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# ADMIRALTY FLEET ORDERS

ADMIRALTY, S.W.1,  
20th May, 1943.

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

A list of these Orders is enclosed.

By Command of their Lordships,

*J. V. Markham*

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

NOTE:—The scale of distribution is shown in the Admiralty Fleet Order Volume, 1941, Instructions, paragraph 10.

Head of "P" Branch

P.B.V.

*P1*  
*P2*  
*P3*

*P3*

*P4*



## ADMIRALTY FLEET ORDERS

No. Subject.

20th May, 1943.

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2284. R.D.F. Installations, Types 284 P(4), 285P(4) and 285Q, Types 252 and 252P, Type 281B and Type 281—Fitting-out Information.  
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2295. Silk and Cotton Covered Cotton Wires—Weights per Reel.  
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2312. Calcium Chloride.
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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.

## †2225.—Message on the Polish National Day, 1943

(M. 05131/41.—20.5.1943.)

The following message was sent on the 3rd May to the Polish President :—

On the occasion of the National Day of Poland I desire on behalf of the Board of Admiralty and the officers and men of the Royal Navy to send our cordial greetings to the officers and men of the Polish Navy and to express appreciation of their unflinching and wholehearted support and collaboration in the common fight for freedom.

A. V. ALEXANDER.

## 2226.—Merchant Ships Taken up for Commissioned Naval Service—Responsibility for Seaworthiness

(N.L. 22413/41.—20.5.1943.)

Whenever a requisitioned commercial ship is commissioned for Naval Service, responsibility for her seaworthiness rests with the Naval technical officers at the port where she starts her service, except where fitting out is carried out by the Director of Sea Transport when the responsibility rests with technical officers of the Sea Transport Department.

2. Before the ship proceeds on commissioned service the Naval, or Sea Transport, technical officers (as is appropriate) are to satisfy themselves that she is seaworthy and are to report accordingly to the Admiral Superintendent, Flag Officer-in-Charge, or other Naval authority concerned.

3. When naval technical officers are concerned—

(i) Instructions and guidance information as to stability and seaworthiness will be supplied by the Admiralty if the requirement for them is known beforehand.

(ii) In the absence of such instructions and information—

(a) The Naval technical officer is to consult with the Master or Officers of the ship as to vessel's loading and previous behaviour at sea and, if necessary, is to carry out an inclining experiment, in order to ensure that the stability of the ship is satisfactory, and to determine what, if any, ballasting is required. He is then to issue to the master the necessary instructions as to seaworthiness, and to forward a copy of these instructions to the Director of Naval Construction, Admiralty, Bath.

(b) If further guidance is desired, and if time and circumstances permit, reference may be made to the Director of Naval Construction, Admiralty, Bath, giving all available information affecting stability (including result of inclining experiment) and requesting guidance instructions.

4. When fitting for Naval Service is commenced under the Director of Sea Transport but later transferred to and completed under supervision of Naval technical officers, responsibility for seaworthiness rests with the latter, who should request the Sea Transport technical officers to supply all relevant information in their possession and thereafter act in accordance with paragraph 3 above.



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

\*2227.—Honours and Awards—“London Gazette” Supplement of 11th May, 1943  
(H. & A.—20.5.1943.)

CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD

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

11th May, 1943.

The KING has been graciously pleased to give orders for the following appointment to the Most Excellent Order of the British Empire:

To be an Additional Member of the Military Division of the said Most Excellent Order:

Temporary Lieutenant John Lorimer Nicoll, R.A.N.V.R.

For bravery in saving life after H.M.S. “Bredon” was sunk.

The King has been graciously pleased to approve the award of the British Empire Medal (Military Division) to:

Engine Room Artificer Frederick William Edmund Hammond, C/MX.48845.

Engine Room Artificer Donald Lister, C/MX.50445.

For bravery and enterprise.

ADMIRALTY

Whitehall.

11th May, 1943.

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 sustained devotion to duty in actions against enemy submarines while serving in H.M. Ships “Lotus”, “Poppy” and “Starwort”:

To be a Companion of the Distinguished Service Order:

Lieutenant-Commander Harry John Hall, D.S.C., R.D., R.N.R.

Bar to the Distinguished Service Cross

Lieutenant Neil Kenneth Boyd, D.S.C., R.N.R.

The Distinguished Service Cross

Lieutenant Arthur Horace Kent, R.N.R.

Temporary Lieutenant Henry Vincent Gordon, R.N.V.R.

Temporary Lieutenant George Walter Charlton, R.N.R.

The Distinguished Service Medal

Leading Seaman James Cedric Terry, C/SSX.16623.

Leading Stoker Richard Edward Cartlidge, D/KX.89841.

Acting Leading Seaman Edward Pinfold, D/JX.134314.

Able Seaman Charles Douglas Sibley, C/SSX.24756.

Mention in Despatches

Temporary Sub-Lieutenant Walter Thomas John Beardmore, R.N.V.R.

Stoker Petty Officer George Harry Jordan, C/K.26831.

Acting Petty Officer (Temporary) Robert Walter Salisbury, C/SSX.26373.

Able Seaman Albert Harry Dinham, D/JX.125215.

Able Seaman Alexander Whiteside, C/JX.178312.

Able Seaman Alexander Oliver Wood, D/MD/X.2890.

For bravery and devotion to duty in successful patrols in H.M. Submarines:

Bar to the Distinguished Service Order:

Commander Benjamin Bryant, D.S.O., D.S.C., R.N.

The Distinguished Service Cross

Temporary Lieutenant Norman John Devlin, R.N.R.

The Distinguished Service Medal

Petty Officer Telegraphist Alfred William Paris, P/JX.129973.

Stoker Petty Officer Robert Stanley Connor, P/KX.82526.

Acting Petty Officer Leonard Percy Mealyer, C/JX.128639.

Leading Signalman Leslie Francis Seymour Austin, P/JX.148020.

Leading Stoker John James Younger, C/KX.84858.

Mention in Despatches

Leading Seaman Soulsby Potts Blades, C/JX./126160.

Able Seaman Ian MacNeil McDonald, D/SSX.27401.

For courage, skill and devotion to duty in action in North African waters:

The Distinguished Service Cross

Mr. Rodney Howe Garwood, Acting Gunner, R.N.

The Distinguished Service Medal

Petty Officer Arthur Walter Harvey, C/J.110286.

Mention in Despatches

Petty Officer Franklyn Edgar Francis, C/JX.129879.

Petty Officer Edward Christopher Howe, C/JX.127375.

Leading Seaman (Temporary) Frank Victor Finch, C/JX.157796.

For gallantry and distinction in close action with the enemy while serving in Light Coastal Craft:

The Distinguished Service Cross

Temporary Lieutenant John Provost Perkins, R.N.V.R.

For bravery and skill when their ship was attacked by enemy aircraft:

The Distinguished Service Cross

Captain Robert Grimer, Master.

Mr. Mortimer Joseph Lawrence, Chief Engineer Officer.

Mention in Despatches

Second Officer Leslie Reed Galloway.

Petty Officer Edward Ayton, C/J.94299.

Acting Sergeant William Maynard, Ply.18397, R.M.

Ship's Cook William Smith Campbell.

Sailor Gerald Robert Joy.

For conspicuous bravery when their vessel was attacked by enemy aircraft:

The Distinguished Service Cross

Mr. Norman Leybourne, Second Officer.

Mr. George Griffin Watson, Chief Engineer Officer.

The Distinguished Service Medal

Engine Room Storekeeper Henry Coupe.

Mention in Despatches (Posthumous)

Captain Selwyn Law, Master.

For devotion to duty in remaining at his post when H.M.S. “Bredon” was sunk:

Mention in Despatches (Posthumous)

Signalman Arthur Donald Field, LD/X.4414.

For fortitude and sustained devotion to duty in the Mediterranean:

Mention in Despatches

Commander (E) Herbert Edward Charles Hims, R.N.

Lieutenant-Commander Lindsay Gellatly, D.S.C., R.A.N.

Lieutenant Ian Nagle Douglas Cox, D.S.C., R.N.

Lieutenant (E) Alan MacKenzie, R.N.

Paymaster Lieutenant Basil Kenneth Freedman, R.N.

Chief Petty Officer Walter Sidney Callow, D.S.M., C/J.44659.



Chief Petty Officer Telegraphist Robert Frederick Body, C/J.26209.  
 Chief Engine Room Artificer Leonard Russell Barham, C/MX.47298.  
 Engine Room Artificer Fourth Class Cyril Iggo Fitch, C/MX.50378.  
 Petty Officer Joseph Charles Blackwell, C/JX.104378.  
 Stoker Petty Officer Harry Bunn, C/K.58369.  
 Stoker Petty Officer Alexander Joseph Flavell, C/KX.75432.  
 Stoker Petty Officer Herbert Taylor, C/K.65006.  
 Regulating Petty Officer William John Towsey, C/MX.70398.  
 Leading Stoker Ronald William Warman, C/KX.92801.  
 Stoker First Class Ian Angus John McMenemy, C/KX.111224.  
 Leading Cook (S) Henry Robert Perren, C/MX.56502.

For distinguished services in convoy work :

*Mention in Despatches*

Temporary Acting Lieutenant-Commander James Gavin Rankin, D.S.C., R.N.R.  
 Temporary Lieutenant Trevor Davies Bennett, R.N.R.  
 Yeoman of Signals George Gray Barrett, C/JX.133149.  
 Leading Telegraphist Henry William Garrett, C/J.48754.

For bravery and initiative :

*Mention in Despatches*

Lieutenant (A) Charles Clifford Thornton, R.N.V.R.

For good services in the salvage of an aircraft :

*Mention in Despatches*

Temporary Sub-Lieutenant Bertram John Green, R.N.Z.N.V.R.

For courage and leadership :

*Mention in Despatches*

Temporary Acting Leading Seaman Thomas Edward Blyth, P/J.114579.

For skill and coolness when attacked by enemy E-boats :

*Mention in Despatches*

Temporary Acting Leading Seaman Cyril Wills, C/JX.206330.

**2228.—Naval Officers of Admiralty Civil Establishments at an Evacuation Headquarters—Emoluments**

(C.W. 12659/43.—20.5.1943.)

Attention is drawn to the following modification of the arrangements set out in A.F.O. 707/41.

2. In substitution of the instructions contained in A.F.O. 707/41, paragraph 3 (a), the following revised arrangements take effect from 1st January, 1943, for naval officers who do not wish to be billeted and elect to make their own arrangements for accommodation :—

(i) *Officers who are single, married officers who have opted out of the Marriage Allowance scheme, and widowers as defined in A.F.O. 403/39, paragraph 16.*

(a) Provision allowance to be paid at the full rate.

(b) Children's allowance to be paid to widowers as defined in A.F.O. 403/39, paragraph 16.

(c) Compensation in lieu of accommodation in a billet to be paid at the rate of 5s. a week.

(d) Lodging money at the annual rate, if previously in issue, may continue in payment up to a maximum period of 30 days if lodgings at normal headquarters are, or have been, retained and paid for (*vide* K.R. & A.I., Article 1672).

(e) Servants allowance may continue in payment to officers normally entitled thereto.

(ii) *Married officers in the Marriage Allowance scheme with families living elsewhere.*

(a) Provision allowance to be paid at the full rate.

(b) Marriage allowance to be paid at Schedule A rates.

(c) Compensation in lieu of lodgings to be paid at the rate of 5s. a week.

(d) Lodging money at the annual rate may continue to be paid up to a maximum of 30 days as in (i) (d) above.

(e) Servants allowance to be paid to officers normally entitled thereto.

3. Nothing in this Order is intended, or should be regarded, as modifying the conditions in A.F.O. 707/41 other than those in paragraph 3 (a).

(A.F.Os. 403/39 and 707/41.)

A.F.O.

2995/45

**2229.—Retired and Emergency List Lieutenants, R.N. (ex-Cadet or ex-Mate)—Grant of Acting Lieutenant-Commander's Rank**

(C.W. 10868/43.—20.5.1943.)

Under existing regulations retired and emergency list Lieutenants (ex-Cadet or ex-Mate) whose last active service rank was Lieutenant or Sub-Lieutenant, are promoted on completion of eight years' service including previous service as a Lieutenant on the active list. This rule is based on the Order in Council of 7th October, 1931, which abolished, apart from certain exceptions, steps in rank on or after retirement.

2. Although it is not desirable to depart in wartime from this procedure, apart from those few cases where the higher substantive rank is granted on account of meritorious war service. Their Lordships nevertheless consider that due recognition should be given to re-employed retired or emergency list Lieutenants who have proved by their efficient services that they are fully capable of undertaking duties which would normally be considered appropriate to an officer of Lieutenant-Commander's rank. In these cases it is the intention to grant acting Lieutenant-Commander's rank, provided the officer has served since re-employment for two years as a Lieutenant, and has attained the age of 30. (The age qualification is necessary so as to avoid, in general, the possibility of a retired or emergency officer being promoted over his contemporary who remained on the active list.) Officers given higher rank under the terms of this Order will not be required to revert to Lieutenant's rank on change of appointment, provided their efficiency remains unimpaired and their service satisfactory. Confirmation in the rank of Lieutenant-Commander will be given at eight years' service as Lieutenant as at present.

3. Recommendations, which may be made at any time, are to be accompanied by a report on form S206.

**2230.—Accountant Officers, R.N.R. and R.N.V.R., Transferred to Royal Navy**

(C.W. 14201/43.—20.5.1943.)

With reference to A.F.Os. 1770/40 and 3462/41, paragraphs 8 and 9, it has been approved that officers transferred to the Royal Navy under A.F.O. 278/37 who have not passed the examination for Paymaster Lieutenant-Commander, R.N., will be promoted to Acting Paymaster Lieutenant-Commander on attaining the age of 34 years or at eight years seniority (whichever is the earlier), subject to satisfactory record, and will be confirmed with original seniority on passing the examination. They will not be eligible for periodical increments of pay or for promotion to Paymaster Commander until they have passed.

2. Promotion of officers affected will be promulgated.

(A.F.O. 278/37—not in annual volume.)

(A.F.Os. 1770/40 and 3462/41.)



**\*2231.—Qualifying Examination for the Rank of Acting Sub-Lieutenant (E)—  
Ordnance Artificer and Engine-room Ratings—Result**

(C.W. 16664/43.—20.5.1943.)

The following ratings, in alphabetical order, passed the qualifying examination (A.F.O. 2472/42, paragraph 7, and K.R. & A.I., Appendix XII, Part 7, Section III, paragraph 4) held in October, 1942 :—

Carr, J. G. ...	E.R.A.4 ...	P/MX.53931	H.M.S. "Adamant"
Coates, A. E. ...	O.A.3 ...	C/MX.50885	H.M.S. "Mendip"
Cowling, C. ...	A/E.R.A.4 ...	D/MX.53096	H.M.S. "Illustrious"
Gale, J. H. R. ...	A/E.R.A.4 ...	P/MX.51256	H.M.S. "Ithuriel"
Harcus, R. A. ...	A/E.R.A.4 ...	C/MX.55166	H.M.S. "Nigeria"
Horn, R. D. ...	A/E.R.A.4 ...	P/MX.55024	H.M.S. "Berwick"
Huke, E. W. ...	E.R.A.4 ...	C/MX.53964	H.M.S. "London"
Jackson, A. W. L. ...	A/E.R.A.4 ...	P/MX.55173	H.M.S. "King George V"
Jacobs, P. W. M. ...	E.R.A.4 ...	P/MX.53116	H.M.S. "Tetcott"
Keene, R. H. ...	E.R.A.4 ...	P/MX.55177	H.M.S. "Victory"
Lamb, J. W. ...	A/E.R.A.4 ...	P/MX.53972	H.M.S. "Ramillies"
Leverett, N. W. ...	O.A.3 ...	C/MX.50419	H.M.S. "Pembroke"
Marsh, C. D. ...	E.R.A.4 ...	P/MX.53127	H.M.S. "Penelope"
Pragnell, B. ...	E.R.A.4 ...	C/MX.50395	H.M.S. "Cleopatra"
Robinson, A. W. ...	O.A.4 ...	D/MX.53360	H.M.S. "Valiant"
Soffe, R. S. ...	E.R.A.4 ...	P/MX.52273	H.M.S. "Victory"
Ward, F. C. A. ...	E.R.A.4 ...	C/MX.53164	H.M.S. "Ajax"
Ward, H. H. ...	O.A.4 ...	D/MX.53363	H.M.S. "Charybdis"
Wood, G. W. ...	E.R.A.4 ...	C/MX.53248	H.M.S. "Arethusa"

(A.F.O. 2472/42.)

**2232.—Temporary Commissions in the Engineering Branch—Standard of Vision**

(M.D.G. 4361/43.—20.5.1943.)

The following visual standard applies to all candidates for temporary commissions in the Engineering or Electrical Branches, whether new entries or for promotion from the lower deck :—

*Distant Vision.*—With glasses  $6/12 \div 6/12$  or  $6/36 \div 6/6$ .

*Near Vision.*—With glasses  $D = 0.6$  in each eye separately.

*Fields of Vision.*—Full (confrontation test).

*Colour Vision.*—Grade II.

*Spectacles.*—Care should be taken that the frames of spectacles when worn are of a strong, serviceable pattern and that the lenses are correct before entry.

Attention is drawn to the provisions contained in A.F.O. 1187/43, Section V, para. 1, in the case of accepted candidates.

*Notes.*—(a) When unaided vision is below 6/60 in either eye, and the defective vision is due to myopia, an error of more than -7 dioptries in any meridian in either eye will debar from acceptance for sea service.

(b) Cases of defective vision which are not fully correctable by suitable lenses will be given a full examination by an ophthalmic specialist. The presence of an ocular condition which is considered likely to deteriorate under service conditions, or which may be a possible handicap in the efficient performance of the duties for which the candidate is to be entered, will debar from acceptance for sea service.

(c) Strabismus, which is not fully correctable by suitable lenses, will debar from sea service.

2. Candidates who have visual defects which make them unfit for sea service may, if otherwise suitable, and after full consideration by the Admiralty of each particular case on its merits, be entered for maintenance duties in shore service only.

3. Cases in which doubt exists as to visual suitability for these appointments should be referred to the Admiralty. Full details as to vision and any special qualifications should be given.

(A.F.O. 1187/43.)

**2233.—Nomenclature of Boom Defence Officers**

(C.W. 16664/43.—20.5.1943.)

(PASSED TO HORETON IN ACCORDANCE WITH REQUEST OF ORIGINATOR)

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**\*2231.—Qualifying Examination for the Rank of Acting Sub-Lieutenant (E)—  
Ordnance Artificer and Engine-room Ratings—Result**

(C.W. 16664/43.—20.5.1943.)

The following ratings, in alphabetical order, passed the qualifying examination (A.F.O. 2472/42, paragraph 7, and K.R. & A.I., Appendix XII, Part 7, Section III, paragraph 4) held in October, 1942 :—

Carr, J. G. ...	E.R.A.4 ...	P/MX.53931	H.M.S. "Adamant"
Coates, A. E. ...	O.A.3 ...	C/MX.50885	H.M.S. "Mendip"
Cowling, C. ...	A/E.R.A.4 ...	D/MX.53096	H.M.S. "Illustrious"
Gale, J. H. R. ...	A/E.R.A.4 ...	P/MX.51256	H.M.S. "Ithuriel"
Harcus, R. A. ...	A/E.R.A.4 ...	C/MX.55166	H.M.S. "Nigeria"
Horn, R. D. ...	A/E.R.A.4 ...	P/MX.55024	H.M.S. "Berwick"
Huke, E. W. ...	E.R.A.4 ...	C/MX.53964	H.M.S. "London"
Jackson, A. W. L. ...	A/E.R.A.4 ...	P/MX.55173	H.M.S. "King George V"
Jacobs, P. W. M. ...	E.R.A.4 ...	P/MX.53116	H.M.S. "Tetcott"
Keene, R. H. ...	E.R.A.4 ...	P/MX.55177	H.M.S. "Victory"
Lamb, J. W. ...	A/E.R.A.4 ...	P/MX.53972	H.M.S. "Ramillies"
Leverett, N. W. ...	O.A.3 ...	C/MX.50419	H.M.S. "Pembroke"
Marsh, C. D. ...	E.R.A.4 ...	P/MX.53127	H.M.S. "Penelope"
Pragnell, B. ...	E.R.A.4 ...	C/MX.50395	H.M.S. "Cleopatra"
Robinson, A. W. ...	O.A.4 ...	D/MX.53360	H.M.S. "Valiant"
Soffe, R. S. ...	E.R.A.4 ...	P/MX.52273	H.M.S. "Victory"
Ward, F. C. A. ...	E.R.A.4 ...	C/MX.53164	H.M.S. "Ajax"
Ward, H. H. ...	O.A.4 ...	D/MX.53363	H.M.S. "Charybdis"
Wood, G. W. ...	E.R.A.4 ...	C/MX.53248	H.M.S. "Arethusa"

(A.F.O. 2472/42.)

**2232.—Temporary Commissions in the Engineering Branch—Standard of Vision**

(M.D.G. 4361/43.—20.5.1943.)

The following visual standard applies to all candidates for temporary commissions in the Engineering or Electrical Branches, whether new entries or for promotion from the lower deck :—

*Distant Vision.*—With glasses  $6/12 \div 6/12$  or  $6/36 \div 6/6$ .

*Near Vision.*—With glasses  $D = 0.6$  in each eye separately.

*Fields of Vision.*—Full (confrontation test).

*Colour Vision.*—Grade II.

*Spectacles.*—Care should be taken that the frames of spectacles when worn are of a strong, serviceable pattern and that the lenses are correct before entry.

