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ADMIRALTY FLEET ORDERS

ADMIRALTY, S.W.1,

21st May, 1942.

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

A list of these Orders is enclosed.

By Command of their Lordships,

H. V. Markham

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

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

Head of "P" Branch *cabot*

P 1 *[Signature]*

P 2 *[Signature]* *HPB*

P 3 *[Signature]*

P 4 *[Signature]*

Head of "P" Branch

ADMIRALTY FLEET ORDERS

- No. Subject.
2339. Fire Prevention in Admiralty Establishments at Home—Introduction of Compulsion } *Separate issue on 14th May, 1942*
 21st May, 1942 (Home Station only).
- SECTION 1.—ADMINISTRATION OF THE FLEET, CEREMONIES, FOREIGN PORT REGULATIONS, ETC.
- (Station Limits: *Fighting Efficiency of Ships: Naval Aircraft Administration: Internal Organisation of Ships: Navigation and Seamanship: Fleet Exercises and Practices, etc.*)
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 2356. Civilian Personnel engaged on ENG.6 Articles—Medical Treatment.
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 2358. Acting E.R.As., 4th Class—Examination for Confirmation.
 2359. E.R.As., R.N.R.—Advancement in Class—Qualifications.
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 2361. Admiralty Surgeon and Agent.
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 2364. Free French and Allied Naval Forces—Detention or Imprisonment.
 2365. Navy Bills of Exchange and Letters of Advice—Omission of Name of Ship during War-time.
 2366. Small Arms—Care in Handling.
 2367. Agreement T.124 and Variants—Seafarers' War Risk Money.
 2368. Gunnery History Sheets for Patrol Service Ratings.
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 2371. Sports—R.N. and R.M. Sports Control Board—Donation.
- SECTION 3.—G., T., N., E., ETC., & STORES; HULL, EQUIPMENT & FITTINGS. *Gunnery—(Guns, Mountings, Ammunition, Turrets, Directors, Fire Control, Diving Apparatus, Magazines, etc., and Stores.)*
2372. Director Firing Gear—Rangefinder Directors, Marks IV*, V* and V**—Modification to Elevating Handwheel.
 2373. Target Indicator System—Recentring of Elevation Receiver from the Fire Control Box in Ship's fitted with R.F./D.R.
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- Torpedo—(Torpedoes, Tubes, Mines and Minesweeping, Depth Charges, Paravanes, Electrical Equipment, Anti-Gas, Aircraft Torpedoes, etc., and Stores.)*
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 2397. Detonators, Percussion, Watertight, Mark VI, Lot 18, C.Y. 6/40—Withdrawal from Service.
 2398. Main Generators—Armature Slot Wedges.
 2399. Battery Ventilation Fans.
 2400. Respirators, Anti-Gas—Painting of Haversacks.
- Engineer—(Main and Auxiliary Engines, Boilers, other Machinery in Charge of the Engineer Officer, including Catapults, Coal and Oil Fuel, and Engineering Stores.)*
2401. Boiler Tubes, etc.
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 2403. Dorman 7 1/2 kW. Oil Driven Generating Sets—Modifications to.
 2404. Oil Fuel Sprayers, Pattern 13—Manufacture at the Dockyards.
- Signals—(W/T and V/S Apparatus, R.D.F., D.F., S.R.E., WaT and Stores.)*
2405. R.D.F. Sets, Types 272 and 272 M—Fitting-Out Information.
- Naval Aircraft—(Technical.)*
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- General—(Hull, Armour, General Equipment and Fittings, etc., and Orders affecting two or more Departments.)*
2411. Leaks in Decks—Prevention of.
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 2413. Galvanised Plates, Medium Plates and Sheets—Supplies.
 2414. Fast Motor Boats (Scammell Machinery).
 2415. Replace Parts of Machinery for Motor Boats, Motor Torpedo Boats, etc., and Small Generating Sets—Supply.
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 2417. Thimbles for Towing Hawsers.
 2418. Arrester Gear—Rope Sockets.
 2419. Irrigating Vessels, Pattern 69—Allowance.
 2420. Sights—Torpedo Deflection Sights, Mark III*—Fitting of Flexible Drive to Binocular Holder.
 2421. Sprinklers in Lamp and Paint Room—A. and A.
 2422. Multiple Glands for Electric Cables.
 2423. Hot Water Heaters—Spare Elements and Valves.
 2424. Tools for Fulmar Aircraft.
 2425. Spare Heat Resisting Flaps for Albacore Aircraft.
 2426. Firebricks—Shipment "Loose."
 2427. Wardrobes in Cabins.
 2428. Honduras Mahogany.
 2429. Cabin Furniture—Fitting of Locks.
 2430. Non-Slip Linoleum—Fitting.
 2431. Air Publications—Distribution during March, 1942.

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

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2433. W.R.N.S.—Uniform Kit for Despatch Riders.
2434. Bread—Addition to List of Local Contracts.
2435. Packeted Boneless Beef.
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2437. Margarine—Collection and Return of Empty Containers.
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SECTION 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE

2439. Amendments to Books.
2440. A.M.S.Is.
2441. B.R. on Stability of Ships—Issue.
2442. Concession Telegrams—Extension.
2443. Medical History Sheets—T.124, etc.
2444. Provisional Armament Publication No. 2—Smoke Float, Aircraft, No. 2, Mark I.
2445. Provisional Armament Publication No. 18—Bombs, Smoke, Aircraft, 100 lb., Mark I, and Associated Stores.
2446. B.R. 296—Handbook for 4-in. B.L. Smoke Mortar, Mark I(N), 1942—Issue.
2447. B.R. 620—British Standard Photographic Exposure Tables—Issue.
2448. B.R. 898—Pamphlet “Advice to Medical Officers in Ships on Psychiatric Cases and Casualties”—Reprint.
2449. Form O.6—Ammunition Labels—Additions.

SECTION 6.—SHORE ESTABLISHMENTS

2450. Government Scheme of Compensation (No. 133)—Acceptance of.
2451. Armament Supply Liaison Officers at Royal Ordnance Factories—Change of Title.
2452. Sunday Attendance during the War—Non-industrial Staff.
2453. Departmental A.R.P. Organisation—Compensation for Injury.
2454. Industrial Employees—Repayment of Expenses arising from Dispersal.
2455. Marriage Leave—Non-Industrial Staff.
2456. Ex-Miners in Admiralty Employment—Return to Coal Mines.
2457. Anti-Gas Measures—Use of Terms “Decontamination” and “Cleansing.”
2458. Stirrup Pumps—Care of Rubber Hose.
2459. Diving Apparatus.
2460. Holman Projectors—Overhaul and Repair.
2461. Q.C.III Air, Water and Desiccating Units—REPORTS.
2462. Air Filtration Units—Efficiency and Upkeep.

(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.**

2340.—Defence Regulations—Order Issued by the Admiralty

(N.L. 3425/42.—21.5.1942.)

The following Order has been issued under Regulation 13A of the Defence (General) Regulations, 1939.

The Regulated Area (No. 6) Order, 1942

By Command of The Lords Commissioners
of the Admiralty.

In pursuance of powers conferred on them by Regulation 13A of the Defence (General) Regulations, 1939, the Lords Commissioners of the Admiralty hereby make the following order:—

- (i) They declare the Area described in the First Schedule hereto to be a Regulated Area for the purposes of the said Regulations.
- (ii) They direct that the Admiral Commanding Orkneys and Shetlands shall be a Naval Authority for the purposes of the said Regulation 13A and may give directions accordingly.

2. In pursuance of Regulation 14 of the said Regulations The Lords Commissioners of the Admiralty hereby make as respects the said Regulated Area described in the First Schedule hereto the Byelaws set out in the Second Schedule hereto.

3. This order shall come into force on the first day of June, 1942, and may be cited as the Regulated Area (No. 6) Order, 1942.

By Command of Their Lordships,
H. V. MARKHAM.

Admiralty, S.W.1.
29th April, 1942.

FIRST SCHEDULE.

THE COUNTIES OF ORKNEY AND ZETLAND.

SECOND SCHEDULE.

BYELAWS.

All persons over 16 years of age shall complete the whole of the Registration Form A.R.E. and sign both parts thereof when staying at any hotel, boarding house or lodging house for one or more nights: Provided that this byelaw shall not apply to any member of His Majesty's forces or of an Allied force.

2. No person shall, without a written permit, have with him in any public place any telescope or binoculars.

Provided that this byelaw shall not apply to any of the following while acting in the course of his duty—any person in the service of His Majesty, of any local authority or of any public utility company, or any member of an Allied force, or any constable.

3. Permits may be granted by the Admiral Commanding Orkneys and Shetlands or by any person authorised in writing by him.

(A.F.O. 849/42.)

†2341.—Anniversary of Polish Constitution

(M. 05131/41.—21.5.1942.)

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

“On this anniversary of the Polish Constitution Day I desire on behalf of the Board of Admiralty and of the officers and men of the R.N. to express

our appreciation of the gallant fight which is being waged by the Polish Navy whose growing strength will materially contribute to the final overthrow of the common enemy.

A. V. Alexander."

The following reply was received:—

"Please accept my sincere thanks for your cordial message on the occasion of Poland's National Day. I shall be grateful if you will kindly convey our thanks to the Board of Admiralty and to the officers and men of the Royal Navy. The Polish Navy is proud to fight side by side with the great British Navy whose incomparable feats of valour will fill a glorious page in the history of this struggle for the freedom of nations.

Wladyslaw Raczkiewicz."

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

*2342.—Honours and Awards—"London Gazette" Supplement of 12th May, 1942
(H. & A.—21.5.1942.)

CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD.

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

12th May, 1942.

The KING has been graciously pleased to approve the award of the George Medal, for courage and coolness, to:

Temporary Lieutenant William Gaston Tellier, R.C.N.V.R.

ADMIRALTY.

Whitehall,

12th May, 1942.

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

For bravery and skill in successful patrols in H.M. submarines:

Second Bar to the Distinguished Service Order.

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

To be a Companion of the Distinguished Service Order:

Lieutenant-Commander Michael Willmott, R.N.

The Distinguished Service Cross.

Lieutenant Robert Boyd, R.N.

Lieutenant Oscar Stephen Verity Waterlow, R.N.

Mr. Bernard Frank Holdrup, Warrant Engineer, R.N.

Bar to the Distinguished Service Medal.

Petty Officer Thomas William Simons, D.S.M., D/J.114129.

The Distinguished Service Medal.

Chief Engine Room Artificer Thomas George Gilbert Challoner, D/MX.49479.

Electrical Artificer Third Class Richard Jackson, P/MX.54422.

Engine Room Artificer Fourth Class Richard Douglas Wilson, P/MX.56274.

Stoker Petty Officer John Clabby, P/KX.75337.

Leading Seaman Leonard George Coleman, P/JX.129212.

Leading Telegraphist Thomas Bethune Cockburn, C/JX.134985.

Able Seaman William George Morse, D/JX.292869.

Mention in Despatches.

Lieutenant Percy Clive Stanbury Pritchard, R.N.R.

Chief Petty Officer Herbert James Joseph Proctor, D.S.M., P/J.107704.

Petty Officer David Flynn, D/JX.134042.

Petty Officer Richard Rogers, C/J.114288.

Petty Officer Telegraphist Harry George Oakes, C/JX.133119.

Acting Petty Officer Telegraphist Reginald Henry Paul, D/JX.134650.

Acting Stoker Petty Officer James Foulger, C/KX.83317.

Engine Room Artificer Third Class Walter Charles Martin McNeilage, D/MX.54815.

Engine Room Artificer Fourth Class Thomas Milligan Ballantyne, C/MX.72628.

Acting Leading Seaman Andrew Edmund O'Neill, D/SSX.16797.

Acting Leading Telegraphist Benjamin Leonard Skeates, P/JX.145516.

Acting Leading Stoker Arthur Albert Aven, P/KX.93116.

Leading Steward Philip Clark, C/LX.21333.

Able Seaman John Joseph Watson, D/SSX.20227.

Stoker First Class Gert Johannes Jurgins de Preez, D/KX.94935.

For courage and devotion to duty:

The Distinguished Service Cross.

Lieutenant-Commander (E) Eric Dangar Michell, R.N.

Lieutenant Kenneth Innes Hamilton, R.N.

The Distinguished Service Medal.

Chief Stoker Charles Thomas Worrall, D/K.63465.

Stoker Petty Officer Alleyne Alexander Gill, D/K.63381.

Stoker Petty Officer Norman Frederick Smith, D/KX.80014.

For bravery and skill when H.M.S. "Abingdon" was attacked by enemy aircraft:

The Distinguished Service Medal.

Leading Seaman John Wheatcroft, P/JX.139787.

Able Seaman John Gordon Clowes, P/JX.168577.

Able Seaman Edward William Littler Laws, P/SSX.24694.

Mention in Despatches (Posthumous).

Able Seaman Jack Harding, P/JX.149163,

who, though badly wounded, stood to his gun until it was put out of action. Soon afterwards he died of his wounds.

For bravery and coolness when H.M.S. "Farndale" was attacked by enemy aircraft:

The Distinguished Service Cross.

Mr. Richard Dunstan Goodier, Commissioned Engineer, R.N.

Mention in Despatches (Posthumous).

Shipwright Third Class Leonard Loman Cooper, C/MX.48324.

Mention in Despatches.

Lieutenant Roger Curteis Norwood, D.S.C., R.N.

Engine Room Artificer Third Class Philip Stone, C/MX.52835.

Acting Stoker Petty Officer Leslie Frank Osborne, C/KX.82244.

For coolness and devotion to duty in a Mediterranean Convoy:

Mention in Despatches.

Temporary Midshipman Theodore la Fontaine Fryett, R.N.V.R.

Able Seaman Edward Albert Woodward, D/JX.288358.

Corporal Willie George Ward, Ch.23516, R.M.

For good services and devotion to duty:

Mention in Despatches.

Lieutenant-Commander Benjamin Bryant, D.S.C., R.N.

Chief Petty Officer John Gordon Sarll, D/J.44959.

Engine Room Artificer Third Class Stanley Edward Maxwell, D/MX.48719.

Acting Petty Officer Leslie Edward Charles Denzey, D/J.109306.

Acting Leading Seaman George Edwin Appleton, P/J.108796.

For skill and coolness:

Mention in Despatches.

Chief Petty Officer Albert Jones, P.237189.

Commendation.

Temporary Lieutenant Raymond Collie Lang, R.N.V.R.

Chief Petty Officer Clarence Brook, P/J.11702.

The KING has been graciously pleased to grant unrestricted permission to wear the Insignia of the Appointments and the medals which have been conferred upon the Officers and men of the Royal Navy named below in recognition of services in the cause of the Allies :

Appointments made and Medals conferred by

THE QUEEN OF THE NETHERLANDS.

ORDER OF ORANGE NASSAU.

Grand Cross.

Admiral Sir Max Kennedy Horton, K.C.B., D.S.O.

Commander.

Captain George Elvey Creasy, M.V.O., D.S.O., R.N.
Commander Rafe Edward Courage, D.S.O., D.S.C., R.N.
Commander Michael Grant Goodenough, D.S.O., R.N.

Officer.

Acting Lieutenant-Colonel Brian Glanville Blaney Mitchell, D.S.C., R.M.
Commander Peter Douglas Herbert Raymond Pelly, R.N.
Lieutenant-Commander Arthur Ronald Mawson Black, R.N.
Lieutenant-Commander Peter Charles Oswald Moseley, D.S.C., R.N.
Lieutenant-Commander Geoffrey Harrington Sainsbury, R.N. (Retd.).

Chevalier.

Lieutenant-Commander George Ractliffe, R.N.R. (Retd.).
Lieutenant Michael Henry Collar, R.N.
Lieutenant Graham James Alexander Lumsden, D.S.C., R.N.
Lieutenant David Reynolds Mitchell, R.N.
Lieutenant (E) Stephen Charles Chatfield, R.N.
Mr. Sydney Leonard Cecil Boddie, Commissioned Engineer, R.N.

Silver Medal.

Chief Petty Officer Frederick Francis Turner Miles, C/J.99854.
Chief Petty Officer William Olaf Peerless, P/J.94941.
Chief Stoker Wilfred George Brown, C/K.63537.
Colour-Sergeant Edward William Parker, R.M., Ch.23313.
Petty Officer Steward Edward McBride, D/L.15061.

Bronze Medal.

Leading Steward Charles Stanley Hance, P/L.13473.
Able Seaman Jack Lamb Ritchie, R.N.V.R., P/SD/X.1805.

Appointment made by

KING PETER OF YUGOSLAVIA.
ORDER OF THE WHITE EAGLE.

Companion.

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

†2343.—Commander Egerton Memorial Prize—Award for 1941

(C.W. 4258/42.—21.5.1942.)

Two separate qualifying courses for Lieutenant (G) were held during 1941.

2. The Commander Egerton Memorial Prize for 1941 has accordingly been divided equally between Lieutenant F. D. Holford, R.N., H.M.S. "Anson", and Lieutenant C. Le M. Scott, R.N., H.M.S. "Excellent".

†2344.—Gilbert Blane Medal 1942—Award of

(M.D.G./C.W. 16976/42.—21.5.1942.)

The Gilbert Blane Medal for the year 1942 has been awarded to Surgeon Commander E. R. P. Williams, M.B., B.S., M.R.C.S., L.R.C.P., R.N.

†2345.—Jackson Everett Prize—Award for 1942

(C.W. 14089/42.—21.5.1942.)

Two separate qualifying courses for Lieutenant (S) are being held during 1942.

2. The Jackson Everett prize for the first course which completed 2nd April, 1942, has been awarded to Lieutenant J. R. G. Trechman, R.N., H.M.S. "King George V".

†2346.—Ronald Megaw Memorial Prize—Award for 1941-1942

(C.W. 15166/42.—21.5.1942.)

