander R.C.N. Barracks	XHUDM
	{ Ottawa, Naval Service Headquarters	XHUEG

Page 30.

Insert " XIAAG Consular Shipping Adviser at
ABD Naval Control Service Officer at "

Page 31.

Insert " XIOEY Address Indicating Group No. 64.
OFV Address Indicating Group No. 65.
XIRVO Address Indicating Group No. 210.
RWL Address Indicating Group No. 211.
RXI Address Indicating Group No. 212.
RYF Address Indicating Group No. 213. "

Page 32.

Delete " XKEHR Amphion, H.M.S. "

For " XKEMC Anson, H.M.S. "

read " XKEMC Duke of York, H.M.S. "

Insert " XLPPE Anson, H.M.S. "

Delete " XKERM Apollo, H.M.S. "

For " XKLHH Beatty, H.M.S. "

read " XKLHH Howe, H.M.S. "

Page 33.

Insert " XOSAG Comox, H.M.C.S. "

Delete " XKRCY Comet, H.M.S. "

Delete " XKSAZ Crusader, H.M.S. "

Insert " XKEMC Duke of York, H.M.S. "

Page 34.

Insert " XOSCB Fundy, H.M.C.S. "

Insert " XOSDY Gaspé, H.M.C.S. "

Insert " XOSGO Hobart, H.M.A.S. "

Page 35.

Insert " XKLHH Howe, H.M.S. "

For " XLPPE Jellicoe, H.M.S. "

read " XLPPE Anson, H.M.S. "

Insert " XOSHL Kookaburra, H.M.A.S. "

Page 36.

Insert " XOSEV Nootka, H.M.C.S. "

Insert " XOSII Parramatta, H.M.A.S. "

Insert " XOSMX Perth, H.M.A.S. "

Page 37.

Insert " XOSFS Restigouche, H.M.C.S. "

For " XNZMZ Sphinx "

read " XNZMZ Sphinx, H.M.S. "

Page 39.

Insert after heading :—

" Such groups must only be used in messages to Naval holders of this appendix, since it is not possible to notify all holders of the code of the allotment. "

Insert " XOSAG Comox, H.M.C.S.

SCB Fundy, H.M.C.S.

SDV Gaspé, H.M.C.S.

SEV Nootka, H.M.C.S.

SFS Restigouche, H.M.C.S.

SGO Hobart, H.M.A.S.

SHL Kookaburra, H.M.A.S.

SII Parramatta, H.M.A.S.

SMX Perth, H.M.A.S.

SNU Warrego, H.M.A.S. "

PART II

Page 75. 12. AMERICA AND WEST INDIES STATION

(a) Amend to read :— " Navycom, Bermuda " is registered as the telegraphic address for the Commander-in-Chief, America and West Indies Station, ashore at Bermuda. This address continues to be used by non-naval authorities only when the Commander-in-Chief is afloat.

15. ROYAL INDIAN NAVY

Line 2. Insert " Delhi ".

Page 76. ADEN

Insert " Naval Staff Officer (Intelligence) ... NAVYNTTELL, ADEN ".

For " ADMIRALTY (see London) "

read " ADMIRALTY (see London and Bath). "

ALEXANDRIA, EGYPT

Insert " Naval Staff Officer (Intelligence) NAVYNTTELL, ALEXANDRIA ".

Page 77. Insert ARBROATH.

Commanding Officer, R.N. Air Station... ... CONAS, ARBROATH ".

Page 79. Insert BATH, ADMIRALTY.

Armament Supply, Director MENTARMA, BATH.

Contract and Purchase Department, Director CONTRACTS, BATH.

Contract Work, Superintendent CONWORK, BATH.

Dockyards, Director DIRDORAD, BATH.

Electrical Engineering, Director BRITTELECT, BATH.

Engineer-in-Chief NAVENGEER, BATH.

Hydrographic Dept. (Sales Branch) SALECHART, BATH.

Naval Construction, Director NAVISTRUCT, BATH.

Naval Equipment, Director DIRNAQUIP, BATH.

Naval Ordnance, Chief Inspector CINAVORD, BATH.

Naval Ordnance, Director NAVAL ORDNANCE, BATH.

Naval Stores, Director NAVAL STORES, BATH.

Navy Accounts, Director NAVY ACCOUNTS, BATH.

Torpedoes and Mining, Director TORPEDOING, BATH.

Victualling Department, Director VICTUALLING, BATH.

BELFAST

Delete "R.N.V.R., Ulster Division, H.M.S. 'Caroline' ... NAVALTEER,
BELFAST".

Page 80. **BERMUDA**

Delete "Naval Staff Officer (Intelligence) ... NAVYNTTELL, BERMUDA".

BIRKENHEAD

Delete "H.M.S. 'Irwell,' R.N.V.R. Drill Ship, ... H.M.S. 'IRWELL,'
Mersey Division. BIRKENHEAD".

Page 80. **BIRMINGHAM**

For "Engineer Overseer (Midland District) ... Engineer Overseer, &c."
read "Admiralty Engineer Overseer (Midland District) ... ENGOSEER,
BIRMINGHAM".

For "Principal Material Overseer ... Admiralty Material Overseer, &c."
read "Admiralty Principal Material Overseer... TESTADMIR,
BIRMINGHAM".

For "Principal Smith Overseer ... Admiralty Smith Overseer, &c."
read "Admiralty Principal Smith Overseer ... SMITHADMIR,
BIRMINGHAM".

Page 81. **BOMBAY**

Insert "Naval Staff Officer (Intelligence) ... NAVYNTTELL, BOMBAY".

BRADFORD

For "Principal Textile Overseer ... Watkins, &c."
read "Admiralty Principal Textile Overseer... TEXTADMIR, BRADFORD".

BRISTOL

Delete "R.N.V.R. Severn Division, H.M.S. 'Flying Fox' ... NAVALTEER,
BRISTOL".