Attention is drawn to the provisions contained in A.F.O. 1187/43, Section V, para. 1, in the case of accepted candidates.

*Notes.*—(a) When unaided vision is below 6/60 in either eye, and the defective vision is due to myopia, an error of more than - 7 dioptries in any meridian in either eye will debar from acceptance for sea service.

(b) Cases of defective vision which are not fully correctable by suitable lenses will be given a full examination by an ophthalmic specialist. The presence of an ocular condition which is considered likely to deteriorate under service conditions, or which may be a possible handicap in the efficient performance of the duties for which the candidate is to be entered, will debar from acceptance for sea service.

(c) Strabismus, which is not fully correctable by suitable lenses, will debar from sea service.

2. Candidates who have visual defects which make them unfit for sea service may, if otherwise suitable, and after full consideration by the Admiralty of each particular case on its merits, be entered for maintenance duties in shore service only.

3. Cases in which doubt exists as to visual suitability for these appointments should be referred to the Admiralty. Full details as to vision and any special qualifications should be given.

(A.F.O. 1187/43.)

**2233.—Nomenclature of Boom Defence Officers**

A.F.O. 1731/39 is cancelled

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**\*2231.—Qualifying Examination for the Rank of Acting Sub-Lieutenant (E)—  
Ordnance Artificer and Engine-room Ratings—Result**

(C.W. 16664/43.—20.5.1943.)

The following ratings, in alphabetical order, passed the qualifying examination (A.F.O. 2472/42, paragraph 7, and K.R. & A.I., Appendix XII, Part 7, Section III, paragraph 4) held in October, 1942:—

Carr, J. G. ...	E.R.A.4 ...	P/MX.53931	H.M.S. "Adamant"
Coates, A. E. ...	O.A.3 ...	C/MX.50885	H.M.S. "Mendip"
Cowling, C. ...	A/E.R.A.4 ...	D/MX.53096	H.M.S. "Illustrious"
Gale, J. H. R. ...	A/E.R.A.4 ...	P/MX.51256	H.M.S. "Ithuriel"
Harcus, R. A. ...	A/E.R.A.4 ...	C/MX.55166	H.M.S. "Nigeria"
Horn, R. D. ...	A/E.R.A.4 ...	P/MX.55024	H.M.S. "Berwick"
Huke, E. W. ...	E.R.A.4 ...	C/MX.53964	H.M.S. "London"
Jackson, A. W. L. ...	A/E.R.A.4 ...	P/MX.55173	H.M.S. "King George V"
Jacobs, P. W. M. ...	E.R.A.4 ...	P/MX.53116	H.M.S. "Tetcott"
Keene, R. H. ...	E.R.A.4 ...	P/MX.55177	H.M.S. "Victory"
Lamb, J. W. ...	A/E.R.A.4 ...	P/MX.53972	H.M.S. "Ramillies"
Leverett, N. W. ...	O.A.3 ...	C/MX.50419	H.M.S. "Pembroke"
Marsh, C. D. ...	E.R.A.4 ...	P/MX.53127	H.M.S. "Penelope"
Pragnell, B. ...	E.R.A.4 ...	C/MX.50395	H.M.S. "Cleopatra"
Robinson, A. W. ...	O.A.4 ...	D/MX.53360	H.M.S. "Valiant"
Soffe, R. S. ...	E.R.A.4 ...	P/MX.52273	H.M.S. "Victory"
Ward, F. C. A. ...	E.R.A.4 ...	C/MX.53164	H.M.S. "Ajax"
Ward, H. H. ...	O.A.4 ...	D/MX.53363	H.M.S. "Charybdis"
Wood, G. W. ...	E.R.A.4 ...	C/MX.53248	H.M.S. "Arethusa"

(A.F.O. 2472/42.)

**2232.—Temporary Commissions in the Engineering Branch—Standard of Vision**

(M.D.G. 4361/43.—20.5.1943.)

The following visual standard applies to all candidates for temporary commissions in the Engineering or Electrical Branches, whether new entries or for promotion from the lower deck:—

*Distant Vision.*—With glasses  $6/12 \div 6/12$  or  $6/36 \div 6/6$ .

*Near Vision.*—With glasses  $D = 0.6$  in each eye separately.

*Fields of Vision.*—Full (confrontation test).

*Colour Vision.*—Grade II.

*Spectacles.*—Care should be taken that the frames of spectacles when worn are of a strong, serviceable pattern and that the lenses are correct before entry.

Attention is drawn to the provisions contained in A.F.O. 1187/43, Section V, para. 1, in the case of accepted candidates.

*Notes.*—(a) When unaided vision is below 6/60 in either eye, and the defective vision is due to myopia, an error of more than  $-7$  dioptries in any meridian in either eye will debar from acceptance for sea service.

(b) Cases of defective vision which are not fully correctable by suitable lenses will be given a full examination by an ophthalmic specialist. The presence of an ocular condition which is considered likely to deteriorate under service conditions, or which may be a possible handicap in the efficient performance of the duties for which the candidate is to be entered, will debar from acceptance for sea service.

(c) Strabismus, which is not fully correctable by suitable lenses, will debar from sea service.

2. Candidates who have visual defects which make them unfit for sea service may, if otherwise suitable, and after full consideration by the Admiralty of each particular case on its merits, be entered for maintenance duties in shore service only.

3. Cases in which doubt exists as to visual suitability for these appointments should be referred to the Admiralty. Full details as to vision and any special qualifications should be given.

(A.F.O. 1187/43.)

**2233.—Nomenclature of Boom Defence Officers**

(C.W./N. 21334/42.—20.5.1943.)

To avoid confusion in the short titles relating to Admiralty Berthing Officers and Assistant Boom Defence Officers, the following nomenclatures should be adopted.

2. In localities where there is only one B.D.O. he should be referred to as Boom Defence Officer, irrespective of his service rank.

3. In localities where Boom Defence Officers and Assistant Boom Defence Officers are borne, the Assistant Boom Defence Officer should be referred to as A.B.D.O. and not A.B.O.

4. The title A.B.O. is to be reserved for Admiralty Berthing Officer.

(A.F.O. 1731/39—not in annual volume—is cancelled.)

A.F.O.

**2234.—Selected Warrant Officers and Commissioned Officers from Warrant Rank Promoted Direct to Lieutenant—Pay and Allowances**

(C.W. 460/43.—20.5.1943.)

With effect from 1st April, 1943, paragraph 7 of A.F.O. 1874/42 is cancelled, and the following is to be substituted:—

"7. Rate of full pay and specialist allowance

Officers may elect to receive either—

(A) (i) full pay on the normal ex-Cadet scale for Lieutenant in accordance with seniority as defined in paragraph 6,

and (ii) if qualified, specialist allowance for Lieutenant ex-Cadet as laid down in paragraph 10 and in A.F.O. 3083/42 and A.F.O. 2727/42."

or

(B) (i) the rate of full pay actually received as Warrant Officer or Commissioned Officer from Warrant rank on the day prior to promotion to acting Lieutenant.

(ii) War Bonus or War Addition (if any) in issue at the time of promotion.

(iii) Difference of Mess Subscription (1s. 10d. a day) to be credited separately in the appropriate column of the ledger.

(iv) Any continuous specialist allowance for which eligible as a Warrant Officer or Commissioned Officer from Warrant rank,

or

if qualified, specialist allowance for Lieutenant ex-Cadet as laid down in paragraph 10 and A.F.O. 3083/42 and 2727/42. No officer can draw specialist allowance twice over, i.e. both as Warrant Officer and as Lieutenant ex-Cadet."

"Officers electing alternative (B) may transfer to alternative (A) at any time, but not *vice versa*."

"Lieutenants (E), Ordnance Lieutenants, and Lieutenants (A), if electing alternative (A) above, will be paid on the scale laid down for Cadet-entered officers of the Engineering Branch."

"All other allowances are payable at the rates and under the conditions applicable to Lieutenants ex-Cadet, including marriage and children's allowances, lodging allowance, colonial allowance, etc., irrespective of whether an officer elects alternative (A) or (B)".

"Pay will commence from date of promotion to Acting Lieutenant (Executive Officers) or confirmed equivalent rank of Lieutenant in the case of other officers."

2. Any payments made contrary to the above prior to 1st April, 1943, will be allowed to stand.

3. With reference to A.F.O. 3083/42, paragraph 4, the specialist allowances laid down therein are payable *only* to officers promoted direct from Warrant rank under A.F.O. 1874/42, and not to those promoted under A.F.O. 1875/42, and in receipt of Lieutenant (ex-Warrant Officer) rates of pay.

(A.F.Os. 1874/42, 1875/42, 2727/42, and 3083/42.)

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**\*2235.—Second Class Civil Aircraft Navigators' Licences—Exemption of Naval Observer Officers from Examination in Certain Subjects**

(C.W. 163/43.—20.5.1943.)

An agreement has been reached with the Air Ministry whereby Naval Observer Officers may claim exemption from examination in certain subjects for the issue of Second Class Civil Aircraft Navigators' Licences. These subjects, which form part of the normal civil examination, are as follows:—

- (a) Form of the earth; maps and charts.
- (b) Air navigation, including dead reckoning and radiogoniometry.
- (c) Air navigation instruments; earth's magnetism; compasses.
- (d) Meteorology (excepting civil meteorological organisation).
- (e) Signalling.

2. Applicants for this exemption must have—

- (a) Obtained during their observer course not less than 60 per cent. of the marks in each subject and not less than 70 per cent. of the aggregate marks allotted to those subjects of the course which correspond with the subjects (a) to (d) above, with a "Pass" in signalling.
- (b) Completed a minimum of 50 hours' navigational flying in an operational unit.

3. Observer Officers granted the exemption referred to in paragraph 1 above will be required to undergo an examination in the following subjects:—

	Marks allotted
(a) International and United Kingdom Air Legislation ...	100
(b) Flight Planning and Civil Procedure ... ..	200
Total ... ..	300

- (c) Civil Meteorological Organisation (oral) ... .. Pass or Fail

In order to qualify in the above-mentioned examination the applicant will be required to obtain not less than 60 per cent. of the marks in the individual subjects (a) and (b) above and not less than 70 per cent. of the total of 300 marks allotted, together with a "Pass" in the oral examination at (c) above.

4. The examination in paragraph 3 above may be taken at any time after the qualifications specified in paragraph 2 above have been obtained, subject to an ultimate time limit which will be fixed later, but which will not be earlier than twelve months after the termination of hostilities.

5. The examination normally takes place concurrently with the ordinary civil examination held at an appointed civil centre. The dates of these examinations and the places appointed as examination centres will be published from time to time in A.F.Os. The full fees for the ordinary civil examination will not be charged, but a reduced fee of 10s. will be charged for each subject of the examination in paragraph 3 above.

6. The applicant will be eligible for the issue of a Second Class Civil Aircraft Navigator's Licence when he has—

- (a) Satisfied the requirements of paragraphs 2 and 3 above.
- (b) Completed a minimum of 300 hours' flying as pilot or navigator of an aircraft.
- (c) Had at least two years' experience as pilot or navigator of an aircraft.
- (d) Been certified on Air Ministry C.A. Form 61 as medically fit for full flying duties. This form may be completed from existing records if the applicant has been medically examined within the previous six months. If the applicant has not been examined within the preceding six months, a further examination by the Unit Medical Officer must be carried out and a fee of £1 1s. 0d. for the initial examination, or 10s. 6d. for the holder of a licence applying for renewal, collected and credited to public funds.
- (e) Paid the fee chargeable under the Air Navigation (Consolidation) Order, 1923, for the issue of the licence, and for the medical examination if this is necessary (*vide* paragraph 6 (d)).

7. The holder of a licence who applies for the renewal thereof may be required to satisfy all or any of the requirements which are for the time being applicable on the issue of a licence of the same class.

8. Formal application to take the examination in paragraph 3 above should be submitted on Air Ministry C.A. Form 2 (c), copies of which, together with the form of Medical Report CA.61, may be obtained from the Air Ministry (C.H. 8 (d)), 37, Julian Road, Bristol, 9.

The application should be made at least one month before the commencing date of the ordinary civil examination; a minimum of three months' notice is required, however, if it is desired to attend at one of the overseas centres.

9. An application should be accompanied by—

- (a) Evidence of the requisite air experience (*see* paragraph 2 above) in the form of the applicant's log book, or, if the log book is not available, details from flying records certified by the applicant's Commanding Officer.
- (b) A statement by the applicant's Commanding Officer certifying that the 50 hours' navigational flying have been carried out in a satisfactory manner.
- (c) A fee of £1 10s. 0d. for the examination described in paragraph 3.
- (d) Three unmounted photographs of the applicant, showing not larger than 1½ in. × ¾ in. the image of the head.

10. The syllabus of the subjects concerned is as follows:—

- (a) International and United Kingdom Air Legislation. *See* Appendix I to A.M. Pamphlet 44.
- (b) Flight planning and civil procedure.
  - (i) Problems connected with aircraft endurance common to charter work. Preparation for flights: calculations dealing with engine performance, fuel and pay load.
  - (ii) The "Q" code, its object and use, with particular reference to the groups dealing with navigation and meteorology. (*See* Appendix I to A.M. Pamphlet 44).

Notes on the publications recommended for study are contained in Air Ministry Pamphlet 44, which can be obtained from the Air Ministry (C.H. 8 (d)), 37, Julian Road, Bristol, 9.

**†2236.—Badge for Warrant Air Officers (A.G.)**

(N.L./N. 23998/42.—20.5.1943.)

His Majesty The King has been pleased to approve the design of a badge to be worn by all Warrant Air Officers (A.G.).

2. The badge consists of wings of gold embroidery having in the centre a fouled silver anchor surrounded by a gilt rope ring and surmounted by a crown. The dimensions are:—

- (a) Full size badge—
  - Width at wing tips—1¾-in.
  - Overall height to wing tips—1½-in.
  - Height of centre—1½-in.
- (b) Miniature size badge—
  - Width at wing tips—1¼-in.
  - Overall height to wing tips—1¼-in.
  - Height of centre—1-in.

3. The badge is to be worn by Warrant Air Officers (A.G.) as soon as they have qualified as such, and is to continue to be worn so long as the officer is employed or is eligible to be employed as a Warrant Air Officer (A.G.).

4. The badge is to be worn as follows:—

- (i) *Blue Uniform.*—The badge is to be sewn in the centre of the left sleeve ¼-in. above the circle in the distinction lace.





(ii) *White and Khaki Drill Uniform*.—The badge with a safety pin attachment is to be worn  $1\frac{1}{2}$ -in. above the left breast pocket of the white or khaki tunic. If medal ribbons are worn the badge is to be immediately above the top row of ribbons. With the white mess jacket the miniature badge is to be pinned on the left lapel 1-in. below the point of the shoulder or, if medal ribbons are worn, immediately above the ribbons.

5. The badge is not to be worn on tropical shirts, shoulder straps or on the greatcoat, watchcoat or waterproof coat.

An illustration of the badge is appended.

\*2237.—**R.N.R. & R.N. (H.O.) Patrol Service Ratings—Qualifications for Examination for Ministry of War Transport Certificates of Competency as Skipper and Second Hand**

(C.W. 20252/43.—20.5.1943.)

In amplification of A.F.O. 4094/42, paragraph 2, and A.F.O. 246/43, paragraph 2 (iii), service in Admiralty vessels which is allowed in wartime to count towards qualifying service for certificate of competency as Second Hand must have been spent outside partially smooth water limits.

2. The qualifications for examination for certificate of competency as Skipper (Full) require that a candidate must have served one year at sea while in possession of a Second Hand's certificate (A.F.O. 398/41, paragraph 1 (b) (ii)). As a wartime concession this period of one year's service may be performed in Admiralty vessels (ships of the general Fleet as well as patrol service vessels), provided that the time has been spent outside partially smooth water limits.

3. A.F.Os. 398/41, 4094/42 and 246/43 are to be amended accordingly.

(A.F.Os. 1499/40, 398/41, 4094/42 and 246/43.)

#### 2238.—Coastal Force Coxswain

(N. 10629/43.—20.5.1943.)

The following amendment is to be made to A.F.O. 3239/41 :—

Paragraph 4.—*Delete and Substitute* :—

"4. The authorities to give the rate are the Commanding Officer, H.M.S. 'Hornet,' at home, and the Commander-in-Chief, or an officer not below the rank of Captain deputed by him, on foreign stations."

(A.F.O. 3239/41.)

#### †2239.—Uniform for T124T. Radio Officers in Rescue Tugs

(N.L. 5650/43.—20.5.1943.)

The uniform to be worn by Radio Officers in rescue tugs appointed without commissions under T124T. Agreement has been approved.

2. These Officers will wear the cap badge approved for Officers employed under T124 Agreement (A.F.O. 4649/40).

3. Buttons of Merchant Navy pattern will be worn on the uniform jacket.

4. *First Radio Officers*.—Holding first-class P.M.G. Certificates and rated First R.O. on Agreement :—

Two bands of gold lace, R.N.V.R. type,  $\frac{3}{8}$ -in. wide, filled by  $\frac{1}{4}$ -in. stripe of pale green material with superimposed diamond ( $1\frac{1}{2}$  ins. high) of  $\frac{3}{8}$ -in. gold lace, the centre filled with pale green material.

5. *Radio Officers in Charge*.—(a) Holding second-class P.M.G. Certificates :—  
One band of gold lace, R.N.V.R. type,  $\frac{3}{8}$ -in. wide, with superimposed diamond ( $1\frac{1}{2}$  ins. high) of  $\frac{3}{8}$ -in. gold lace, the centre filled with pale green material, and with  $\frac{1}{4}$ -in. pale green stripe attached below.

(b) Holding special P.M.G. Certificate and with :—

(i) Three years sea experience or more : One band of gold lace, R.N.V.R. type,  $\frac{1}{2}$  in. wide, with superimposed diamond ( $1\frac{1}{2}$  ins. high) of  $\frac{1}{4}$ -in. gold lace, the centre filled with pale green material, and with  $\frac{1}{4}$ -in. pale green stripe attached below.

(ii) Under three years sea experience : One stripe of pale green material,  $\frac{1}{4}$  in. wide, with superimposed diamond ( $1\frac{1}{2}$  ins. high) of pale green material.

6. *Third Radio Officers*.—(a) Holding second-class P.M.G. Certificate :—

One band of gold lace, R.N.V.R. type,  $\frac{1}{2}$  in. wide, with  $\frac{1}{4}$ -in. pale green stripe attached below.

(b) Holding special P.M.G. Certificate with :—

(i) Twelve months' sea service or more : One stripe of pale green material,  $\frac{1}{4}$  in. wide.

(ii) Less than 12 months' sea service : Two buttons on each cuff.

(A.F.O. 4649/40.)

✓(A.F.O. 529/42 is cancelled.)

#### 2240.—Transfer of L.D.D. Ratings to General Service—Subsequent Training

(N.10338/43.—20.5.1943.)

The table shown in paragraph 5 of A.F.O. 2475/41 is to be amended as follows :—  
*Delete* column headed V/S and W/T

*Substitute* :—

Command	V/S and W/T
Rosyth ... ..	"Scotia"
The Nore ... ..	"Royal Arthur"
Plymouth ... ..	"Impregnable"
Portsmouth ... ..	"Scotia"
Western Approaches ... ..	"Scotia"

(A.F.O. 2475/41.)

#### ✓2241.—Advancement of Ratings Medically Unfit for General Service or Over-Age

(N. 18695/42.—20.5.1943.)

With reference to A.F.O. 3209/42, as from the date of this Order temporary advancement of medically unfit men and of those over 48 years of age is to be allowed as follows :—

(i) Advancement up to and including Petty Officer of medically unfit men and of those over 48 years of age is to be allowed in all branches in the General Service provided there are vacancies in port division numbers for Petty Officer and Leading Rating which cannot be filled by fit men. Accordingly, Form S.507 is to be rendered for all medically unfit and over-age men who are recommended and qualified for advancement.

(ii) Advancement to Chief Petty Officer rating in General Service branches is now open to medically unfit Petty Officers and to those over 48 years of age, provided the Petty Officers concerned have completed not less than 2 years' sea service since the outbreak of hostilities. Over-age men who have not completed 2 years' sea service may volunteer to go to sea if passed by the Medical Officer, and they can be advanced to Chief Petty Officer when they have completed the balance of 2 years' sea service.

(iii) Advancement to Petty Officer and Leading Rating in the R.N. Patrol Service is allowed for medically unfit and over-age men where vacancies cannot be filled by fit men. In the case of men whom it is desired to rate up on the grounds of experience, because they are required for the manning of harbour craft, similar advancement is allowed irrespective of age and medical fitness, and irrespective of the availability of fit men, provided the men concerned are capable of carrying out harbour craft duties.

(iv) Advancement of medically unfit and over-age men in the Fleet Air Arm branches is allowed without restriction as to branch or rating, provided that, in the case of men who are candidates for advancement to Chief Petty Officer ratings, they have completed 2 years' service at sea or ashore abroad since the outbreak of hostilities.



## 2. The above arrangements do not apply—

- (a) to advancement to Chief Petty Officer rating of men who have been to sea and withdrawn owing to wounds before completing 2 years' sea service, or who have been withdrawn as the result of war strain although they have not suffered bodily injury. In such cases advancement will be dealt with on the merits of each individual case by reference to the Admiralty and applications should include a history of the man's war service and of any injuries which he has received;
- (b) to advancement to any rating of men who were qualified and recommended for higher rating, but who because unfit through wounds sustained in action subsequent to the date of Form B.13 but before B.13 was acted upon. Men in this category may be advanced, if still recommended, as from the date of Form B.13 (except that no such advancement may be dated earlier than the 9th July, 1942);
- (c) non-roster advancement in class of Artificers, Shipwrights, Mechanicians and Artisans, and advancement of Ratings below Able Seamen or equivalent rating. Advancements of medically unfit men of these categories may be made without regard to special conditions.