The Ronald Megaw Memorial Prize for 1941-1942 has been awarded to Lieutenant J. H. Murray, R.N., H.M.S. "Exmoor."

2347.—Protected Areas in Scotland—Procedure for Entry of Naval Personnel

(NL/NID. 0211/42.—21.5.1942.)

Attention is directed to paragraph 3 of A.F.O. 847/42 which provides that any person in receipt of pay as a member of any of H.M. forces is exempt from the necessity of obtaining a permit to enter a protected area provided that he is prepared to prove his identity as a member of an exempted class.

2. Repeated cases have occurred where Naval personnel are sent to the No. 2 Protected Area (Orkneys and Shetlands) without having their identity documents in order. This has necessitated their being held in custody while endeavours are made to establish their bona fides.

3. The following requirements, which apply equally to all protected areas, must be strictly complied with in future :—

- (1) Officers must be in possession of Naval Officers' Identity Cards (Form S.1511). In cases of new appointments officers should carry their official notifications of appointment. Ratings must carry their Sailors' Pay and Identity Books (Form S.43A) together with a valid leave ticket or draft note.
- (2) Care must be taken to see that identity documents are complete in all respects, including photograph over stamped with the ship's stamp.
- (3) All personnel proceeding in and out of the No. 2 Protected Area (Orkneys and Shetlands) via Thurso must pass through the Security Control at Scrabster.

(A.F.O. 847/42.)

(A.F.O. 4834/41 is cancelled.)

*2348.—Compensation for Loss of Effects (Officers only)

(N.L. 7500/42.—21.5.1942.)

When submitting claims in respect of the loss of effects, officers must include full details of any advance/s they may have already received in respect of the particular loss (i.e. amount, the date on which and from whom the payment was received.)

2. In cases where a similar claim has already been submitted to another Naval authority, the fact should be clearly stated and claimants will be held personally responsible for ensuring that a duplicate payment is not accepted.

3. To avoid any misunderstanding, officers should include in their claim a certificate, where appropriate, to the effect that "no previous payment has been received (or applied for) on account of this loss".

(A.F.O. 3249/41.)

2349.—R.N.V.R.(A) Officers and R.N.R. and R.N.V.R. Officers Qualified as Pilot or Observer—Status of "Qualified Officer"

(C.W. 9188/42.—21.5.1942.)

The following amendment is to be made to A.F.O. 5025/41 :—
Paragraph 5, sub-paragraph (i). Amend to read :—

(i) *Pilots and Observers.*—(a) Must hold the confirmed rank of Acting Sub-Lieutenant R.N.R., R.N.V.R., or R.N.V.R.(A) or above

(b) Must have completed not less than six months' satisfactory service either as Observer (acting or confirmed) subsequent to completion of the Observers' Course, or as Pilot subsequent to completion of specialised Naval flying training, or in the case of second line pilots, subsequent to conversion to Naval type aircraft.

(A.F.O. 5025/41.)

2350.—Selective Promotion of Warrant Officers to Commissioned Officer from Warrant Rank and to Lieutenant—Procedure

(C.W. 43487/41.—21.5.1942.)

A.F.O. 1875/42 is to be amended as follows:—

Paragraph 9.—*Delete and substitute:—*

"9. Subject to paragraph 10 below, two-fifths of the total number of Lieutenants in each branch will be taken from the top of the list ('for long and zealous service') in accordance with the present practice, the remaining three-fifths being selected. Paragraph 11, line 6.—*Delete* the words 'as they remain eligible for promotion for long and zealous service'."

(A.F.Os. 1875/42 and 2001/42.)

2351.—Training of R.N.R. Midshipmen

(C.W. 14632/42.—21.5.1942.)

It is desirable that R.N.R. Midshipmen serving in the Fleet shall be given opportunities of learning the subjects necessary for their future careers in the Merchant Navy.

2. After attaining a satisfactory knowledge of Naval duties, Midshipmen, R.N.R., are to be allowed to devote a proportion of their instructional hours to the study of the subjects required for obtaining a Second Mate's Certificate. Whenever practicable lectures and instruction should be given by R.N.R. officers of Lieutenants' rank and above.

2352.—Royal Marines—Wearing of Arm Badge "Royal Marines" by Officers

(R.M./V.1977/42.—21.5.1942.)

With reference to A.F.O. 995/41, the woven arm badge "Royal Marines" will not be worn by R.M. officers on the service dress tunic, but will continue to be worn on the battle dress blouse.

(A.F.O. 995/41.)

***2353.—Ratings Employed in A/S Fixed Defence Stations—Revised Conditions of Entry and Service—REPORTS**

(N./A/S.W. 414/42.—21.5.1942.)

The following are the conditions of entry and service of Seaman ratings holding the non-substantive rate of Harbour Defence Operator, employed in A/S Fixed Defence Stations. They do not apply to those ratings, fit for sea service, referred to in A.F.O. 1511/42.

2. Any Petty Officers or Leading Seamen who now hold a lower Harbour Defence Operator rate than First Class or Second Class respectively, are to be withdrawn for a course for the appropriate non-substantive rate as soon as convenient. If, on completion of their course, they fail to qualify for the Harbour Defence Operator rate appropriate to their substantive rate, they are to relinquish their non-substantive rate altogether and return to their manning depôts for disposal.

ENTRY

3. As a general rule only volunteers between the ages of 41 and 50 Grade I medically and between 18 and 50 if Grade II are to be entered for duty in A/S fixed defence stations; in the existing shortage of candidates any men between 18 and 40 who are Grade I may be accepted if they are medically unfit for the Seaman branch and such candidates will be obtained by transfers from entries in training establishments training new entry Ordinary Seamen. Men called up under the N.S. (A.F.) Act may be compulsorily transferred to this branch if necessary. Volunteers from Seamen who have become unfit for sea service may also be accepted. Such men must have full normal hearing and be medically fit for shore service in any part of the world.

4. The Service Certificates of these ratings are to be endorsed "For Harbour Defence Duties Only" as in A.F.O. 1511/42, paragraph 3.

TRANSFER FROM GENERAL SERVICE

5. Seaman ratings who become medically unfit for sea service will be eligible for transfer to duties in A/S Fixed Defence Stations, provided that their rating is not higher than that of Able Seaman at the time of transfer. The non-substantive rates of Harbour Defence Operator, First, Second or Third Class, cannot be held concurrently with any other non-substantive rate.

6. Applications for such transfers should be forwarded to the Commodore of the man's depôt, together with a medical certificate to the effect that the rating is medically fit for shore service in any part of the world, and has full normal hearing.

TRANSFER TO GENERAL SERVICE

7. If ratings who hold the non-substantive rates of Harbour Defence Operator, First, Second or Third Class, transfer to general service, they will be required to relinquish their non-substantive rate and revert to Acting Able Seaman. Their subsequent advancement to Able Seaman will be governed by the provisions of A.F.O. 1511/42, paragraph 5. If their Service Certificates bear the notation "For Harbour Defence Duties Only", this is to be erased.

8. Except for the H.D.O.III's earmarked for transfer in accordance with A.F.O. 1511/42, transfers to general service will not be allowed without Admiralty approval. Applications should be forwarded through Administrative Authorities to the Captain, H.M.S. "Osprey".

ADVANCEMENTS

9. The Captain, H.M.S. "Osprey", is the responsible authority for advancement, and is to keep rosters of men recommended for Leading Seaman H.D.O.II and Petty Officer H.D.O.I. All advancements are to be subject to complement requirements and the regulations set out below.

10. *Advancement to Able Seaman H.D.O.III.*—Provided that they qualify for H.D.O.III and are considered suitable, Ordinary Seamen are to be rated Able Seaman H.D.O.III on completion of their initial training in H.M.S. "Osprey" and passed fit for draft to a station.

11. *Advancement to Leading Seaman H.D.O.II.*—Provided they satisfy the requirements shown in paragraph 14 below, Able Seamen H.D.O.III may be recommended for advancement to Leading Seaman H.D.O.II. They will then be placed on a roster and withdrawn in their turn for a course. If they pass the examinations at the end of this course, they will be advanced to the acting rate of Leading Seaman H.D.O.II. Acting Leading Seamen H.D.O.II. will be eligible for confirmation after six months' satisfactory service in the acting leading rate.

12. *Advancement to Petty Officer H.D.O.I.*—Leading Seamen H.D.O.II may be similarly recommended, and will be similarly withdrawn for course, on successful completion being rated Petty Officer H.D.O.I. Advancement to Petty Officer H.D.O.I is made direct to the confirmed rate and not through the Acting rate.

13. *Failures.*—Able Seamen H.D.O.III and Leading Seamen H.D.O.II who fail to pass their courses will continue to serve in the substantive rating appropriate to their non-substantive qualification, and are not again to be recommended to take the course until at least six months have expired from the date of failure.

14. *Requirements for Advancement to Acting Leading Seaman H.D.O.II and Petty Officer H.D.O.I:—*

Able Seaman H.D.O.III to Acting Leading Seaman H.D.O.II.	Must (a) be recommended; (b) have completed six months' service as Able Seaman H.D.O.III; and (c) pass the necessary examinations in H.M.S. "Osprey".
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Leading Seaman H.D.O.II to Petty Officer H.D.O.I.	Must (a) be recommended; (b) have completed twelve months' service as Leading Seaman H.D.O.II (including Acting time); and (c) pass the necessary examinations in H.M.S. "Osprey".
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15. *Two-Monthly Report.*—Officers-in-Charge of A/S Fixed Defence Stations are to report every two months to the Captain, H.M.S. "Osprey", the names of all men

servicing in the A/S Fixed Defence Station under their charge who are qualified by length of service for advancement to the next higher rate, stating whether or not they are recommended for advancement. In view of the large expansion of numbers now taking place, requirement (b) may be waived at the discretion of the Captain, H.M.S. "Osprey". *Exceptional* men may therefore be recommended after half the period shown. The form which this two-monthly report should take is shown in the Appendix to this A.F.O.

16. *Advancement Rosters.*—On receiving the reports referred to in paragraph 15, the names of men recommended are to be placed on the advancement rosters in H.M.S. "Osprey". The basic date which governs the man's position on the roster will be the date of his first recommendation, or of his becoming qualified by length of service in accordance with paragraph 14, whichever is the later.

17. If a man who has been recommended is subsequently not recommended he is to be removed from the roster. If he is later again recommended, he is to be replaced on the roster with his original basic date.

18. Men who fail in their course for higher rating will continue to serve in the lower rating, and are not again to be recommended until the expiry of the periods shown in paragraph 13. Their basic date will be the date of first recommendation after failure.

ACTING NON-SUBSTANTIVE ADVANCEMENT

19. Officers-in-Charge of A/S Fixed Defence Stations may confer a paid Acting higher non-substantive rate on men who are filling vacancies in the authorised non-substantive complement and who are actually carrying out the duties of the higher non-substantive rate, pending relief by a qualified rating. Able Seamen may not be granted the Acting non-substantive rate of H.D.O.I.

REVERSION FOR UNSUITABILITY

20. If, after due trial a Petty Officer H.D.O.I or Leading Seaman (or Acting Leading Seaman) H.D.O.II is found to be unsuitable for his rating, the fact should be reported through the Administrative Authority to the Flag Officer concerned, with a view to the latter authorising reversion to Leading Seaman H.D.O.II or Able Seaman H.D.O.III. All such reversions are to be reported to the Captain, H.M.S. "Osprey". Reversion for unsuitability is not to be awarded as a punishment K.R. & A.I., Article 418a.

21. Reversion to a lower non-substantive rate is conditional upon reversion to the appropriate substantive rate.

22. *Re-advancement after reversion for unsuitability.*—No man is eligible for re-advancement after reversion until at least six months after reversion, and this period may be lengthened at the discretion of the Flag Officer concerned. Re-advancements after reversion will be made from the roster and recommendations are accordingly to be forwarded to the Captain, H.M.S. "Osprey".

23. If a rating is considered unsuitable to be an Able Seaman H.D.O.III, i.e., it is desired to cancel altogether his Harbour Defence Rate, application should be made for his transfer from service in A/S Fixed Defence Stations in accordance with paragraph 8 above.

NON-SUBSTANTIVE RATES OF PAY

24. These carry the rates of pay shown:—

H.D.O.I	...	...	...	...	1s. per day.
H.D.O.II	...	...	...	...	8d. per day.
H.D.O.III	...	...	...	...	4d. per day.

H.D.O. rates may not be held concurrently with any other non-substantive rate.

BADGES

25. Harbour Defence Operators are to wear badges similar to those worn by Submarine Detectors, with the letter "S" below to indicate shore service, as follows:—

H.D.O.III	...	...	Submarine Detectors' badge with "S" below.
H.D.O.II	...	...	Submarine Detectors' badge with a star above and the letter "S" below.
H.D.O.I	...	...	H.D.S.'s. badge with the letter "S" below.

26. There will be no free issue of badges; men are to provide them from their kit upkeep allowance in the usual way.

DATE OF EFFECT

27. This Order is to be brought into effect on receipt.

Specimen Form for Two-monthly Report by A/S Fixed Defence Officers required by Paragraph 15

A/S Fixed Defence Station..... Serial No. of Return.....

For use in H.M.S. "Osprey"	Name and Official Number	Sub. and Non-Sub. Rating	Seniority	Higher Rate		Whether Qualified to be Recom- mended
				Date Passed for Non-Sub. Rate	For what Rating Recom- mended	
	A. N. Other C/JX.122368	Able Seaman H.D.O.III	1.1.41	24.3.41	Leading Seaman	Yes

I consider all the above ratings fit for immediate advancement.

Officer in Charge.

To: The Captain, H.M.S. "Osprey".

Date: 31.12.41.

(K.R. & A.I., Articles 418a and 429.)

(A.F.O. 1511/42.)

(C.A.F.O. 1076/40 and A.P.Os. 2189/40, 2669/40, 4375/40, 4750/40 and 4922/41 are cancelled.)

*2354.—Royal Naval Patrol Service—H.L. and S.D. Ratings

(N. 8458/42.—21.5.1942.)

The following regulations embody all previous instructions regarding the entry, training and employment of Hydrophone Listeners and S.D. ratings for ships manned with Patrol Service Ratings:—

2. *Hydrophone Listeners.*—Hydrophone Listeners (H.L.) now form a non-substantive rating in the Submarine Detector branch, and ratings holding it will be eligible for advancement to Submarine Detector (S.D.).

3. The drafting and selection for non-substantive advancement of Hydrophone Listeners are the responsibility of the Commodore, Patrol Service Central Depot, Lowestoft.

4. *Submarine Detectors.*—(a) *Requirements.*—To make a good Submarine Detector a man should be a good seaman, be alert, observant, intelligent and quick-witted, and must possess initiative. He should be able to steer a ship and be thoroughly conversant with the compass marked in degrees. Some knowledge or interest in wireless and/or electricity is a useful asset.

(b) *Age.*—This should be between 18 and 30, but men up to 35 will be accepted provided they fulfil the conditions of paragraph 4 (a).

(c) *Medical Requirements.*—In accordance with K.R. & A.I., Article 1418b.

5. *Higher Submarine Detector.*—After six months at sea in the capacity of Submarine Detector, specially capable S.Ds. may be recommended for the non-substantive rate of Higher Submarine Detector. They should show aptitude towards care and maintenance duties and should be able to read and write, and have an elementary knowledge of arithmetic. Whenever possible the opinion of a Port A/S Officer should be obtained before recommendations are forwarded.

6. Non-Substantive Pay.

Hydrophone Listener	...	...	...	3d. per day.
Submarine Detector	...	...	...	6d. per day.
Higher Submarine Detector	...	...	...	1s. per day (see note (b)).

Note.—(a) Ordinary Seamen will be rated Acting S.D. and will only be entitled to their non-substantive pay whilst actually filling a vacancy in the ship's complement. On being rated Seaman they will be confirmed as S.D. and paid continuously whilst holding the non-substantive rate.

Note.—(b) The non-substantive pay of 2nd Hand (H.S.D.) and Petty Officer (P.S.) (H.S.D.) is 9*d.* (not 1*s.*) per day.

7. *Advancement to Petty Officer (P.S.).*—(a) Seamen H.S.D. and Leading Seamen H.S.D. will retain their non-substantive rate on advancement to 2nd Hand and Leading Seamen H.S.D. will retain their non-substantive rate on advancement to P.O. (P.S.).

(b) Leading Seamen S.D. who have previously had their names recorded as accepted candidates for H.S.D. will, on advancement to Petty Officer (P.S.), be given an early opportunity of qualifying as H.S.D. If they do not wish to take the course, or if they should fail, they will be required to relinquish their S.D. non-substantive rate.

(c) Leading Seamen S.D. who, on advancement to Petty Officer (P.S.), have not previously been accepted by H.M.S. "Osprey" as candidates for H.S.D., will not be given an opportunity to qualify as such and will be required to relinquish their S.D. non-substantive rate.

8. *Drafting.*—(a) Second Hands (H.S.D.) and Petty Officers (P.S.) (H.S.D.) will normally be accommodated in H.M.S. "Europa" and will be drafted from H.M.S. "Europa" in their dual capacity, H.M.S. "Osprey" being informed accordingly.

(b) All other H.S.D.s and S.Ds. awaiting draft will normally be accommodated in H.M.S. "Osprey" and will be nominated for draft by the Captain, H.M.S. "Osprey".

(c) The Commodore, Patrol Service Central Depôt, Lowestoft, will take covering drafting action as necessary.

(d) The Patrol Service Central Depôt will act as the Home Depôt for these ratings and will undertake all the usual responsibilities appropriate to such depôts (other than those now transferred to H.M.S. "Osprey" including action regarding casualties; H.M.S. "Osprey" being informed for record purposes of any casualties among S.D. ratings, R.N. Patrol Service.