Page 83. **Insert CAERWENT, Chepstow, Monmouthshire**

R.N. Propellant Factory... PROPELLANT, CAERWENT".

Page 84. **CANADA, DOMINION OF**

Insert "Captain-in-Charge, H.M.C. Dockyard, Esquimalt.
Captain (or Commander), H.M.C. Dockyard, Halifax.
Commander, R.C.N. Barracks, Esquimalt.
Commander, R.C.N. Barracks, Halifax."

Page 85.

Delete "Manager, H.M.C. Dockyard, Esquimalt, B.C.

Insert "Naval W/T Station, Ottawa".

CARDIFF

Insert "Admiralty Chart Depot ... CARTOG, CARDIFF.
Merchant Navy Defence Instructional Officer... GUNDAMS,
CARDIFF".

Page 86. **CEYLON**

For "Captain-in-Charge, Ceylon ... DEPÔT, COLOMBO,"

read "Captain-in-Charge, Ceylon ... NAVYCHARGE, COLOMBO".

Delete "W/T Station, Matara NAVY WIRELESS, MATARA, CEYLON".

Page 88. **COLOMBO**

After "Captain-in-Charge, Ceylon," insert:—

"All other naval authorities and Admiralty civilian heads of departments".

Insert "Colombo Fort W/T Station ... NAVYWIRELESS, COLOMBO".

Delete "Senior Naval Officer Afloat ... NAVYAFLOAT, COLOMBO.
Torpedo Engineer Officer ... TORPEDO ENGINEER OFFICER,
c/o DEPÔT, COLOMBO".

Insert "**COVENTRY**

R.N. Store Depot ... NAVAL STORES, COVENTRY.

CRAIL

Commanding Officer, R.N. Air Station... CONAS, CRAIL".

Page 89. **DARWIN**

Insert "Naval Control Service Officer ... NAVY MERCHANT, DARWIN".

DELHI

Insert "Flag Officer Commanding, Royal Indian Navy NAVYRIN, DELHI".

DEVONPORT

For "Commander-in-Chief, Plymouth... ADMIRAL, DEVONPORT".

read "Commander-in-Chief, Plymouth... ADMIRAL, PLYMOUTH".

Page 90. **DONIBRISTLE**

Insert "Commanding Officer, R.N. Air Station ... CONAS (PHONE)
DUNFERMLINE".

DUNDEE

Delete H.M.S. "Unicorn", R.N.V.R. Drill Ship... H.M.S. 'UNICORN,'
DUNDEE".

Insert "EASTLEIGH (see Southampton)."

Page 91.

Insert "**FORD (Arundel)**

Commanding Officer, R.N. Air Station... CONAS, LITTLEHAMPTON".

Page 92.

Insert "**GAINSBOROUGH**

Gun Mounting Overseer ... MOUNTSEER, GAINSBOROUGH".

Page 93. **GLASGOW**

For "Admiralty Electrical Engineer, Glasgow District
and Scottish Area ... ADMIRALTY ELECTRICAL, &c."

read "Admiralty Electrical Engineer, Glasgow District
and Scottish Area ... DEESCOTT, GLASGOW".

Insert "Admiralty Liaison Officer for Naval Reserve and
Merchant Navy duties ... GUNDAMS, GLASGOW".

Delete "R.N.V.R., Clyde Division ... NAVALTEER, GLASGOW".

Page 94. **GOSPORT**

Delete "Rear-Admiral (S) ... ADMIRAL SUBMARINES, GOSPORT".

For "Submarine Depot, Fort Blockhouse H.M.S. 'DOLPHIN,' GOSPORT".

read "Submarine Depot, Fort Blockhouse ... SURFACE, GOSPORT".

GREENOCK

Delete "H.M.S. 'Carrick,' R.N.V.R. Drill Ship ... H.M.S. 'CARRICK,'
GREENOCK".

Insert "**GRIMSBY**

Admiralty Chart Depot... CHARTS, GRIMSBY".

Insert "HAIFA (see Palestine)".

Page 96. **HULL**

Insert "Merchant Navy Defence Instructional Officer... GUNDAMS, HULL".

Page 99. **JAMAICA**

Insert "Naval Staff Officer (Intelligence) ... NAVYNTTELL, KINGSTON,
JAMAICA".

Page 101. **LEE-ON-SOLENT**

Insert "Commanding Officer, R.N. Air Station... CONAS, LEE-ON-SOLENT.
Rear Admiral, Naval Air Stations ADNAVAIR, LEE-ON-SOLENT".

Delete "**LEITH**
R.N.V.R., East Scottish Division, &c... NAVALTEER, LEITH".

LIVERPOOL

Insert "Admiralty Chart Depot... CHARTS, LIVERPOOL".

For "Admiralty Liaison Officer for Naval Reserve and
Merchant Navy duties ... GUNDAMS, LIVERPOOL".

read "Merchant Navy Defence Instructional Officer... GUNDAMS,
LIVERPOOL".

For "Naval Recruiting Officer ... NAVAL RECRUITING,
CANNING PLACE, LIVERPOOL".

read "Naval Recruiting Officer ... NAVAL RECRUITING,
44, PARADISE STREET, LIVERPOOL".

Delete "R.N.V.R., Mersey Division, H.M.S. 'Eaglet'... NAVALTEER,
LIVERPOOL".

**LONDON—
ADMIRALTY**

Insert "Admiralty Chart Production Division... CHART PRODUCTION
(GOLD), LONDON.

Custodian of Patterns ... NAVYPAT (MAIDA) LONDON.

Boom Defences, Director ... BOOMDEF, LONDON.

Admiral (S) ... COMSUBS, LONDON".

For "Admiralty Pattern Room, Westminster"

read "Admiralty Pattern Keeper, Queen Anne's Chambers, S.W.1".