3. Advancement of medically unfit or over-age men is normally to be restricted to advancement in the same branch, but suitable active service leading ratings who are permanently unfit for general service in their branch may be recommended for temporary R.P.O. Recommendations of such ratings are to be made to the Admiralty through the Commodore of the man's depot who, in forwarding the recommendation to the Admiralty, should state, according to requirements, whether or not he recommends the man for Temporary R.P.O.

✓(A.F.O. 3209/42 is cancelled.)

## \*2242.—Special Repair Ratings (D)

(N./D.P.S. 144/43/M.—20.5.1943.)

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

Add\* as shown below:—

Civil Nomenclature	Naval Code No.
* Sawmillman ... ..	N.224
* Iron Caulker ... ..	N.225
* Driller ... ..	N.226
* Riveter ... ..	N.227
* Machineman ... ..	N.228
* Welder and Burner ... ..	N.218
* Machinist ... ..	N.219
* Wireman (Ship) ... ..	N.245
* Wireman (Shore) ... ..	N.245
* Rigger ... ..	N.254
* Sailmaker ... ..	N.256

\* These trades should be entered in the Acting Petty Officer rate for a period of 12 months from date of entry.

Under heading "ELECTRICAL":—

Delete	General Workers (Electrical)	N.253	Acting Class	E.A., 4th	D.L.G.	8	0
Substitute	General Workers (Electrical)	N.253	Acting Class	E.A., 4th	D.L.G.W.	8	0

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

## \*2243.—Acting Engine Room Artificers, 4th Class—Adjustment of Seniority

(N.26164/42.—20.5.1943.)

A considerable number of direct-entry Engine Room Artificers who have been recruited during the war have lacked the thorough training of the Artificer Apprentice, with the result that when they go to sea, they may be noted as markedly inferior.

2. It may, therefore, happen that men entered as Engine Room Artificers, 5th Class, cannot be recommended for advancement on completion of 12 months in that rate, and it is necessary for them to serve extra time before they can be rated.

3. The provisions of K.R. 6/39 are, nevertheless, to apply, and such men, when rated, are to be back-dated to their 21st birthday, i.e., advancement must be accompanied by back-dating if and when it takes place. If this is not done, they are penalised for volunteering before the age of 21, since a man aged 21 or over can enter direct as an Acting Engine Room Artificer, 4th Class.

4. These regulations must not be confused with the provisions of A.F.O. 1901/40, which are solely concerned with adjustments of seniority consequent upon the age at which Special entry apprentices pass out of the training establishment.

(K.R. 6/39.)

(A.F.O. 1901/40.)

## 2244.—Medical Fitness for Service in Submarines

(N. 10097/43.—20.5.1943.)

Cases have arisen where officers and men have been found medically unfit for service in Submarines by local Medical Officers in circumstances where the Senior Medical Officer, H.M.S. "Dolphin", might have used his discretion to retain the officer or rating in Submarines in accordance with K.R. & A.I., Article 1418a, clause 3a.

2. In home waters, in all cases where any doubt as to an officer's or ratings' fitness or otherwise exists, the matter is to be referred to the Senior Medical Officer, H.M.S. "Dolphin", for final decision.

(K.R. & A.I., Article 1418a (3a).)

## ✓ 2245.—Eyesight Standards for Submarine Personnel

(N. 2060/43.—20.5.1943.)

For the duration of hostilities the following are the minimal visual standards for submarine personnel (A.F.Os. 1644/42 and 4496/42).

	Snellen's Test	Colour Vision
Officers ... ..	6/6 : 6/12	Grade I
Signalmen ... ..	6/6 : 6/9	Grade I
Seamen (excluding R.D.F. ratings, T.G.Ms. and L.T.Os.)	6/12 : 6/12 or 6/6 : 6/36	Grade I
*Stokers ... ..	6/12 : 6/12 or 6/6 : 6/36	—
*Telegraphists, *E.R.As., *T.G.Ms. and *L.T.Os.	Unaided vision less than 6/12 : 6/12 or 6/6 : 6/36, but vision can be corrected to this standard.	Spectacles not permitted on duty
*E.As. and *E.Ms., *cooks and *stewards	Unaided vision less than 6/12 : 6/12 or 6/6 : 6/36, but vision can be corrected to 6/12 : 6/36.	Spectacles permitted to be worn on duty.
*R.D.F. ratings ... ..	Unaided vision not less than 6/60 : 6/60, but vision can be corrected to 6/12 : 6/12 or 6/6 : 6/36.	—

\*There is no colour vision qualification for these ratings, but when a rating is accepted for submarines in spite of his defective colour vision, his drafting documents, medical history sheet (when available) and pay book should be clearly marked, indicating the particular defect, for the information of commanding officers.

2. Liaison Officers for Submarines.—May be accepted with defective vision, providing that such defect is adequately corrected with glasses.

3. Any submarine officers of the Executive Branch whose eyesight subsequently deteriorates to below 6/6 : 6/12 are to be reported. Each case so reported will be considered on its merits.

(A.F.Os. 1644/42 and 4496/42.)

(A.F.Os. 3346/41 and 251/43 are cancelled.)



**2246.—Flying Accidents and Breaches of Flying Discipline—Entries in Flying Log Books**

(N.L./A.A. 434/43.—20.5.1943.)

Where an endorsement is made in a pilot's flying log book, in accordance with A.F.O. 1554/43, it should be made on a separate page headed "Endorsements regarding avoidable flying accidents or other breaches of flying discipline". This page is to be gummed into the log book immediately before the last page entitled "Record of Service".

2. Entries are to be written in red ink, and are to be signed by the Commanding Officer.

(A.F.O. 1554/43.)

**2247.—Instruction of Control Teams (Including R.D.F. Operators) in New Apparatus During Fitting and Re-fitting of Small Ships in Clyde, Rosyth and Liverpool Areas**

(G.D. 0547/43.—20.5.1943.)

Arrangements are in hand whereby control teams from small ships re-fitting, or having new R.D.F. equipment fitted, in the Clyde, Rosyth and Liverpool areas may receive instruction in the new apparatus as a team. These arrangements will be brought into force at a date to be notified later.

2. The course of instruction lasts two days and will commence on the Monday and Thursday of each week, in H.M.S. "Queen Charlotte".

3. Ships requiring the course are to apply to the Officer-in-Charge, Sherbrooke House, Glasgow, repeated H.M.S. "Queen Charlotte" in the following form:—

A.F.O. 2247/43.

(a) Monday, 7th June.

(b) Yes.

(c) 2/12.

Note.—(a) is the date on which it is desired the course should commence and under (b) it should be stated whether or no an alternative date to be proposed by H.M.S. "Queen Charlotte" can probably be accepted. (c) Numbers of officers/ratings for whom accommodation is required.

4. If a mutually satisfactory date cannot be arranged with H.M.S. "Queen Charlotte," the Officer-in-Charge, Sherbrooke House, will endeavour to arrange the required instruction at Sherbrooke House. This instruction will not be under such good conditions nor can it be so comprehensive as in H.M.S. "Queen Charlotte", but it will provide a valuable means of introducing the control teams as a whole to the new apparatus.

5. Ratings will be accommodated at whichever centre they receive instructions and no further application for accommodation need be made.

6. The Gunnery Control Officer of the ship should always accompany the control team.

**2248.—Leave for Men Proceeding to Harris**

(N/F.S. 138/43.—20.5.1943.)

As far as possible leave for men proceeding to Harris and distant places in the Hebrides should be arranged so as to avoid their arriving in Stornoway on Saturday night, as there is no bus communication available at this time from Stornoway.

(A.F.O. 6356/42, page 12.)

**2249.—W.R.N.S.—Recommendations for Promotion of Officers**

(C.W. 16139/43.—20.5.1943.)

Recommendations for promotion of W.R.N.S. officers should be forwarded direct to the Director, W.R.N.S.

**2250.—W.R.N.S. Officers—Lodging Allowance**

(C.W. 18192/43.—20.5.1943.)

Consideration has been given to the eligibility of W.R.N.S. officers for daily rates of Lodging Allowance, having regard to the wording of A.F.O. 197/40, to which reference is made in A.F.O. 5761/42, paragraph 4.

2. It is notified that W.R.N.S. officers may now be paid daily rates of Lodging Allowance under the same conditions as Naval officers, and that A.F.Os. 197/40 and 5761/42 should be amended accordingly.

(A.F.Os. 197/40 and 5761/42.)

**2251.—W.R.N.S.—Allowances**

(N. 6887/43.—20.5.1943.)

With effect from 31st July, 1942, W.R.N.S. officers are eligible for the following allowances at two thirds the rates for Naval officers of corresponding rank (A.F.O. 5757/42) and under the same conditions as for Naval officers:—

Admiralty special duty allowance.

Secretary's allowance.

Interpreter's allowance.

Specialist allowance, e.g., at 1s. 4d. a day for W.R.N.S. officers qualified in signals under A.F.O. 3083/42.

2. W.R.N.S. ratings are eligible for the following allowances at two thirds the rates for Naval ratings:—

S.C.G.M. and General Mess allowances, under the conditions of K.R. & A.I., Appendix XVII, Part 3, Nos. 14 and 15.

Harmonium allowance, under the conditions of K.R. & A.I., Appendix XVII, Part 3, No. 51.

Care of mess traps allowance, under the conditions of K.R. & A.I., Appendix XVII, Part 3, No. 96.

Interpreter's allowance, under the conditions of K.R. & A.I., Appendix XVII, Part 3, No. 52.

Cookery school—under the conditions of K.R. & A.I., Appendix XVII, Part 3, No. 11, to the Chief Wren Cook in charge in the cookery schools in W.R.N.S. Training Establishments, but not payable concurrently with S.C.G.M., or General Mess allowance. Application is to be made to the Admiralty before payment of this allowance is approved.

3. W.R.N.S. officers abroad who are (i) not accommodated or victualled, or (ii) accommodated but not victualled, are eligible for Colonial allowance at four-fifths the rates for Naval officers of relative rank.

W.R.N.S. officers and ratings who are provided with accommodation and victualling are eligible for Colonial allowance at the rates applicable to members of the A.T.S. and W.A.A.F. of equivalent rank or rating similarly provided.

4. Lodging and subsistence allowances will continue to be payable at the rates for R.N. personnel of equivalent rank or rating, *vide* A.F.Os. 197/40 (paragraphs 2 and 3), 445/42 and 5757/42.

Subsistence allowance abroad is payable at the rates shown in A.F.O. 2205/37 (paragraphs 117–120) as amended by A.F.Os. 407/41 and 5031/41.

5. Provision and victualling allowances are payable as shown in A.F.O. 4725/42.

6. Field allowance is payable to W.R.N.S. officers under the same conditions as for Naval officers, but at the rate applicable to officers of the A.T.S. (1s. per diem).

Living-under-canvas allowance is payable at the full naval rate to W.R.N.S. ratings and under the same conditions as for naval ratings.

7. Command money and servant allowance are not payable to officers of the W.R.N.S.

8. Entertaining allowance is not normally payable to W.R.N.S. officers. Application may, however, be made to the Admiralty for the exceptional grant of such an allowance where an appointment involved considerable expenditure on entertaining.

(A.F.Os. 2205/37—not in annual volume—197/40, 407/41, 445/42, 3083/42, 4725/42 and 5757/42.)

(A.F.Os. 3370/42 and 5761/42 are cancelled.)



**2252.—Unemployment Insurance—Persons Granted Temporary Commissions or Temporary Warrants on Promotion from the Lower Deck**

(D.N.A. 7433/43.—20.5.1943.)

With reference to A.F.O. 569/43, paragraph 4, the responsibility for rendering Form U.I.3.X.S. upon promotion is that of the Accountant Officer of the ship or establishment in which the officer's account prior to promotion was borne for the last day on rating pay.

2. This information is promulgated in order that the procedure may be consistent in all ships and establishments.

(A.F.O. 569/43.)

**2253.—Private Motor Vehicles Used on Official Business—Renewal of "G" and O.H.M.S. Certificates issued to Naval and Civil Personnel**

(D.N.A. 8477/43.—20.5.1943.)

The majority of the certificates issued under A.F.Os. 2743/42 and 3103/42 will expire at the end of June, 1943, and attention is drawn to the necessity for submitting applications for renewal in sufficient time to ensure that the new certificates are available for use on the 1st July, 1943. Applications should state the mileage performed since the date the officer was first placed on the list of authorised users, and heads of departments and establishments should certify that the officer's mileage during the twelve months ending 30th June, 1944, is expected to be at least 2,000.

The expired certificates should be withdrawn by heads of departments and establishments when the new ones are issued and should then be destroyed. A destruction certificate should be forwarded to the Director of Navy Accounts, Branch 2, when this has been done, quoting the serial numbers of the certificates destroyed.

(A.F.Os. 2743/42, and 3103/42.)

**†2254.—Admiralty Surgeons and Agents**

*Mevagissey and Witley*

(C.E. 6342/43.—20.5.1943.)

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

Place	Name	Address	Remarks
Mevagissey, Cornwall.	Mr. H. G. Hanan, M.B., Ch.B.	Pen Tre, Mevagissey, Cornwall.	Vice Dr. Palmer, to date 1st June, 1943.
Witley, Surrey.	Mr. T. Yoxall, M.R.C.S., L.R.C.P., L.D.S.	Lashams Lea, Witley, Surrey. (Telephone : Wormley 212).	Vice Dr. Bell, temporary.

**2255.—Officiating Ministers of Religion**

(C.E. 53355/43.—20.5.1943.)

The following appointments have been approved:—

*Church of England—*

Forest Gate, E.7	...	...	Rev. J. D. Johns, M.A., All Saints Vicarage, Forest Gate, E.7
W.R.N.S. Headquarters Bowden Court.	(Honorar)	Rev. N. C. Woods, M.A., Mus.B., St. John's Vicarage, 63, Ladbrooke Grove, London, W.11.	

*Church of Ireland—*

Larne and Inver ... .. Rev. P. A. C. Sheppard, B.A.,  
The Rectory,  
Larne, Co. Antrim.

*Methodist—*

R.N.A.S., Easthaven ... .. Rev. R. Colley Hutchinson,  
St. John's Manse,  
Seaton Road, Arbroath, Angus.  
(Already appointed for Arbroath.)

H.M.S. "Arbella" ... .. Rev. W. J. Robinson, B.D.,  
22, Carlton Road, Boston, Lincs.  
(Already appointed for Baptist and  
Congregational personnel.)

*Church of Scotland.*—Attention is drawn to the appointment of the Rev. H. Douglas Swan as Officiating Minister to Church of Scotland and Presbyterian personnel stationed at Peterhead, authorised in July, 1916.

The usual facilities are to be afforded.

**2256.—16-mm. Recreational Films—REPORT**

*Ships in Home Waters*

(N./D.P.S. 299/43.—20.5.1943.)

A number of small ships are being supplied with 16-mm. projectors in accordance with A.F.O. 3426/42 for showing Gunnery and A/S Instructional Films. There is no objection in principle to these projectors being used, when not required for service purposes, for the showing of recreational films subject to the payment of contribution towards maintenance (A.F.O. 3334/42, paragraph 13).

2. The R.N.F.C. hope to be able to arrange supplies of 16-mm. recreational films to such ships under similar conditions and at the same Film Hire charges as those applicable to 35-mm. films (A.F.O. 4549/40). Owing to the shortage of film stock and the fact that the 16-mm. film printing machines are heavily engaged on priority Government requirements, however, it is not certain whether an adequate supply of recreational films can be obtained; in order to obtain some approximate figure of the number of prints required, therefore, ships concerned in home waters are requested to report in writing by 28th May, to the Secretary, R.N.F.C., Royal Victoria Yard, Deptford, S.E.8., stating (a) whether they desire to join in the scheme if it is found practicable and (b) the frequency with which they anticipate showing programmes, e.g. whether one programme would be required every week, or whether one programme every two weeks would suffice, etc.

3. It is proposed to extend the organisation to include foreign stations if and when sufficient ships abroad are supplied with 16-mm. projectors.

4. 16-mm. recreational films will not in any case be arranged for ships with a 35-mm. projectors as well as a 16-mm. projector.

(A.F.Os. 4549/40, 3334/42 and 3426/42.)

**2257.—Instructional Film "Boiler Cleaning" (A.116)**

(N./T.S.D. 2119/43.—20.5.1943.)

The above instructional film has now been completed and it is proposed to issue one 35-mm. copy and one 16-mm. copy to each of the following Command Instructional Film Libraries:—

H.M.S. "Collingwood," Fareham.  
R.N. Barracks, Chatham.  
R.N. Barracks, Devonport.  
H.M.S. "Cochrane," Rosyth.  
H.M.S. "Wellesley," Liverpool.  
H.M.S. "Dunluce Castle," Scapa.



2. Ships and Establishments are requested to apply for copies of this film to the Command Instructional Film Officer at the most conveniently situated library referred to in paragraph 1.

3. Arrangements should be made as far as possible to borrow the library copies of this film as owing to the acute shortage of film stock it is undesirable to issue copies on permanent loan to individual Establishments unless they are screened at least three times per week.

**\*2258.—Royal Naval Benevolent Society**

(P. M. 1057/43.—20.5.1943.)

The following notice has been received from this Society:—

During 1942 Grants amounting to £3,733 16s. 0d. were made (maximum Grants £50), in 87 cases, to Members and to their relations.

Grants amounting to £656 0s. 0d. (maximum Grant £10) were made in 65 other cases; i.e., to Naval Officers who are not Members, and to their relations.

In addition, Grants amounting to £306 0s. 0d. were made to cases arising through casualties in the present War.

King George's Fund for Sailors gave the Society £800 0s. 0d. for Grants to "Other Cases" (Non-Member), and also £400 0s. 0d. for the Society's General Funds, and a further £1,200 0s. 0d. to be added to the Special Fund earmarked for cases arising through present-War casualties.

The Committee of the "First of June Appeal for Naval Officers' Charities" allocated £250 to the Society from the results of the 1942 Appeal.

The Admiralty granted £10 to the Society from their Navy Weeks and Royal Tournament Fund residues.

The Society originated in 1739: its invested funds were certified at market value £120,434 on 31st December, 1942, on which date there were 1,128 Members.

All Naval Officers of and above Ward Room rank are eligible to join, the normal annual membership subscription being one guinea. Full particulars are obtainable from:—

The Secretary,  
Royal Naval Benevolent Society,  
18, Adam Street,  
Adelphi,  
London, W.C.2.

**\*2259.—Vegetables—Standardisation of Issuing Prices**

(V. 5762/42.—20.5.1943.)

The following revised procedure for issuing and accounting for fresh, tinned, and dehydrated vegetables has been introduced to ensure that fresh vegetables, when obtainable, are available for the Fleet at reasonable and uniform issuing prices and that, when fresh vegetables are not obtainable, equivalent quantities of tinned or dehydrated vegetables are available at corresponding prices. The new procedure is to take effect on all stations as from 1st April, 1943, or as soon thereafter as practicable.

2. *Fresh Vegetables.*—Service issuing prices have been fixed for cabbages, greens, turnips, swedes, carrots and parsnips, which are the items regularly provided for in Admiralty contracts at home. These prices are shown in paragraph 9 below. Other fresh vegetables, e.g. cauliflower, brussels sprouts, peas, onions, beetroot, tomatoes, are to continue to be issued at cost price without restriction of quantity unless issuing prices and maximum quantities are specially promulgated.

3. On foreign stations on which they are available sweet potatoes or similar tubers may be issued as substitutes for potatoes and pumpkins or marrows as substitutes for cabbage at the issuing prices for potatoes and cabbage respectively. Commanders-in-Chief abroad may at their discretion allow the application of the issuing price of a standard description of vegetable to any non-standard variety which is regularly used, if the local costs of the two are approximately the same.

4. The quantity of fresh vegetables, other than potatoes, issued at the standard issuing prices is not to exceed one pound per man on any one day. When, however, fresh potatoes are not available and dehydrated potatoes or other substitutes are not issued in lieu, the quantity of fresh vegetables may be increased to one pound and a half on any one day.

5. All supplies of fresh vegetables are to be obtained under Admiralty contracts where they exist. Where contracts are not in force any necessary purchases of the standard items for issue at the authorised issuing prices are to be restricted to items in season and obtainable at reasonable prices. Purchases made from N.A.A.F.I. on Admiralty account, in the absence of an Admiralty contract, are to be made at net prices, rebate being treated as discount.

6. *Tinned and Dehydrated Vegetables.*—When fresh vegetables other than potatoes are not available the items of tinned or dehydrated vegetables corresponding to the varieties of fresh vegetables in the issuing price list may be issued at the prices shown in paragraph 9, subject to the condition that not more than the equivalent of one pound of fresh vegetables other than potatoes is to be issued per man on any one day. Haricot beans and marrowfat peas, which are the normal substitutes for fresh vegetables, are to be included in the rotation of issues which is to be:—

First day ... ..	Haricot beans
Second day ... ..	Marrowfat peas
Third day ... ..	One description of tinned or dehydrated vegetable.

7. When fresh potatoes are not available, dehydrated potatoes, marrowfat peas or haricot beans are to be issued in lieu unless additional fresh vegetables have been issued in lieu (*vide* paragraph 4 above). When peas or beans are issued in lieu of potatoes a description of tinned or dehydrated vegetable may be issued as the second vegetable subject to the limit referred to in paragraph 6.