9. *Recommendations.*—All recommendations for ratings to take the course for S.D. or H.S.D. are to be forwarded in the first instance on Form S.1303b direct to the Captain, H.M.S. "Osprey", who will inform the Commodore, Patrol Service Central Depôt, Lowestoft, and the ship concerned whether the rating(s) can be accepted.

10. *S.D. Candidates.*—A roster will be kept in Patrol Service Central Depôt and H.M.S. "Osprey" of all volunteers accepted as candidates for S.D. When they are required for course relief will be sent from H.M.S. "Europa" and the candidates will be required to join H.M.S. "Europa" where they will be formed into classes for course in H.M.S. "Nimrod".

11. *H.S.D. Candidates.*—A roster will be kept in H.M.S. "Osprey" of all ratings who have been recommended and accepted as candidates for H.S.D. When they are required for course reliefs will be nominated by H.M.S. "Osprey" and the candidates will be required to join H.M.S. "Osprey" where they will be formed into classes for course in H.M.S. "Nimrod".

12. *Disposal of H.S.Ds. and S.Ds.*—On completion of courses all Petty Officers (P.S.) and Second Hands, whether successful or not, will join H.M.S. "Europa", together with candidates who fail to qualify as S.D. All other H.S.Ds. and all S.Ds. will join H.M.S. "Osprey" for disposal.

13. *Reliefs.*—A small pool of S.D. ratings, R.N. Patrol Service, is maintained in H.M.S. "Osprey" to meet replacement requirements (e.g. reliefs for candidates for H.S.D., sick reliefs, etc.) and new commitments.

14. When a S.D. rating goes sick or is otherwise absent, he is to be permanently relieved in his ship by a spare S.D. rating from the Trawler Relief Pool.

15. If no spare S.D. rating is available, a relief should be requested from H.M.S. "Europa" for a Second Hand or Petty Officer (P.S.), or from "Osprey" for all other S.D. ratings, a copy of the latter request being forwarded to Patrol Service Central Depôt, Lowestoft. All H.Ls. are supplied direct from Lowestoft.

16. An absent rating so relieved is not to be sent back to his ship on return to duty but is to take the place of his relief in the Trawler Relief Pool, provided

his period of absence did not exceed 21 days. If his period of absence does exceed 21 days, a permanent relief for the Pool is to be requested from "Europa" or "Osprey" as the case may be, and the rating on return to duty is to be returned to his appropriate depôt.

17. All appropriations of spare S.D. ratings are to be communicated immediately to the Patrol Service Central Depôt, Lowestoft, and H.M.S. "Osprey", in order that the covering drafting action may be taken and records corrected.

18. *Reduction to Care and Maintenance or Paying Off.*—When ships reduce to care and maintenance or pay off for repairs, H.M.S. "Osprey" is to be informed so that, if necessary, one S.D. rating may be nominated to stand by the ship for A/S maintenance duties; the balance of S.D. ratings will be required to join H.M.S. "Europa" or H.M.S. "Osprey" for disposal, *vide* paragraph 8.

(C.A.F.O. 1867/40 and A.F.O. 872/42.)

(A.F.Os. 4056/40, 422/41 and 3469/41 are cancelled.)

2355.—R.N.P.S.—Progressive Pay

(N. 8234/42.—21.5.1942.)

Consequent upon the alteration in status and pay of Second Hands introduced by A.F.O. 337/42, A.F.O. 3014/40 is to be amended as follows:—

Delete the existing reference to "Second Hand" and substitute:—

	Per Diem.	
	s.	d.
Second Hand	7	6
After 3 years as such	8	0
After 6 years as such	8	6
(With subsequent triennial increments of 6 <i>d.</i> a day.)		
Petty Officer (P.S.)	6	0
Petty Officer (S.C.O.)	6	5
After 3 years as such	6	10
After 6 years as such	6	10

2. Mobilised service as Second Hand prior to 22nd January, 1942, will count towards progressive pay as P.O. (P.S.) or P.O. (S.C.O.) but *not* towards that as Second Hand.

3. The Service Certificates of many men who held the rating of Second Hand before 22nd January, 1942, have been noted to show that former mobilised service as Second Hand has been allowed to reckon for progressive pay purposes. In accordance with paragraph 2 above, these notations are to be amplified to indicate that they refer to the counting of time in the Petty Officer rate.

4. With effect from 22nd January, 1942, the title "Second Hand" should appear on the Service Certificates only of those ratings who hold a Board of Trade Certificate of Competency and thus have the status of C.P.O. The fact that they hold this certificate is to be recorded at the foot of page 3 of the Service Certificate.

5. The Service Certificates of all other men formerly styled Second Hand are to be amended to show their new rating in accordance with the revised nomenclature introduced as from 22nd January, 1942.

(A.F.Os. 3014/40 and 337/42.)

2356.—Civilian Personnel Engaged on ENG. 6 Articles—Medical Treatment

(W.G.F./D.N.A. 10809/41.—21.5.1942.)

Men on Engagement 6 Agreement are not entitled to maintenance and treatment in naval or service hospitals, but in cases of urgency and in the absence of civilian facilities they may be admitted. A charge of 2*s.* per day is to be made against the patient when admitted for an injury arising out of and in the course of his employment, otherwise the charge is to be at the rate of 10*s.* per day. Recovery should be made locally from the person concerned. Where recovery cannot be effected a report should be forwarded to the Director of Navy Accounts (Branch 1).

2. Treatment restricted to relief of pain may be given by Naval Dental Officers when necessary without charge.

**2357.—Pay and Allowances Payable in Respect of T.124, T.124T and T.124X
Personnel Reported Dead or Missing**

(N. 6007/42.—21.5.1942.)

I. OFFICERS AND RATINGS REPORTED DEAD

(a) Pay ceases at date of death. Any allotments in issue at date of death to widows and dependants (pensionable or otherwise) will continue to be paid up to and including the date on which the casualty is notified to relatives.

(b) *Widows*.—During the six weeks following the notification of the death to relatives, widows will receive the actual allotment in force at death or 50s. a week, whichever is greater.

During the following four weeks they will receive 50s. a week, or an allowance from Naval Funds at the rate of the widow's pension and children's allowances admissible under the War Pensions and Detention Allowances (Naval Auxiliary Personnel) Scheme, whichever is the greater.

(c) Other dependants in the pensionable category will continue to receive during the six weeks following notification of the death to relatives, the allotment they were receiving at the date of death.

(d) Pensions, if awarded, begin to be payable when the periods mentioned in (b) and (c) expire. In addition, if the rate of the pension exceeds the allotment or allowance already paid, the difference for the period covered by the allotment or allowance issued by the Admiralty will be paid by the Ministry of Pensions.

(e) Dependants not in the pensionable category will receive, during the four weeks following notification of the death to relatives, the allotment that was in force at death if the allotment was an officer: if he was a rating the payment will be at the rate of the allotment, or at the rate of the qualifying allotment under Dependant's Allowance rules for Naval personnel of corresponding rating, whichever is the less.

(f) Payment to allottees not in classes (b), (c) or (e) ceases at the date of the death.

II. OFFICERS AND RATINGS REPORTED MISSING

(g) Pay (including differential pay but not such additions as Seafarers' War Risk money, overtime and kit upkeep allowance) is to be credited to the Officer's or rating's account until the twenty-eighth day from and including the date of notification of the casualty to relatives, or until it is notified that death is found or presumed to have occurred, whichever is earlier, provided that at the time of the casualty an allotment was in force to a wife or other dependant within the pensionable class. The allotment is to be charged against this credit of pay.

(h) *Wives*.—During the period in which pay is extended under (g) wives will continue to receive the allotment. During the following ten weeks, if the officer or rating is still "missing", the wife will be paid as a widow is paid under (b) during the ten weeks following notification of the death. Subsequently, so long as the officer or rating is "missing", the wife will receive payment at the rate at which pension would be paid if she were a widow, provided that were she a widow, pension would actually be awarded.

(i) Other dependants in the pensionable class will receive during the four weeks following notification of the casualty or until death is found or presumed to have occurred, whichever is the shorter period, the allotment they were receiving at the date of the casualty, and this will continue for a further six weeks. At the end of ten weeks, if the officer or rating continues to be "missing" a temporary allowance from Naval Funds will be paid at the rate of any pension which would be payable if death were established or presumed.

(j) Dependants not in the pensionable class will receive, during the four weeks following notification of the casualty, payments as shown under (e) as if the casualty was a death.

III. GENERAL

(k) The pensionable class of dependants is shown in Note (i) to A.F.O. 3360/41.

(l) Special consideration will be given to cases in which no allotment was in force to a wife or dependant at the date of the casualty but in which it can be proved that the Officer or man regularly supported a wife or dependant by means other than allotment.

(m) A temporary allowance to a female beneficiary will cease if she marries or re-marries.

(n) The pay accounts of officers officially posted dead or missing should, as from date of the casualty, be transferred to and kept by the Director of Navy Accounts, Branch 4; the accounts of ratings to H.M.S. "Mersey."

(o) The provisions of this order not already in force are effective from the date of the order.

(A.F.O. 3360/41.)

***2358.—Acting E.R.As., 4th Class—Examination for Confirmation**

(N. 10616/42.—21.5.1942.)

With reference to A.F.O. 3799/41, some doubt has been expressed as to whether it is intended that the examination for confirmation as E.R.As., 4th Class, in accordance with K.R. & A.I., Appendix XVII, Part I, 28 (C) and (D), should still be carried out.

2. It is confirmed that procedure in this respect is not in any way affected by the new order.

(A.F.O. 3799/41.)

***2359.—E.R.As., R.N.R.—Advancement in Class—Qualifications**

(N. 10831/42.—21.5.1942.)

It has been noted that several erroneous advancements in class of Engine Room Artificers, R.N.R., have been made, due to incomplete information on the Service Certificates of these reservists and mis-reading of the R.N.R. Regulations (Men), Article 41.

2. Advancements in class of Engine Room Artificers, R.N.R., are normally subject to the same rules as for Engine Room Artificers, R.N. Acting Engine Room Artificers 4th Class, R.N.R., are confirmed after their first period of training, if recommended, but possession of the Stokehold Watchkeeping certificate is *not* an essential requirement for confirmation. This certificate, and the Engine Room Watchkeeping certificate, must, however, be obtained before ratings are eligible for advancement to Engine Room Artificer 3rd Class.

3. Certain Engine Room Artificers in possession of Board of Trade engineering certificates have been entered in the Reserve in the confirmed rate of Engine Room Artificer 4th Class or above. These ratings only are eligible for advancement in class after lesser time periods than those normally required. The number of such men is, however, small, and advancement in class after the reduced periods shown in the R.N.R. Regulations (Men), Article 41, clause 2, should, therefore, be the exception and not the rule.

4. The Service Certificates of all Engine Room Artificers, R.N.R., are to be properly completed as laid down in A.F.O. 602/41, and all doubtful questions of advancement in class arising after compliance with this order are to be referred to the Admiral Commanding Reserves before advancement action is taken.

(A.F.Os. 1109/40 and 602/41.)

2360.—Officiating Ministers of Religion

(C.E. 55730/41.—21.5.1942.)

The following appointments of officiating ministers to personnel of the Royal Navy have been approved:—

Church of England—

Lagos.—Canon R. S. Wright, Colonial Chaplain, Lagos.

Church of Scotland and Presbyterian—

Alexandria, Egypt.—Rev. A. N. McKean, St. Andrew's Church, Alexandria.

Methodist—

Oban.—Rev. John Fullerton, M.A., c/o Addison, 3, Burnbank Terrace, Oban, Argyll.

2. The usual facilities are to be afforded.

†2361.—Admiralty Surgeon and Agent

(C.E. 5868/42.—21.5.1942.)

Mr. E. E. Candlish, M.B., Ch.B., of "Southfield", Linlithgow, Scotland (Telephone No. 16), has been appointed Admiralty Surgeon and Agent for Linlithgow

2362.—Royal Marine Tradesmen—Additional Categories.

(N. 10170/42; N. 10413/42.—21.5.1942.)

The following categories are to be added to the list of R.M. trades published in paragraph 2 of A.F.O. 3548/40:—

Trade	Group	R.M. Equivalent
Lithographer (draughtsman)	A	None
Lithographer (printer)	A	None
Equipment Repairer (Class III)	C	None

(A.F.Os. 3548/40, 4127/40, 113/41, 727/41, 855/41, 1914/41, 1915/41, 3128/41, 998/42.)

*2363.—R.C.N. Personnel in H.M. Ships—Canadian Fleet Mail Office to be Informed of Addresses

(M. 1261/42.—21.5.1942.)

A Canadian Fleet Mail Office (short title C.F.M.O.) has been established at Kings House, Haymarket, London, S.W.1, as from 1st May, 1942.

2. All mail arriving in the United Kingdom for Canadian Naval personnel serving in H.M. ships or establishments will be delivered to the C.F.M.O. for redirection and forwarding via G.P.O., London.

3. To enable an up-to-date record of addresses of the above personnel to be kept

(a) copies of all draft Notes for Royal Canadian Naval personnel serving in R.N. establishments and H.M. ships are to be forwarded to H.M.S. "Niobe";

(b) R.C.N. personnel are themselves to notify the C.F.M.O. by letter of any new appointment or draft stating their old ship or establishment as well as their new ship or establishment.

4. A supply of postal redirection cards addressed to the C.F.M.O., London, will in due course be distributed by the Canadian Naval authorities for this purpose. The quick return of these cards by the officers and ratings concerned will facilitate the rapid delivery of their mail.

2364.—Free French and Allied Naval Forces—Detention or Imprisonment

(N.L. 5973/42.—21.5.1942.)

The Free French and Allied Naval Authorities have been requested to arrange for all committal warrants issued in respect of Free French or Allied personnel who are to be sent to British prisons or detention quarters to show the date on which the offence for which they have been sentenced was committed. No such warrants are to be countersigned by the officers referred to in Section III (i) of A.F.O. 2713/41 unless this information is shown.

2. In any case where the date of the offence is earlier than the 22nd August 1940, the warrant is to be forwarded to the Admiralty (N.L. Branch) without countersignature.

(A.F.O. 2713/41.)

2365.—Navy Bills of Exchange and Letters of Advice—Omission of Name of Ship during War-time

(D.N.A./W.G.F. 101/42.—21.5.1942.)

In future, the name of the vessel is, for security purposes during war-time, to be omitted from Navy Bills of Exchange (Forms S.2 and S.3) drawn by H.M. Ships and from the relative Letters of Advice (Form S.4) forwarded by Accountant Officers to the Director of Navy Accounts.

2366.—Small Arms—Care in Handling

(N.L. 6743/42.—21.5.1942.)

A fatal accident which recently occurred at a naval establishment was caused by a sentry armed with a loaded revolver leaving the hammer cocked when closing the revolver after inspecting it. The sentry in question had never fired a revolver before and had never had any instruction in the use and safe handling of these weapons.

2. Attention is called to paragraph 3 of A.F.O. 1114/40; and in this connection it should be borne in mind that a revolver is a far more dangerous weapon (to his friends), in the hands of an inexperienced man, than a rifle, which is the normal weapon for a sentry.

(A.F.O. 1114/40.)

2367.—Agreement T.124 and Variants—Seafarers' War Risk Money

(N.11166/42.—21.5.1942.)

Consequent on a decision of the National Maritime Board, Seafarers' War Risk Money will be increased as from the 1st May, 1942, to personnel serving on Agreement T.124 and its variants. The revised payments from that date will be £10 monthly (£2 6s. 8d. weekly) in the case of officers and ratings and £5 monthly (£1 3s. 4d. weekly) for boys, the former rate being applied to Radio Cadets.

2. The conditions governing the payment of this money remain unchanged.

(This Order cancels Admiralty General Message No. 682A.)

(A.F.Os. 535/41 and 1248/42.)

2368.—Gunnery History Sheets for Patrol Service Ratings

(G.D./N.10432/42.—21.5.1942.)

A.F.O. 1352/42, paragraph 10, refers to Gunnery History Sheets for P.S.G.Ls. These and other Patrol Service ratings have not been issued with Gunnery History Sheets, and information as to their non-substantive qualifications has been entered in their Service Certificate.

2. The existing practice is to continue, and paragraph 10 of A.F.O. 1352/42 is to be amended in accordance with paragraph 1.

3. After firings have been satisfactorily completed, a further notation on the Service Certificate is to be made showing that the rating has been confirmed as P.S.G.L.

(A.F.O. 1352/42.)

2369.—Medical History Sheets—T.124, etc.

(M.D.G. 24282/42.—21.5.1942.)

Medical History Sheets (S.446) are to be raised and maintained for all ratings serving on T.124 agreements and variants (including cable ship).

2. They should be issued at the depôt where the man was accepted for service and should include a record of the man's state of fitness on entry.

3. For ratings already serving and for whom M.H.Ss. have not already been provided, arrangements should be made with the local Base Medical Officer as and when convenient for the S.446 to be issued, including a record of the man's condition at the time of the commencement of the sheet.

(A.F.O. 489/41.)

2370.—W.R.N.S.—Medical Examination

(N.L. 8427/42.—21.5.1942.)

Whenever it is considered necessary for a member of the W.R.N.S. to undergo an operation or an examination which requires a general anaesthetic, the Medical Officer is to obtain the consent in writing from the member of the W.R.N.S. herself

and also from the parents or guardians when she is under the age of 18. In cases where the member of the W.R.N.S. is over 18 the consent of parents or guardians is not necessary unless the patient is too ill or not mentally fit to come to a rational decision. In all cases it is necessary that the consenting parties should fully appreciate the nature of the operation or examination to be performed. When immediate operation or administration of a general anaesthetic is considered necessary to save life, the obtaining of the consent of parents or guardians may be dispensed with, but they should be informed at once of the reasons necessitating such action. A similar procedure may be necessary in cases where the obtaining of the consent would involve delay which would be injurious to the health of the patient.

2371.—Sports—R.N. and R.M. Sports Control Board—Donation
(Included in Notice Boards Issue only.)