- For "Naval Recruiting Officer...
read "Naval Recruiting Officer" ... HEMMINGS (PARL) LONDON".
For "Reserves, Admiral Commanding ... HEMMINGS (LESQUARE) LONDON".
read "Reserves, Admiral Commanding ... ADVIWIT (PARL) LONDON".
For "Royal Marines, Adjutant General ... ADVIWIT (PICCY) LONDON".
read "Royal Marines, Adjutant General ... ROYAL MARINES, LONDON".
... ROYAL MARINES (PICCY),
LONDON".
- Delete "Admiralty Chart Establishment
Cricklewood. ... NAVY CHARTS (CRICKLE)
R.N.V.R., London Division, ... LONDON.
H.M.S. 'President'. ... NAVALTEER (FLEET),
Seamen's Pensions, Allotments, &c. ... NAVIMARL (SEDIST),
LONDON."
- Page 105.
Insert "LOS ANGELES, Cal., U.S.A., Consul
Telegraphic Address ... BRITCONSUL, LOS ANGELES".
LYMPNE
Delete entry (made in accordance with A.F.O. 1959/39, A.F.O. S.123/39):—
"Commanding Officer, R.N. Air Station... CONAS, LYMPNE".
Insert "LYNESS
King's Harbour Master ... TIDAL, LYNESS".
Insert "LYTTELTON, N.Z. (see New Zealand)."
- Page 109. NEWCASTLE-ON-TYNE
Insert "Admiralty Chart Depôt... CHARTS, NEWCASTLE-ON-TYNE".
Delete "R.N.V.R., Tyne Division, H.M.S. 'Calliope' ... NAVALTEER,
NEWCASTLE-ON-TYNE".
- Page 110
Delete "NEWHAVEN
R.N.V.R. Sub-Division ... R.N.V.R. NEWHAVEN, SUSSEX".
NEW ZEALAND
Insert "Naval Officer-in-Charge, Lyttelton NAVYCHARGE, LYTTELTON,
NEW ZEALAND.
Naval Officer-in-Charge, Port Chalmers ... NAVYCHARGE,
PORT CHALMERS, NEW ZEALAND.
Naval W/T Station, Wellington NAVY WIRELESS, WELLINGTON".
- Page 113. PALESTINE
Insert "Sea Transport Officer, Haifa ... NAVYTRANS, HAIFA".
- Page 114. PLYMOUTH
Insert "Commander-in-Chief, Plymouth ... ADMIRAL, PLYMOUTH".
Insert "PORT CHALMERS, N.Z. (see New Zealand)."
PORTLAND
Insert "Admiralty Chart Depôt ... CHARTS, PORTLAND".
- Page 115. PORTSMOUTH
Insert "Signal School, Production Division ... COMSIGNALS,
PORTSMOUTH".
- Page 117.
Insert "ST. MERRYIN
Commanding Officer, R.N. Air Station ... CONAS, ST. MERRYIN".
- Page 119.
Delete "SCOTTISH DIVISION, R.N.V.R. (see Glasgow)".
- Page 120. SIERRA LEONE
Insert "Naval Staff Officer (Intelligence) ... NAVYNTELL, FREETOWN".
- Page 122. SOUTHAMPTON
Insert "Commanding Officer, R.N. Air Station, Eastleigh ... CONAS,
SOUTHAMPTON".
Delete entry (made in accordance with A.F.O. 1959/39, A.F.O. S.123/39):—
"Royal Naval Volunteer Reserve, Solent Division ... NAVALTEER,
SOUTHAMPTON".
- Insert "SOUTH SHIELDS
Merchant Navy Defence Instructional Officer ... GUNDAMS,
SOUTH SHIELDS".

- Page 126.
Insert "TAUNTON
Admiralty Chart Depôt ... CHARTS, TAUNTON".
- Page 127. TRINCOMALEE
For "Senior Naval Officer Afloat" ... NAVYAFLOAT, TRINCOMALEE".
read "Naval Officer-in-Charge. All other naval
authorities and other Admiralty civilian
heads of departments ... NAVYPORTOFF, TRINCOMALEE".
- Page 129. Delete "WEST HARTLEPOOL
Admiralty Engineer Overseer, &c. ENGINEER OVERSEER, &c.".
- Page 130. WORTHY-DOWN
Insert "Commanding Officer, R.N. Air Station ... CONAS, WINCHESTER.
Insert "YEOVILTON
Commanding Officer, R.N. Air Station... CONAS, YEOVIL".
(A.F.Os. 2452/38, 2979/38, 883/39, 1959/39, 2506A/39, 4173/39, 1354/40, 2425/40
and 71/41 are cancelled.)

2316.—Private Telegrams for H.M. Ships in Home Waters

(M. 24/42.—14.5.1942.)

Private telegrams addressed to H.M. ships in home waters, other than concession telegrams, are transmitted by the Central Telegraph Office, London, to the port in the United Kingdom to which the mails for the ship concerned are being sent. If the vessel is in port the telegram should be delivered to her as soon as possible. If the vessel is not in port the telegram is to be placed with her mails for delivery on her return to port. Telegrams received for vessels whose mails are not at the port and whose arrival is not expected should be endorsed "Incorrectly delivered" and returned to the Post Office.

(A.F.O. 2968/40 is cancelled.)

2317.—Naval Store Accounting—Introduction of Forms S.1099D (Outside) and S.1099D (Inside)

(N.S. 24822/41.—14.5.1942.)

Two new forms S.1099D (outside), and S.1099D (inside), in pads of 50 sets in triplicate, have been introduced for the purpose of accounting for permanent naval stores in vessels to which the instructions contained in Form F.A.16A (A.F.O. 3187/39 (Appendix II)—in course of revision) and Form F.A.16C (A.F.O. 1297/42) are applicable, and for the furniture and chattels taken over with requisitioned premises (A.F.O. 1069/40 and 3590/40). The new forms will also be used by any future wartime establishments to which the full B.R.4 naval store accounting procedure involving the use of ledger accounts is inappropriate.