8. *The varieties of tinned or dehydrated vegetables set out in paragraph 9 are not to be used in H.M. ships or shore establishments unless fresh vegetables are unobtainable.*

9. The standard issuing prices of fresh vegetables are as follows until further notice:—

<i>On all stations—</i>	
Potatoes ... ..	¾d. per lb.
Cabbages and greens ... ..	1½d. per lb.
Turnips and swedes ... ..	¾d. per lb.
Carrots ... ..	1¼d. per lb.
Parsnips ... ..	1¾d. per lb.
<i>On foreign stations—</i>	
Sweet potatoes and similar tubers	¾d. per lb.
Pumpkin and marrow ... ..	1¼d. per lb.

The following issuing prices for tinned and dehydrated vegetables are to be substituted for those shown in A.F.O. 4719/42. At these prices the cost works out at approximately the same as the cost of the equivalent quantity of the fresh vegetable:—

<i>Tinned vegetables—</i>	
Carrots ... ..	3¾d. per 30 oz. tin
	2¾d. per 20 oz. tin
Parsnips ... ..	5¼d. per 30 oz. tin
	3½d. per 20 oz. tin
Turnips ... ..	3d. per 30 oz. tin
	2d. per 20 oz. tin
<i>Dehydrated Vegetables—</i>	
Potatoes ... ..	5d. per lb.
Turnips, swedes and carrots ...	10d. per lb.
Cabbage and spinach ... ..	1s. 3d. per lb.
Parsnips ... ..	1s. 2d. per lb.



10. *Equivalents.*—One pound of dehydrated vegetable is equivalent to the following quantity in pounds of the corresponding fresh vegetable:—

Potatoes	...	...	...	6
Cabbage	...	...	...	10
Carrots	...	...	...	9
Parsnips	...	...	...	8
Turnips	...	...	...	10
Spinach	...	...	...	10
Swedes	...	...	...	12

Ten ounces of each variety of tinned vegetable is equivalent to one pound of the corresponding variety of fresh vegetable. These equivalents are based on the weight of the fresh vegetable before it is prepared for cooking.

11. *Zonal Rates of Allowances.*—Commanders-in-Chief abroad are to report briefly by signal by 1st July, 1943, if possible, what reductions in rates of general messing and victualling allowances are recommended as a result of the standardisation of vegetable prices. Full details of the basis of these recommendations is to be reported by letter.

(A.F.O. 4719/42.)

(Admiralty General Message 756a is cancelled.)

**\*2260.—Life Assurance Schemes**

(N/E.F.O. 65/43.—20.5.1943.)

The address of the Phoenix Assurance Co., Ltd., referred to in paragraph 1 (b) of A.F.O. 1813/43, from whom fuller particulars of insurance rates and conditions for officers can be obtained, as well as from the "Equitable" and "North British" referred to in paragraph 9 of the Order quoted, is Phoenix House, King William Street, London, E.C.4.

(A.F.O. 1813/43.)

**2261.—Insurance of Trophies**

(M. 258/43.—20.5.1943.)

The responsibility for the insurance of plate and trophies presented to H.M. ships is laid down in B.R. 4, Naval Storekeeping Manual—Section III, Appendix XI.

2. The insurance of plate, etc., landed by H.M. ships for safe custody during the war, remains the liability of the ship.

3. Plate, etc., landed by H.M. ships which have been lost or which have passed out of the service, will not be insured, the risk of loss being accepted.

**2262.—Sports—R.N. and R.M. Sports Control Board—Donation**

(N.—20.5.1943.)

(Included in Notice Boards Issue only.)

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

**2263.—Guns, B.L., 15-in., Mark I—Preparation of End Frame for Reception of Automatic Air Blast Valve**

(A.S. 17934/42.—20.5.1943.)

The following modification is approved:—

<i>Gun</i> ...	B.L., 15-in., Mark I in Mark I N mountings of "Queen Elizabeth" and "Royal Sovereign" class ships.
<i>Part affected</i> ...	End frame.
<i>Purpose of modification</i> ...	To enable fitting of automatic air blast, admission valve and control lever guide bracket (Vote 8 items).
<i>Nature of modification</i> ...	Drilling and tapping of 5 No. 0.625 dia. 11 thds./in. holes.
<i>Drawing</i> ...	Instructional Print—N.O.D. 2130/92.
<i>By whom to be done</i> ...	Armament Supply Department.
<i>Degree of urgency</i> ...	When necessary.

**2264.—Guns, Q.F., 2-pdr., Mark VIII—Removal of Snibs, Upper Gib and Springs, Gib Snib**

(A.S. 14577/42.—20.5.1943.)

To prevent stoppages of Q.F., 2-pdr., Mark VIII, guns, due to breakages of snib springs, the following should be removed from all guns and all spare locks in all classes of vessels, shore establishments and R.N. armament depots, and dealt with as shown:—

Snibs, upper gib, are to be scrapped.

Springs, gib snib, are to be retained.

2. The springs, gib snib, are suitable for use with the lower gib and with the recoil gauge plunger and the nomenclature should be amended:—

*From* "Springs, gib snib, lower gib, and recoil gauge plunger"

*To* "Springs, lower gib and recoil gauge plunger"

3. Guns manufactured in future will not embody the snib, snib spring, or the corresponding hole in the gib.

4. Naval Proportion Book will be amended. The allowance of spare springs will remain unaltered but the extra springs recovered by ships on removal of the snibs need not be landed.

**2265.—Gun Mountings—4-in., H.A., Marks III, III\*\* and IV—Star Shell Spirit Levels for Use with Barrage Sights**

*Ships, Overseers and Dockyards concerned*

(G.1707/43.—20.5.1943.)

*Mountings fitted with telescopic and barrage sights.*—(a) Star shell spirit levels, on the above mountings, were originally attached to the open sight bar. These open sights have now been removed and replaced by barrage sights. Fitting the spirit level to the barrage sight bar interferes with the field of vision required for efficient use of the barrage sight.

(b) A more suitable position for the star shell spirit level is shown on A.F.O. Diagram 142/43 (1) (G.R. 5950/1C).

2. *Mountings fitted with barrage sights only (4-in. H.A., Mark III\*\*, Reg. Nos. 151 to 196).*—(a) A suitable star shell spirit level attachment for these mountings is shown on A.F.O. Diagram 142/43 (2) (G.R. 5950/2). It is impracticable to fit the spirit level to the sight bar of these mountings and the spirit level attachment should be secured to the L.H. trunnion. Care should be taken to ensure that the pointer indicates zero with the gun 0° elevation.

3. Brackets, plates and holders, etc., should be made and fitted by ship's staff or depot ship, the spirit level and lamp fitting, Pattern No. 5779, being demanded from Portsmouth Yard. All future 4-in., H.A., Mark III\*\*, mountings will be supplied complete with a star shell spirit level bracket.

(A.F.Os. 4115/42, 359/43 and A.F.O. Diagrams 216/42, 28/43 are cancelled.)

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



**2266.—Gun Mountings—20 mm. Twin Mark V Fitted with Blast Cabs—Modification to Sight**

*Ships and Establishments concerned.*

(G. 04603/43.—20.5.1943.)

It has been found that the sight vision on the 20 mm. Twin Mark V mounting fitted with a blast cab is restricted to the 100 knot ring.

2. To give the gun-layer full vision of the 300 knot sight, the sight is to be modified in accordance with A.F.O. Diagram 143/43 (1) (G. 1784).

3. The sight is then to be lined up in accordance with A.F.O. Diagram 143/43 (2) (G.R. 6287).

4. The work is to be classed as a defect item and is to be carried out by ships' staffs, assisted by Dockyards and Base Repair staffs as necessary.

5. Arrangements have been made for mountings now under manufacture to be fitted with modified sights, as far as possible, before despatch from the manufacturers.

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

**2267.—Gun Mountings—20 mm., Mark IV, U.S.—Training Stops—As. and As.**

*Ships, H.M. Dockyards and Depots concerned*

(G. 04451/43.—20.5.1943.)

A.F.O. Diagram 144/43 shows an arrangement and details of a training limiting stop for the 20 mm., Mark IV, U.S. rising column mounting.

2. The bolt securing the trunnion bracket and pivot coupling nut is removed and replaced by the securing screw 8.

3. The securing screw 8 also retains the training stop 7, which is fitted into the recess in the trunnion bracket for the training housing catch.

4. Item 7 is machined to provide a recess for the training housing catch.

5. The stop face of the housing catch is machined as shown in the diagram to allow it to engage in the recess.

6. A strap, items 1 and 2, machined internally to fit the rising column, is firmly secured to the column by the nuts and studs, items 5 and 3, and is positioned radially by the dowel pin 6.

7. The projecting segment of the flange of item 2 engages the stop 7 and is positioned to suit the particular training limits required.

8. In vessels where training stops are required, Commanding Officers should insert an item, classification B, in their next list of As. and As., to cover the work involved.

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

**2268.—Cordite Lots, R.N.C. 2999 and R.N.C. 3011—Landing and Examination—REPORT**

(A.S. 5354/43.—20.5.1943.)

All cartridges, B.L., 6-in., 28-lb. 2-oz., 12 drams of cordite lots, R.N.C. 2999 and R.N.C. 3011—size S.C. 140, filled at Crombie, are to be landed at the nearest Naval Armament Depot as opportunity offers and other cartridges drawn in lieu.

2. On receipt at N.A. Depots, arrangements are to be made for each cartridge together with any in store to be examined particularly to confirm that none are marked R.N.C. 2782. If any bear this lot number, the lot number shewn on the package is to be given to the cartridges.

3. If after examination, any cartridges are found stencilled R.N.C. 2782 a report is to be forwarded to the Director of Armament Supply, Bath, showing the number of cartridges involved together with packers' details.

**2269.—Cartridges, Signal, 1-in., Green, Mark X, Lot 6 Filled W.F.B. 9/40—Withdrawal**

(A.S./G. 02401/43.—20.5.1943.)

Cartridges, signal, 1-in. green, Mark X, Lot 6, filled W.F.B. 9/40, on board H.M. ships are to be landed at the first opportunity and others demanded in lieu.

2. Stocks at Naval Armament Depots and any returned under this Order are to be disposed of by dumping.

**2270.—Anti-Ship Fire Control—Director Control Towers—Type "P" Sights—Failure of Sight Elevation Vernier Coupling**

*"King George V" Class, "Dido" and "Fiji" Classes, "L" and "M" Destroyers and "Liverpool"*

(G. 03637/43.—20.5.1943.)

A failure has been reported from sea due to the sight elevation vernier coupling having parted, displacing the binoculars from the correct sight elevation.

2. In ships fitted with type "P" sights, this vernier coupling should, therefore, be examined at intervals of not less than three months to ensure that the double locking ring nuts located above the coupling are secure and bearing down hard on the spacer, and that the coupling serrations are fully and correctly engaged.

3. Plates 1, 2 and 3 in C.B. 1925 (14) refer.

*(C.B. 1925 (14).)*

**2271.—Fire Control Instruments—Sponsor Scheme in Home Dockyards**

*H.M. Ships and Dockyards.*

(G. 011843/42.—20.5.1943.)

The storekeeping departments in H.M. dockyards are not always able to answer technical questions about some of the intricate gunnery and torpedo fire control instruments. In the home dockyards a system of "Sponsors" has been arranged. (See accompanying schedule.)

2. The Sponsor is responsible for all matters except the actual supply of the instruments and any technical questions or repair arrangements should be referred to him. The Sponsor will normally be responsible for the erection of the instruments in consultation with M.C.D. so far as stools, supports, and positioning are concerned. Signals and drawings should be sent to the Sponsor, who will be responsible for bringing in any other department concerned including the store-keeping department if necessary.

3. As it is most necessary to keep the list of Sponsors up to date, proposed additions should be rendered quarterly by the Admiral Superintendent, Portsmouth.

**SCHEDULE**

*Sponsors in Dockyards for Supply and Repair, etc., of Gunnery and Torpedo Fire Control Instruments*

Item No.	Item	Sponsor	Storekeeping Department
1	Director and director control towers ...	M.E.D.	} M.E.D.
2	H.A. and H.A./L.A. directors ...	M.E.D.	
3	Rangefinder directors ...	M.E.D.	
4 (a)	Simple directors ...	M.E.D.	M.E.D.
4 (b)	Light type directors ...	M.E.D.	M.E.D.
5	Pom-pom director ...	M.E.D.	M.E.D.
6	Barrage director ...	M.E.D.	M.E.D.
7	All rangefinders and mountings ...	M.E.D.	S.N.S.O.
8	Gun mountings ...	M.E.D.	M.E.D.
9	Captain's sight ...	E.E.M.	S.N.S.O.
10	Pelorus sight ...	E.E.M.	S.N.S.O.
11	A.D.O. sight ...	E.E.M.	S.N.S.O.
12	Star shell sight ...	E.E.M.	S.N.S.O.
13	U.P. sight ...	E.E.M.	S.N.S.O.



## SCHEDULE—contd.

Item No.	Item	Sponsor	Storekeeping Department
14	Air look-out sights (air defence position)	M.C.D.	S.N.S.O.
15	A.F.C. tables (all types) ... ..	E.E.M.	S.N.S.O.
16	A.F.C. clock (including range spotting plot).	E.E.M.	S.N.S.O.
17	A.F.C. box ... ..	E.E.M.	S.N.S.O.
18	Dreyer F.C. table ... ..	E.E.M.	S.N.S.O.
19	Range clocks (all types) ... ..	E.E.M.	S.N.S.O.
20	Instruments, rate of change, Dumaresque	M.E.D.	S.N.S.O.
21	Deflection calculators ... ..	M.E.D.	S.N.S.O.
22	Star shell deflection calculators ...	M.E.D.	S.N.S.O.
23	H.A.C.S. tables ... ..	E.E.M.	S.N.S.O.
24 (a)	Gyro rate unit ... ..	M.E.D.	S.N.S.O.
24 (b)	Gyro rate unit box, G.R.U.B. ... ..	E.E.M.	S.N.S.O.
25	Gyro roll corrector units (roll and cross roll).	E.E.M.	S.N.S.O.
26	Cross roll calculating unit ... ..	E.E.M.	S.N.S.O.
27	Pedal operating gear for H.A. table ...	E.E.M.	S.N.S.O.
28	Oil supply equipment for H.A. and A.F.C. tables.	M.E.D.	S.N.S.O.
29	L.P. air compressors for F.C. tables ...	M.E.D.	S.N.S.O.
30	Convergence gear box for H.A. tables ...	E.E.M.	S.N.S.O.
31	Fuze keeping clock ... ..	E.E.M.	S.N.S.O.
32	Shafting from R/F director for operation of F.K.C. system.	M.E.D.	S.N.S.O.
33	Synchronous transmission unit ... ..	E.E.M.	S.N.S.O.
34	Presentation oil unit ... ..	E.E.M.	S.N.S.O.
35	Bulkhead fuze transmission unit ... ..	E.E.M.	S.N.S.O.
36	Fuze-setting receiver ... ..	E.E.M.	S.N.S.O. except when incorporated in 37.
37	Fuze-setting machine ... ..	M.E.D.	M.E.D.
38	Augmenting table ... ..	E.E.M.	S.N.S.O.
39	Auto barrage unit ... ..	E.E.M.	S.N.S.O.
40	Range transmission units ... ..	E.E.M.	S.N.S.O.
41	Bearing transmission units ... ..	E.E.M.	S.N.S.O.
42	All other R.D.F. gear associated with fire control including gear on directors.	E.E.M.	S.N.S.O. except overhead gear for aerial array.
43	Vickers' "Follow-the-Pointer" instruments.	E.E.M.	S.N.S.O.
44	Counterdrum instruments ... ..	E.E.M.	S.N.S.O.
45	Evershed's bearing and elevation transmitters and receivers.	E.E.M.	S.N.S.O.
46	Aid to spotter gear ... ..	M.E.D.	S.N.S.O.
47	Wind speed and direction transmitters and associated gear.	E.E.M.	S.N.S.O.
48	Compass control element (for bridge sights, etc.).	E.E.M.	S.N.S.O.
49	Turret danger signal equipment, except for Kilroy's type, which is ...	E.E.M.	S.N.S.O.
50	Range finder bearing indicator ... ..	E.E.M.	M.E.D.
51	Gyro bearing indicator ... ..	E.E.M.	S.N.S.O.
52	Range matching dial ... ..	E.E.M.	S.N.S.O.
53	Fall of shot indicator ... ..	E.E.M.	S.N.S.O.
54	Magslip O.F.I. receivers ... ..	E.E.M.	S.N.S.O.
55	Torpedo gyro angle receivers ... ..	E.E.M.	S.N.S.O.
56	Torpedo tube training receivers ... ..	M.E.D.	S.N.S.O.
57	Torpedo director sight, Type "B" ...	E.E.M.	S.N.S.O.
58	Torpedo director sight, Type "F" ...	E.E.M.	S.N.S.O.
59	Power control element and shafting for separate trainers sight.	E.E.M.	S.N.S.O.
60	Record analyser ... ..	E.E.M.	S.N.S.O.
61	Periscopes, except S/M and rangefinder	M.E.D.	M.E.D.
62	Submarine periscopes ... ..	M.C.D.	S.N.S.O.

## SCHEDULE—contd.

Item No.	Item	Sponsor	Storekeeping Department
63	Rangefinder periscopes ... ..	M.E.D.	S.N.S.O.
64	All dial sights ... ..	M.E.D.	M.E.D.
65	Elevation and training receivers (director fring).	M.E.D.	M.E.D.
66	Stereo spotting telescopes ... ..	M.E.D.	S.N.S.O.
67	Gun sighting binoculars and telescopes...	M.E.D.	M.E.D.
68	Inclinometers and mountings ... ..	M.E.D.	S.N.S.O.
69	Sight dials ... ..	M.E.D.	M.E.D.

## 2272.—Barrage Fire

(G.D. 0477/43.—20.5.1943.)

When an A.B.U. is fitted, it is essential to ensure that all guns are loaded with a round whose fuze is set to the barrage range, and it has therefore been decided that when the order "Barrage Barrage Barrage" is passed to the guns, all guns are to be cleared by the local firing arrangements and immediately reloaded with a "barrage round". The Control Officer will then be certain that if he puts his switch to "R.D.F. Firing", that the whole broadside will burst at the correct range. This drill should also be used even if an A.B.U. is not fitted.

2. Where a fire buzzer is fitted (as opposed to a fire gong), the order "Barrage Barrage Barrage" should be reinforced by a series of short hoots on the buzzer as a signal to the guns to prepare for barrage fire.

3. Furthermore, where an A.B.U. is not fitted or where the barrage is not going to be fired by the A.B.U. the use of Director Independent is to be discontinued, rapid broadsides being used in lieu, controlled from the T.S. or H.A.C.P. by the ringing of the fire buzzer. In local control, Independent will still be used.

4. Drill books will be amended.

## 2273.—Pioneers' Tools for Landing Parties—Transfer to Vote 8 from Vote 9

(A.S. 01540/43.—20.5.1943.)

The items of pioneers' tools listed on page 179 of O.U. 6092 (A)—Proportions of Naval Armament Stores, Part I—are hereby transferred to Vote 8, as naval stores.

2. Any of these items not required at R.N. armament depots for general depot use are to be returned to the nearest naval store depot.

3. Landing equipment (i.e., Helmets, steel, and Rifles strengthened for firing grenades, with Dischargers and Screwdrivers) is not affected.

4. Any items referred to in paragraph 1 will be deleted from O.U. 6092 (A) (pages 13, 14 and 179), C.B. 1990 (b) (page 9) and C.B. 1990 (d) (pages 10d and 52a).

## 2274.—Binoculars, Pattern 12114—Introduction

(G. 013745/42.—20.5.1943.)

The exit pupil of binoculars, Pattern 2112, is to be increased from 7-mm. to 8-mm. and arrangements have been made accordingly to include this modification in instruments under manufacture. At the same time, a hinged spray tube is being fitted, to prevent misting of the objective glasses by rain or spray. When not required, the tube will hinge sideways and can be secured in that position by a spring clip.

2. Pattern No. 12114 has been assigned to this instrument, which will be issued for services to which binoculars, Pattern 2112, were previously supplied.

3. B.R. 323. Establishment of Naval Stores for Gunnery Purposes—will be amended.



**2275.—21-in., Marks VIII\*\* and IX\*\* Torpedoes—Securing of Pipe Collars in Engines**

(T. 08918/43.—20.5.1943.)

In engines of B.X. manufacture fitted in 21-in., Marks VIII\*\* and IX\*\* torpedoes, the pipe collars are secured by silver solder and not by brazing as in engines of all other manufacture. The silver solder used has a melting point of 750° C.

2. If it is necessary to re-anneal pipes in B.X. engines, care must be taken to ensure that the soldered points of pipe collars are not heated sufficiently to make the solder run.

**2276.—Minesweeping Floats, Pattern 8718—Stowage of Spare Floats**

(T. 624/43.—20.5.1943.)

Minesweeping vessels equipped with the Mark I wire mine sweep normally carry two floats, Pattern 8718. The carrying of a third float as normal practice is not approved.

2. When vessels are proceeding upon an operation the location of which may render the replacement of lost floats difficult, the Senior Officer may, at his discretion, detail a proportion of the vessels to demand and carry a third float. Compensation for additional topweight, viz., 8-cwt. at fore-castle deck level will be required in twin-screw minesweepers, "Halcyon", "Hebe" and "Bangor" classes, when the additional float is carried.

3. Authorities concerned should arrange for the provision of a stowage for such additional floats. A suitable stowage, which has been favourably reported upon, is indicated in A.F.O. Diagram No. 151/43, but wood chocks of similar shape may be fitted if more convenient for manufacture.

4. Such stowages should be manufactured from local resources as and when required.

**2277.—Electrical Apparatus—Watertight to 15 lb./sq. in.—Revised Vacuum Test**

(T. 057/43.—20.5.1943.)