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

**2372.—Director Firing Gear—Rangefinder Directors Marks IV*, V* and
V**—Modification to Elevating Handwheel**
Ships and Dockyards concerned

(G. 04432/42.—21.5.1942.)

A new design of elevating handwheel knob has been tried on the above-mentioned directors and it has been found to facilitate the operation of the elevating gear.

2. The handwheel knob and sleeve will be supplied and the method of assembly, together with details of the parts to be supplied, are shown on the accompanying diagram A.F.O. 125/42.

3. The sets of parts will be delivered to Portsmouth Dockyard and should be demanded from that Yard for fitting by ships' staffs.

4. Dockyards should arrange to modify all directors held in store in Yards or by Gunnery or A.A. schools.

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

**2373.—Target Indicator System—Recentring of Elevation Receiver from the
Fire Control Box**

Ships fitted with RF/DR

(G. 018082/41.—21.5.1942.)

Ships fitted with the mechanical fuze-keeping clock system and also with target indicator equipment have the recentring drive for the target indicator elevation receiver taken from the elevation drive into the fire-control box.

2. This drive is uncompensated, and gives rise to an error in the target indicator system of approximately 10° of elevation for 360° training of the RF/DR.

3. New gear boxes incorporating an additional training drive are in course of manufacture and in these gear boxes the D.S. drive is compensated, but it will be some little time before these become available for fitting.

4. In the meantime director layers of ships concerned should bear this error in mind when following target indicator elevation receivers (Evershed or Bell Punch open-faced indicators in the RF/DR). The error in elevation varies continuously and proportionately with training, and is such that, if correct at zero training, 90° right training causes the elevation O.F.I. to indicate $2\frac{1}{4}^\circ$ low, 90° left training $2\frac{1}{4}^\circ$ high.

**2374.—Guns, B.L., 6-in., Mark VII—Gauges, Plug, Bore for Use with
6 c.r.h. Shells**

(G. 016409/40.—21.5.1942.)

Certain B.L., 6-in., Mark VII guns, mounted in A.M.Cs. and for other services have been equipped with 6 c.r.h. shells of the following descriptions:—

C.P.B.C. Mark XVIII

” ” XXIB

” ” XXVB

H.E. ” XXIV

2. It is essential that 6-in., Mark VII guns so equipped be gauged with gauges, plug, bore of 5.985-in. diameter, and H.M. Ships concerned are to demand the correct gauges from the nearest R.N. Armament Depot under the description—

“Gauge, plug, bore, low limit for P.C., B.L., 6-in., Marks XXII and XXIII guns”

to replace gauges now carried if those on board are not of the correct type.

3. R.N. Armament Depôts and Officers-in-Charge of Armament Supply are to ensure that 6-in., Mark VII guns for use with these shells are correctly gauged before issue and that guns already in service are similarly gauged on first supply of shells of the types in question.

4. It should be specially noted that the bore plug gauge referred to in paragraph 2 is *not* suitable for 6-in. Mark XII guns and that these guns must be gauged with gauges of 5.97-in. diameter, viz. :—

“Gauge, plug, bore, low limit for P.C., 6-in. guns, except Marks XXII and XXIII.”

The Marks of 6 c.r.h. shell in paragraph 1 above, having reduced windage, must not be used in B.L. 6-in., Mark XII or XIIB guns.

**2375.—Gun Mountings—5.25-in. Marks I and II, 4.7-in. Mark XX, 4.5-in. Mark II
and III, 4-in. Mark XIX—Safety Firing Gear and Marks IV and IV*
Interceptors—Adjustment.**

Ships Concerned

(G. 05003/42.—21.5.1942.)

The introduction of a new design of safety firing gear for the above mountings is under consideration. Meanwhile, attention is drawn to the importance of ensuring that the safety firing gears are adjusted in accordance with the instructions in the respective drill books.

2. The modification to Marks IV and IV* interceptors on mountings in service, promulgated in A.F.O. 3602/41, should be completed at the earliest opportunity.

(A.F.O. 3602/41.)

2376.—Gun Mountings, 4.7-in. Twin, Mark XX—Sighting Gear—REPORT

Ships concerned

(G. 03375/42.—21.5.1942.)

On the 4.7 in. Twin Mark XX mounting it is possible to ship the gunsighting and/or Aldis telescopes too far forward in their brackets with the result that, when the guns are elevated, the front ends of the telescopes foul the sighting port windows and jam the guns in elevation.

2. In the case of the gunsighting telescopes this foul can only occur in certain mountings which have been supplied with Pattern G.354 telescopes.

3. The Aldis sight telescope should be shipped with the night sight connection to the front and the collar which carries the night sight connection in contact with the bracket.

4. To ensure that the gunsighting telescope is not shipped too far forward a stop piece should be fitted to the telescope holder bracket as shown in A.F.O. Diagram 124/42.

5. This modification is to be carried out by ship's staff.
6. A report quoting the register number of the mounting should be forwarded to Admiralty when this modification is completed.

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

2377.—Gun Mountings—2-pdr., Mark VII—Safety Firing Gear and 710° Training Stops—A. and A.—REPORTS

Ships concerned, Dockyards and Repair Establishments

(G. 017386/41.—21.5.1942.)

Safety firing gear, operating through all angles of training and elevation, and 710° training stops are becoming available for supply on demand from the Gun Mounting Stores at Portsmouth, Parkhead and Coventry, for all 2-pdr., Mark VII and VII* mountings in service.

2. The following guidance drawings for fitting of the gear are available for supply on demand from the Manager, Engineering Department, H.M. Dockyards, Portsmouth and Chatham, Devonport, Rosyth, Alexandria, Durban, Bombay :—

- 43784 G.B. Typical cam rail, showing method of marking off the cam profile, and the modification to the cone structure around the base.
- 41234 G.B. Showing modification to the foot pedal bracket.
- 44130 G.B. Instructions for fitting safety firing gear to mountings.
- 44024 G.B. Arrangement of 710° training stop with fitting instructions.
- 44250 G.B. Showing details of the rear exit chute extension.

3. The Commanding Officers of ships concerned should enter an item, Classification "A," in the current list of As. and As., to cover the work involved, which is to be carried out at the first opportunity by dockyards and repair establishments. After completion, a report quoting the registered number of the mounting and a sketch or table showing the arcs of fire on all bearings, should be forwarded to the Admiralty by ships' officers. In order to obtain maximum depression on outboard bearings, all existing depression stops should be removed and guard-rail stanchions hinged down and zarebas reduced as considered necessary.

4. The extension to the rear exit chute and cam rail blanks will not be supplied with the gear and should be manufactured locally. The lengths of cables referred to on drawing No. 44024 G.B. should be attained where possible without renewing the cables, but any subsequent renewals required due to core failures, etc., should be in accordance with the drawing.

5. To preserve balance after fitting the gear the lead weight bolted to the right hand side of the main balance weight on the motor platform (84 lb. approx.), should be removed and returned, together with the other redundant items, to the nearest dockyard and brought to produce.

6. It is of great importance that the gear should be kept well lubricated and tested regularly. The correct functioning of the gear can be tested by putting the interruptors to "SAFE", turning the firing handle, and observing that the inclined shaft operating the firing cams ceases to rotate when the mounting is trained on a dangerous bearing. Periodical tests of this nature should be included in the ship's organisation.

Note.—(a) Mountings fitted with remote power control are still to be restricted to 360° training.

(b) Mountings on turret roof are to have the gear fitted, but a cam rail should not be provided.

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

2378.—Gun Mountings—Marlin Twin M/G Mountings—Spare Foresights and Rearsights—Supply

Depôts concerned

(G. 07560/41.—21.5.1942.)

A number of foresights and rearsights for Marlin Twin M/G Mountings are now available for supply on demand from the Gun Mounting Stores at Parkhead and Coventry.

2. All Fitting-out Depôts should lay in a stock of these sights in numbers of not less than 12 and not more than 24 foresights and one third the number of rearsights, according to anticipated commitments.

3. Stocks should be made up from time to time as occasion demands.

(This Order to be retained until complied with.)

2379.—Guns, Machine, Oerlikon 20 mm.—Registered Numbers

(A.S. 6066/42.—21.5.1942.)

A number of 20-mm. Oerlikon machine guns and barrels manufactured in U.S.A. bear registered numbers which correspond to registered numbers already assigned to guns being manufactured in U.K., except that whereas the registered numbers of the former bear no prefix letter, those of British manufacture bear an "S" prefix in the case of guns, and an "S" or "B" prefix in the case of barrels.

2. Attention is drawn to the necessity for including these prefixes when quoting the registered numbers of British guns and barrels in all correspondence and reports in order to avoid confusion between guns and barrels of British and American manufacture.

2380.—Guns, Machine, Marlin, 0.30-in.—Use on Twin Mountings

(A.S. 3335/41.—21.5.1942.)

A twin mounting is now in service for Marlin 0.30-in. machine guns.

2. Marlin guns prepared for use in twin mountings are similar to those described in A.F.O. 1400/41 and A.F.O. Diagram 136a/41, except :—

- (a) Sights, fore and back, are not fitted, as the sights are carried on the twin mounting.
- (b) Guns for use in the left-hand position of twin mountings are fitted with left-hand firing levers and left-hand firing lever springs.
- (c) One training handle only is fitted to guns for twin mountings. The handle is sweated to the axis pin and is used to secure the gun to the mounting cradle, being assembled from the right or left according to the position in the twin mounting.

3. The following description should be used to distinguish guns prepared for use in single and twin mountings :—

<i>Nomenclature</i>	<i>Guns concerned</i>
(i) Guns, machine, Marlin, 0.30-in., single...	All guns converted for use in single mountings.
(ii) Guns, machine, Marlin, 0.30-in., right hand.	Guns converted for right position in twin mountings.
(iii) Guns, machine, Marlin, 0.30-in., left hand	Guns converted for left position in twin mountings.

4. Individual guns are readily convertible from left-hand to right-hand, and *vice versa*, by re-assembling the firing lever on the opposite side of the lock container using a firing lever spring of appropriate hand.

5. Except as stated in paragraph 6 below, all guns which have been issued for service in single mountings, can also be used in either position of twin mountings, by removal of parts as described in paragraph 2 above, and reversal of firing lever as necessary, as in paragraph 4 above.

6. A few guns issued to service for use in single mountings, have not had the lock container drilled on the left-hand side for the firing lever spring, and are not fitted with firing lever stop plates on the left-hand side.

These modifications should be carried out by R.N.A. depôts in accordance with N.O.D. 3129/1, as and when opportunity offers, to make these guns fully interchangeable.

(A.F.O. 1400/41.)

2381.—Ammunition—Shell Chutes, 4·7-in.—Cam Wheels—A. and A.

“ Tribal ” and later destroyers (ex 4-in. “ O ” and “ P ” Classes) and P.S.Os.

(G. 1443/42.—21.5.1942.)

As the result of sea experience with 4·7-in. shell chutes, it is found that the carrier wire tends to jump off the cam wheel and so cause a jam.

2. Commanding Officers of destroyers concerned should arrange for the wheels to be replaced by blocks, Pattern 364, and should include an appropriate item, Classification “A”, in their next list of As. and As., to cover the work involved.

3. P.S.Os. of destroyers under construction should arrange for these blocks to be fitted provided no delay in completion is involved.

4. This modification supersedes item (a) of A.F.O. 2526/41.

(A.F.O. 2526/41.)

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

2382.—Ammunition—Bins for Disposal of Wrappers for 8-in. Charges—A. and A.

8-in. Gun Cruisers

(G. 01327/41.—21.5.1942.)

The Commanding Officers of all 8-in. gun cruisers which are not already so fitted are to insert an item, Classification “A”, in their lists of As. and As. to cover the work of fitting bins in all 8-in. cordite handing rooms for the disposal of wrappers for 8-in. charges, in accordance with A.F.O. Diagrams 121/42 (1 and 2).

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

2383.—0·303-in. Small Arms Ammunition—Changes in Nomenclature and Labelling of Packages

(A.S./C.I.N.O. 10989/41.—21.5.1942.)

All 0·303-in. small arms ammunition, whether for use by the Royal Navy, the Army, or the Royal Air Force has for some time been made to the same specification, which conforms to the standard formerly known as “ Special for R.A.F. Red Label ”. Suitability for use in synchronised guns, formerly indicated on the boxes by the “ Red Label ”, is now denoted by the label No. H.2272 “ Not to be fired from synchronised guns after -/-. ”.

2. The use of labels “ Special for R.A.F. ” and “ Red Label ” on boxes containing 0·303-in. ammunition made in Great Britain has, therefore, been discontinued as from 31st January, 1942. Existing labels need not, however, be removed.

3. As from 1st February, 1942, boxes containing 0·303-in. ammunition made in Great Britain and supplied to Naval service bear labels as follows:—

(a) A.P. } When packed in cartons, chargers and bandoliers, or chargers and Ball } cartons.

—label No. H.628 “ All Services—not to be fired from synchronised guns after -/-. ”*

(b) A.P. } When packed belted in Browning Links, Ball } Incendiary and } However packed, Tracer }

—label No. H.2272 “ Not to be fired from synchronised guns after -/-. ”*

* The date shown being 2 years from the date of manufacture.

4. The normal descriptive labels quoting calibre, type, mark, number of rounds and form of packing, and the usual Government explosives and sealing labels, will continue to be used.

5. Ammunition in boxes labelled as above is not to be used in synchronised guns:—

(a) After reaching an age of two years from date of manufacture—i.e., after the date shown on label,

(b) If exposed for a period of 14 days. The period of 14 days may be extended to 40 days at the discretion of Commanding Officers

provided the ammunition once exposed is subsequently kept in airtight damp-proof containers.

N.B.—“ Exposed ” means not stored in hermetically-sealed packages. Owing to the rapid deterioration of the cap composition when S.A. cartridges are exposed to a damp atmosphere, and the consequent possibility of hangfire resulting, particular care is to be taken that no ammunition intended for synchronised guns is thus exposed.

(c) In cases of emergency in wartime these restrictions can be exceeded provided the ammunition is examined for defects before use.

6. When ammunition is accepted for Naval service subject to restrictions on its use, the nature of the restriction will be clearly labelled or stencilled on the boxes, e.g. “ for practice only ”, “ not to be used in aircraft guns ”.

7. Services requiring ammunition for synchronised guns are to endorse their demands to this effect to ensure that suitable ammunition of recent manufacture is issued.

8. 0·303-in. ammunition manufactured in other countries and supplied to Naval service will be made to the same standard as that made in Great Britain but its packages may for some time to come continue to be marked “ Special for R.A.F. ” and “ Red Label ”. Such expressions should be disregarded. It is hoped, however, to arrange later for all supplies, wherever made, to be labelled on the lines of paragraphs 3-6 above.

(C.A.F.O. 2146/40 is cancelled.)

2384.—Cartridges, Holman Projector, Mark III—Greasing

(G. 016649/41.—21.5.1942.)

Cartridges, Holman Projector, Mark III, in ready-use positions, are to be kept lightly greased with Cooper’s Grease No. 4. Greasing is to be carried out by Ships’ Staff.

2385.—Fuzes—Covers—Necessity for Screwing up Tight

(G. 3605/42.—21.5.1942.)

An accident has recently occurred while striking Q.F., 4-in. ammunition down to the magazine. This was due to the round being handled by the fuze cover, which was loose, with the result that the round dropped down the hoist.

2. Handling a round by the fuze cover is a convenient method of transporting ammunition, and there is no objection to this, provided the cover is properly on and screwed tight, which is also essential to ensure watertightness. Care is therefore necessary that all fuze covers are properly on and screwed tight after the shell has been fuzed and also during transport.

3. Particular care is necessary with No. 207 and No. 211 fuze covers, as these have a bayonet joint method of attachment, and are liable to come off during transport if not properly secured.

2386.—Broad Arrow Acceptance Mark—Discontinuance on Certain Ammunition Components

(C.I.N.O. 1894/42.—21.5.1942.)

Impressing the broad arrow on fuzes, primers, gaines, vent tubes, and 2-in. and 3-in. rocket U tails, to denote final acceptance of British manufacture, is to be discontinued.

2. These stores are packed at the filling factory and sealed with label “ I.N.O. ▲ ” on the outside of the package. Such label may be taken as covering the serviceability of the contents.

3. American manufactured stores of the natures shown in paragraph 1 will be marked as described in A.F.O. 903/42.

(A.F.O. 903/42.)

2387.—18-in., Mark XI, "A" and "B" and 18-in., Mark XII, "A," "C" and "D" Blowing Heads—Gland, Packing, and Dashpot, Filling
Aircraft Carriers and Naval Air Stations—C.T.C. Depôts
(T.05697/42.—21.5.1942.)

There is strong reason to believe that the existing type of packing in the dashpot glands of Marks XI B and XI C and D heads and in the auxiliary spring box glands of Marks XI A and B and Marks XII A, C and D has been responsible for a number of blowing head failures. A new packing of asbestos cord and graphite grease as described below is therefore to be adopted.

2. *Material*.—Asbestos cord, 6-thread, St. No. 2 (Pattern 22, Naval Rate Book).

Quantity required per head

Dashpot ... 10-in. for bottom gland; 18-in. for top gland.
Aux. spring box 7-in. for bottom gland; 12-in. for top gland.

3. *Lubrication*.—A mixture of equal parts by weight of anti-freezing grease and special lubricating graphite. The grease and graphite should be well mixed together, but it is important that no heat is applied. (Only special stores referred to in paragraph 10 below must be used.)

4. *Preparation*.—Bind the lengths of asbestos cord with two or three turns of linen thread. This binding should be approximately $\frac{1}{8}$ in. from the extreme end of the asbestos cord. Untwist the cord in order to separate the strands, and massage the mixed graphite and grease well in to each strand until no white can be seen. Re-twist the cord in its original form. The packing is now ready for use.