2. Up to the present, Forms S.1099 (outside) and S.1099 (inside) have been adapted and used for accounting purposes in the above-mentioned instances, and the new forms should not be substituted in their place, unless replacement is considered essential.

3. Supplies of the new forms are available and requirements, which are to be kept at the minimum, should be demanded on Form S.134D from the Naval Store Officer, R.N. Store Depôt, 307, Elveden Road, Park Royal, London, N.W.10.

4. The denominations "number" and "pads" are to be used in all demands for S.1099D (outside) and S.1099D (inside) respectively.

(A.F.Os. 3187/39, 1069/40, 3590/40, 1297/42.)

2318.—Establishment of Naval Stores for 105 ft. Wooden Motor Minesweepers—List of Errata No. 2

(N.S. 15650/42.—14.5.1942.)

List of Errata No. 2 to the Establishment of Naval Stores for 105 ft. Wooden Motor Minesweepers has been prepared and copies have been distributed to services concerned.

2. Stocks of the establishment and errata are maintained at Admiralty (Naval Store Department), Bath.

2319.—O.U. and B.R. Publications—Distribution during April, 1942

(N.S. 36/42.—14.5.1942.)

- B.R. 7—Censorship and Treatment of Naval Mails and Telegrams.
 B.R. 7A—Security of Shipping—Censorship of Telegrams, Correspondence and Documents.
 B.R. 105—Merchant Ships (Talbot Booth).
 B.R. 120 (3)—War Vessel Silhouette Identification Book—Italy.
 B.R. 125—Supplements No. 10 and No. 11 Lloyd's Register of Shipping.
 B.R. 257—Handbook for 4-in. Q.F. Mark XVI* Gun on H.A. Twin Mark XIX and Single Mark XX Mountings.
 B.R. 258—Plate No. 3, Handbook and Drill Book for 2-pdr. Q.F., Mark VIII Gun on Single Mark VIII* Mounting.
 B.R. 265—Notes on the 3-in. Marlin Machine Gun.
 B.R. 266—British W/T Operating Signals.
 B.R. 277—Drill for 0.5-in. Guns on "M" Marks I,** II* and III Mountings.
 B.R. 278 (3)—Torpedo Drill for Submarines with Low Pressure Firing Gear.
 B.R. 278 (4)—Torpedo Drill for External Tubes in Submarines.
 B.R. 285—Notes on the 8 mm. Hotchkiss Machine Gun (French Model).
 B.R. 286—Preliminary Handbook for Colt-Browning .5-in. Machine Gun.
 B.R. 289 (3)—Combined Operations for Unit Commanders A.F.V's.
 B.R. 298—Stability of Ships.
 B.R. 695—Telegraph Offices—International List of
- O.U. 5341 { Revised Cards 3, 4, 5, 6, 9, 11, 15.
 New Cards 9A, 9B, 10A, 10B, 11A, 19A, Japan Block Sketch Cards of War Vessels.
- O.U. 5365A—Errata No. 7 Priced Vocabulary of Naval Armament Stores, Part I.
 O.U. 5365B—Errata No. 22 Priced Vocabulary of Naval Armament Stores, Part II.
 O.U. 5365C—Errata No. 7 Priced Vocabulary of Naval Armament Stores, Part III.
 O.U. 5365D—Errata No. 36 Priced Vocabulary of Naval Armament Stores, Part IV.
 O.U. 5365E—Errata No. 22 Priced Vocabulary of Naval Armament Stores, Part V.
 O.U. 5409—Rate Book for Naval Stores 1941/42.
 O.U. 5491 (1)—Revised Cards 3, 4A and 4B, Block Sketch Cards of Foreign War Vessels (Germany).
- O.U. 5494A } Amendment No. 80 and 81 Silhouettes of Aircraft, Royal Air Force.
 A.P. 1480A }
 O.U. 5494B } Amendment No. 21 Silhouettes of Aircraft, Germany.
 A.P. 1480B }
 O.U. 5494D } Amendment No. 5 Silhouettes of Aircraft, French.
 A.P. 1480D }
 O.U. 5494F } Amendment No. 8 Silhouettes of Aircraft, Japanese.
 A.P. 1480F }
 O.U. 5494G } Amendment No. 8, Appendix to Amendment No. 8 and Marker
 A.P. 1480I } Cards A—J Silhouettes of Aircraft, U.S.A.
- O.U. 6043 (1)—Ordnance Board—Ballistic Tables.
 O.U. 6090 (B)—Revised Page 2 to R.T. 351B, for 4.7 in. Guns.
 O.U. 6090 (J)—R.T.529 for 6-in. Guns.
 O.U. 6092 (A)—Errata and Addenda No. 8 Proportion Book of Naval Armament Stores Part 1.
- O.U. 6353 } December and January Supplements—British and Foreign Merchant
 O.U. 6353A } Vessels Sunk and Damaged by Enemy Action.

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

- A.F.O. "P" 167 to "P" 180 inclusive—see A.F.O. 1593/42.
 A.F.O. "P" 181 to "P" 183 inclusive—see A.F.O. 1715/42.
 A.F.O. "P" 185 to "P" 188 inclusive—see A.F.O. 1715/42.
 A.F.O. "P" 189 to "P" 193 inclusive—see A.F.O. 1836/42.
 A.F.O. "P" 194 to "P" 206 inclusive—see A.F.O. 1971/42.

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

- C.A.F.O. "S.C." 8—Correction No. 1 to B.R. 266.
 C.A.F.O. "S.C." 11—Correction No. 12 to O.U. 5516/41.
 C.A.F.O. "S.C." 12—Correction No. 13 to O.U. 5339/41.
 C.A.F.O. "S.C." 13—Correction No. 5 to O.U. 5539A (3).
 C.A.F.O. "S.C." 14—Correction No. 3 to O.U. 5371/39.
 C.A.F.O. "S.C." 15—Correction No. 2 to B.R. 266.