Experience has shown that compliance with the vacuum test described in A.F.O. 4064/39 does not necessarily ensure a requisite degree of watertightness in certain electrical apparatus.

2. The following revised vacuum test should be carried out on all electrical apparatus required to be watertight to 15 lb./sq. in. :—

Each piece of apparatus is to be separately tested by exhausting it of air, by means of the vacuum pump supplied for this purpose, until a vacuum equivalent to 15 in. of mercury is reached.

The pump is to then be shut off and in half an hour the vacuum is not to fall by more than 3 in. from the initial 15 in.

3. This test, besides being carried out periodically and after the apparatus has been opened, should also be carried out after the apparatus has received a severe shock or disturbance and also before the ship enters harbour for a refit.

4. Commanding Officers are to insert an item in the defect list to cover the work of making watertight any switchgear which does not comply with the above test, where the necessary work cannot be completed by ships' staffs.

(A.F.O. 4064/39.)

**2278.—Motor-Operated Dynamo Field Regulator—Provision of Double Pole Control in lieu of Single Pole Control—As. and As.***Ships fitted with Motor Operated Dynamo Field Regulators*

(T./P. 7966/42.—20.5.1943.)

Faulty operation of motor-operated dynamo field regulator has occurred under certain conditions of Action Damage, with the present single-pole system of control.

2. To obviate this in those ships fitted with single-pole control units the control arrangements are to be changed to a double-pole system of wiring.

3. In the case of Type II switchboards and destroyers, new units will replace the existing units. On boards previous to Type II, the unit and panel will be replaced without other modification to the switchboards.

4. Slight modification to local wiring at the switchboard will be necessary, in accordance with A.F.O. Diagram No. 147/43. Ships concerned should make application to their Storing Yards for the requisite number of the type of unit required.

5. Ships concerned are to insert an item in their next list of As. & As., Classification B, to cover this work as follows :—

"To fit double-pole control of motor-operated dynamo field regulators." The work is to be carried out by ship's staff with assistance as necessary from dockyard or depot ship.

**2279.—Arrangement of Alternative Supplies from LL Battery—As. and As.***105-ft. and 126-ft. Motor Minesweepers*

(T. 856/43.—20.5.1943.)

To provide a more satisfactory arrangement of alternative supplies from the LL battery to the various electrical circuits on 105-ft. and 126-ft. motor minesweepers the existing circuits are to be modified in accordance with A.F.O. Diagram No. 145/43 (1-2).

2. All additional equipment and cable required should be supplied by the refitting firm.

3. Copies of Drawings D.E.E. 10709 R/1, 6525 R/5, 6662 R/2 and 10529 R/1 may be obtained, if required, from the Director of Electrical Engineering Department, Admiralty, Bath.

4. This is an approved A. and A. for all M.M.Ss. of both types, Classification A. (C.A.F.Os. 326/42 and 2306/42.)

*(This Order is to be retained until complied with.)***2280.—Adjustment of Compasses after "Wiping", "Flashing" or "Deperming"**

(C.D. 222/43.—20.5.1943.)

Whenever a ship has been wiped, flashed or depermed, she is always to be swung for adjustment of compasses before sailing.

2. In some cases it has been found that the change in a ship's magnetism caused by wiping, flashing or deperming, takes a little time to settle down. It is, therefore, recommended that when practicable a ship should not be swung for adjustment of compasses on the same day as she is wiped, flashed or depermed.

3. If, however, this action would involve delay in the ship's sailing, the compasses may be adjusted the same day as the ship is wiped, flashed or depermed, but in no circumstances should a ship be swung until five hours have elapsed since she was treated. In these circumstances the ship's officers should look out for changes in deviation on proceeding to sea.

**2281.—Outputs of Admiralty O.F. Sprayers, Pattern No. 13, at Various Pressures with Caps and Plugs, Pattern Nos. 14 to 24**

(D. 5575/43.—20.5.1943.)

A.F.O. Diagram No. 148/43 gives the outputs of standard Admiralty oil fuel sprayer caps at various pressures and is promulgated for general information.

2. An approximate rule which may be used when burning oil at the temperature recommended in A.F.O. 2058/42 is :—

$$Q = K/P$$

where  $Q$  = Output of sprayer in lbs. per hour. $P$  = Oil fuel pressure at sprayer in lbs. per sq. inch. $K$  = A constant for each size of sprayer as indicated in the following table :—

Sprayer Cap No.	00	0	1	2	2A	3	3A	4	5	6	7
K	11.5	21.6	33.9	49	60	78	89	105	136	156	186

(A.F.O. 2058/42.)



## 2282.—Spray Fitting for Fire-fighting

*H.M. Ships*

(E-in-C./N. 18388/42.—20.5.1943.)

A.F.O. Diagram 149/43 shows the modification necessary to render an Admiralty standard Bayonet Joint blank cap suitable for the production of a solid cone of water spray for fire-fighting purposes.

2. Ships desiring to supplement the spray nozzles already provided should arrange to modify a number of existing blank caps, the work being carried out by ships' staff.

3. The output of the nozzle at 40 lbs. per square inch pressure is 8 tons per hour.

2283.—R.D.F. Types 282/4/5 and Modified Sets and 283—Packing Bearings of Motor, Pattern W5437 in Blower and Heater Units, Patterns W3510, W3637, W4057 and W4058 with Grease, Pattern W8305.

(S.D. 03117/43.—20.5.1943.)

A new type of grease, "Grease Lubricating, H.M.P. (Vacuum Oil Co.'s E.R.B. No. 3)" in 1-lb. tins, Pattern W8305, is to be used for packing the bearings of motor, Pattern W5437, which forms part of the following blower and heater units.

(i) Blower and heater units, Patterns W3510 and W3637, fitted in Panel 3AH, lower rear, Pattern W2403 in 220-v. and 100/110-v. ships respectively, as part of Type 282M(2)/M(4)/P(1)/P(2)/P(3)/Q, 283, 284M(2)/M(4)/P(4)/ and 285M(2)/M(4)/P(4)/Q sets.

(ii) Blower and heater units, Pattern W4057 fitted in 220-v. ships as part of A.C. Supply Outfits DUA/B, DVB/C/D/E when Boards Voltage Control (valve) design "B", Pattern X/W1335 B/S are fitted.

(iii) Blower and heater unit, Pattern W4058, fitted in 100/110-v. ships as part of A.C. supply outfits DUA/B when Boards Voltage Control (valve), Design "B", Pattern W3081A are fitted and DVD when Boards Voltage Control (valve), Design "B", Pattern X/W1335, B/S are fitted.

2. Ships concerned are to demand one tin of grease, Pattern W8305 for each blower and heater unit fitted, from S.N.S.O., Haslemere, quoting this order as authority.

3. Ships' staff, assisted when necessary by depot ships' staff are to carry out the following routine instructions every six months in accordance with A.F.O., Diagram 152/43 (A.S.E., Drawing No. 36467):—

(a) For blower and heater units, Patterns W3510 and W3637, remove the unit from the framework. For blower and heater units, Patterns W4057 and W4058, remove the top cover of the unit to expose the motor and regulating resistors.

(b) For all blower and heater units, remove the front panel as shown in Fig. 1.

(c) Disconnect the leads behind the panel from the terminal block and place the panel aside.

(d) Disconnect the two leads from the motor.

(e) Remove the six screws (Item 1, Fig. 1) and lift off blower unit and motor.

(f) Remove the screws (Item 2) and lift off cover (Item 4).

(g) Remove screw (Item 3), impeller (Item 5), and boss (Item 6).

(h) Pack both the bearings with grease, Pattern W8305.

(j) Replace items removed.

4. The pertinent Establishment Lists will be amended.

## 2284.—R.D.F. Installations, Types 284P (4), 285P (4) and 285Q, Types 252 and 252P, Type 281B, and Type 281—Fitting-out Information

(S.D. 03210/43.—20.5.1943.)

A.S.E. Preliminary Specifications Nos. B.216/43, B.126/42 (Issue 2), B.220/43 and B.99/43 have been prepared to show method of fitting and wiring R.D.F. sets types 284P(4), 285P(4) and 285Q; types 252 and 252P; 281B and 281 respectively.

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

3. Copies of Preliminary Specification No. B.126/42 (Issue 2) have also been forwarded to the Director of Coastal Forces, Material.

4. Copies of the Specification have also been forwarded to the Warship Production Superintendents, Scottish, East Coast of Scotland, North Western, North Eastern, Southern, South Wales, London, Humber and Belfast Areas and the Warship Electrical Superintendents, Scottish, North Western, North Eastern, South Wales, London, South Western and Northern Ireland Areas. The Principal (Ship) Overseers and Emergency Repair Overseers of all ships approved to be fitted with types 284P(4), 285P(4) and 285Q, 252 and 252P, 281B and 281 are therefore to apply to the Warship Production Superintendents of their areas for the appropriate Preliminary Specification in accordance with the procedure laid down in A.F.O. 790/40.

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

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

## 2285.—Tri-Colour Torch, Pattern W.2151—Method of Fitting Plano-Concave Lens

(S.D. 0841/43.—20.5.1943)

Many cases of lens breakage have occurred through incorrect assembly of the lens after the torch head has been removed.

2. When re-assembling the lens in the head care should be taken to see that the concave surface of the lens is the one which is uppermost.

3. Future supplies of these torches will be modified to avoid damaging the lens in the event of its being inserted incorrectly. Such torches will be known as Pattern W2151A. It is immaterial to the performance of the torch, which way up the lens is inserted.

## 2286.—Echo Sounding Equipment—Power Supply and Interference Suppression—Arrangements

*Coastal Force Craft and other Small Craft*

(A/S.W. 6459/42.—20.5.1943.)

*Power Supply Arrangements*

Type 762 sets for either 12 or 24-volt supply, and Type 763 and 763A sets for either 110 or 220-volt supply, are now available.



2. Power supplies for the above sets must fulfil the following requirements:—

- (a) The source must either be an all-insulated one, or one earthed on the negative side.
- (b) Variations of voltage at the terminals of the E/S recorder above or below the nominal figure must not exceed 10 per cent., to ensure correct governing of the recorder motor, e.g. a nominal voltage of 24 volts must not vary outside the limits of 22 and 26 volts.

3. The electrical systems fitted in small craft vary widely. The approved arrangements for meeting the requirements in paragraph 2 in the various types of Coastal Forces craft, are shown in A.F.O. Diagram 150/43 (1 and 2) (insert D.E.E. Drawings 11135R/1 and 11136), and these can also be used for general guidance when E/S sets are fitted in other small craft.

4. For these small craft schemes A, B, C, can be applied as alternatives for vessels having either 12 or 24-volt electrical systems, the order of preference being—

- (i) *Scheme A.*—When a ship's battery is fitted, and this is large enough to take the additional E/S load and is *not* earthed on positive side.
- (ii) *Scheme B.*—When provision is made for isolating a ship's battery for W/T use, and this is large enough to take the E/S as well as the W/T load, and is *not* earthed on positive side.
- (iii) *Scheme C.*—When schemes A and B are both impracticable, scheme C is also applicable to small boats with no electrical system, or a boat's battery which is not large enough to take the E/S load. In such cases, duplicated E/S batteries must be supplied to make provision for one being on charge (elsewhere) while the other is in use.

5. Scheme D is applicable to all vessels having 110 or 220-volt electrical systems.

6. As 12-volt sets take approximately 8 amps., heavier cable than that shown may have to be used when the supply leads are long, to ensure that the voltage drop in these leads does not reduce the voltage at the recorder terminals below the minimum specified in paragraph 2 (b).

7. Under scheme A, the ship's battery is permanently connected to the main engine dynamo. With such an arrangement, the dynamo cuts in at comparatively low engine revolutions, and when the battery is fully charged and the load light, may impart to the electrical system a voltage considerably greater than the nominal value. In vessels where the increase is excessive, voltage control units, Pattern 17947, are to be demanded and fitted where shown, to enable the voltage at the recorder terminals to be kept below the maximum specified in paragraph 2 (b).

8. Under schemes B and C, a 10-amp. fuse is to be fitted as shown, in order to protect the supply at source.

#### *Interference suppression arrangements*

9. It has been found that operation of E/S equipment can seriously interfere with W/T reception. One source of such interference is the cable between the E/S recorder and the transmitting oscillator. Although this cable is screened, it must not be run in close proximity to any W/T wiring, and, in those cases where it has actually been run through the W/T office, the run is to be modified at the first opportunity.

10. Further to eliminate interference, suppressor units, Pattern 19433, are to be fitted where shown.

#### *Information as to supply of new items*

11. Establishment Lists A/S 65 (Type 762), A/S 82 (Types 763 and 763A), and A/S 67 (base spares for Types 762, 763 and 763A) will be amended to cover supply of the following three items not previously allowed:—

- (a) One switch, 10-amp., Pattern 4221, will be supplied with each Type 762 set.
- (b) One voltage control unit, Pattern 17947, will be allowed for each Type 762 set, but will only be supplied on demand.

(c) One suppressor unit, Pattern 19433, will be supplied with each Type 762' 763 or 763A set.

(d) One of each of the items at (b) and (c) above, will be supplied with base spares.

12. Main stocks of the above new items will be held by the Naval Store Officer R.N. Store Depot, Walcot Street, Bath, from whom requirements (as now allowed by paragraph 11) should be demanded, subject to the following remarks:—

(a) *Suppressor units, Pattern 19433.*—These are now in production, but stocks are not yet sufficient for general distribution. For the present, therefore, they should be demanded only for vessels in which serious interference is being experienced.

(b) *Voltage control units, Pattern 17947.*—Up to the present it has only been necessary to fit these units in "D" type Fairmiles with 24-volt electrical systems, i.e. M.T.Bs. and M.G.Bs. Nos. 600-640 (except 632). In the case of these vessels, voltage control units were provided by the builders, but similar units are now being put into production to meet possible future requirements and are expected to be available shortly.

13. The additional power supply equipment necessary to charge the E/S battery in coastal craft under scheme C is shown in the schedule on A.F.O. Diagram 150/43 (2) (insert D.E.E. Drawing 11136), and should be demanded through the local Naval Store Officer, with the exception of the Marr type switch, MO.2364. A bulk quantity of the latter is being purchased and will be delivered to Coastal Force Material Supply Officer, Fareham, on whom demands should be made.

#### **2287.—Naval Aircraft—Prevention of Tyre Creep**

(A.M.R. 2308/43.—20.5.1943.)

To reduce tyre creep, certain sizes of undercarriage wheels are now being supplied with knurled flanges.

2. To ensure that new or re-fitted tyres take up as nearly as possible their final position on the wheel rim, the instructions given below are to be carried out at the fitting operation on all wheels, including those with plain flanges.

3. After the tyre has been fitted, it is to be inflated to a pressure 50 per cent. above that specified for normal operation, and the assembled tyre and wheel allowed to stand for 4 hours, if practicable, before the pressure is reduced to the normal figure. Immediately before fitting the wheel to the aircraft, the tyre pressure should be re-checked and re-adjusted, if necessary, to the normal pressure.

4. These instructions apply only to main undercarriage wheels and not to tail wheels.

(A.F.O. 395/43.)

#### **2288.—Precautions to be Taken when Docking and Undocking Vessels Designed with Large Trim by the Stern**

(N.L. 1645/42.—20.5.1943.)

One of H.M. vessels having considerable design trim by the stern capsized recently in dry dock when being partially undocked. It appeared that the accident was due initially to partly filling a wing oil fuel tank with water, causing an increased tendency to list as soon as the buoyancy was sufficient to lift the forefoot off the blocks. The list was subsequently aggravated by water entering side scuttles left open.

2. To prevent a recurrence in similar cases, the attention of Yard Officers, Overseers and Commanding Officers concerned in docking operations is drawn to the necessity for following the procedure laid down in K.R. & A.L., Chapters XVIII



and XXXVII, Articles 719 and 1323, as modified by K.R. 4/40, regarding the changes in weight and closing of sea connections. Attention is also drawn to the following precautions:—

- (a) Trim should be reduced as far as practicable before docking, to the design trim.
- (b) Side scuttles and other openings in ship's side should be kept closed during docking or undocking; and manhole covers of tanks, in such positions in the hull that it becomes possible for water entering through the open manholes, to accentuate any initial list, should also be closed watertight.

### 2239.—Steering Wheel Indicators—As. and As.

105-ft. Motor Minesweepers

(D. 1065/43.—20.5.1943.)

With reference to A.F.O. 6292/42, steering wheel indicators are to be fitted to the conning position on the bridge in the above-mentioned vessels in accordance with A.F.O. Diagram No. 153/43.

2. The arrangement is to be similar to that for the indicator in the wheel-house and the conning position indicator is to be geared to the spindle of the hand steering wheel by means of brass shafting and bevel wheels. All materials are to be non-magnetic.

3. The work involved is an approved alteration and addition item, classification A, for all vessels of the class.

(A.F.O. 6292/42, C.A.F.O. 826/42.)

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

### 2290.—16-mm. Projector for Gunnery—R.D.F. and A/S Instructional Films

(S.D. 05145/43.—20.5.1943.)

The heading of A.F.O. 3426/42 is to be amended to include R.D.F. as in the heading of this Order.

2. The following amendments are to be made to the text of A.F.O. 3426/42:—

Paragraph 2. Add to list of films:—

R.D.F. (Naval) Parts 1, 2, 4, 5, 6, 9 and 10 (*vide* C.A.F.O. 1027/43).

R.D.F. (R.A.F.) A.S.V., L.R.A.S.V., The use of A.S.V. and I.F.F. (*vide* C.A.F.O. 1027/43).

Paragraph 3. Add to list of films:—

R.D.F. (Naval) Parts 1, 2, 4, and 5 (*vide* C.A.F.O. 1027/43).

Paragraph 4. Add:—R.N. Tel. Air Gunners School, Yarmouth, Nova Scotia . . . R.D.F. (Naval) Part 1, R.D.F. (R.A.F.) all parts.

(C.A.F.O. 1027/43.)

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

(A.F.O. 4168/42 is cancelled.)

### 2291.—Spring Balance for Adjusting Brush Pressure on Electrical Machinery

H.M. Ships and Submarines

(N.S. 15038/43.—20.5.1943.)

A.F.O. 4408/40 introduced a spring balance, Pattern 6408 (0–4-lb.), into the service for use in testing the brush pressure of dynamos, motors, etc. This balance has proved too large and cumbersome for efficient use with electrical machinery generally, and a new type of spring balance, Pattern 6423 (0–5 lb.), fitted with a leather sling, ½-in. wide, 1-in. diam., is being introduced under Subhead B, Item 10.

2. This new spring balance will be allowed to ships on the following basis:—

Capital ships, cruisers, "Adventure" and monitors	...	...	2
Aircraft carriers (all classes)	...	...	2
A.M.Cs. and O.B.Vs.	...	...	2
Large auxiliary minelayers	...	...	2
Auxiliary A/A ships	...	...	2
Destroyer depot ships and fleet repair ships	...	...	3
Submarine depot ships	...	...	2
Flotilla leaders and destroyers, sloops, fast minelayers, submarines, corvettes and frigates	...	...	1

3. On low voltage D.G. generators, it has been established that troubles due to severe brushwear and selective commutation have been due to incorrect brush pressure, and consequently the maintenance of a correct brush spring pressure of not less than 3 lb. per sq. in. on these machines is of vital importance.

4. To enable H.M. ships fitted with 5, 10 and 12-volt D.G. generators to obtain early supply of a suitable balance, a stock of 100, like Pattern 6423, reading 0–5 lb. on one side and kilograms on the other, and fitted with steel hooks instead of leather slings, has already been provided at Rosyth.

5. Two each of the spring balances, like Pattern 6423, should be issued by Superintending Naval Store Officer, Rosyth, without demand to the following:—

S.I.D.Gs. . . . . Belfast, Cardiff, Glasgow, Leith, Liverpool, London, Newcastle, Plymouth.

The remainder will be issued on demand as a first supply, one to each ship of the following classes, until this small stock is exhausted. Priority will be given to vessels in home waters.

Capital ships	Aircraft carriers (all classes)
Cruisers	Repair and depot ships
Fast minelayers	Auxiliary A/A ships
Large auxiliary minelayers	

6. Initial purchase of spring balances, Pattern 6423, has been arranged from Messrs. George Salter & Co., Ltd., under C.P. 57576/43, dated 30/4/43, for distribution as follows:—

Chatham 100, Sheerness 50, Portsmouth 100, Devonport North 100, Rosyth 50, Mersey Area (Leigh) 200, Severn Area (Newport) 200, West Riding Area 200.

7. Provision for yards abroad is being arranged as follows:—

Alexandria	...	50	} Should be supplied by S.N.S.O., Mersey Area
Gibraltar	...	50	
Durban	...	50	} Should be supplied by S.N.S.O., Severn Area
Colombo	...	50	
Simonstown	...	25	
Bermuda	...	25	

8. Ships concerned in commission should forward demands to storing yards for spring balances, Pattern 6423, in accordance with the allowances detailed in paragraph 2, but in the case of ships mentioned in paragraph 5 of this Order, the like pattern spring balance supplied from Rosyth should be regarded as part of the



allowance of Pattern 6423, and ships so supplied should adjust their demands on storing yards accordingly. Supply should not be hastened as deliveries are not expected to complete until mid-July. *Supply will not be made without demand as stated in paragraph 2 of A.F.O. 831/43.*

9. Supply to ships of new construction should be arranged by storing yards.

10. Spring balances, Pattern 6408, will no longer be used for electrical testing generally, but will be allowed to ships fitted with torpedo armament on the following basis:—

Capital ships and cruisers	... ..	1	} per ship
Aircraft carriers (all classes)	... ..	2	
Repair, destroyer depot and submarine depot ships	... ..	2	
Flotilla leaders and destroyers and submarines	... ..	1	

11. Any spring balances, Pattern 6408, held in excess of the above allowances should, after receipt of the appropriate number of Pattern 6423, be returned to the nearest dockyard or naval store depot at the first opportunity, for reissue as and when required.