5. *Insertion into glands*.—In packing the glands, the prepared asbestos cord should be inserted in a clockwise direction and lightly pressed down before fitting and screwing home the gland nut.

Note.—Some undersized packing is in circulation; and if it is found impossible to get the glands tight, using the lengths specified in paragraph 2 above, a little more may be used, but strict attention must be paid to the conditions of paragraph 6 below.

6. After screwing up the dashpot gland nuts sufficiently to make the gland tight the piston should be free to make its whole travel under the influence of the dashpot spring alone, *i.e.* without the assistance of the large flap.

7. *Marks XI B and XI C and D*.—The test for the spring box glands is that when carrying out paragraph 169 (c), (i) (c), of O.U. 6308 (A.F.O. P.331/39). Measurement is to be made of the pressure required (a) just to force the flap down and (b) just prevent it coming up, the difference equalling twice the friction of the glands. This difference must not exceed 2 lb. The permissible spring effort is 11 to 12 lb., and the test therefore becomes "11 to 12 lb. +1 lb. when forcing flap down; 11 to 12 lb. -1 lb. when letting flap rise."

8. *Marks XI A and XII A*.—The test in paragraph 7 should be applied with the flap in the blowing position, and the figures are:—

$7\frac{1}{2}$ lb. + 1 lb. when forcing flap down.
 $7\frac{1}{2}$ lb. - 1 lb. when letting flap rise.

9. Some difficulty may be experienced in obtaining the requisite timing of dashpots with re-packed glands if the piston is a bad fit. Provided the instructions in A.F.O. 5163/41 have been carried out, the figures in O.U. 6308, paragraph 169 (b) can be relaxed to 9 to 16 for XI B and XI C and D.

10. Ships, Naval air stations and M.T.B. bases concerned are to demand on the (S) N.S.O. of their storing yards 1 lb. each of anti-freezing grease (Air Ministry Specification D.T.D. 143B or 143C) and special lubricating graphite (Foliac No. 1371 manufactured by Messrs. Graphite Products Ltd., London).

11. *Dashpot filling, XI B, XI C and D heads*.—This is to be changed from 1:4 to 1:3 parts of methylated spirit/water in order to avoid the necessity of changing the mixture to prevent freezing in very cold weather (*see* A.F.O. 358/42). A pencil note should be made to paragraph 169 (a) (iv), O.U. 6308 (A.F.O. P.509/40) pending amendment in due course.

12. The foregoing instructions will be carried out as heads pass through depôts, but ships' staff should carry them out on sufficient heads to meet their practice requirements at the earliest opportunity.

(A.F.O.s 5163/41 and 358/42.)

(A.F.O. 357/42 is cancelled.)

2388.—18-in. Mark VIII* F.A.A. Torpedoes—Catch Retaining Air Lever in After Position

(T. 547/42.—21.5.1942.)

The air levers of 18-in. Mark VIII* torpedoes are liable to come forward again after operating by the air-release gear of aircraft due to the following reasons:—

- Rebound due to the "snatch" on air lever on release.
- Due to inertia on entry, particularly when air release speed has been high.

2. These failures can be entirely eliminated by the fitment of a "catch retaining air lever in aft position" to the underside of the group cover plate, as shown in A.F.O. Diagram 120/42.

3. The "catch retaining air lever in aft position" mentioned in paragraph 2 above is to be fitted by ship's staff to all 18-in. Mark VIII* F.A.A. torpedoes carried, and a note made in the history sheet, quoting this A.F.O. and Torpedo Depot Instruction No. 1244 as authority.

2389.—Torpedo Blowing Heads—Nomenclature

(A.S. 14744/41.—21.5.1942.)

Under existing procedure the marks of blowing heads are extended according to the marks of the corresponding torpedoes, *e.g.*, the marking on the 21-in. IX blowing head has been extended to 21-in. IX-IX* and then to 21-in. IX-IX**.

2. As extension of the mark of torpedo does not affect the blowing head, the marking on these heads will, in future, be limited to the general mark plus the appropriate suffix letter denoting type of head, *e.g.*, 21-in. IXA or 21-in. IXC.

3. The following is a complete list of blowing heads showing the present and new nomenclatures, *viz.*:—

<i>Present Nomenclature</i>	<i>Revised Nomenclature</i>
18-in. VII*****—VIII*A	18-in. VII—VIII A
18-in. XIA	18-in. XIA
18-in. XIB	18-in. XIB
18-in. XII—XII***A	18-in. XIIA
18-in. XII—XII***B	18-in. XIIB
18-in. XII—XII***C	18-in. XIIC
18-in. XII—XII***D	18-in. XIID
18-in. XII—XII***E	18-in. XIIE
21-in. II—VA	21-in. II—VA
21-in. II—VB	21-in. II—VB
21-in. VIIA	21-in. VIIA
21-in. VIII—VIII**A	21-in. VIIIA
21-in. VIII—VIII**B	21-in. VIIIB
21-in. VIII—VIII**C	21-in. VIIIC
21-in. VIII—VIII**D	21-in. VIIID
21-in. VIII**E	21-in. VIIIE†
21-in. IX—IX**A	21-in. IXA
21-in. IX—IX**B	21-in. IXB
21-in. IX**C	21-in. IXC†
21-in. X—X**	21-in. X
24½-in. IA	24½-in. IA

† The use of these heads is limited to torpedoes fitted with removable air vessel end plugs, *i.e.*, 21-in. VIIIE heads can be used with 21-in. Mark VIII*E and Mark VIII** torpedoes; 21-in. IXC heads can be used with 21-in. Mark IX** torpedoes, and with any 21-in. Mark IX* torpedoes which are fitted with removable air vessel end plugs.

4. The markings on blowing heads on board are to be amended by ships' staffs. Future supplies of blowing heads from Torpedo Depôts will have had the markings amended before issue.

2390.—Torpedo Collision Heads—Nomenclatures

(A.S. 14744/41.—21.5.1942.)

Under existing procedure the marks of collision heads are extended according to the marks of the corresponding torpedoes *e.g.*, the marking on the 21-in. IX collision head has been extended to 21-in. IX-IX* and then to 21-in. IX-IX**.

2. As extension of the mark of torpedo does not affect the collision head, the marking on these heads will, in future be limited to the general mark plus the appropriate suffix letter denoting type of head, *e.g.*, 21-in. IXA or 21-in. IXC.

3. The following is a complete list of collision heads showing the present and new nomenclatures, viz. :—

Present Nomenclature	Revised Nomenclature
18-in. VII*****A	18-in. VIIA
18-in. VIII—VIII*A	18-in. VIIIA
18-in. VIII—VIII*B	18-in. VIIIB
18-in. VIII—VIII*C	18-in. VIIIC
18-in. VIII—VIII*D	18-in. VIIID
18-in. VIII—VIII*E	18-in. VIIIE
21-in. II—II*****D	21-in. IID
21-in. IV—IV*A	21-in. IVA
21-in. IV—IV*B	21-in. IVB
21-in. IV—IV*C	21-in. IVC
21-in. VA	21-in. VA
21-in. VB	21-in. VB
21-in. IX—IX**A	21-in. IXA
21-in. IX—IX**B	21-in. IXB
21-in. IX—IX**C	21-in. IXC

4. The markings on collision heads on board are to be amended by ships' staffs. Future supplies of collision heads from Torpedo Depôts will have had the markings amended before issue.

2391.—Torpedo Warheads—Nomenclatures

(A.S. 14744/41.—21.5.1942.)

Under existing procedure the Marks of Warheads are extended according to the marks of the corresponding torpedoes, *e.g.*, the marking on the 21-in. IX Warhead has been extended to 21-in. IX-IX* and then to 21-in. IX-IX**.

2. As extension of the mark of torpedo does not affect the Warhead, the marking on Warheads will in future be limited to the general mark plus the appropriate suffix letter denoting type of warhead, *e.g.*, 21-in. IXA or 21-in. IXC.

3. The following is a complete list of Warheads showing the present and new nomenclatures viz. :—

Present Nomenclatures	New Nomenclatures
18-in. VII—VII*****	18-in. VII
18-in. VIII—VIII*	18-in. VIII
18-in. IXB	18-in. IXB
18-in. XIA	18-in. XIA
18-in. XII—XII**A	18-in. XIIA
18-in. XII—XII**C	18-in. XIIIC
18-in. XII—XII**D	18-in. XIIID
21-in. II—II*****	21-in. II
21-in. IV—IV* & VB	21-in. IV—VB
21-in. IV—IV* & VC	21-in. IV—VC
21-in. IV—IV* & VD	21-in. IV—VD
21-in. VII	21-in. VII
21-in. VIII—VIII**A	21-in. VIIIA
21-in. VIII—VIII**C	21-in. VIIIC
21-in. VIII—VIII**C.M.	21-in. VIIIC.M.
21-in. IX—IX**A	21-in. IXA
21-in. IX—IX**C	21-in. IXC
21-in. X—X**	21-in. X
24½-in. I	24½-in. I

4. The markings on Warheads already in service will be amended as they pass through depôts.

2392.—Paravane Arrangements—Joining Shackles, ¾-in.—Allowance

"Abdiel" Class Minelayers

(N.S. 17475/42.—21.5.1942.)

The allowance of joining shackles, ¾-in., in the paravane equipment of fast minelayers of the "Abdiel" class has been increased from two to eight.

2. The provision of these extra shackles will enable jury backhauls to be rigged in the shortest possible time in the event of the backhauls parting in circumstances which do not allow time for their proper repair.

3. The additional shackles should be supplied by the storing yards without demand.

(S.N.S.O., Chatham—Postal Message No. 3393X, 8.4.42.)

2393.—Torpedo Equipment Trials

(T.950/42.—21.5.1942.)

A torpedo equipment trial is to be carried out in any ship carrying a torpedo armament whenever the tubes or torpedo handling gear have undergone major changes or repairs during a refit.

2. If in any doubt as to the necessity for such a trial, Flag and Naval Officers-in-Charge of contract repair work or Admirals Superintendent of Dockyards should obtain a decision from "Vernon", Northern Torpedo Section (Telephone: Carlisle 1326), or "Vernon", Southern Torpedo Section (Telephone: Portsmouth Dockyard ext. 4405), for ships refitting north and south respectively of the line Great Yarmouth—Milford Haven.

3. When arranging the date of the trial with "Vernon" N.T.S. or S.T.S. the following factors should be borne in mind :—

- The period between the dates of the trial and the date of completion of refit should be sufficient to allow clearing of defects and deficiencies discovered during the trial before the ship leaves the refitting yard.
- Alternative trial dates and as much notice as possible should be given, in order to avoid clashing with other equipment trial commitments.
- At least seven days' notice is normally required in order to arrange for provision of the torpedoes and stores required for the trial.

4. In order, therefore, to ensure that the ships referred to in paragraph 1 leave the refitting yards with an efficient torpedo armament, particularly ships which are only in hand for a short time (*e.g.* Coastal Force torpedo craft changing tubes), it is essential that arrangements for torpedo equipment trials should be initiated at the earliest possible date.

(O.U. 6146 (34).)

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

2394.—Controlled Mining—Caps W.T., Patterns 4109 and 4110

C.M. Base Ships and Laying Vessels

(N.S. 013038/42.—21.5.1942.)

Since the issue of A.F.O. 1606/41 only two vessels (C.M. base ships) have returned caps W.T., Patterns 4109 and 4110 (Subhead F.2.C(1)), to the address given therein.

2. In the interests of economy it is important that the caps should be returned when no longer required for the current operation.

(A.F.O. 1606/41.)

2395.—Denny Brown Ship Stabilisers—Modifications to Electrical Equipment—A. and A.

"Hunt" Class Destroyers

(D. 6273/42.—21.5.1942.)

In order to improve the operation of the electrical equipment of the constant pressure type of ships' stabiliser the following modifications have been necessary :—

- Substitution of a modified control panel interior for that already fitted.

(b) Supply and fitting two limit switches.

(c) Slight modifications to the wiring between the panel and the valve operating solenoids.

2. Arrangements are being made for modified control panels and limit switches to be made available at Chatham for issue on demand.

3. If the period of time a vessel is in hand for refitting will permit of the work being carried out, a modified control panel, two limit switches and a set of fitting instructions are to be demanded from Chatham.

4. On receipt of this equipment the existing control panel interior is to be removed and forwarded to H.M. Dockyard, Chatham, and the modified control panel and limit switches fitted in lieu.

5. The following vessels are concerned:—

“Avon Vale”, “Badsworth”, “Beaufort”, “Blankney”,
 “Blencathra”, “Brocklesby”, “Cattistock”, “Chiddingfold”,
 “Cleveland”, “Cotswold”, “Cottesmore”, “Croome”, “Dulverton”,
 “Eridge”, “Exmoor”, “Farnedale”, “Fernie”, “Garth”,
 “Holderness”, “Hurworth”, “Krakowiak”, “Kujawiak”, “Lamerton”,
 “Lauderdale”, “Liddesdale”, “Mendip”, “Meynell”, “Puckeridge”,
 “Pytchley”, “Quantock”, “Quorn”, “Southdown”, “Tynedale”,
 “Whaddon”, “Wheatland”, “Wilton”.

N.B.—Separate arrangements have been made for “Puckeridge”.

6. The Commander-in-Chief, The Nore, and the Rear-Admiral (D), Home Fleet, are to include an item, Classification “A”, in their next lists of As. and As. to cover these modifications.

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

2396.—Gyroscopes, A.B., Marks I and I*—Modification to Spring Catch

(A.S. 3949/42.—21.5.1942.)

A case has occurred of a failure of an A.B. Mark I—I* gyroscope to uncock when shipped in a torpedo. The failure was caused by the milled head of the spring catch which retains the firing lever in the uncocked position fouling the inside of the oval gyro door seating, with the result that the spring catch was unable to withdraw fully and so interfered with the downward travel of the firing lever.

2. In order to remedy this defect the spring catch is to be removed from the gyroscope and the milled end modified as shown in A.F.O. Diagram 122/42, the catch being afterwards re-assembled in the gyro frame complete with its spring and pins.

3. Gyroscopes in ships and shore bases are to have the above modification carried out by ships' staff; gyroscopes in torpedo depôts will be modified before issue. New manufacture gyroscopes will be fitted with the modified type of catch during manufacture and in addition will be gauged to ascertain that the head of the catch is within the allowable limits for clearance.

2397.—Detonators, Percussion, Watertight, Mark VI, Lot 18, C.Y. 6/40— Withdrawal from Service

(A.S. 2548/42.—21.5.1942.)

All detonators, percussion, watertight, Mark VI of Lot 18, C.Y. 6/40 in service are to be withdrawn.

2. All ships are, therefore, to land detonators, percussion, watertight, of this lot at the nearest Naval armament depôt at next opportunity and to draw a similar quantity of detonators, percussion, watertight, of another lot in replacement.

3. All detonators of the above lot landed from ships, or held in store, are to be destroyed in accordance with R.N.A.S., Part II, Article 782.

2398.—Main Generators—Armature Slot Wedges

“Unity” Class Submarines

(D. 6088/42.—21.5.1942.)

Loose armature slot wedges in a “Unity” class submarine main generator armature have been reported recently.

2. Shrinkage of the armature slot insulation and/or armature slot wedges had permitted movement of the armature windings, resulting in rapid wear of the wedges.

3. If allowed to continue, a defect of this nature will involve risk of breakdown due to chafing of insulation and from slot wedges finally working out altogether.

4. All main generator armatures of “Unity” class submarines are to be examined for loose slot wedges as the submarines come in hand for docking or refit and if any slackness is found this is to be reported.

5. Slackness is to be corrected by fitting new wedges.

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

2399.—Battery Ventilation Fans

“T” Class Submarines

(D. 5000/42.—21.5.1942.)

So as to decrease, at will, the volume of air in the battery ventilation system of “T” Class Submarines, arrangements are to be made in accordance with A.F.O. Diagram 123/42, for the control system to be modified so that the two fans to each tank can be run in series or parallel.

2. To permit of this modification being made with the least possible delay it is suggested that the triple pole switch be arranged by mounting two A.P. 4101A switches on a metal plate and mechanically coupling the switch arms.

3. The series and parallel positions of the triple pole switch handle are to be clearly marked.

4. A tally plate is to be mounted adjacent to the triple pole switch and engraved in bold lettering as follows:—

“Switch must be in *PARALLEL* position when battery is being charged.”

5. An item to cover this modification is to be included in the list of alterations and additions for all “T” Class submarines in commission and the work is to be carried out by depôt ship's staff at the first convenient opportunity.

6. Dockyard officers and electrical overseers are to arrange for the completion of this item in all “T” Class vessels building or undergoing refit if the modification has not already been done.

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

2400.—Respirators, Anti-Gas—Painting of Haversacks

(A.S. 12196/41.—21.5.1942.)

To reduce the losses of Service type respirators on personal issue, it is desirable that the haversacks of all such respirators shall have a distinctive naval marking.

2. All grade C respirator haversacks issued to naval and civilian personnel in H.M. ships and naval establishments are to be painted with a continuous horizontal black line one inch wide on the front and on the back of the haversack on the upper part of the reinforced canvas which forms the base of the haversack.

3. Black paint suitable for this purpose is made up as under:—

To make 1 gallon

Pattern 6D Lamp black	...	...	...	2 lbs.
Pattern 107 Methylated spirit	...	...	...	6 pints
Pattern 42a Knotting spirits	...	...	...	2 pints
Dissolve black in methylated and add knotting last.				

(Rear-Admiral Naval Air Stations, Lee-on-Solent.)

(R.N.A.S. 15.8.41.—No. 4779/639/18.)

2401.—Boiler Tubes, etc.

H.M.S. "Boston"

(N.S./P.4633/42.—21.5.1942.)

Particulars of the boilers and tubes fitted are as follows:—

Type and No. of Boilers ... Admiralty water tube type ... 2 No.
 Total No. of tubes fitted ... Generator ... 2348 No.