Miscellaneous

- Army Order 16/42—34/42.
 Army Orders 46/42—
 Special Army Orders 46/42.
 Aircraft Recognition, British Planes. A3, G1 and Amendment Slip to D1.
 The Dockyard Electrical Workman's Handbook.
 Silhouettes of French Aircraft.
 Treasury Memorandum of Sick Leave Regulations Applicable to Temporary and Unestablished Employees (Revised).
 British Survey, Vol. III, 18, 19 and 20.
 Speech on Telephone (Disc).
 A.P. 1480X Amendment X6.

(A.F.O. 1839/42.)

2320.—B.R.11.—Issue to Boom Carriers

(Sta. 12796/42.—14.5.1942.)

The following addition has been made to the establishment of O.U. and B.R. Books for Boom Carriers:—

B.R.11—Admiralty Memorandum on Naval Court-Martial Procedure—
 one copy.

2. Copies of this, and of other O.U. and B.R. books, required by these vessels, to complete, will be supplied on demands addressed to the Naval Store Officer, R.N. Store Depôt, Elveden Road, Park Royal, London, N.W.10.

(A.F.O. 1838/42.)

2321.—B.R. 274 (41)—Handbook and Drill for 20 mm. Oerlikon Machine Gun, Marks I, II, II U.S.N. and IV U.S.N., on Marks I, IIA and IIIA Mountings—Issue

(G. 013838/41.—14.5.1942.)

With reference to the establishment for the above book given in A.F.O. 1308/42, owing to difficulties in obtaining supplies, it will not be possible to make a first distribution to D.As to meet the full requirements of ships for this book.

2. Only a percentage of the requirements will be supplied in the first instance, which will be added to in due course as supplies are received from the printers.

3. A number of vessels have been issued with O.U.6336—Handbook for 20 mm. Oerlikon Machine Gun, Mark I, 1940, and B.R. 274—Preliminary Pamphlet for 20 mm. Oerlikon Machine Gun, Marks I and II, on Marks I, IIA and IIIA Mounting, 1941, and the first issue of the new edition should be made to ships which have not been supplied with either of these books.

4. The earlier edition should only be withdrawn when bulk supplies of the new edition are received to enable the exchange to be made.

(A.F.Os. 1308/42 and 1606/42.)

2322.—O.U.6090 (B)—

- Range Table No. 412—revised pages 1 and 11.
 Range Table No. 441—revised page 1 and additional page 11
 Range Table No. 424—revised pages 1 and 13
 Range Table No. 424A—revised pages 1 and 13
 Range Table No. 447—revised page 1 and additional page 8
 for 4.7-in. Guns—Issue

(G. 03766/42.—14.5.1942.)

The above-mentioned revised and additional pages are now in the press. Copies will be issued to all concerned, without demand, by the Naval Store Officer, R.N. Store Depôt, Elveden Road, Park Royal, London, N.W.10, when supplies become available. The revised pages supersede the existing similarly numbered page in each table, which should be disposed of in accordance with the instructions to O.U. Form 2A, when the revised pages are received.

2323.—O.U. 6118(1)—B.R. 119 Series and B.R. 120 Series—Issue to Merchant Vessels

(T.D. 535/42.—14.5.1942.)

O.U. 6118 (1) (War Vessels Silhouette Identification Book—British Empire), B.R. 119 (1) to (9) (Silhouettes of British and Foreign Merchant Vessels) and B.R. 120 and (2) to (9) (War Vessels Silhouette Identification Book—Foreign Countries)—are in future to be issued only to British and Allied ocean-going merchant ships sailing independently. Copies held by other merchant ships are to be withdrawn at the first opportunity.

2. Copies of B.R. 119 (3) to (9) for issue to merchant ships, which have not yet been supplied to N.C.S.Os. will be distributed by the Naval Store Officer, Park Royal, N.W.10.

(A.F.O. 1466/42.)

(C.A.F.Os. 3998/39 and 420/40 and A.F.O. 2192/42 are cancelled.)

2324.—Form M.20—Hospital Patients—Advances of Pay—Reporting of

(D.N.A./Sta. 18358/41.—14.5.1942.)

A standard Form (M.20) has now been established for the purpose of notifying to Accountant Officers particulars of advances of pay made to naval patients in naval hospitals. The form is intended for use at R.N. hospitals, R.N. auxiliary hospitals, R.N. sick quarters, and also at E.M.S. hospitals when payment is made by a naval medical liaison officer, the alternative headings being capable of adjustment, as appropriate.

2. By means of a slight manuscript alteration the form can be readily adapted for use in the case of officers as well as for ratings.

3. Stocks will shortly become available and should be demanded when required from the R.N. Store Depôt, Elveden Road, Park Royal, London, N.W.10.

(A.F.O. 845/41.)

2325.—Form M179—Medical Officers' Journals—Inclusion of Cases from Small Ships

(M.D.G. 24312/42.—14.5.1942.)

The attention of medical officers is directed to Form M.179 (Instructions) Revision November 1941, paragraph 4, clause B, concerning cases received from other ships for treatment or disposal.

2. This procedure is to be strictly adhered to, regarding cases from trawlers, drifters, motor boats, etc.

3. The name of the trawler, drifter or motor boat is to be inserted under the man's name in the Nominal List (M179G) in every case.

4. Form M.179 (Instructions) paragraph 4, clause C, sub-paragraph (f) is to be regarded as cancelled.

2326.—Form O.6—Ammunition Labels—Amendment

(A.S./Sta. 13931/42.—14.5.1942.)

Ammunition label N.796 has been revised and pending availability of new supply, the nomenclature on existing stocks is to be amended to read as follows:—

“1 PROJECTILE, 1½-in. HEDGEHOG, Mark”.