12. Attention is drawn to A.F.O. 2804/40 and A.F.O. 831/43 (as amended by paragraph 8 above).

13. The sea store establishments concerned will be amended.

14. *Chatham only.*—Proposals for the amendment to the description of spring balances, Pattern 6408, and for the addition of spring balances, Pattern 6423, to the Authorised List of Naval Stores, and Contract Schedule 63, should be forwarded to the Admiralty at an early date.

(*A.L.N.S. 155, 16.2.43, N.S. 13878/43, to S.N.S.O., Rosyth.*)

(*A.F.O. 4408/40—not in annual volume.*)

(*A.F.Os. 2804/40 and 831/43.*)

#### 2292.—Visual Signalling Apparatus—Revised Allowances of 10-in. Signalling Projectors and Lanterns

(N.S. 011753/43.—20.5.1943.)

The following amendment is to be made to A.F.O. 1842/43 (page 35):—

After "flotilla leaders" insert an asterisk.

(*A.F.O. 1842/43.*)

#### 2293.—Automatic Emergency Lanterns

*New Construction and Existing Ships*

(D.N.C./T.3512/42.—20.5.1943.)

In future the following general policy is to be adopted for all H.M. Ships when deciding the positions of Automatic Emergency Lanterns.

They are to be fitted:—

- (1) In compartments and gangways in order that work essential to the fighting and seagoing efficiency of the ship may be carried on until the main lighting is restored.
- (2) In machinery spaces so that personnel do not come into contact with moving machinery.
- (3) To indicate exit routes from enclosed compartments to the weather deck.

The lanterns are to be placed 4-ft. from the deck (this height does not apply to those fitted in spring clips).

In new construction detailed arrangements are to be decided by shipbuilders in consultation with ships' officers and submitted to the Admiralty for approval in the usual manner.

(*A.F.Os. 785/40 and 4226/40—not in annual volume.*)

(*A.F.Os. 3497/40 and 550/42.*)

#### 2294.—Taut Wire Measuring Gear—Alternative Weight

(D.N.C./M. 1066/43.—20.5.1943.)

The following method of producing weights for use with Taut Wire Measuring Gear when firebars, etc., are not available, has been tried with success by one of H.M. ships and is promulgated for the information of other ships concerned.

2. Two pieces of  $\frac{3}{16}$ -in. diameter mild steel rod, about 2 ft. long, are twisted together at right angles, and a third piece of similar rod is formed into a loop upwards and the ends twisted round the first two pieces.

The wires are suspended in a paint pot, with the loop secured to the handle by a yarn, and a mixture of cement and sand poured in.

The weight is removed from the pot when dry and hard by tapping with a mallet.

The weight as used weighs 8 lb. and is shown in A.F.O. Diagram 146/43.

3. It has been found that with the brake band adjusted to prevent the measuring wire over-running the pulleys the first few fathoms require easing away by hand, after which it will pay itself off.

#### 2295.—Silk and Cotton-Covered Cotton Wires—Weights per Reel

(N.S. 5763/42.—20.5.1943.)

Owing to the shortage of wood reels, it has been agreed to allow wider tolerances to the manufacturers of silk and cotton copper wires on the weights supplied per reel under Schedule C.728, Subhead F2B.

2. The Standing Contract and Specification have been amended to allow for a tolerance of  $33\frac{1}{2}$  per cent. plus or minus on the present weight per reel, for each pattern shown on the specification. Each reel or drum will be marked with the actual weight of wire together with the gross weight of the reel or drum.

#### 2296.—Identification of Ammunition Lockers—Special Types

(N.S. 16034/43.—20.5.1943.)

In view of the difficulties experienced at Storing Yards, R.N. Store Depots, etc., in identifying the various types of ammunition lockers when received from contractors or returned by H.M. Ships and services, it has been decided to allocate pattern numbers as indicated to the lockers enumerated in the appendix hereto.

2. Arrangements are being made for each type of locker to be marked before despatch with its distinguishing pattern number; this number will be painted and centre-punched in, not smaller than 2-in. high, upon the outer surface of the door or lid of the locker, as nearly central as possible.

3. The list published as an appendix to this Order gives sufficient details of each type of locker to enable it to be identified. Lockers already in stock at H.M. Dockyards and R.N. Store Depots are to be marked as specified above at the earliest opportunity, and in any case before further issues are made. It should be noted that the dimensions given are the approximate internal measurements of the locker space, and bear no relation to the overall dimensions or space required to store the locker.

4. Amendments and additions to the appendix will be made by A.F.O. as and when found necessary.



Pattern No. allocated	Type of locker, etc.	To hold	Drawing No.	Approximate internal dimensions (inches)			Estimated weight (lb.)	May be obtained upon requisition addressed to
				Height	Length	Breadth		
7091	Locker for small arms ammunition, Type S (A).	Outfit as detailed on drawing.	D.N.C. 24/A.1197	23	30	24	238	D.C.W. (S), Bath
7092	R.U. for .303-in. Hotchkiss or Browning ammunition.	600 rounds (strip or belts).	D.N.C. 2/A.615 ...	9½	30	9½	100	D.C.W. (S), Bath
7093	R.U. for .303-in. Lewis or .300-in. Savage Lewis magazines.	6 drums ...	D.N.C. 2/A.617 ...	9	23½	9½	70	D. of S., London
7094	R.U. for .303-in. Vickers (G.O.) or Hefah magazines.	4 magazines ...	D.N.C. 2/A.763 ...	10½	18½	10½	53	D. of S., London
7095	R.U. (bucket type stowage) for .303-in. Vickers (G.O.) magazines.	6 magazines ...	D.N.C. 2/A.792 ...	24	10½ diam.		36	D. of S., London
7096	R.U. for 0.5-in. machine gun ammunition, Mark IV, twin mounting.	4 boxes ...	Po. M.C.D. 017620	18½	14½	22½	224	D. of S., London
7097	R.U. for 0.5-in. machine gun ammunition, Mark V (power twin) mounting (right and left handed).	2 boxes ...	D.N.C. 28/A.1153	28	14	18	112	D. of S., London
7098	R.U. for 0.5-in. Colt equipment, large	10 chests ...	D.N.C. 2/A.849 ...	48	27½	27	380	D. of S., London
7099	R.U. for 0.5-in. Colt equipment, small	4 chests ...	D.N.C. 2/A.1026 ...	48	19½	20	235	D. of S., London
7100	Emergency box for Bofors ammunition in chargers.	24 rounds (6 chargers).	D.N.C. 24/A.1550	13	19½	9½	50	D.C.W. (S), Bath
7101	R.U. box for Bofors ammunition in chargers.	48 rounds (12 chargers).	D.N.C. 24/A.1550	10	40	19½	200	D.C.W. (S), Bath
7102	R.U. locker for Bofors ammunition in chargers.	96 rounds (24 chargers).	Po. M.C.D. 018997A	31	43½	23½	616	D.C.W. (S), Bath
7103	R.U. locker for Oerlikon ammunition in magazines (standard).	4 magazines ...	D.N.C. 2/A.574 ...	26½	27	15½	224	D. of S., London
7104	R.U. locker for Oerlikon ammunition in magazines. Special light type for Coastal Forces craft.	4 magazines ...	D.N.C. 2/A.574A ...	26½	27	15½	150	D. of S., London
7105	Magazine locker for Oerlikon ammunition in boxes.	4 boxes ...	Po. M.C.D. 016598	36	52	20	560	D. of S., London
7106	R.U. containers for Oerlikon magazines (special type for submarines).	2 magazines ...	Vickers Plan 694	28	17½ diam.		392	D.C.W. (S), Bath
7107	R.U. locker for 2-pdr., Marks XI or XII ammunition (50 shell).	25 nose fuse shell 25 common pointed shell.	D.N.C. 2/A.1132	13½	27½	14½	64	D.C.W. (S), Bath
7108	R.U. locker for Q.F. 2-pdr., Mark VIII ammunition.	10 belts (140 rounds).	Po. M.C.D. 017667	22½	32½	15	224	D.C.W. (S), Bath
7109	R.U. locker for Q.F. 2-pdr., Mark VIII ammunition.	20 belts (280 rounds).	Po. M.C.D. 017667	22½	32½	27½	336	D.S.W. (S), Bath
7110	R.U. locker for 2-pdr. "M" pom-pom ammunition.	40 belts (560 rounds).	Po. M.C.D. 017508	29	32½	39½	706	D.C.W. (S), Bath
7111	R.U. locker for Rolls Royce 2-pdr. ammunition.	1 box ...	D.N.C. 28/A.1190	8½	30	17	112	D. of S., London
7112	Locker for 12-pdr. H.A., Mark VII shell (light type S (6)).	20 shell ...	D.N.C. 24/A.1197	14	27	13½	200	D. of S., London
7113	Locker for 12-pdr. H.A./L.A. shell (light type S (7)).	20 shell ...	D.N.C. 24/A.1197	14	27	13½	200	D.C.W. (S), Bath
7114	Locker for 12-pdr. H.A., Mark VII, cordite charges (light type F).	2 "C.33" boxes	D.N.C. 24/A.166 ...	23	23½	20½	224	D. of S., London
7115	Locker for 12-pdr. H.A./L.A. cordite charges (light type G).	3 "C.33" boxes	D.N.C. 24/A.166 ...	23	34½	20½	269	D. of S., London
7116	R.U. locker for 12-pdr. shell ...	20 shell ...	D.N.C. 2/A.820 ...	16½	18½	13	112	D. of S., London
7117	R.U. locker for 12-pdr. cordite cartridges.	30 cartridges ...	D.N.C. 2/A.436 ...	28½	24½	19½	252	D.C.W. (S), Bath
7118	Locker for 5.5-in. shell (light type S (2)).	20 shell ...	D.N.C. 24/A.1197	24	39½	24½	400	D.C.W. (S), Bath
7119	Locker for 4-in. shell (light type S (4))	20 shell ...	D.N.C. 24/A.1197	18	32	20	251	D.C.W. (S), Bath
7120	Locker for 4-in. B.L., Mark VII, cordite charges (light type "C").	4 "R" cases ...	D.N.C. 24/A.166 ...	23½	40	16	252	D.C.W. (S), Bath
7121	Locker for 4-in. B.L., Marks VIII or IX cordite charges (light type D).	1 "O" case ...	D.N.C. 24/A.166 ...	32	17½	17½	213	D. of S., London
7122	Locker for 4-in. Q.F., Mark IV, ammunition (light type E).	2 "C.22" boxes	D.N.C. 24/A.166 ...	25½	29½	20	252	D. of S., London



Pattern No. allocated	Type of locker, etc.	To hold	Drawing No.	Approximate internal dimensions (inches)			Estimated weight (lb.)	May be obtained upon requisition addressed to
				Height	Length	Breadth		
7123	R.U. (bottle rack stowage) for 4-in., Mark V ammunition.	32 rounds ...	Po. M.C.D. 018363A	57½	31½	49½	1,510	D.C.W. (S), Bath
7124	R.U. (bottle rack stowage) for 4-in., Mark V ammunition.	24 rounds ...	Po. M.C.D. 018363A	44½	31½	49½	1,240	D.C.W. (S), Bath
7125	R.U. (bottle rack stowage) for 4-in., Mark V ammunition.	12 rounds ...	Po. M.C.D. 018363A	44½	18	49½	880	D.C.W. (S), Bath
7126	R.U. (vertical stowage) for 4-in., Mark V ammunition.	32 rounds ...	Po. M.C.D. 016623A	78	49½	27½	1,900	D.C.W. (S), Bath
7127	R.U. (vertical stowage) for 4-in., Mark V ammunition.	24 rounds ...	Po. M.C.D. 018365	48	49½	27½	1,290	D.C.W. (S), Bath
7128	R.U. (bottle rack stowage) for 4-in., Mark XVI ammunition.	32 rounds ...	Po. M.C.D. 018363A	57½	31½	49½	1,510	D.C.W. (S), Bath
7129	R.U. (bottle rack stowage) for 4-in., Mark XVI ammunition.	24 rounds ...	Po. M.C.D. 018363A	44½	31½	49½	1,240	D.C.W. (S), Bath
7130	R.U. (bottle rack stowage) for 4-in., Mark XVI ammunition.	16 rounds ...	Po. M.C.D. 018363A	31½	31½	49½	970	D.C.W. (S), Bath
7131	R.U. (vertical stowage) for 4-in., Mark XVI ammunition.	32 rounds ...	Po. M.C.D. 016623A	78	49½	27½	1,900	D.C.W. (S), Bath
7132	R.U. (vertical stowage) for 4-in., Mark XVI ammunition.	24 rounds ...	Po. M.C.D. 018365	48	51½	28	1,290	D.C.W. (S), Bath
7133	R.U. (bottle rack stowage) for 4-in., Mark XIX ammunition.	24 rounds ...	D.N.C. 24/A.1441	38½	27	42	840	D.C.W. (S), Bath
7134	R.U. for 4-in. B.L. cordite charges in Clarkson's cases.	10 charges ...	D.N.C. 2A/1007 ...	30	40½	16½	200	D.C.W. (S), Bath
7135	R.U. for 4-in. shell ...	10 shell ...	D.N.C. 2A/1000 ...	13	19	18	120	D. of S., London
7136	R.U. for 4-in. Q.F. cartridges, Mark IV	10 rounds ...	D.N.C. 2A/1001 ...	36	16	33	252	D.C.W. (S), Bath
7137	R.U. for 4-in. Q.F. cartridges, Mark V	10 rounds ...	D.N.C. 2A/1001 ...	36	16	33	252	D.C.W. (S), Bath

7138	Locker for 4·7-in. shell (light type S(3))	20 shell ...	D.N.C. 24/A.1197	20½	35½	21	320	D.C.W. (S), Bath
7139	Locker for 4·7-in. Q.F., Mark V*, cordite charges (light type B).	4 "C.17" boxes...	D.N.C. 24/A.166 ...	30	31½	31½	308	D.C.W. (S), Bath
7140	R.U. for 4·7-in. B.L. charges in Clarkson's cases.	10 charges ...	D.N.C. 2A/1006 ...	33	40½	16½	224*	D.C.W. (S), Bath
7141	R.U. for 4·7-in. shell ...	10 rounds ...	D.N.C. 2A/1002 ...	15	22	20½	170	D.C.W. (S), Bath
7142	R.U. for 4·7-in. cartridge, Marks 9, 9* and 9** guns.	24 rounds ...	D.N.C. 2A/1027 ...	41	28½	35	550	D.C.W. (S), Bath
7143	Locker for 6-in. shell, light type S (1)	20 shell ...	D.N.C. 24/A.1197	26	42	27½	480	D.C.W. (S), Bath
7144	Locker for cordite charges :— (a) 6-in. B.L., Mark VII ... or (b) 6-in. B.L., Mark XI, light type A or (c) 5·5-in. B.L., Mark I ...	(a) 3 "T" or 2 "B" cases, or (b) 3 "T" cases, or (c) 3 "T" cases ...	D.N.C. 24/A.166	36½	44	16½	336	D.C.W. (S), Bath
7145	R.U. for 6-in. B.L. cordite charges in Clarkson's cases.	8 supercharges ...	D.N.C. 2/A.470 and fly.	42	41	22	425	D. of S., London
7146	R.U. for 2-in. U.P. ...	16 projectiles ...	D.N.C. 7/A.438 ...	42	44½	12	420	D. of S., London
7147	R.U. for 3-in. U.P. ...	9 projectiles ...	D.N.C. 7/A.432 ...	25	92	24	672	D. of S., London
7148	R.U. for 3-in. U.P., converted to hold P.A.C./Snowflake projectiles.	32 projectiles ...	D.N.C. 7/A.557 ...	25	92	24	672	D.C.W. (S), Bath
7149	R.U. for 3-in. U.P., converted to hold 16 P.A.C./Snowflake projectiles and 8 type "J" projectiles.	16 P.A.C. ... 8 type "J" ...	D.N.C. 7/A.559 ...	25	92	24	672	D.C.W. (S), Bath
7150	R.U. for P.A.C. or Snowflake projectiles.	8 projectiles ...	D.N.C. 2/A.706 ...	42	41	23	500	D. of S., London
7151	R.U. for type "J" projectiles ...	8 projectiles ...	D.N.C. 2/A.755 ...	64	21½	18½	364	D. of S., London
7152	R.U. for A.A.D., type L, Mark I (F.A.M.) projectiles.	2 boxes ...	D.N.C. 2/A.677 ...	38	25½	47½	505	D. of S., London
7153	R.U. racks for drums of wire for use with A.A.D., type J, apparatus.	3 drums ...	D.N.C. 2/A.730 ...	17	54	16½	157	D. of S., London
7154	R.U. for 1½-in. A/S projectiles ("Hedgehog" mounting).	24 rounds ...	D.N.C. 2/A.599 ...	58½	44	37½	1,230	D.C.W. (S), Bath
7155	R.U. for 1½-in. A/S projectiles ("Hedgehog" mounting).	12 rounds ...	Fly to D.N.C. 2/A.599.	58½	22	42	672	D.C.W. (S), Bath
7156	R.U. for 1½-in. A/S projectiles ("Hedgehog" mounting).	6 rounds ...	Fly to D.N.C. 2/A.599.	58½	12½	42	336	D.C.W. (S), Bath



Pattern No. allocated	Type of Locker, etc.	To hold	Drawing No.	Approximate internal dimensions (inches)			Estimated weight (lb.)	May be obtained upon requisition addressed to
				Height	Length	Breadth		
7157	R.U. for rocket flares	16 projectiles	D.N.C. 7/A.438 as adapted.	56	44½	12	476	D.C.W. (S), Bath
7158	R.U. for cresset flares, Mark I	2 boxes	D.N.C. 2/A.716	26	12	28	140	D. of S., London
7159	R.U. for projectiles, Illuminant (Holman projector).	20 projectiles	D.N.C. 2/A.661	20	21¼	19	68	D.C.W. (S), Bath
7160	R.U. for projectiles, Illuminant (Holman projector).	40 projectiles	D.N.C. 2/A.661	41	21¼	19	135	D. of S., London
7161	R.U. for grenades, Mark II, canisters (Holman projector).	40 grenades	D.N.C. 2/A.681	9½	17¼	14	50	D. of S., London
7162	R.U. for cartridges, impulse (Holman projector).	8 boxes	D.N.C. 2/A.660	25	14	8½	40	D. of S., London
7163	R.U. for hand grenades	6 grenades	D.N.C. 2/A.676A	5	9¾	6¼	9	D. of S., London
7164	Steel locker to hold 1¼-lb. primer fitted safety fuze.	1 primer and fuze	D.N.C. 2/A.1003	6	15	9	18	D. of S., London
7165	D.E.M.S. storage locker (horizontal)...	—	D.N.C. 24/A.1486	30	54	20	420	D. of S., London
7166	D.E.M.S. storage locker (vertical) ...	—	D.N.C. 24/A.1346	54	30	20	500	D. of S., London
7167	Fireworks tank for Coastal Forces craft.	Outfit as detailed	D.N.C. 2/A.771	13	21¼	11	60	D. of S., London
7168	Pyrotechnic signal lockers (converted from Holman grenade lockers).	Outfit as detailed	D.N.C. 2A/1030	9¾	17¼	14	45	D. of S., London
7169	Detonator locker, type "A" ...	12 boxes	Po. M.C.D. 018119	59	23¼	27½	728	D. of S., London
7170	Detonator locker, type "B" ...	4 boxes	Po. M.C.D. 018120	21	23¼	27½	308	D. of S., London
7171	Detonator locker, type "C" ...	6 boxes	Po. M.C.D. 018132	31¾	29¾	15½	364	D. of S., London
7172	R.U. for torpedo impulse charges	4 charges	D.N.C. 28/A.1061	8¾	20¾	5¾	27	D. of S., London
7173	R.U. tank for 18-in. torpedo duplex pistols.	3 pistols	Roneo M.183	16	28	11¾	69*	D. of S., London
7174	Locker for 3-in. Q.F. shell, light type S (5).	20 shell	D.N.C. 24/A.1197	14	27	32¼	330	D.C.W. (S), Bath

**2297.—Sick Bay Wash Basin suitable for Surgical Work**  
*New Construction Ships*  
 (D.N.C.—20.5.1943.)

Surgeons' lavatory basins, elbow or wrist action tap, knee or pedal action waste, are already provided for operating theatres in capital ships.

2. In all new construction ships in which operating tables are being fitted one wash basin in the Sick Bay or Senior Medical Officer's room should be of the above type in lieu of an ordinary wash basin.

3. Where the work is already completed no alterations should be made.

**2298.—Aviation Fuel—Procedure for Receipt of Supplies**  
*Naval Air Stations, Coastal Force Bases, etc.*  
 (N.S. Fuel 926/43.—20.5.1943.)

The following procedure for the receipt and discharge of aviation fuel from Petroleum Board road tankers is to be complied with in detail by all personnel engaged in petrol duties at Naval Air Stations, Coastal Force Bases, etc.:

- (1) Examine delivery note for quantity and grade of fuel being delivered.
- (2) Direct road tanker to level standing alongside bulk installation.
- \* (3) Examine seals on inlets of each compartment of vehicle to ensure (a) that they bear the Inspector's mark shown in the delivery note and (b) that they effectively seal each orifice.
- \* (4) Remove seals, deface them and set aside for salvage.
- \* (5) Naval Air Stations only.