Row.	Ext. Dia.	Thickness.	Fitted Length.		Total No. of Tubes fitted.	Remarks.
			ft.	in.		
A	1½	116	6	6	132	} Bent.
B	1½	116	6	3¾	128	
C	1	104	6	0⅞	196	} Straight.
D	1	104	5	11¾	192	
E	1	104	5	10⅞	188	
F	1	104	5	10⅞	184	
G	1	104	5	9¾	180	
H	1	104	5	9¾	176	
J	1	104	5	9¾	172	
K	1	104	5	10¾	168	
L	1	104	5	11¾	164	
M	1	104	6	0¼	160	
N	1	104	6	1¼	156	
O	1	104	6	3	152	

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

(This Order will not be reprinted.)

2402.—Combustion Tubes for Oil Fired Boilers

(D. 6016/42.—21.5.1942.)

In view of the difficulty of obtaining supplies of heat-resisting steel combustion tubes, the use of alternative materials is being investigated.

2. Pending the result of this investigation, combustion tubes and their supports are to be made of H.R. steel only for ships having boilers fitted with air preheaters unless otherwise directed by the Admiralty.

3. Where deliveries of heat-resisting steel combustion tubes cannot be obtained in time to meet requirements, combustion tubes of aluminised mild steel are to be supplied in lieu.

4. For all ships other than those referred to in paragraph 1 combustion tubes and supports are to be supplied in mild steel aluminised by the spray process.

5. The combustion tubes are to be not less than $\frac{3}{16}$ in. thick.

(A.F.O. 1822/40 is cancelled.)

2403.—Dorman 7½-kW. Oil-Driven Generating Sets—Modifications to

(E.in-C./C.P. 86671/41.—21.5.1942.)

In view of adverse reports received of some of the 7½-kW. oil-driven generating sets supplied by Messrs. W. H. Dorman & Co., Ltd., and bearing engine numbers 33646, 33648 and 33651 to 33670, the following modifications are to be carried out to all of the above sets.

- (1) Fit valve springs of modified design.
- (2) Remove oil cooler.
- (3) Replace existing gear type by seawater pump of another design.
- (4) Modify cooling water system to permit more accurate temperature control.
- (5) Fit engine supports of steel in lieu of cast iron.
- (6) Fit resilient mountings.

2. An Order has been placed with Messrs. Dorman for the supply of all items necessary to carry out these modifications. Ships in which these generators are fitted are to forward a defect list through their administrative authorities to cover the work involved. Administrative authorities should requisition the sets of this equipment as required from the Admiralty Engineer Overseer, Midland District, 75, New Street, Birmingham, and arrange for the modifications to be carried out at the first available opportunity, the work being carried out as a defect.

3. Instructions for fitting will accompany each set of equipment.

4. All items removed from the engines during the modification are to be returned to the Admiralty Engineer Overseer, Midland District, c/o Messrs. W. H. Dorman & Co., Ltd., Stafford.

5. Care should be taken that the following instructions are adhered to in order to ensure the efficient working of these engines.

- (1) The engine cooling water pump suction must be connected to its own seacock, and not to the suction pipe of another pump.
- (2) The temperature of the engine cooling water discharge is to be maintained as close as possible to but not exceeding 130° F.
- (3) Overhauls of the engines should be carried out in accordance with Engineering Manual, Article 333.

2404.—Oil Fuel Sprayers, Pattern 13—Manufacture at the Dockyards

(D. 2540/42.—21.5.1942.)

Dockyard requirements of oil fuel sprayers, Pattern 13, with caps and plugs of varying outputs, are at present met by manufacture at Portsmouth, but in view of the increasing demands, future requirements will be met by allocating part of the work to Devonport and Chatham.

2. Sprayer caps and plugs manufactured at the latter yards are to be gauged and tested for output and atomising at these yards before being returned to store for issue, and arrangements are also to be made for 10 per cent. of each pattern cap and plug to be forwarded to the Oil Fuel Experimental Station at Haslar for check test.

3. Similar fittings, manufactured at Portsmouth, are to be tested at Haslar in accordance with existing procedure.

4. The undermentioned reserves are to be maintained until further notice:—

At home yards—six months ...	} Calculated at estimated war expenditure.
At yards abroad—twelve months...	

5. Demands, prepared on Form D.273, are to be forwarded half-yearly to reach Admiralty on the dates shown below:—

Home Yards	Yards Abroad
7th February	15th June
7th August	15th December

The practice of home yards furnishing particulars of requirements to Portsmouth is to be discontinued. Allocation of work to the three manufacturing dockyards will be notified by the Admiralty.

(A.F.O. 1524/33—not in annual volume.)

2405.—R.D.F. Sets, Types 272 and 272M—Fitting-Out Information

(S.D. 0835/42.—21.5.1942.)

A.S.E. Preliminary Specification No. B147/42 has been prepared to show the method of fitting and wiring R.D.F. sets, Types 272 and 272M.

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

3. Copies of the specification have also been forwarded to the Warship Production Superintendents, Scottish, East Scotland, Belfast, South Wales, North Eastern, North Western, Humber, Southern and Thames areas. The Principal (Ship) Overseers and Emergency Repair Overseers of all ships approved to be fitted with R.D.F. Set, Type 272 or 272M are therefore to apply to the Warship Production Superintendents of their areas for a copy of A.S.E. Specification No. B147/42 in accordance with the procedure laid down in A.F.O. 790/40.

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

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

2406.—Preservation of Aero-Engines

(A.M.R. 377/42.—21.5.1942.)

All engines installed in aircraft are, if practicable, to be run at least once every two days, until warming up temperatures are reached.

2. An engine is to be inhibited on the following occasions:—

- (i) When it is likely to be idle for seven days and cannot be run.
- (ii) Before transfer, unless the period of transfer is certain not to exceed seven days.

Note.—Transferor is responsible for inhibition.

(iii) On receipt from overseas for storage, if free from corrosion.

3. An inhibited engine is to be re-inhibited on the following occasions:—

- (i) After six months' inhibition.
- (ii) After turning, unless it is to be run within seven days.

Instructions for inhibition.

4. If engine can be run, proceed as follows:—

- (i) See that oil system is filled with clean oil.
- (ii) Run engine up to normal take-off temperatures.
- (iii) Stop engine and let it cool.

5. If engine cannot be run proceed as follows:—

- (i) Prime positively with clean oil.
- (ii) Turn at least six revolutions by hand, or for ten minutes by mechanical means if available.
- (iii) Remove all surplus oil and condensate by syringe from each cylinder with piston at top of stroke.

6. If engine is to be removed from airframe or power plant, drain all oil from filter and sump, and coolant from cooling system, as soon as possible after running or turning.

7. Remove all surplus oil from valve stems and springs, and from camshafts and housings of in-line engines.

8. Using spraying apparatus (Stores Ref. 4A/1261) inject anti-corrosive inhibitor (Stores Ref. 33C/563) into each cylinder with piston at bottom of power stroke. The quantities of inhibitor to be used per cylinder are as follows:—

Armstrong-Siddeley	...	...	12-14 c.c.
Bristol	...	...	16-20 c.c.
De Havilland	...	...	6-8 c.c.
Napier Sabre	...	...	6-8 c.c.
P. & W. Wasp	...	...	12-14 c.c.
R-R. Griffon	...	...	16-20 c.c.
R-R. Kestrel	...	...	8-10 c.c.
R-R. Merlin	...	...	12-14 c.c.
Wright Cyclone	...	...	15-20 c.c.

Notes.—(i) If inhibitor is too thick to spray, warm it slightly or thin with white spirit (Stores Ref. 33A/246) or with unleaded Pool petrol.

(ii) If inhibitor is thinned with white spirit or petrol, the foregoing quantities should be increased slightly to allow for evaporation, but not otherwise.

(iii) The lowest cylinders of radial engines must be sprayed last.

9. Turn engine a few revolutions by hand. Respray all cylinders after which engine must not be turned again.

10. Spray valve gear, and on in-line engines, the camshafts and rockers. Valve stems are to be sprayed through the springs, and exhaust valves through ports with valves open. If the exhaust ring and stubs are left in position they should be sprayed internally.

11. Replace and secure filters.

12. Fit dummy sparking plugs with copper-asbestos joint rings. If engine is not installed in an airframe, fit blanking equipment and blank off air intakes and exhaust ports.

13. Before storing the engine, any parts needing external preservation are to be treated in accordance with A.P. 830, Vol. II, Leaflet C.5, paragraph 10.

14. Magnetos, generators and general electrical equipment used with the engine are to be preserved according to A.P. 830, Vol. II, Leaflets C.4, G.4, G.6, G.7; and A.P. 1095, Vol. I, Section 5, chapter 1.

15. Record the inhibition on Form 700 and in engine log book.

16. Instructions for preparing an inhibited engine for running are in the relevant A.P. Vol. I, Section I.

(A.F.O. 1817/41 is cancelled.)

2407.—Identification of Hydraulic Fluids and Ethylene Glycol

(A.M.R. 355/42.—21.5.1942.)

Colouring of hydraulic fluids is customary by certain firms but is not normally called for by specification, and owing to the various colour schemes adopted, cannot be relied upon to distinguish one type of fluid from another. The stores reference marked on the container only is to be used.

2. The utmost care is to be taken, when identifying different types of hydraulic fluids and ethylene glycol, as serious damage may be caused by the use of the wrong type of fluid.

3. A.P. 1086 and A.P. 1464 will be amended.

(A.F.O. 172/42.)

2408.—Camera, Aircraft, F.24—Failures

(A.M. 4769/42.—21.5.1942.)

In some instances, F.24 cameras have failed owing to the jamming of the gear box gap wheel and the driving pinion or the shutter blind pinions, caused by the incorrect shape or position of the spring tooth. (See A.P. 1355, Vol. I, part 2, chapter 1, figure 9, No. 14, for the gap wheel; figure 9, No. 19, for the driving pinion; and the figure 7, for the shutter blind pinion.)

2. Any F.24 camera which has failed owing to this fault is to have the first solid tooth past the spring tooth on the gap wheel removed from both rings of teeth

2409.—Conservation of Fluids Used in Lockheed Hydraulic Equipment and Under-carriage Struts

(A.M.R. 286/42.—21.5.1942.)

Economy in the use of the above fluids is essential and it is equally important to save all used or dirty fluid.

2. Containers in which this fluid is supplied should be clearly labelled when empty as receptacles for used or dirty fluid and as convenient quantities accumulate, these containers should be returned to Messrs. Automotive Products Co., Ltd., Tachbrook Road, Leamington Spa, through the usual service channels.

3. As it is now possible to isolate and extract all the valuable constituents fluid that has been contaminated with mineral oils, including paraffin, should also be saved and returned to Messrs. Automotive Products Co., Ltd.

2410.—Naval Aircraft—Defect Reports, Form A.21—Inclusion of Modification Data

(A.M.R. 2253/42.—21.5.1942.)

Whenever a defect is reported, an examination is to be made of the appropriate engine, airframe or power plant log book, and the numbers of all modifications which have been incorporated and which may have any connection with the defective part or parts are to be reported in paragraph 8 of Form A.21.

2. Attention is drawn to "Z" leaflets enclosed in Part 2, Vol. II of the relevant Air Publication which list all modifications approved.

(A.F.Os. 4628/40, 3988/41, 685/42.)

2411.—Leaks in Decks—Prevention of

"Fairmile" motor launches

(D. 4520/42.—21.5.1942.)

The decks of "Fairmile" motor launches are to be kept well painted in order to exclude the weather from the thin deck planking.

2. The decks are to be washed down as often as possible.

(R.A., C.F., 2.2.42, No. 206 M/177.)

2412.—"Bangor" Class Minesweepers—Steam Driven Type—Fitting for Tropical Service—As. and As.

(M./S. 0243/42.—21.5.1942.)

The undermentioned fittings are to be provided in all vessels of "Bangor" class—steam-driven type—in which provision has not already been made.

(a) *Awnings.* A full set of awnings, stanchions and associated fittings is to be supplied, fitted and stowed on board.

(b) *Engine-room ventilation.* 2 in No. 12½-in. supply fans are to be fitted to the existing trunking and supply branches led to positions in the engine room as considered necessary.

(c) *Table fans.* Sockets and circuits are to be provided in the following spaces: 1 in each cabin (4), C.Os. cabin (1), Wardroom (1), P.Os. Mess (1), E.R.As. Mess (1), C.P.Os. Mess (1), Ship's Office (1), Chartroom (1), Seamen's Mess (1), Stokers' Mess (1). Total, 14 fans, including 1 spare; to be carried on board.

2. C.Os. of vessels concerned are to insert an item in their next list of As. and As., Classification "A" to cover the above requirements.

3. With regard to item (a), C.Os. of ships concerned should ascertain whether awnings, stanchions and gear for their ships are available at either Devonport, Portsmouth, Chatham or Rosyth, and, if so, arrange for them to be forwarded for fitting and stowing on board.

2413.—Galvanised Plates, Medium Plates and Sheets—Supplies

Dockyards, Home and Abroad and all Overseers.

(N.S. 12382/42.—21.5.1942.)

On account of the acute shortage of zinc, all makers of galvanised plates and sheets received instructions to accept no further unauthorised orders for galvanised plates or sheets as from the 21st January, 1942.

2. All overseers should therefore inform firms whose work involves the use of plates or sheets that, in cases where it is absolutely essential that these items should be supplied galvanised for Admiralty work, application for authorisation should be made to:—

The Director of Sheets,
Iron and Steel Control,
Ministry of Supply,
Ashorne Hill, Leamington Spa.

3. Where the Director of Sheets has doubt as to the essential nature of any requirement, this will be referred to the Superintendent of Labour and Materials, D.N.C. Department, Admiralty, Bath, who will take the matter up with the Admiralty Department concerned and, if the application is supported, will then refer the matter again to the Director of Sheets.

4. Dockyards and Admiralty Establishments at Home.

(a) Demands for galvanised plates, medium plates and sheets, stating the precise nature of the essential service for which required, and endorsed by the Head of the Technical Department concerned or a signing officer on his behalf, are to be forwarded in accordance with existing practice to the Steel Superintendent. On receipt of the demands the Steel Superintendent will apply for authorisation to the Director of Sheets. If the authorisation is given, the orders will be placed by the Steel Superintendent and copies distributed in the usual manner to the dockyards and/or other authorities concerned.

(b) In cases of doubt, the procedure as outlined in paragraph 3 above will be taken.

(c) Demands for galvanised items for stock are *not* to be forwarded.

5. In all cases, full particulars of the purpose for which the plates or sheets are required and the relevant contract number are to be stated.

6. These instructions do not apply to orders placed with steel manufacturers prior to 21st January, 1942.

7. It is important that all overseers should endeavour to restrict the use of galvanised plates and sheets to essential services. Cases of doubt should be referred to the Admiralty for decision.

8. *Dockyards and Admiralty Establishments Abroad.*—All future demands for galvanised steel plates and sheets forwarded to the Admiralty are to be similarly endorsed and full particulars furnished as instructed in paragraph 4 (a) above.

9. Particular attention of all concerned is to be paid to paragraph 4 (c) above.

2414.—Fast Motor Boats (Scammell Machinery)

(D. 6097/42.—21.5.1942.)

A small number of Scammell RN2 petrol engines, fitted in 16-ft. fast motor boats and 45-ft. fuelling tenders, have the maker's standard silichrome exhaust valves. These exhaust valves are not suitable for use with 100 octane fuel and in order to avoid unnecessary engine wear this fuel is not to be used in these boats.

2. The Service numbers of the boats concerned are as follows:—

Nos. 41130/3	41172/7	41698
41143/8	41300/2	41434/5

3. Arrangements will be made as soon as production permits to supply as replacements valves suitable for use with 100 octane fuel.

2415.—Replace Parts of Machinery for Motor Boats, Motor Torpedo Boats, etc., and Small Generating Sets—Supply

All Ships (including Repair and Depot Ships) and Establishments, Dockyards and Repair Authorities at Home and Abroad, and Emergency Repair Overseers (except authorities under R.A.C.F. and C.C.O.)

(D. 3976/42.—21.5.1942.)

The following revised arrangements for obtaining replace parts of machinery for motor craft and small generating sets are to be adhered to in future.

2. Stocks of spare parts for certain engines are centralised in the Portsmouth district and will be issued direct to ships and services by M.E.D. Portsmouth (Botley) and E.E.M. Portsmouth.

Type of Engine

- *Parsons H.4.M. *8/28 h.p. Power Meadows.
- *Vosper Ford V.8. *12/48 h.p. Power Meadows.
- *Thornycroft Ford V.8. *110 h.p. Meadows (Birmal).
- *Parsons Ford V.8. Ferry S.D.4, F.D.4 and B.M.4.
- *White Ford V.8. *Austin Triton 10 h.p.
- *Ferry Ford V.8. *Austin Thetis 7 h.p.
- Scripps Ford V.8. Chrysler Crown.
- *Vosper Ford Model B. *Thornycroft R.A.4.
- *Thornycroft Ford Model B. Vosper V.8. gearbox on M.T.B. and
- *Parsons Ford Model B. M.B.
- *White Ford Model B. *Napier Lion.
- *Ferry Ford Model B. *Norman Lyon.
- *100 h.p. Power Meadows. Coventry Victor Cub.
- *80 h.p. Power Meadows.

Kermath Seawolf (electrical parts not held but can be obtained).
 U.S.A., Type D.A. (25 h.p. Diesel) } As fitted in motor boats in "Town"
 U.S.A., Type B.A. (19 h.p. Petrol) } Class destroyers.

3. Arrangements are also being made to hold stocks of parts for the following engines, and demands can be rendered from now on :-

- McLaren M.D.B.5. Ruston Hornsby 4 V.S.Q.Z.
- McLaren M.L.4. Ruston Hornsby 5 V.R.B.Z.
- McLaren M.D.B.3. Paxman 4 R.Q.
- Ruston Hornsby 5 V.Q.X. Paxman 4 R.W.