2327.—Form O.446 (S.415)—Institution

(Sta. 13215/42.—14.5.1942.)

The following has been added to the Established Lists of Forms O.1, S.1, and S.1a, and one pad will be supplied to all Aircraft Carriers, and Naval Air Stations, at Home and Abroad, without demand, when available. Issue to Depôts concerned will be made on demands addressed to the Naval Store Officer, R.N. Store Depôt, Elveden Road, Park Royal, N.W.10.

O.446 (S.415). Aileron Anti-Roll Unit Diagram Form (in pads of 100 forms).

2328.—Forms S.252 and S.253—Revision

(N.L. 16849/42.—14.5.1942.)

See A.F.O. 2235/42, in Section 2 of this issue.

(A.F.O. 2235/42.)

2329.—Form S.304—Torpedo Log and Progress Book—Reprint

(T. 2756/41.—14.5.1942.)

When the stock of the existing Form S.304 is exhausted a revised Form S.304 will be introduced and issued to H.M. ships and establishments.

2. The revised form will be on the loose leaf system and will consist of—

- (1) Guard book cover—Form S.304, with preface and instructions.
- (2) A number of Forms S.304 (I)–(X).

The preface will give instructions for keeping the log, and for filling in the headings and contents on the blank forms.

3. H.M. ships and establishments will receive a varying allowance of Forms S.304 (I)–(X) to meet requirements, as shown on the list below.

First Supply or on Commissioning

Form	Capital Ships	Cruisers	Destroyers	Aircraft Carriers and R.N. Air Stations	Depôt Ships and Shore Bases for T.B.Ds., S/Ms., or Coastal Forces
S.304 Guard Book ...	1	1	1	1	1
S.304 Preface and Instructions.	1	1	1	1	1
S.304 (i) ...	12	8	6	12	8
S.304 (ii) ...	6	4	3	5	4
S.304 (iii) ...	12	8	3	12	12
S.304 (iv) ...	8	12	12	24	24
S.304 (v) ...	16	16	20	100	100
S.304 (vi) ...	8	6	4	6	25
S.304 (vii) ...	20	20	20	20	25
S.304 (viii) ...	4	4	8	8	8
S.304 (ix) ...	20	20	15	20	50
S.304 (x) ...	10	10	10	10	10

Annual Allowances

Form	Capital Ships	Cruisers	Destroyers	Aircraft Carriers and R.N. Air Stations	Depôt Ships and Shore Bases for T.B.Ds., S/Ms., or Coastal Forces
S.304 (i) ...	4	3	2	4	2
S.304 (ii) ...	2	2	1	2	2
S.304 (iii) ...	6	4	2	12	12
S.304 (iv) ...	4	6	6	12	24
S.304 (v) ...	16	16	20	100	100
S.304 (vi) ...	4	4	4	4	25
S.304 (vii) ...	20	20	20	20	25
S.304 (viii) ...	2	2	4	4	4
S.304 (ix) ...	20	20	15	20	50
S.304 (x) ...	10	10	10	10	10

4. Books at present in use are to be used until completed. The first supplies of the revised form required to replace books which are approaching completion and annual allowances should be demanded by ships, bases and stations concerned from the R.N. Store Depôt, Elveden Road, Park Royal, N.W.10.

Section 6.—SHORE ESTABLISHMENTS

2330.—Whitsun Holiday, 1942—Arrangements for Non-Industrial Staffs (C.E. 53567/42.—14.5.1942.)

Subject to any unforeseen developments, Whit Monday, 25th May, 1942, will be observed as a Bank Holiday and the normal holiday conditions will apply.

2. Members of the staff who are required to attend on Whit Monday should be granted time off in lieu of attendance wherever practicable, but where time off cannot be granted no additional payment should be made.

3. In view of the restrictions imposed on the transport services over the Whitsun period, staffs should not be granted leave which involves the use of rail or coach travel (other than locally) between the 22nd and 26th May, inclusive. In the case of evacuated staff and staff employed on prolonged detached duty, etc., the use of free or partly-free travel passes for journeys during this period should not be allowed. This does not, however, preclude the grant of leave which involves travelling on compassionate grounds, e.g. where a person is summoned home because of the serious illness of a near relative.

4. Members of Departmental A.R.P. or Home Guard units who attend their offices on Whit Monday solely for A.R.P. or Home Guard purposes may be given equivalent time off in lieu in respect of hours of duty inside their normal working hours. The ordinary subsistence arrangements prescribed respectively for Home Guard and A.R.P. duties performed outside working hours will apply.

2331.—Salaried Established Staff on Loan from Other Government Departments— Additional Emoluments (C.E. 12212/40.—14.5.1942.)

Consequent on the revised pay arrangements promulgated by A.F.O. 4899/41, establishments are informed that the additional emoluments (including overtime earnings) issued from Navy Votes to salaried officers on loan from other Government Departments, should now be dealt with for income tax purposes as follows:—

(a) For staff now transferred to the Admiralty for pay purposes, the additional emoluments for the year ended the 31st March, 1942, should be reported by Paying Officers direct to the Chief Inspector of Taxes (Departmental Claims Branch), Llandudno, instead of to the parent Departments concerned.

The nominal lists forwarded to D.C.B. should include information as to the parent Departments and, if possible, the relevant D.C.B. File reference.

Note.—For the financial year, 1942/43, provisional tax charges are being communicated direct to Paying Officers by the Departmental Claims Branch and the normal Income Tax procedure for Admiralty staff should be applied. The provisional tax charge for 1942/43, should be checked with reference to the known additional emoluments for 1941/42, e.g., increment, bonus, and any increase of overtime, etc., payment, and any apparent undercharge should be rectified.

(b) For any staff who continue to be paid by their parent Departments (*see* paragraphs 6 and 7 of A.F.O. 4899/41), the additional emoluments issued from Navy Votes should continue to be reported by Paying Officers to the Departments concerned in the form of nominal lists stating the amount and nature of the additional remuneration paid to each individual officer.