(5) Take samples in wide-mouthed glass container (e.g., jam jar) from each outlet. Examine for colour to ensure that it conforms to the grade of fuel shown in the delivery note and also to that in the tank into which it is to be discharged. Examine samples also for water or visible impurities.

Colours of fuel are as under:—

- 73 Octane—Orange.
- 87 Octane—Blue.
- 90 Octane—Blue-green.
- 100 Octane—Green

- (6) Dip each compartment and agree quantity with that shown in delivery note.
- (7) Ensure that the storage tanks have sufficient ullage (space) to take the quantity intended for discharge.
- (8) Check that all valves are closed, except that of the tank to be filled.
- (9) Connect hose to intake point and transfer fuel.
- (10) Dip vehicle to ensure correct quantity of fuel has been discharged. Where quantity delivered represents complete contents of vehicle, the appropriate foot valves and discharge cocks are to be fully opened, after hose has been removed to ensure that complete discharge has been effected. A suitable clean receptacle is to be placed underneath for reception of drainings from vehicle.

2. The foregoing instructions are reproduced in R.A.F. Form 1726 which is to be displayed in pump-rooms and/or alongside intake points, etc., of aviation fuel storage installations, as may be considered necessary. Requirements of the Form should be demanded forthwith from the Director of Stores, Admiralty, London, quoting this Order. Arrangements should be made to take such steps as are practicable to preserve the Forms from the effects of weather.

3. A.F.O. 1470/43 contains a certain amount of information of value to those concerned in supplies of these products for surface craft.

(A.F.O. 1470/43.)



**2299.—High Tensile Screwcutting Tools—Reduction of Allowances and Separation of Sets into Components**

(N.S. Air 937/43.—20.5.1943.)

In view of production difficulties, Squadron Mobile Equipment allowances of High Tensile Screwcutting Tools (Stores Ref. 1G/99 and 139) have been reduced to 1 set per 6 aircraft.

2. It has also been decided that the Tools should be supplied, in future, under their individual components instead of as complete sets. Steps should accordingly be taken to issue the sets off charge, and to bring on charge the individual components.

3. The Aircraft Stores Establishments have been amended accordingly.

4. Any of these tools held by Squadrons in excess of the reduced allowances should be returned forthwith to the nearest R.N. Store Depot (at home) or H.M. Dockyard (abroad).

**2300.—Airframe Spares Common to the Royal Navy and Royal Air Force—Responsibility for Provision and Supply**

(N.S. Air 13101/43.—20.5.1943.)

To avoid duplicate provision and maintenance of stocks of airframe spares for types of aircraft used by both the Royal Navy and the Royal Air Force, where one service uses only a few of a type, the service using the majority is responsible for the provision and supply, and will hold the whole of the airframe spares for the type. A departure may be made from this rule where the number of aircraft in use by the minor user warrants the holding of separate stocks. Where the respective holdings of any type of aircraft are approximately equal, provision and maintenance of stocks will be undertaken by the two services independently. The only type to which this applies at present is the Proctor.

2. The types of aircraft in current use by the Navy for which the Air Ministry is at present wholly responsible for provision and supply of airframe spares are as follows:—

Anson.	*Hurricane and Sea-
Beaufighter.	Hurricane.
Blenheim.	Lysander.
Boston.	Magister.
Defiant.	Martinet.
Dominie.	Master.
Gladiator.	Oxford.
Harvard.	Tiger Moth.
Havoc.	*Spitfire and Seafire.
Henley.	Wellington.

(\*It is anticipated that stocks of Seafire and Sea Hurricane spares will shortly be held by the Admiralty).

3. In the U.K., demands for airframe spares for the types shown in paragraph 2 should be rendered as follows:—

*H.M. Ships in Home Waters (only aircraft prefixed (\*) in paragraph 2)*

Demands on Form S.134d are to be rendered to the Superintending Naval Store Officer, Perth, who will meet requirements as far as possible and arrange supply of the balance from the appropriate R.A.F. Maintenance Unit.

*R.N. Air Stations*

Demands on single-line R.A.F. Forms 600 are to be rendered direct to the appropriate Maintenance Unit. The authorised procedure is to be followed in the case of A.O.G. requirements (see A.F.O. 70/43).\*

*R.N. Aircraft Repair Yards*

Demands are to be rendered in accordance with A.L.N.S. Air 617/43/U.659 of the 19th January, 1943.

4. The types of aircraft in current use by the R.A.F. for which the Admiralty is at present wholly responsible for provision and supply of airframe spares are as follows:—

Swordfish.  
Walrus.

5. Royal Air Force Units holding the types of aircraft shown in paragraph 4 will forward demands for their requirements on R.A.F. Forms 600 to R.N. Store Depot, Stafford or Perth, whichever is the nearer.

6. The respective responsibilities of the two Services abroad will be in accordance with the principles defined in paragraph 1 above, but the responsibility for particular types of aircraft may vary with local circumstances. Any variations from paragraphs 2 and 4 above as regards the holder service in the light of the bigger user on any particular Station or Command are to be agreed with the local R.A.F. authorities, and details reported to the Admiralty.

7. Demands from H.M. Ships, Naval Shore Establishments, and R.A.F. Units Overseas, for the types of airframe spares indicated in paragraphs 2 and 4 above, should be rendered to the nearest Naval Yard or Depot or R.A.F. Maintenance Unit, as most convenient, having regard to the agreed stockholding arrangements existing within each Station or Command. Separate periodical stock statements and supplementary demands should be rendered to the D. of S., London, as laid down in paragraph 9 of A.L. N.S. Air 11923/42/A.2381 of 13.7.42, by Naval Yards and Depots abroad holding stocks of airframe spares of all the types detailed in this Order, if periodical replenishments are received direct from U.K. R.N. Air Stations abroad which are concerned, e.g., Piarco (Trinidad), Dartmouth (N.S.), etc., should forward demands to Admiralty.

8. Local Naval and R.A.F. Authorities abroad should keep each other informed of any appreciable variations contemplated in the initial equipment of a type for which the other service is the stockholder of the airframe spares, so that timely action may be taken to provide for the additional expenditure involved.

9. Store holding depots, whether R.A.F. or R.N., are to exercise control over the demands received in relation to the total expenditure of spares for the type, and, in the event of demands being considered unreasonable, are to communicate with the demanding service or unit as necessary before arranging supply. Should the depots consider after such action that higher authority is desirable before complying with the demands, they are to refer the matter to the Air Ministry or to the Admiralty for further directions.

10. No financial adjustment is necessary on account of the supply of airframe spares from one Service to the other.

11. The instructions contained in this Order apply only in respect of the aircraft mentioned in paragraphs 2 and 4 and to such aircraft as may be notified from time to time in Air Ministry Orders and Admiralty Fleet Orders.

(A.F.O. 3072/41 is cancelled.)

**2301.—Custody of Naval Aircraft Stores and Store Accounts**

*Escort Carriers*

(N.S. 34523/42.—20.5.1943.)

The responsibility for the maintenance of the requisite store accounts and stocks of Naval aircraft stores falling under Vote 8/II in Escort Carriers is to be vested in the Accountant Officer.

2. It is part of the duties of the Aircraft Technical Officer to give the Accountant Officer the benefit of his experience and advice in assessing requirements and in identifying spares, etc., and to render all the assistance he can.

3. Arrangements are being made for the training of Junior Accountant Officers (T.124X) in air stores before appointment to Escort Carriers.

(V.A.A., H.F., 68/V.A.A. 352, 1.2.1943.)



**2302.—Adhesion of Limpet Sprayed Asbestos***All Yards, W.P.Ss., P.S.Os., P.E.R.Os. and E.R.Os.*

(D. 011667/43.—20.5.1943.)

An instance has occurred where sprayed limpet asbestos insulation has collapsed owing to the failure of the undercoat.

2. In the case concerned the failure has been traced to the use of a very inferior quality red lead paint in which the oil binder had been almost eliminated by excessive use of solvent thinners, and there is also a probability that this poor quality paint was applied over old paint or a damp surface.

3. As the adhesion of sprayed asbestos must depend not only on its own powers of adhesion, but also on that of the protective undercoat, care must be taken to see that the protective undercoat, whether of red lead, iron oxide or aluminium paint, is applied over a properly cleaned and prepared dry surface and that the protective paint is of full Admiralty quality.

**Section 4****OTHER STORES—NAVAL STORES, VICTUALLING STORES,  
MEDICAL STORES, CONTRACTS****2303.—Supplies and Services to United States Warships and Armed Forces—  
Reports of Oil Fuel Issues**

(W.G.F. 263/43.—20.5.1943.)

In order that a central record may be kept of supplies of oil fuel and other fleet fuelling items to U.S.A. warships and bases, the first clause of paragraph 5 of A.F.O. 4553/42 is to be regarded as applicable to these items as well as other Vote 8 supplies and services to the United States. All fleet fuelling transactions to U.S.A. units prior to 1st April, 1943, which have not already been reported, should be reported, with descriptions and quantities of oil supplies, to the Director of Expense Accounts as soon as possible. Supplies made from 1st April, 1943, should be included, with descriptions and quantities of oil supplies, in the quarterly reports referred to in paragraph 5 of A.F.O. 4553/42.

(A.F.O. 4553/42.)

**2304.—Supplies and Services to the Greek Armed Forces—REPORTS**

(W.G.F. 263/43.—20.5.1943.)

It should be noted that the reports required in accordance with A.F.O. 4554/42 should include supplies of oil fuel and other fleet fuelling items to the Greek Naval forces. If not already reported, all such transactions prior to 1st April, 1943, should be reported as soon as possible to the Director of Expense Accounts, and supplies made from 1st April, 1943, should be included in the quarterly returns. Descriptions and quantities should be shown for all oil supplies.

(A.F.O. 4554/42.)

**2305.—New Vessels Building for Armament Supply Department**

(P. 05063/43.—20.5.1943.)

The following numbers have been assigned to vessels being built at private yards for Armament Supply Department :—

<i>Building at</i>	<i>Type</i>	<i>N.A. No</i>
Messrs. Warren's New Holland Shipyard, Ltd., Lines.	100-ton steel dumb lighters	177, 178
Rowhedge Ironworks, Ltd., Colchester ...	100-ton steel dumb lighters	179, 180
Messrs. Warren's New Holland Shipyard, Ltd., Lines.	100-ton steel dumb lighters	181, 182
Messrs. W. J. Yarwood & Sons (1923), Ltd., Northwich.	200-ton steel dumb lighters	183, 184

**2306.—Class I and III Serge Suits—New Pattern**

(V. 3924/42.—20.5.1943.)

Supplies of Class I and III single breasted serge suits of smarter cut and obtainable in twelve sizes instead of nine as heretofore are now becoming available at Victualling Yards and Depots.

2. Fresh patterns of serge suits (Class I and III) embodying the various modifications have been sealed and distributed to the R.N. Barracks and other kitting-up Establishments at home, to the principal Victualling Yards at home and abroad, and to the Admiralty Pattern Rooms.

3. When certificates are given to men not dressed as seamen to enable them to purchase serge suits from private outfitters, a note is to be made on the Form (S.110) that the suits are to be in accordance with the latest Admiralty sealed pattern which can be seen at any of the Establishments mentioned in the preceding paragraph.

4. As far as possible, one of the serge suits issued to new entries not dressed as seamen with their initial free kit should be of the new pattern and the other should be of the old pattern until stocks of the latter are exhausted, and demands should be framed accordingly. For the present, however, it may be necessary to meet demands for the smaller sizes by supplying new pattern suits only, and similarly, to meet demands for the larger sizes by supplying old pattern suits only.

5. BR. 93A, Manual of Victualling, Vol. II, Appendix H will be amended to show the size-range of the new pattern serge suits Class I and III. Pending such amendment, requirements should be demanded according to the present size-range, and whenever a consignment of new pattern suits is sent from a Victualling Depot a notation will be made on the accompanying supply note indicating the sizes of the old pattern jackets and trousers that correspond to the new pattern jacket and trousers supplied.

6. The Fleet issuing prices of the new pattern serge suit (Jacket, Waistcoat and Trousers) will be the same as those for the old pattern suit.

(A.F.Os. 2227/41, 3916/41—not in annual volume—1251/42, 4613/42 and 256/43, Section B, paragraph 4.)



**\*2307.—Badges for Air Mechanics and Air Fitters (Unclassified)**

(V. 585/43.—20.5.1943.)

Paragraph 3 of A.F.O. 1739/43 is to be amended as follows:—

For "A first issue of two red and three blue badges ....." substitute "A first issue of two red and four blue badges ....."

(A.F.O. 1739/43.)

**2308.—Clothing for Survivors***Motor Anti-Submarine Boats Employed on Air/Sea Rescue Duties*

(V. 0429/43.—20.5.1943.)

The following allowance of loan clothing is to be carried in Motor Anti-Submarine Boats employed on Air/Sea rescue duties for issue on loan to survivors:—

Jerseys ... ..	6 No.
Trousers, Serge (Hospital pattern)	6 pairs.
Socks, Thick ... ..	6 pairs.

2. The stores should be demanded from the appropriate Victualling Depot by the Accountant Officer of the Coastal Force Base to which the vessels are attached.

(A.F.Os. 6443/42 and 1375/43.)

**2309.—Thin Socks—Modified Pattern**

(V. 4743/42.—20.5.1943.)

The "thin" sock provided for repayment issue to Naval ratings is being improved and the purchase of "blue cashmere" socks is being discontinued.

2. As from the date of receipt of this order, stocks of "thin" and "blue cashmere" socks are to be amalgamated under the heading "Socks, thin".

3. Demands on the Victualling Yards for socks, thin, will be met by the supply of "blue cashmere" socks or "thin" socks as available until stocks of the former are exhausted.

4. The Fleet issuing price of socks, thin, will be 1s. 4d. per pair.

(A.F.O. 2227/41—not in annual volume.)

**2310.—W.R.N.S. Ratings Serving in R.M. Establishments—Wearing of Red Flash**

(V. 2234/43.—20.5.1943.)

It has been approved for W.R.N.S. ratings attached to R.M. Establishments to wear a red flash underneath their cap badges.

2. A red flash will be included in the kit of new entries for service in R.M. Establishments and ratings already serving may be given a free issue. Material will be provided by the R.M. Division concerned and will be sewn on locally.

(A.F.O. 328/43.)

**\*2311.—Leather Footwear—Repair of, in Great Britain and Northern Ireland**

(P. 8678/43.—20.5.1943.)

In view of the difficulty which is being experienced by Naval and W.R.N.S. personnel in getting boots and shoes repaired, owing to the restrictions in the supply of leather to the repairers, the following arrangements have been agreed with the Board of Trade and Ministry of Supply, to commence forthwith.

2. Each Naval or W.R.N.S. rating taking boots or shoes to a civilian repairer must hand to the repairer a completed Form S.110—Certificate For Purchase of Clothing Ashore—which form should be suitably amended in manuscript for the purpose. Officers may make use of the same form if they experience difficulty in getting repairs carried out in the ordinary way.

3. Where special arrangements already exist between Naval Establishments and repair firms for the bulk repair of footwear, these may remain, the Forms S.110 being delivered to the firms with the boots and shoes. Domestic arrangements for the repair of boots and shoes on board ship and in shore establishments by Service ratings or civilians, where authorised, and those for Royal Marines given in A.F.O. 3753/41 are also not affected.

4. Certain boot and shoe repairers normally undertaking Naval repair work are being requested by the Board of Trade to give this priority and in any district where delay is being experienced in getting such work done the local Naval authority is advised to take up the matter with the Regional Technical Officer of the Board of Trade. (A list of these officers will be promulgated as soon as it becomes available). Personnel needing repairs carried out should be advised to take their boots and shoes to the firms undertaking priority service but they may have their work done elsewhere if desired, on Form S.110 being handed in.

5. The local Naval authority should consult the Regional Technical Officer of the Board of Trade regarding any difficulties experienced under the foregoing arrangements.

(C.-in-C., Portsmouth, No. 1688/P/8113/6, 2.4.43.)

(A.F.O. 3753/41.)

**2312.—Calcium Chloride**

(P.(L) 754/43.—20.5.1943.)

The Ministry of Works, in conjunction with the Ministry of Supply, has recently decided to make certain alterations in the method of controlling the allocation of calcium chloride.

2. Whereas detailed allocations of calcium chloride have previously been made by the Ministry of Supply to manufacturers of waterproofing compounds, in future a block allocation will be made for building purposes and sub-allocations will be made by the Ministry of Works.

3. It will be necessary in making these sub-allocations to take the greatest care to rule out all unnecessary uses of calcium chloride. There are a certain number of firms who sell a mixture of calcium chloride and water as a rapid hardening solution; and it is not intended to allow firms of this kind to have any calcium chloride at all. On the other hand, it is recognised that calcium chloride may be used legitimately for some waterproofing compounds whether in liquid or any other form. In approved cases it is proposed to make a very small basic sub-allocation and to sub-allocate the balance of what may be available for waterproofer for work which is specially certified by a building department of the Government. This certification will be done at headquarters and not by Resident Engineers.

4. In cases where rapid hardening of concrete is essential, consideration will be given to the allocation of flake calcium chloride for addition to the mixing water.

5. Full details of the work and reasons for the necessity of addition of calcium chloride, including a statement as to total cubic yardage of concrete involved and its proportions of cement and aggregate are to be given.

6. Such applications and also those in respect to use of waterproofing compounds containing calcium chloride, similarly supported with details, including name of the proprietary solution required, are to be made direct to the Civil Engineer-in-Chief, Admiralty, Bath, quoting C.E. in C.47/16/42.

**2313.—Scale of Medicines, etc., for Service Afloat—Disinfectant Fluid—Reduction**

(M.D.G. 11833/43.—20.5.1943.)

The scale of issue of disinfectant fluid is to be reduced to the following for the period of the war:—

	Unit				
	No. 1	No. 2	No. 3	Double No. 1	Double No. 2
Gallons ... ..	3	2	1	6	4



2. When issues are made in cases of 12 and 24-lb. the quantity to be supplied is to be reduced as follows:—

Lbs.	Unit			Double	
	No. 1	No. 2	No. 3	No. 1	No. 2
...	24	24	12	60	36

No amendment is to be made to the quantities of disinfectant fluid allowed to ships in which a medical officer is borne.

(A.F.O. 515/43.)

### 2314.—Field Service Valise—Supply of

(M.D.G. 22532/43.—20.5.1943.)

For the duration of the war a field service valise, complete, 1 No. is to be supplied to all ships carrying a Medical Officer.

2. All new units of medical stores issued to such ships should include this item.

3. Medical Officers of ships not in possession of a valise should demand one from the most convenient issuing medical depot.

### 2315.—Disposal of Swill to Concentrator Plants

(V/W.P.O. 1115/43.—20.5.1943.)

In order to combat Foot and Mouth Disease, the Ministry of Agriculture and Fisheries has issued a series of orders culminating in the Kitchen Waste (Licensing of Private Collectors) (Consolidation and Extension) Order, 1942, which is the subject of A.F.O. 1494/43, and the Ministry of Supply, in conjunction with local authorities or approved private firms, is arranging to install as rapidly as possible central plants for the sterilisation and concentration of swill arising, both in the areas to which the licensing arrangements apply and in others at present outside the scope of these arrangements.

2. It has been agreed that when a concentrator or central boiling plant is ready to function, Naval establishments in that area should dispose of their swill to the authority operating the plant, provided the authority concerned can make adequate arrangements for collection. Naval motor transport is not to be employed for this purpose.

3. Naval establishments will, therefore, continue to dispose of swill under existing arrangements until approached by the authority operating a concentrator or central boiling plant. Such approach will not be made until after consultation between the Admiralty, Ministry of Agriculture and Fisheries and the Ministry of Supply, and establishments will be informed officially of the fact that the Admiralty has been consulted and has agreed to the proposed action. Notice should then be given in writing to terminate existing swill contracts and arrangements made with the authority concerned for the collection of the swill.

4. Naval establishments which have received approval to maintain their own herds of pigs and are sterilising their swill arisings in accordance with the provisions of Foot and Mouth (Boiling of Animal Food Stuffs) Orders, will not be affected in the event of a concentrator or central boiling plant being installed in the area.

(A.F.O. 1494/43.)

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

### 2316.—Amendments to Books

(E.F.O.—20.5.1943.)

The undermentioned amendments—A.F.Os. P.278–292/43—to B.R. and O.U. books are available for issue from the R.N. Store Depot, Elveden Road, Park Royal, N.W.10, in accordance with A.F.O. 1268/39, paragraph 3.