4. Stocks of other makes of service type motor boat engine spares, and of generating engine parts will be built up as experience is gained in the expenditure of such items.

5. Stocks of electrical spare gear for the engines marked with an asterisk are also held by E.E.M. Portsmouth (Botley).

6. Stocks of certain spares for American engines which can be made in England are held and others are being built up.

7. All authorities are therefore to forward their requisitions for replace parts of the engines referred to above direct to Manager, Engineering Department, c/o Botley Post Office, Hants, England. These replace parts are to be requisitioned *separately* from any other replace parts, and a specific head of charge (ship or service) must be stated; the quotation of a motor boat number alone is not sufficient for accounting purposes.

8. All demands for electrical equipment are to be made separately from those for engine parts, and must be addressed to Electrical Engineering Manager, H.M. Dockyard, Portsmouth.

9. Requisitions are to be made in the following form in original only. Requisition forms are to be made by authorities demanding.

Replace Parts for Motor Boats, etc. A.F.O. 2415/42.

From.....
 Date..... Ref. No.....
 To M.E.D., c/o Botley Post Office, Hants, England.
 or to E.E.M., H.M. Dockyard, Portsmouth.

The following replacements are required. Request you will arrange.

Engine Maker..... Engine Type.....
 Motor Boat Official No. and Name (if any).....
 Ship or Service.....

Item No.	Description	Part No.	Drawing No.	No. required and Urgency				
				(a)	(b)	Date	(c)	(d)

Electrical items *must* be kept separate from Engine items.

Signed.....

10. If there is any doubt about the requisition arriving at its destination, a copy is to be sent by some other means, e.g., another steamer or by air.

11. If it is desired to take hastening action on any requisition the hastener is to be addressed to M.E.D. or E.E.M., H.M. Dockyard, Portsmouth.

12. One of the greatest difficulties of the storekeeping staff is to deal with incomplete demands. It is essential that the engine type, engine number, and, if a Ford engine, the marine conversion and engine number, should be quoted as well as the maker's part numbers of the parts required. This is particularly important in the case of Ford engines, as Scripps Ford engines made in America, Lincoln Ford engines made in Canada, and English Ford engines made at Dagenham, have parts which are not interchangeable.

13. When propellers are demanded, the pitch and diameter and handing must be stated. When propeller shafts are demanded the length from the forward face of the coupling to the large end of the cone must be given.

14. Whenever demands are made by "message", part numbers or code words should always be repeated in the message, e.g., "... part No. 3124, repeat 3124, ...". A great deal of trouble is experienced with mutilated cypher messages and teleprinter messages. A copy of any message should always be sent by post marked "confirmatory copy". Demands sent by message are to be addressed to M.E.D. or E.E.M., Portsmouth.

15. The following particulars must always be given for electrical parts and are most important :-

- (a) Maker and maker's part number.
- (b) Handing from driven end—clock or anti-clock—for rotating parts.
- (c) Voltage.
- (d) Maker of engine and engine type.
- (e) Maker of screening—if fitted—when demanding H.T. leads and distributor assemblies.

16. All defective electrical gear, and any samples sent as patterns, are to be addressed to *Electrical Engineering Manager, c/o Botley Station, Southern Railway, Hants, or c/o Botley Post Office, Botley, Hants*, with packing notes, in order that the gear may, if possible, be repaired or parts of the gear utilised for repairs. A covering letter giving full despatch particulars, method of transport and degree of urgency is to be addressed to E.E.M., H.M. Dockyard, Portsmouth. If it is not possible to forward the defective material the reason for this should be stated on the demand form.

17. Great difficulty is frequently experienced in allocating the correct order of priority for supply of spares, there being no guide as to the degree of urgency of each individual demand, and consequently orders have to be taken in rotation. This frequently impedes the supply of spares to really urgent services. In order to take full advantage of the supply organisations of the production firms concerned and to ensure a continuous and adequate supply of spares, all authorities are to arrange, when making demands, to indicate the degree of *urgency* of supply by quoting one of the following or similar appropriate headings.

- Urgency (a). Required immediately as, e.g., $\left\{ \begin{array}{l} \text{Boat unable to run} \\ \text{or} \\ \text{No spares held.} \end{array} \right.$
- Urgency (b). Required as soon as possible but not later than
- Urgency (c). Required to replenish stocks, but not required until approximately
- Urgency (d). Anticipated requirements for delivery in due course.

18. The rate of supply of spare parts is also hindered if authorities demand larger orders on Portsmouth Dockyard than they actually need. If the policy of ordering larger supplies than necessary is allowed to continue by a number of authorities it defeats the object of this order, the result being that actual supply of spares urgently required will not be met in a reasonable time. It is probable that demands have been made in this way by some authorities as a result of wrongly interpreting A.F.O. 3640/41 in presuming that demands have to be made on the dockyard for bulk supplies of spares, irrespective of whether such quantities are required for immediate services or not. This is not intended and demands are only to be made for known or anticipated requirements as outlined under (a), (b), (c) and (d) above. Spares over and above those authorised are not to be demanded, and a statement to this effect is to be included on the demand form.

19. To enable the Portsmouth Dockyard Officers concerned to fix stock levels of spare gear demanded, authorities demanding are, where practicable, to inform them of their anticipated expenditure over a period of six months of any spare parts being ordered.

20. All packing cases received from the Manager, Engineering Department, Portsmouth Dockyard (Botley), containing spare gear for motor boats, are to be returned by ships and establishments at home to M.E.D., c/o Southern Railway, Botley. Arrangements have been made for the correct returning address to be painted on the *reverse* of the lid of each packing case.

21. Any parts which are worth reconditioning are to be returned to Portsmouth for the necessary work to be arranged. This applies especially to worn cylinder blocks which can be re-sleeved or have false valve seats fitted and connecting rods which can be re-metalled. Crankshafts which are worn but unbroken and which are of no further use to H.M. Service are also to be returned.

22. Demands for Ford engine spares are not to be made on the main Ford works at Dagenham. Small orders which are urgently required may be obtained if necessary from the various Ford local dealers.

23. All cases containing parts for reconditioning should be addressed to the Manager, Engineering Department, c/o Botley Station, Southern Railway, Hants. This order is to be quoted on the packing note.

24. The instructions contained in A.F.O. 674/34 are to be observed where applicable.

(A.F.Os. 674/34 and 1167/42.)

(A.F.Os. 3640/41 and 5291/41 are cancelled.)

2416.—D.G. Equipment—Fitting of Rudder Post Loops and S.A. Frame Magnets—A. and A.

105-ft. Motor Minesweepers

(S.D.G. 102/42.—21.5.1942.)

To improve the D.G. equipment of 105-ft. M.M.S. they are to be fitted with certain additional equipment:—

- (i) All M.M.S. (except M.M.S.82-87 inclusive) are to fit the rudder post loop and S.A. frame magnet.
- (ii) M.M.S. 82-87 inclusive are to fit the S.A. frame magnet *only*.
- (iii) M.M.S. 23, 63, 77, 92, 136 and 139 are to have the experimental gear removed including the special compass correction gear and are to fit standard arrangements as at (i).

2. Ships concerned are to insert an item, Classification "A" in their next list of As. and As. to cover the work involved.

3. Full details of the additional equipment required and method of installation are contained in the Specification for Permanent Internal D.G. Installation of 105-ft. M.M.S. (No. 2 dated April, 1942) and Drawing D.E.E. 10070 R/4, copies of which are being issued to all fitting-out authorities.

4. Demands for the 90 yards of electric cable Pattern 13369, for the R.P.L. should be forwarded to the Naval Store Officer, Millers Arcade, Preston.

5. Demands for the S.A.F.M. and discharge resistance which will also be supplied by the Admiralty, should be forwarded to The Director of Electrical Engineering, Admiralty, Bath, quoting full forwarding particulars and the date by which the equipment is required.

2417.—Thimbles for Towing Hawsers

Rescue Tugs

(N.S. 16636/40.—21.5.1942.)

The undermentioned thimbles have been standardised under subhead B.10, Contract Schedule 5, for towing hawsers:—

Thimbles, mild steel, open, galvanised (with or without links) for cordage.
Specification DNC/M/SW1, sketch No. LXXVII

Pattern No.	Size of Cordage, in.	Score.		Size in Clear.		
		Width, in.	Depth, in.	Width, in.	Length, in.	
6410	With link	8	2 $\frac{3}{4}$	1 $\frac{1}{4}$	3 $\frac{1}{4}$	5 $\frac{1}{4}$
6410A	Without link					
6411	With link	9	3 $\frac{1}{8}$	1 $\frac{3}{8}$	3 $\frac{5}{8}$	5 $\frac{7}{8}$
6411A	Without link					
6412	With link	10	3 $\frac{1}{2}$	1 $\frac{9}{16}$	4	6 $\frac{3}{8}$
6412A	Without link					
6413	With link	11	3 $\frac{7}{8}$	1 $\frac{11}{16}$	4 $\frac{3}{8}$	6 $\frac{5}{8}$
6413A	Without link					
6414	With link	12	4 $\frac{1}{4}$	1 $\frac{13}{16}$	4 $\frac{3}{4}$	7 $\frac{1}{2}$
6414A	Without link					
6415	With link	13	4 $\frac{5}{8}$	2	5 $\frac{1}{8}$	8
6415A	Without link					
6416	With link	14	5	2 $\frac{1}{8}$	5 $\frac{1}{2}$	8 $\frac{5}{8}$
6416A	Without link					
6417	With link	15	5 $\frac{3}{8}$	2 $\frac{1}{4}$	5 $\frac{7}{8}$	9 $\frac{1}{8}$
6417A	Without link					
6418	With link	16	5 $\frac{3}{4}$	2 $\frac{3}{8}$	6 $\frac{1}{4}$	9 $\frac{3}{8}$
6418A	Without link					
6419	With link	18	6 $\frac{1}{2}$	2 $\frac{11}{16}$	7 $\frac{1}{8}$	10 $\frac{7}{8}$
6419A	Without link					
6420	With link	20	7 $\frac{1}{4}$	3	8	12 $\frac{1}{4}$
6420A	Without link					

2. Patterns 6410A and 6413A are as previously used with the equipment for oiling at sea and purchase of quantities of these patterns as shown in Home Yard Sixth War Demands is being arranged. Any quantities of the remaining patterns demanded in Home Yard Sixth War Demands should be considered cancelled, and the estimated requirements of these for the next twelve months, plus reserve, should be included in a special supplementary demand to reach the Admiralty by the 25th June, 1942.

(Portsmouth Yard Letter No. 629/29.I.41.)

2418.—Arrester Gear—Rope Sockets

(D.N.C. 2658/42/A.M. 4693/42.—21.5.1942.)

The rope sockets at the ends of the main wires and centre spans of arrester gear should be made in future in accordance with the method illustrated in A.F.O. Diagram 64/38 (2).

Steel cones should not be used.

2. The molten white metal should be fully fluid, but not overheated; excessive temperature will impair the temper and tensile strength of the rope wires and endanger the safety of the completed fittings.

3. The pouring ladle should be sufficient capacity to hold the full amount of metal to fill the socket basket. Pouring should be continuous and uniform until the metal completely fills the basket. After pouring the white metal the socket should be allowed to cool gradually and should remain undisturbed until the white metal is fully set and the socket has cooled to air temperature.

(A.F.O. 1434/38 and A.F.O. Diagram 64/38 (2).)

2419.—Irrigating Vessels, Pattern 69—Allowance
Corvettes ("Flower" Class) and Ocean-Going Trawlers

(N.S. 17862/42.—21.5.1942.)

An irrigating vessel, Pattern 69 (container and lid only) and a nickel-silver cock, Pattern 5770, are to be allowed to each "Flower" class corvette and ocean-going trawler (including auxiliary ocean-going trawlers).

2. Ships concerned should forward demands to their storing yards or bases as necessary. The nozzle, Pattern 1304, and rubber tubing, Pattern C. 2411C, required should be demanded as "consumable" stores. Supply to ships of new construction of the articles mentioned in paragraph 1 above should be made by storing yards in the usual manner.

3. B.R.347—Establishment of Naval Stores for Trawlers and Corvettes ("Flower" class)—will be amended.

(Naval Health Officer, Western Approaches, 22.2.42.)

2420.—Sights—Torpedo Deflection Sights, Mark III*—Fitting of Flexible Drive to Binocular Holder

(G. 1898/42.—21.5.1942.)

The fitting of modern torpedo control equipments (T.D.S.III* with Binocular Attachment and Binocular Holder) on destroyer bridges is described in C.A.F.Os. 680/41 and 2250a/40.

2. The attention of all persons responsible for fitting this gear is drawn to the necessity for seeing that the copper retaining tube carrying the flexible shaft between binocular holder and attachment is securely anchored at both ends.

3. If the run of tube is longer than 3 ft., it is desirable to secure it also in the middle, if this can conveniently be arranged.

4. Instances have been reported of ships leaving contractors' yards without this tube fitted, presumably due to difficulty in obtaining suitable tube at short notice. In such instances, fitting of tubes is to be carried out by depôt ships or own ship's staff at the earliest convenient opportunity, suitable material being drawn from store.

5. When there is difficulty in obtaining either flexible shaft or copper tube at contractors' yards, Principal Ship Overseers should assist by obtaining this gear as above.

6. Purchase under sub-head F, item 1B of 200 5-ft. lengths of steel flexible shafting $\frac{3}{8}$ -in. diameter complete with $\frac{3}{16}$ -in. copper tubing has been arranged from Messrs. Terry & Sons, Ltd., under contract dated 23rd November, 1941, C.P.90607/41/F.615 for delivery as follows:—

20 lengths ...	S.N.S.O. Alexandria.	30 lengths ...	S.N.S.O. Severn Area.
12 lengths ...	N.S.O. Simonstown.	20 lengths ...	S.N.S.O. Rosyth.
10 lengths ...	S.N.S.O. Colombo.	20 lengths ...	S.N.S.O. Portsmouth.
10 lengths ...	N.S.O. Bombay.	20 lengths ...	S.N.S.O. Devonport.
8 lengths ...	N.S.O. Gibraltar.	20 lengths ...	S.N.S.O. Chatham.
		30 lengths ...	N.S.O. Preston.

(C.A.F.Os. 2250a/40 and 680/41.)

2421.—Sprinklers in Lamp and Paint Room—A. and A.
Destroyers, including "Hunt" and "Town" classes but excluding "I", "Tribal", "J" and "K" classes

(D. 06147/42.—21.5.1942.)

An item, Classification "A", is to be included in the next list of As. and As. for all destroyers in commission, covering the following work:—

"To fit 1 $\frac{3}{4}$ -in. branch from main service to be led inside the lamp and paint room on which 2 in No. $\frac{1}{2}$ -in. flat star Mather & Platt non-automatic sprinklers are to be fitted to 1-in. branches from the pipe in convenient positions inside compartments. 1 $\frac{3}{4}$ -in. screw-down control valve is to be fitted to the pipe outside the compartment and to be capable of being operated locally and from the Forecastle Deck."

In "Town" class destroyers branches should be taken from the 1 $\frac{1}{2}$ -in. fire main, with a 1 $\frac{1}{2}$ -in. screw-down control valve.

(C.-in-C., the Nore, 20.3.42, No. 1388/381B), R.A.(D) Home Fleet, 16.3.42, No. 286/H.D. 386a, Capt.(D) Rosyth, 17.3.42, A.A.32/676.)

2422.—Multiple Glands for Electric Cables

(D. 3034/42.—21.5.1942.)

Instances have recently occurred where Henley's plastic compound has exuded from multiple glands for electric cables owing to the omission of lamp wick stemmings that should have been inserted around each cable below the split bush, to prevent the compound from exuding.

2. Special attention is, therefore, drawn to the vital importance of all glands, and deck tubes, being efficiently and properly packed in accordance with standard Admiralty practice.

(C.-in-C., H.F., 28.2.42, No. 279/H.F. 390/57.)

2423.—Hot Water Heaters—Spare Elements and Valves

(P.57538/41.—21.5.1942.)

One spare thermostat element and valve is to be provided per ship for the main heating tank of the ship's hot water system, if such provision is not already made.

2. Commanding Officers are to forward demands accordingly, giving full particulars of valves already fitted, including names of makers.

2424.—Tools for Fulmar Aircraft

(N.S. Air 2383/41.—21.5.1942.)

The allowances of Fulmar airframe repair tools have been revised and are to be amended as follows:—

O.U. 6328(F).