(A.F.Os. 3424/40, 2882/41 and 4899/41.)

2332.—Typing Grades Proficiency Tests (U.S.B. 463/42.—14.5.1942.)

General Arrangements for Forthcoming Examinations

	Typewriting	Shorthand
Date of next examination	18th July, 1942	8th August, 1942
Last day for receipt of entries by Under Secretary's Office, Admiralty, Bath ...	4th June, 1942	25th June, 1942
Results of last examination to be published about	16th May, 1942	6th June, 1942

2. The arrangements for the examinations will be on the same general lines as those for earlier examinations (A.F.Os. 5484/41, 408/42, 600/42), with such modifications as are indicated below. Separate lists of candidates for typing and shorthand should be prepared and forwarded to reach Under Secretary's Office, Admiralty, Bath, not later than the dates given above. These lists need not be in duplicate. A fee of 5s. must be collected from each candidate for each examination, taken on charge by the Cashier or other Accounting Officer, as a credit to "P.I. Royal Society of Arts" and a receipt given to each candidate. These fees are not returnable unless a candidate is prevented by illness from attending the examination, when a medical certificate should be submitted. No entry can be accepted after the dates mentioned.

3. It is the responsibility of the Heads of Establishments to make arrangements for the examination of the candidates whose names are sent in by them. The name and office address of the officer responsible for the arrangements and to whom papers can be sent should be included with the lists of candidates. Where there are several Admiralty offices in one town a joint centre should be arranged; where there are only a few candidates, the local office of the Ministry of Labour should be notified direct within a week of the last day for submitting entries in order that a joint centre with other Government Departments may be arranged by that office. In any case, both the Ministry of Labour local office and the Under Secretary's Office, Admiralty, Bath, should be informed what arrangements have been made. Admiralty centres may be asked to accommodate candidates from other smaller Government offices in their vicinity and if circumstances permit this should be done.

4. The examination papers will be sent out by the Under Secretary's Office to the officer nominated to receive them so as to reach him not less than 5 days before the examination takes place. They should be checked and kept under lock and key, and where a joint centre has been organised sent as soon as possible to the officer responsible for that centre. Question papers and dictation passages must be treated as most secret matter. The instructions to candidates must be read out clearly before the actual examination begins.

5. Should an air raid occur, and the Officer in Charge of the centre decide that it is necessary for the candidates to cease work, he should take charge of the question papers and scripts and make a report of the interruption on his certificate. Time lost owing to raids can be made up by prolonging the examination.

6. It is desirable that candidates should have a rest of at least half an hour between the end of office work and the commencement of the examination. Special arrangements can be made for blind candidates but their names for either examination must be separately notified to Under Secretary's Office, Bath, before 4th June, 1942.

7. *Typewriting Examination, 18th July.*—As in the former examination, arrangements should be made for candidates to use either their own machines or one of a similar make. Invigilators will be required at the rate of one in each room and not less than one per thirty candidates in larger rooms. The tabular statement may either be typed or ruled in ink, but not ruled in pencil. The question paper need not be returned to the Royal Society of Arts with the worked paper but may be returned to candidates when the examinations for that day are completed.

8. *Shorthand Examination, 8th August.*—There will be no ordinary Royal Society of Arts examination on this day. The examination should be timed to begin after 12 noon and in any offices where it is necessary to hold more than one sitting, the usual precautions should be taken to prevent communication between candidates at an earlier and those at a later session.

9. Each centre will need a skilled reader, obtained, if necessary, through the local Education Authority, and invigilators at the rate of not less than one per twenty candidates. If desired, the local Education Authority may be asked to provide an examination centre and any reasonable fee and expenses will be paid. Where there are less than six candidates from one office, a joint centre should be arranged, either with other Admiralty offices or through the Ministry of Labour. The number of readers and invigilators at Admiralty centres should be notified to Under Secretary's Office in order that the proper number of dictation passages may be forwarded.

(A.F.Os. 5484/41, 408/42 and 600/42.)

2333.—Storehouse and Laboratory Boys—Revised Rates of Pay

(L. 16324/41.—14.5.1942.)

As from the commencement of the first full pay period following the receipt of this order, Storehouse Boys employed in the Supply Departments and Laboratory Boys (including the boy workers at R.N. Cordite Factory, Holton Heath, and R.N. Propellant Factory, Caerwent) employed in the Armament Supply Department, who are at present paid in accordance with Cash Duties Instructions, Appendix II, Section B, on a basic scale of 8s. on entry at age 15, increasing by 3s. annually to 20s. at age 19, plus bonus as promulgated in A.F.O. 510/42, should be remunerated on the following revised scale:—

Age.	Basic Rate.		Bonus.		Total.
	s.	d.	s.	d.	s. d.
15	8	0	10	0	18 0
16	13	0	10	3	23 3
17	21	0	11	6	32 6
18	22	0	17	0	39 0
19	29	0	18	6	47 6

2. Cash Duties Instructions, Appendix II, Section B, will be amended in due course.

(A.F.O. 510/42.)

2334.—Mediterranean Fleet Flagship—Correspondence and Naval Stores

(N.S. 501/42.—14.5.1942.)

Supply notes, etc., for Naval Stores allocated to the Commander-in-Chief, Mediterranean, for distribution on the Mediterranean Station are occasionally forwarded to the Fleet Flagship. As the office of the Commander-in-Chief is now established on shore, and in view of the possibility of Fleet Flagship changes, all such stores and correspondence regarding them are to be sent to the Superintending Naval Store Officer, Alexandria.

2335.—Trunk Telephone Priority

(M. 01851/42.—14.5.1942.)

The following degrees of priority are recognised by the G.P.O. :—

Priority I.—Important official calls of extreme urgency, mainly operational.

Priority II.—Important and urgent official calls which must take precedence over ordinary calls.