*Demands from shore establishments in the Portsmouth Command should be sent to the Portsmouth Book Office, 54, Bedford Street, Leamington Spa, Warwickshire, and from other shore establishments at home to R.N. Store Depot, Park Royal, London, N.W.10.*

*Amendments required for personal copies of the main books should be obtained from distributing authorities abroad, and from Park Royal when the officer or rating is serving at home.*

**A.F.O. P.285/43.**—B.R.4—Naval Storekeeping Manual—Part II—(Naval Aircraft Instructions)—Amendment No. 3.

**\*P.284/43.**—B.R. 378B—Barracuda—A.S.E.—Amendment No. 7.

**P.286/43.**—B.R. 635—Regulations for Maintenance of 18-in., Marks XI, XII and XV Torpedoes—Amendment No. 6.

**P.278/43.**—O.U. 5225 (3)—Home Dockyard Regulations—Amendment No. 20.

**P.279/43.**—O.U. 5491 (1)—Block Sketch Cards of German War Vessels—Amendment No. 7.

**P.287/43.**—O.U. 6090 (D)—R.T. No. 381 for 15-in. Guns—Amendment.

**P.288/43.**—O.U. 6090 G—R.T. No. 556 for 5·25-in. Guns—Amendment.

**P.289/43.**—O.U. 6090 G—R.T. No. 557 for 5·25-in. Guns—Amendment.

**P.290/43.**—O.U. 6090 (J)—R.T. No. 342 for 6-in. Guns—Amendment.

**P.280/43.**—O.U. 6090 (X)—R.T. No. 399 for 4·5-in. Guns—Amendment.

**P.281/43.**—O.U. 6090 (X)—R.T. No. 402 B for 4·5-in. Guns—Amendment.

**P.282/43.**—O.U. 6090 (X)—R.T. No. 402 C for 4·5-in. Guns—Amendment.

**P.283/43.**—O.U. 6090 (X)—R.T. No. 432 for 4·5-in. Guns—Amendment.

**P.291/43.**—O.U. 6090 (Y)—R.T. No. 415 for 14-in. Guns—Amendment.

**P.292/43.**—O.U. 6302 (38)—Handbook for 0·5-in. Guns on "M", Marks I\*\*, II\* and III, Mountings—Amendment No. 8.

*\* Exceptionally as regards A.F.O. P.284/43, distribution will be made without demand by the Superintending Naval Store Officer, R.N. Store Depot, 191A, Askew Road, Shepherds Bush, W., who holds the stock of the parent book.*

(A.F.O. 2202/43.)

### 2317.—A.M.S.Is.

(E.F.O.—20.5.1943.)

Admiralty Merchant Shipping Instructions 231–233/43 and 234/43 are being distributed concurrently with this issue of A.F.Os.

(A.F.O. 2203/43.)

### 2318.—B.R. 136 (2)—Defence of Merchant Shipping, Part II—Cancellation

(S.D.—20.5.1943.)

On receipt of S.3/43, now in course of distribution, B.R. 136 (2), Defence of Merchant Shipping, Part II, and all outstanding corrections promulgated by signal are to be cancelled.

2. Copies of B.R. 136 (2) are to be disposed of in accordance with B.R. 1, paragraph 9.



**2319.—B.R. 616—Drill for 5-in., U.S., 51 Calibre, Mark VIII Guns on 5-in., U.S., Mark XV Mountings—Withdrawal from Coastguard Cutters not Fitted with Equipment.**

(G. 1979/42.—20.5.1943.)

Coastguard cutters not now fitted with 5-in. U.S. Mark VIII guns on 5-in. U.S. Mark XV mountings should forward all copies of B.R. 616 to their Distributing Authority for return to the Superintending Naval Store Officer, R.N. Store Depot, Edgware Road, Cricklewood, N.W.2.

(A.F.O. 3577/42.)

**2320.—B.R.788—Drill for 4-in., Q.F., Mark V, Gun, on H.A., Marks III, III\*, III\*\* and IV Mountings—Issue**

(G. 7614/42.—20.5.1943.)

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

	Copies
Flag officers ... ..	1
Cruisers ... ..	10*
Escort carriers ... ..	10*
Aircraft transport vessels ... ..	3*
Destroyer depot ships ... ..	10*
Submarine depot ships ... ..	10*
Repair ships ... ..	10*
Destroyers, with one mounting ... ..	3*
Destroyers, with more than one mounting ... ..	10*
Sloops ... ..	5*
Corvettes ... ..	3*
Monitors ... ..	10*
Minelayers ... ..	6*
A.M.Cs. ... ..	6*
A/S yachts ... ..	3*
Convoy escort vessels ... ..	3*
Minesweepers ... ..	3*
U.S. cutters ... ..	3*
H.M.S. "Excellent" ... ..	50
Captain (G), R.N. Gunnery School, Chatham ... ..	40
Captain (G), H.M. Gunnery School, Devonport ... ..	50
Official Secretary, Commonwealth of Australia, Australia House, Strand. ... ..	20
Secretary, Navy Office, Melbourne ... ..	10
(6 for Flinders Gunnery School, 4 for Sydney Garden Island).	
Secretary, Navy Office, Wellington ... ..	20
B.A.T.M., Ottawa ... ..	2
D.A., Durban (for H.M.S. "Assegai") ... ..	40
A.G.R.M. ... ..	51
N.S.H.Q., Ottawa ... ..	15
Loan libraries ... ..	2
R.N. College, Greenwich ... ..	2
R.A. College, Woolwich ... ..	2
Ministry of Supply, S.S.2B ... ..	2
(1 for D. of A.A.1; 1 for S. of E., Shoeburyness.)	
I.N.O., Woolwich ... ..	1
Naval Staff Library, Admiralty ... ..	2

\* Ships fitted with 4-in., Q.F., Mark V, Gun on H.A., Marks III, III\*, III\*\* and IV mountings.

2. This book supersedes O.U.5464/37—Drill for 4-in., Q.F., Mark V, Gun on H.A., Marks III and IV Mountings—copies of which should be disposed of in accordance with O.U.2A—O.U. Catalogue, when copies of B.R.788 are received.

**2321.—Book D.457—Abolition**

(Sta. 10105/42.—20.5.1943.)

Book D.457, containing 500 folios of copying paper, 17-in. by 11-in., will not be reprinted, and on stocks becoming exhausted the similar book (D.459), containing 200 folios, size 13-in. by 8-in., is to be used in lieu.

**2322.—Form O.6—Ammunition Labels—Additions**

(A.S./Sta. 14208/43; Sta. 14231/43; Sta. 14355/43.—20.5.1943.)

Serial No.	Description	Where used	Page in Form O.6	Sta. No.
N.584	Charges, priming, demolition, 1½-lb.	On lid of box ...	24	14208/43
N.861	Heads, rocket flare, 2-in. ...	On front of box M.157.	31	14231/43
N.862	Shell, U. smoke trace, 2-in. ...	On front or back of Box M.119.	37	14355/43

2. Demands should be made as necessary in accordance with A.F.O. 97/43.

(A.F.O. 97/43.)

**2323.—Form S.290—Recall of Copies**

(Sta. 10095/43.—20.5.1943.)

In view of the limited use made of Form S. 290, Form D—Ship Return of Rifle Practice, by Ships Afloat during hostilities, its issue will in future be restricted to Flagships and Flotilla Leaders, and stocks held by other Ships are to be returned to the R.N. Store Depot, Elveden Road, Park Royal, N.W.10.

**2324.—Gun Handbooks—Revision of Establishment**

(G. 2353/43.—20.5.1943.)

The establishment of gun handbooks for issue to Dockyard Officers has been revised, and is now as follows :—

Yard	Supt. of Yard	Capt. or Cdr. of Yard	M.C.D. or Chief Constructor	M.E.D. or Chief Engineer	Elect. Engineer	Civil Engineer	Total
Portsmouth ...	1	1	1	1	1	—	5
Devonport ...	1	1	1	1	1	—	5
Chatham ...	1	1	1	1	1	—	5
Sheerness ...	1	1	1	1	1	—	5
Rosyth ...	1	—	—	1	1	—	3
Orkneys ...	1	—	—	—	—	—	1
Pembroke ...	1	—	—	—	—	1	2
Malta... ..	1	—	1	1	1	—	4
Gibraltar ...	—	—	1	1	1	—	3
Alexandria ...	1	—	—	1	—	—	2
Bermuda ...	1	—	—	1	1	—	3
Simonstown ...	—	—	1	1	1	—	3
Durban ...	1	—	—	1	—	—	2
Ceylon ...	1	—	—	—	—	—	1
Kilindini ...	1	—	—	1	—	—	2



## 2325.—Mails Lost

(M. 03794/43 ; M. 03970/43 ; M. 05052/43.—20.5.1943.)

Non-confidential correspondence and parcel mail for the undermentioned ships and authorities have been lost. Duplicates should be forwarded as necessary.

*Lost at sea**Air mail posted in U.K. between 18th February and 1st March, 1943*

Addressed to : N.O.i/c, Durban  
N.O.i/c, Dar-es-Salaam  
N.O.i/c, Kilindini  
R.N.A.S., Nairobi  
N.O.i/c, Bahrein  
S.N.O., Abadan  
S.O., Ceylon  
N.O.i/c, Seychelles  
N.O.i/c, Madras  
S.S.T.O., Bombay  
N.C.S.O., Calcutta  
P.O., Cochin  
M.C.O.T.O., Karachi  
H.M. ships operating from S. Atlantic and East Indies  
Stations, India, Eastern Fleet and Persian Gulf Areas.

*Lost as the result of enemy action**Air mail posted in the U.K. between 22nd and 25th February, 1943*

Addressed to : N.O.i/c, Esquimalt  
N.O.i/c, St. Johns, N.F.  
N.O.i/c, St. Johns, N.B.  
N.O.i/c, Montreal  
N.L.O., Ottawa  
S.N.O., Toronto  
F.M.O., Halifax  
F.M.O., Argentia  
H.M.C.S. "Hyacinthe"  
H.M. ships operating in Canadian waters.

*Parcels posted in U.K. between 10th and 16th November, 1942*

Addressed to : S.N.O., Persian Gulf  
N.O.I.C., Bahrein  
N.O.I.C., Basra  
N.O.I.C., Bombay  
N.O.I.C., Madras  
H.M. ships "Arthur Cavanagh", "Bushwood",  
"Euphrates", "Falmouth", "Pangkor", "Seamew",  
"Scarab" and "Tulip".

## 2326.—Mails for Ships Lost Abroad

(M. 05079/43.—20.5.1943.)

The following amendment is to be made to C.A.F.O. 142/43 :—

Paragraph 1. *Add* new sub-paragraph (iii) :—

- (iii) When a ship is lost on a foreign station the procedure outlined in (i) and (ii) above is followed with the exception that airgraphs and air letters, if available, continue to be sent out to the ship's station for a period of approximately two months after the loss.

(C.A.F.O. 142/43 ; A.F.O. 526/43.)

## 2327.—Marine Superintendent Rescue Tugs, West Coast—Address

(M. 1449/43.—20.5.1943.)

The address of the Marine Superintendent Rescue Tugs, West Coast (*see* A.F.O. 331/43, paragraph 4 (c)), is :—

c/o Naval Centre,  
Hoover Buildings,  
Bristol.

2. Telephone messages and signals should be passed through Naval Officer-in-Charge, Avonmouth, Avonmouth 451.

(A.F.O. 331/43.)

## 2328.—Return of Private Correspondence

(M. 375/43.—20.5.1943.)

The various types of slips which are due to be attached to correspondence for naval personnel reported "missing," etc. (*vide* C.A.F.O. 142/43) have now been printed as S. Forms as follows :—

- S. 1557 (a)—slip stating addressee is "missing, presumed killed".  
S. 1557 (b)—slip stating addressee is "missing".  
S. 1557 (c)—slip stating addressee has "been killed".  
S. 1557 (d)—slip stating addressee has "died".  
S. 1557 (e)—slip stating addressee is "interned".  
S. 1557 (f)—slip stating addressee is "a prisoner of war".

2. Provision has been made for the inclusion of the address of the returning officer on each slip, and until existing local stocks have been exhausted the name of the establishment in which the returning officer is serving must be stamped on each slip.

3. Depots, etc., should demand supplies from the Royal Naval Store Depot, Elveden Road, Park Royal, N.W.10. An initial distribution will not be made.

(C.A.F.O. 142/43.)

## Section 6.—SHORE ESTABLISHMENTS

## 2329.—Employees Not Engaged in Shipbuilding, Ship-repairing, Engineering or the Manufacture of Explosives—Return

*Fleet and Civil Establishments, Hospitals, Bases, etc., at Home.*

(L. 4885/43.—20.5.1943.)

A return is required of the numbers of Admiralty industrial workpeople borne, who were *not* employed in the shipbuilding, ship-repairing and engineering industries or in the manufacture of explosives, on 5th June, 1943, and who will, therefore, be omitted from returns made on the forms prescribed in Admiralty Letter L.4825/43 (limited distribution). The return is to be rendered in the form shown in the appendix to this Order, and should reach the Admiralty not later than 12th June.

2. In the case of establishments which render a weekly return D.52, the return now required should include all the workpeople not employed in shipbuilding, etc., who are borne on the books and are shown in Return D.52, and a list should be forwarded showing the depots and establishments for which figures are included in the return now asked for. It will be unnecessary for establishments such as R.N. barracks, whose civilian employees are borne for payment on dockyard books, to render this return. Similarly, in the case of naval store, victualling, medical, etc., establishments, the parent establishment should include in its return all the depots and sub-establishments over which it exercises general control and supervision, and should forward a list of such depots, etc., with the return. Other depots, bases, etc., must render their own returns.

3. The following categories of employees are to be *excluded* from the return : (a) those reported in the Shipbuilding, Engineering and Explosives Return (A.L. L.4825/43), *e.g.*, employees in the professional departments of dockyards or in torpedo depots, armament depots, etc. ; (b) workpeople serving at establishments abroad or transferred for the period of the war to other home establishments ; (c) employees serving with the forces.

4. All employees in the naval store department should be shown in one of the grades under the headings "Naval Store Department", "Vehicle Staff" or "Fleet Fuelling Service". Similarly, all civil engineering employees should be shown under the heading "Works Department". All employees not employed in naval store, works departments, or on printing and bookbinding should be shown under the heading "Miscellaneous". Chargemen of mechanics and leading men should be included with mechanics ; similarly, chargemen of labourers and of skilled labourers should be included with skilled labourers.



5. Mechanics, storehousemen, titular grades, and other employees whose range or scale of pay is not less than 64s. at the minimum, e.g. (engineering) machinists, should be recorded in the columns headed "Paid at Skilled Rates". The remainder should be shown in the column "Others".

## APPENDIX

Return of industrial staff employed in naval store, victualling and civil engineering departments and in various miscellaneous establishments on.....

Name of department or establishment.....

The return includes all established employees ("E") and all hired, temporary and casual employees ("H") borne on the above date; chargemen are shown under their trades or grades; tracers and employees mentioned in paragraph 3 of the Order are excluded.

	Men		Women		Apprentices and Boys	Girls	Totals
	Paid at skilled rates	Others	Full time	Part-time			
	E	H	E	H	E	H	
<i>Naval Store Department :—</i>							
Mechanics ... ..							
Skilled labourers ... ..							
Storehousemen ... ..							
Storehouse assistants ... ..							
Other workpeople ... ..							
<i>Vehicle Staff :—</i>							
Maintenance and repair ... ..							
Other workpeople ... ..							
<i>Fleet Fuelling Service :—</i>							
<i>Victualling Department :—</i>							
Mechanics ... ..							
Skilled labourers ... ..							
Storehousemen ... ..							
Storehouse assistants ... ..							
Other workpeople ... ..							
<i>Works Department :—</i>							
Carpenters ... ..							
Joiners ... ..							
Bricklayers ... ..							
Plumbers ... ..							
Painters ... ..							
Other mechanics ... ..							
Skilled labourers ... ..							
Other workpeople ... ..							
<i>Printing and Bookbinding :—</i>							
<i>Miscellaneous :—</i>							
Mechanics ... ..							
Skilled labourers ... ..							
Other workpeople ... ..							
Totals ... ..							

.....Head of Department.

.....Date.

(A.F.O. 767/43 is cancelled.)

**2330.—Entry of Workpeople in Establishments scheduled under the Essential Work (General Provisions) Order**  
(L. 4916/43.—20.5.1943.)

Officers in charge of Admiralty industrial establishments scheduled under the Essential Work (General Provisions) Order may at their discretion enter workpeople directly on the hired list if it appears that this will reduce office work in the establishments under their supervision.

**2331.—Treatment and Medical Examination of Workpeople Absent Owing to Incapacity Attributable to their Employment**

(L/M.D.G. 47521/42.—20.5.1943.)

Where the medical officer of an establishment is an Admiralty Surgeon and Agent the following procedure is to be followed.

2. Any person who claims to have sustained an injury arising out of and in the course of his employment, or to be suffering from a Scheduled Industrial Disease (e.g. dermatitis), should be examined by the Surgeon and Agent as soon as possible with a view to determining the nature of the incapacity. If the incapacity is accepted as attributable (see Article 192, paragraph 3—Home Dockyard Regulations) the case should be kept under review by the Surgeon and Agent as he thinks fit, but the person concerned should not be called upon to present himself for examination more often than is indicated below :—

During the first month of payment of compensation ... .. At any time.  
During the second month ... .. Once a week.  
During the third, fourth, fifth and sixth months ... .. Once a month.

3. Persons who have accepted the Government Scheme of Compensation and are consequently entitled to free medical treatment, should be treated by the Surgeon and Agent where possible, but under present abnormal conditions it may be left to the discretion of the Surgeon and Agent whether he affords treatment or hands the case over for treatment to the private doctor of the person concerned.

4. Persons who have not accepted the Government Scheme of Compensation are not entitled to medical treatment at Admiralty expense.

**2332.—Loss of Working Time amongst Industrial Workpeople Owing to Minor Illness—Encouragement of Preventive Measures**

(L(C) 11687/43.—20.5.1943.)

The loss of working time in industry from minor illness is known to be increasing throughout the country owing to war-time conditions. The Government are anxious that steps should be taken to remedy the position, and are accordingly circularising the managements of private factories, urging greater attention to this matter on the part of works' doctors and managements. It is desirable that similar measures should be encouraged in Admiralty establishments.

2. If absence owing to sickness is to be reduced, it is important that minor illness or indisposition amongst industrial workers should be promptly attended to and, where desirable, given some immediate treatment.

3. Officers in charge of establishments should, therefore, take all possible steps (e.g. by bringing the matter to the notice of the Whitley Committees, etc.), to encourage workpeople, when they think they are starting a cold or other minor illness, to see the Medical Officer or Nurse attached to the establishment on arrival in the morning, or as soon as they begin to feel "seedy," and obtain some advice or preventive treatment immediately. Senior Medical Officers, or Surgeons and Agents, and Matrons or Assistant Matrons, are authorised to give advice or preventive treatment, but will not, of course, undertake remedial treatment, for which a worker should be referred to his own doctor.

**2333.—Patternmakers—Increase of Pay**

(L. 12328/42.—20.5.1943.)

As the result of the award of the Industrial Court dated 12th April, 1943 (No. 1904), the following improvement in the rates of basic rates of pay of patternmakers employed in H.M. dockyards and other Admiralty establishments at home where the rates of pay for industrials are those prescribed in Appendix II of the Cash Duties Instructions, is approved with effect from the 18th April, 1943 :—

65 per cent. of the patternmakers employed to be borne at the standard rate of 73s. a week.  
12½ per cent. of the patternmakers employed to be borne at the standard rate of 76s. a week.



12½ per cent. of the patternmakers employed to be borne at the standard rate of 78s. a week.

10 per cent. of the patternmakers employed to be borne at the standard rate of 80s. a week.

2. The rates of pay shown above are inclusive of the 20s. transferred from bonus to basic pay by A.F.O. 1997/43.

3. The above improvement is applicable also to Home Yard patternmakers serving under agreement at H.M. yards abroad.

(A.F.O. 1997/43.)

**2334.—Building and Civil Engineering Industries—Holidays with Pay Scheme—Not Applicable to Government Departments**

(L. 2263/43.—20.5.1943.)

The Building and Civil Engineering Industries have recently introduced a joint "Holidays with Pay" Scheme for England, Wales and Scotland.

2. In view of the arrangements already in force in regard to leave conditions for industrial employees under existing Admiralty Regulations, this scheme will not apply to Admiralty employees. Workpeople entered for Admiralty employment from the building and civil engineering industries will, therefore, be awarded leave under the normal conditions laid down in Admiralty regulations.

3. It should be brought to the notice of workpeople entered from these industries that it is their responsibility to secure whatever credits in respect of paid leave are due to them from the outside employer concerned or from the management company which administers the scheme.

**2335.—Private Motor Vehicles Used on Official Business—Renewal of "G" and O.H.M.S. Certificates issued to Naval and Civil Personnel**

(D.N.A. 8477/43.—20.5.1943.)

Attention is drawn to A.F.O. 2253/43 in Section 2 of this issue.

**2336.—Reels for Steel Wire Rope—REPORTS**

*Home Yards and R.N. Store Depots*

(N.S./C.P. 20758/41.—20.5.1943.)

The monthly stock reports of empty reels for steel wire rope rendered in accordance with A.F.O. 5237/42 should be amplified to show :—

(e) The diameters of the reels.

(f) The diameters of their barrels.

(A.F.Os. 2293/40, 5426/41 and 5237/42.)

**2337.—Disposal of Secret Waste from N.A.A.F.I.**

(M./N.I.D. 02436/43.—20.5.1943.)

If existing facilities permit, secret waste may be accepted from N.A.A.F.I. for destruction by pulping, shredding or grinding.

**2338.—Central (Technical and Scientific) Register—Form C.R. 43—Mode of Rendering**

(C.E. 59825/42.—20.5.1943.)

Form C.R. 43 is issued periodically by the Central Register of the Ministry of Labour and National Service to technical staff on the Register, whether in Crown or private employment, with a view to recording changes in employment and so keeping the records of the Central Register up to date.

2. It has been agreed with the Ministry of Labour and National Service that in the case of staff employed in Government Departments, these forms, in future, will not be sent back by the individuals concerned direct to the Central Register, but will be returned officially. The blank forms distributed will accordingly be endorsed "To be returned to the Central (Technical and Scientific) Register through your Establishment Officer". Those receiving these forms should, when they have completed them, send them to the heads of their departments, who will pass them to their departmental headquarters whence they will be forwarded to C.E.I. or C.E.II as appropriate for transmission to the Central Register.

3. Heads of departments may, in forwarding the forms, add their comments in any case where they feel this to be necessary.