2. The appropriate degree of priority as defined above should be asked for by officers, etc., who have been granted priority telephone facilities, and the terms "operational priority" and "priority" should lapse.

3. Neither Priority I nor Priority II should be asked for unless the subject matter is of the proper urgency and importance. Callers entitled to Priority I facilities, who only require Priority II facilities for a particular call, should ask definitely for Priority II.

4. Operators are instructed to enquire of Priority I callers the class of priority required, if this is not defined by the caller.

5. Priority facilities over Naval Private Wires should be brought into line with the G.P.O. procedure, and those extensions off P.B.Xs. at Naval Establishments which are entitled to G.P.O. Priority I or II, are to be given similar priority on Service lines. The extensions so entitled should be specially marked on P.B.X. Switchboards to indicate whether Priority I or II is to be accorded when asked for.

6. Any officer away from his normal headquarters and having to make a particularly urgent call from, say, a public call-office or from an establishment where no priority facilities are available, should make use of the Occasional Priority facilities described below.

7. *Occasional priority calls.*—Any officer wishing to avail himself of this facility, which must only be used for calls of extreme urgency, should ask for the G.P.O. *Priority Supervisor*, explain the circumstances as fully as possible, and ask for a priority call. The explanation must be such as will enable the Supervisor to assess the need of urgency. If priority is granted by the Supervisor, the subject matter of the call is likely to be checked to ensure that it conforms with that stated.

2336.—Machine Tools and Other Machinery Available for Disposal—REPORTS

Home Dockyards

(D. 3819/42.—14.5.1942.)

Machine tools becoming surplus to requirements are to be reported to the Admiralty as and when they become available, it being essential under present conditions that any usable machines should not be kept lying idle.

2. Reports of surplus machines are to be forwarded in duplicate, the machines being placed in the following categories:—

(a) Machines usable in present condition.

(b) Machines usable after reconditioning.

(c) Machines worn beyond satisfactory repair.

3. The reports are to indicate the age of each machine, capacity, name of maker and the original price. If any of the machines are of self-contained motor-driven type, it should be stated whether the motors and starters are available for disposal with the machines, and if so, for what supply the electrical equipment is suitable, and also whether accessories are available with the machines. It should also be stated where the machines can be inspected, and to whom application regarding inspection should be made, in order to avoid persons going to the wrong place to view machines offered for disposal.

4. Machines ex ships and fleet establishments are to be reported separately from those ex dockyard and other shore establishments.

5. On receipt at the Admiralty, one copy of the report will be referred to the Controller General of Machine Tools, Ministry of Supply, who will consider what machines are suitable for appropriation and notify the Admiralty accordingly. Yards will then be informed by the Admiralty and requested to release the machines concerned on application by the M.T.C. The machines not required by the M.T.C. will be offered for sale, by competitive tender, to authorised dealers, etc., through the Director of Navy Contracts. Machines are not to be disposed of locally without authority.

6. Dockyard officers are to afford the necessary facilities for inspection, both to the M.T.C.'s representative, and to dealers to whom machines have been offered.

7. Should the M.T.C. representative, when inspecting machines offered to the Control, inspect other surplus machines for which the M.T.C. may foresee requirements, but which have not been reported or approved for disposal, it is to be made clear to him that until they are officially offered to the M.T.C. no arrangements must be made for their disposal, as they may be under consideration for further Admiralty service elsewhere.

8. If urgent circumstances should arise which necessitate a machine being taken back into Admiralty service after having been reported as available for disposal, the Admiralty is to be informed immediately, as this may affect investigations as to the possibility of its utilisation for other services, or negotiations for its sale.

9. Many of these surplus machines, which hitherto would have been considered suitable only for scrap, may in present circumstances be required to be reconditioned for bringing back into service in industry, particularly in view of the heavy demands for machine tools. Should it be necessary to remove machines from the workshops when they become surplus to requirements, every endeavour must, therefore, be made to protect them from the weather as far as possible, the machines being coated with suitable preservatives and covered with tarpaulins, if inside storage cannot possibly be provided.

10. The sale prices of the machines will be as agreed between the Admiralty and the M.T.C. or other purchaser.

11. Machine tools are described in the Control of Machine Tools (No. 1) Order, 1939, dated 6th October, 1939, paragraph 4, as including "any mechanical contrivance for cutting, forming, abrading, polishing or otherwise working wood or metal".

12. The machine tools referred to in this order are those becoming entirely surplus to requirements owing to replacement, etc., and are distinct from the "idle" machines referred to in A.F.O. 207/42.

13. Reports of surplus machinery and electrical equipment other than machine tools must be forwarded separately, but the foregoing procedure will apply generally except that the Machine Tool Control will not be concerned.

(A.F.O. 207/42.)

(A.F.O. 1033/40 is cancelled.)

**2337.—Rail Transport—Consignments for Messrs. Vickers Armstrongs Ltd.,
Naval Yard, Walker-on-Tyne**

(N.S. 462/42.—14.5.1942.)

Complaints have been received from the railway company that delay and inconvenience is being caused through stores etc., intended for Messrs. Vickers Armstrongs Ltd., Naval Yard, Walker-on-Tyne, being addressed in accordance with the firm's heading on their letter paper which mentions Newcastle-on-Tyne.

2. In future, such consignments should be addressed as follows:

Messrs. Vickers Armstrongs Ltd.,
Naval Yard Siding,
Walker Station,
L.N.E.R.

~~2338~~ **2338.—Economy in the Use of Ropes and Twines**

(N.S. 494/42.—14.5.1942.)

In view of the necessity for the utmost economy in the use of cordage, the greatest care is to be exercised at yards and establishments in the use of railway wagon ropes and sheet strings. These ropes and strings should be fastened in such a way that they can easily be unfastened.

2. On no account should wagon ropes or sheet-strings be cut as by so doing they are generally made too short for further use.

(A.F.O. 1446/42.)