1	2	3	4	5	6	7	8	9	20	21	X	Y	Z	
	<i>Section 26BE</i>													
10285	Spanner, for retaining cap, undercarriage, E.R. gear.	F/Q/157	No.	1	1	1	1	1				6	3	6
10285	Do. do.	—†	"	1	2	3	5	6	A					
10289	Spanner, adjustable, for nut for trunnion.	F/Q/161	"	1	1	1	1	1				6	3	6
10289	Do. do.	—†	"	1	2	3	5	6	A					
10291	Spanner, adjustable, for gland nut, undercarriage oleo leg.	F/Q/163	"	1	1	1	1	1				6	3	6
10291	Do. do.	—†	"	1	2	3	5	6	A					
10299	Spanner, for eccentric spindle on location links.	F/Q/171	"	1	1	1	1	1				6	3	6
10299	Do. do.	—†	"	1	2	3	5	6	A					

1	2	3	4	5	6	7	8	9	20	21	X	Y	Z	
	<i>Section 26BE—contd.</i>													
10301	Spanner, adjustable, for ram packing nut.	F/Q/173	No.	1	1	1	1	1				6	3	6
10301	Do. do.	—†	..	1	2	3	5	6	A					
10303	Spanner ring, for undercarriage stun axle nut.	F/Q/175	..	1	1	1	1	1				6	3	6
10303	Do. do.	—†	..	1	2	3	5	6	A					
10305	Spanner, box, for special nut attachment of oil valve.	F/Q/177	..	1	1	1	1	1				6	3	6
10305	Do. do.	—†	..	1	2	3	5	6	A					
10307	Spanner, for air needle valves, tail and undercarriage, oleo legs.	F/Q/179	..	1	1	1	1	1				6	3	6
10307	Do. do.	—†	..	1	2	3	5	6	A					
10309	Spanner, for locknuts 1.10 in. and 1.2 in. across flats.	F/Q/183	..	1	1	1	1	1				6	3	6
10309	Do. do.	—†	..	1	2	3	5	6	A					
10311	Spanner, for adjusting sleeve and locknuts.	F/Q/185	..	1	1	1	1	1				6	3	6
10311	Do. do.	—†	..	1	2	3	5	6	A					
10313	Spanner, for spindle and nut, tail oleo.	F/Q/187	..	1	1	1	1	1				6	3	6
10313	Do. do.	—†	..	1	2	3	5	6	A					
10315	Spanner, ring, for banjo bolts on hydraulic system.	F/Q/199	..	1	1	1	1	1				6	3	6
10315	Do. do.	—†	..	1	2	3	5	6	A					
10317	Spanner, for filler caps, hydraulic and coolant, tanks.	F/Q/201	..	2	2	2	2	2			16	8	16	
10317	Do. do.	—†	..	4	4	8	14	20	A					
10319	Spanner for locknuts on adjustable strut.	F/Q/203	..	1	1	1	1	1				6	3	6
10319	Do. do.	—†	..	1	2	3	5	6	A					
10321	Spanner, adjustable, for packing, gland nuts.	F/Q/205	..	1	1	1	1	1				6	3	6
10321	Do. do.	—†	..	1	2	3	5	6	A					
10323	Spanner, for fuel vent pipe nuts.	F/Q/297	..	1	1	1	1	1				6	3	6
10323	Do. do.	—†	..	1	2	3	5	6	A					
10281	Tommy bar, for oil valve nut, undercarriage, oleo leg.	F/Q/181	..	1	1	1	1	1				6	3	6
10281	Do. do.	—†	..	1	2	3	5	6	A					
10063	Nut, extractor, for mainplane, hinge bolts.	F/Q/153	..	1	1	1	1	1				4	2	4
10063	Do. do.	—†	..	1	1	2	3	4	A					
10061	Nut, extractor, for fin and tail plane bolts.	F/Q/115	..	1	1	1	1	1				4	2	4
10061	Do. do.	—†	..	1	1	2	3	4	A					
10010	Spanner, fuelpipe union nut, 1.48 in. across flats, Fulmar, Mark II.	F/Q/317	..	1	1	1	1	1				6	3	6
10010	Do. do.	—†	..	1	2	3	5	6	A					
10283	Spanner, for inner piston tail wheel oleo leg.	F/Q/155	..	1	1	1	1	1				4	2	4
10283	Do. do.	—†	..	1	1	2	3	4	A					
10293	Spanner, adjustable, for upper cam retaining ring tail wheel oleo leg.	F/Q/165	..	1	1	1	1	1				4	2	4
10293	Do. do.	—†	..	1	1	2	3	4	A					
10287	Spanner, ring, for outer piston, tail wheel oleo leg.	F/Q/159	..	1	1	1	1	1				4	2	4
10287	Do. do.	—†	..	1	1	2	3	4	A					
10295	Spanner, ring, for ball valve nut undercarriage, oleo leg.	F/Q/167	..	1	1	1	1	1				4	2	4
10295	Do. do.	—†	..	1	1	2	3	4	A					
10297	Spanner for cylinder head undercarriage oleo leg.	F/Q/169	..	1	1	1	1	1	A			4	2	4

1	2	3	4	5	6	7	8	9	20	21	X	Y	Z	
	<i>Section 26JJ</i>													
14426	Key, cylinder, for control column handle, gun button, Dunlop.	A.H.O./2519	No.	1	1	1	1	1				2	1	2
14426	Do. do.	—†	..	1	1	1	2	2	A					
14427	Key, valve, for control column handle, gun button Dunlop.	A.H.O./2409	..	1	1	1	1	1				2	1	2
14427	Do. do.	—†	..	1	1	1	2	2	A					
	<i>Section 27M</i>													
4140	Adaptor, for hydraulic control valve drawing.	Air/12892	..	1	1	1	1	1				2	1	2
4140	Do. do.	—†	..	1	1	1	2	2	A					
2281	Adaptor, for pressure gauge (to screw into selector valve) Lockheed.	Air/20158	..	1	1	1	1	1				4	2	4
2281	Do. do.	—†	..	1	1	2	3	4	A					
4136	Gauge, pressure, Lockheed	Air/3812	..	1	1	1	1	1				4	2	4
4136	Do. do.	—†	..	1	1	2	3	4	A					
4141	Flaring tool (copper pipe), Lockheed.	Air/12904	..	1	1	1	1	1				2	1	2
4141	Do. do.	—†	..	1	1	1	2	2	A					
4137	Spanner, bleeder, Lockheed	Air/12896	..	1	1	1	1	1				6	3	6
4137	Do. do.	—†	..	1	2	3	5	6	A					
4138	Spanner, lever, Lockheed ...	Air/12898	..	1	1	1	1	1				6	3	6
4138	Do. do.	—†	..	1	2	3	5	6	A					
4142	Tool, pipe cutting, Lockheed	Air/12894	..	1	1	1	1	1				2	1	2
4142	Do. do.	—†	..	1	1	1	2	2	A					
4139	Venting plug and tube, Lockheed.	Air/12900	..	1	1	1	1	1				2	1	2
4139	Do. do.	—†	..	1	1	1	2	2	A					

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

R.N. Air Stations, Class "A", to the scale detailed in column X.

R.N. Air Stations, Classes "B" and "C", and H.M.S. "Unicorn", to the scale detailed in column Y.

R.N. Aircraft Repair Yards, to the scale detailed in column Z.

2. Arrangements have been made for the necessary quantities to be shipped to yards abroad, to meet initial issues, stocks, and reserves.

3. Ships and Services concerned should demand as necessary from their respective R.N. Store Depôts at home and yards abroad, to complete to the above scales, quoting this Order as the authority for supply.

4. Aircraft Stores Establishment, O.U. 6328(F), will be amended in due course; meanwhile, all existing establishments held by H.M. ships, stations, R.N. store depôts, dockyards, etc., should be altered in manuscript.

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

2425.—Spare Heat Resisting Flaps for Albacore Aircraft

(N.S. Air 649/42.—21.5.1942.)

Spare heat resisting flaps for fitting to the inner tubes of wheels for Albacore aircraft will be allowed as follows:—

O.U. 6328 (E) Albacore A.S.E.

1	2	3	4	10	11	12	13	20	X	Y	Z
	<i>Section 27A</i>										
—	Flaps, heat resisting, for wheel size 823B.	—	No.	1	2	4	6	C	4	2	4

Shore Establishments.

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

R.N. air stations, Class A	...	...	To the scale detailed in column X.
R.N. air stations, Classes B and C	...	...	To the scale detailed in column Y.
R.N. aircraft repair yards	...	...	To the scale detailed in column Z.

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

Alexandria, 16; Simonstown, 10; Durban, 10.

3. Supply will be made to the following Services without demand by R.N. Store Depôt, Stafford:—

R.N. Air Station, Piarcio.

R.N. Air Section, Hastings, Freetown.

4. Ships and other Services concerned should forward demands to their respective store depôts or storing yards, quoting this Order as the authority for supply.

5. O.U. 6328 (E) will be amended; meanwhile all establishments held by ships, services, store depôts, dockyards, etc., are to be altered in manuscript.

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

2426.—Firebricks—Shipment “Loose”

(N.S. 14826/42.—21.5.1942.)

In view of the shortage of packing materials, firebricks, except as indicated in paragraph 2 below, are, in future, to be shipped abroad *loose*.

2. Throat bricks, Patterns 391–398 and 833–835, and also those patterns of bricks which, owing to their shape, are particularly susceptible to damage, should continue to be packed for shipment.

(A.F.O. 1953/42 is cancelled.)

2427.—Wardrobes in Cabins

New Construction Ships

(P. 7752/42.—21.5.1942.)

To economise in labour and material curtained hanging spaces, with wood tops, are to be fitted in lieu of wood corner wardrobes in officers' cabins.

Wardrobe hooks and an overhead rod to take coat hangers are to be supplied for each hanging space.

2. P.S.Os. are to arrange for this modification to be carried out where the state of work permits, subject to no alteration to finished work.

2428.—Honduras Mahogany

(P./C.P. 87264/41.—21.5.1942.)

Since the issue of A.F.O. 4093/40 the supply position of Honduras mahogany has improved slightly but the small stocks available will only permit of this timber being supplied for important work where its superior qualities can be used to the best advantages, viz. construction of fast boats and aerial of R.D.F. sets.

Demands for such services should therefore in future specify Honduras mahogany in preference to Lagos or Benin.

2. Only in the event of Honduras mahogany becoming unobtainable should prime Lagos or Benin be used for the services referred to in paragraph 1 above.

3. For less important services, e.g., furniture and fittings, separate action is being taken for Lagos or Benin mahogany and certain other timbers to be used in lieu of Honduras mahogany.

(A.F.O. 4093/40.)

2429.—Cabin Furniture—Fitting of Locks

New Construction Ships

(P. 7752/42.—21.5.1942.)

To economise in labour and material the fitting of locks to furniture in officers' cabins is to be restricted as follows:—

Chests of Drawers or Bed Berth.—Lock to be provided to one long drawer of the chest of drawers or alternatively to the sliding doors of the bed berth.

Writing Table or Secrétaire.—Lock to be fitted only to the steel-lined drawer of the writing table or secrétaire and to be in accordance with A.L., M.F. 17727/39, dated 26.2.40 (see also C.A.F.Os. 371/40 and 2335/41). The top flap of the secrétaire is also to be fitted with a lock.

2. P.S.Os. are to arrange for the above modifications to be carried out where the state of work permits.

(C.A.F.Os. 371/40 and 2335/41.)

2430.—Non-Slip Linoleum—Fitting

Destroyers and Leaders

(P. 4730/42.—21.5.1942.)

In order to obtain uniformity of procedure in the interpretation of A.F.O. 1440/41, non-slip linoleum is to be fitted in the following spaces in destroyers:—

(a) Galley flat port and starboard from mess deck bulkhead to weather deck and cross passages.

(b) In all bridge compartments, including lobbies, and also in lobbies in the forward superstructure.

(c) In the after deckhouse lobby.

2. This applies to all new construction destroyers except in those cases where deck coverings are already completed in these positions or where the progress of work is such that delay in completion of vessels would be involved if the above requirements are carried out. The order applies to completed destroyers when the deck coverings at these positions require renewal.

3. Where Semtex is fitted, non-slip linoleum is not required.

4. Non-slip linoleum is not to be fitted on weather decks.

(A.F.O. 1440/41.)

2431.—Air Publications—Distribution during March, 1942

(N.S. Air. 18/42.—21.5.1942.)

The undermentioned Air Publications, Leaflets, etc., were distributed during March, 1942.

2. Any Service receiving more copies of any amendment list or leaflet than it needs should return such surplus copies to the Naval Store Officer, R.N. Store Depôt, 191A, Askew Road, Shepherds Bush, W.12, with a statement of the actual number of copies required.

3. Services which have not yet received copies of amendment lists or leaflets referred to in this Order, and which hold copies of the parent publication, should demand the appropriate number of copies from the Naval Store Officer, Shepherds Bush.

Air Publication No.

Description

1431B.—Vol. II, Part 1—Osprey III and IV Aircraft—A.4 (A.L. 1)—Index P.2

1449B.—Vol. III, Part 1—Tiger Moth II Aircraft—Amendment List No. 8.

1450.—Vol. III, Part 1—Gipsy III Engine—Amendment List No. 22.

1451D.—Vol. II, Part 1—Pegasus III and VI Engines—Leaflets Nos. C.15, C.22.

1451E.—Vol. II, Part 1—Pegasus X Engine—Leaflets Nos. B.6, C.16, D.11, D.12, Z.32.

- | <i>Air Publication No.</i> | <i>Description</i> |
|----------------------------|--|
| 1451F. | —Vol. III, Part 1—Pegasus XX Engine—Amendment List No. 9. |
| 1451G. | —Vol. II, Part 1—Pegasus XXII Engine—Leaflets Nos. B.4, D.12, F.5, H.4, Z.24—Special Distribution. |
| 1451G. | —Vol. III, Part 1—Pegasus XXII Engine—Special Distribution—Amendment List No. 6. |
| 1451H. | —Vol. II, Part 1—Pegasus XVIII Engine—Leaflets Nos. C.7, D.10, D.13, D.14, D.15, M.6 (A.L. 1)—Special Distribution. |
| 1451H. | —Vol. III, Part 1—Pegasus XVIII Engine—Amendment List No. 4. |
| 1491A. | —Vol. II, Part 1—Mercury VI S Engine—Leaflets Nos. C.18, Z.44. |
| 1491B. | —Vol. II, Part 1—Mercury VIII and IX Engines—Leaflets Nos. B.8, C.19, D.23, F. 7, Z.30, Z.31. |
| 1491C. | —Vol. II, Part 1—Mercury XII Engine—Leaflets Nos. C.10, D.7, D.8, F.5, H.5, Z.20—Special Distribution. |
| 1491D. | —Vol. II, Part 1—Mercury XV and XX Engines—Leaflets Nos. B.3, C.5, C.8, D.6, D.11, H.3, Z.8, Z.14, Z.15. |
| 1491D. | —Vol. III, Part 1—Mercury XV and XX Engines—Amendment Lists Nos. 7-8. |
| 1515A. | —Vol. I—Walrus Aircraft—Amendment List No. 4—Special Air Ministry Distribution. |
| 1515A. | —Vol. II, Part 1—Walrus Aircraft—Leaflet No. Z.41. |
| 1515B. | —Vol. II, Part 2—Walrus Aircraft—Initial Distribution. |
| 1517. | —Vol. II, Part 1—Swordfish Aircraft—Leaflets Nos. A.4 (A.L. 3), Q.16, Z.45. |
| 1523A. | —Vol. II, Part 1—Gladiator I Aircraft—Leaflets Nos. M.6, Z.29. |
| 1526A. | —Vol. II, Part 1—Cheetah IX Engine—Leaflets Nos. C.23 (A.L. 1), L.6. |
| 1526B. | —Vol. II, Part 1—Cheetah X Engine—Leaflets Nos. C.14 (A.L. 1), L.4. |
| 1527A. | —Vol. II, Part 1—Battle I Towed Target and Trainer—Leaflets Nos. B.14 (A.L. 1), H.11, M.21, N.3, P.5 (A.L. 1), P.25, P.26, Z.21 (A.L. 1), Z.22 (A.L. 1), Z.26 (A.L. 1), Z.29 (A.L. 1), Z.30 (A.L. 1), Z.36 (A.L. 2). |
| 1530A. | —Vol. II, Part 1—Blenheim I Aircraft—Leaflets Nos. D.6, P.26 (A.L. 1), Q.15 (A.L. 3), Z. 23 (A.L. 1), Z.32 (A.L. 1), Z.28. |
| 1530A. | —Vol. II, Part 3—Blenheim I Aircraft—Amendment List No. 8. |
| 1532A. | —Vol. II, Part 1—Harrow Aircraft—Leaflet No. Z.29. |
| 1564A. | —Vol. II, Part 1—Hurricane I Aircraft—Leaflets Nos. M.19, P.22, Q.16, Z.45, Z.46. |
| 1564A. | —Naval—Vol. II, Part II—Hurricane I Aircraft—Amendment List No. 1. |
| 1564A and B. | —Vol. III, Part 1—Hurricane Aircraft—Amendment List No. 9. |
| 1565E. | —Vol. I—Spitfire V Aircraft—Amendment List No. 6. |
| 1570A. | —Vol. II, Part 1—Skua I Aircraft—Leaflets Nos. A.11, G.1, M.15 (A.L. 1), P.7, Z.24. |
| 1571A. | —Vol. I and Pilots' Notes—Roc Aircraft—Amendment List No. 17H—Special Air Ministry Distribution. |
| 1571A. | —Vol. II, Part 1—Roc Aircraft—Leaflets Nos. A.10, A.11, G.2, J.10, M.13 (A.L. 1), Z.21. |
| 1582C. | —Vol. I—Lysander III Aircraft—Amendment Lists Nos. 8-9 and slips for A.L. 6. |
| 1582C. | —Vol. II, Part 1—Lysander III Aircraft—Leaflet No. Q.3. |
| 1585A. | —Vol. II, Part 1—Magister Aircraft—Leaflet No. J.10. |
| 1589B. | —Vol. II, Part 1—Perseus X and XA Engines—Leaflets Nos. D.7 (A.L. 1), D.8—Special Distribution D.14, M.7. |
| 1589C. | —Vol. II, Part 1—Perseus XII Engine—Leaflets Nos. D.9, D.14, D.16, M.5, Z.19. |
| 1590B. | —Vol. II, Part 1—Merlin II, III and V Engines—Leaflet No. D.7. |
| 1590B. | —Vol. II, Part 3—Merlin II, III and V Engines—Amendment List No. 4. |
| 1590C. | —Vol. II, Part 1—Merlin IV Engine—Leaflet No. D.4—Special Distribution. |
| 1590D. | —Vol. II, Part 2—Merlin VIII and XXX Engines—Amendment List No. 1. |
| 1590D. | —Vol. II, Part 3—Merlin VIII and XXX Engines—Amendment List No. 2. |

- | <i>Air Publication No.</i> | <i>Description</i> |
|----------------------------|--|
| 1590E. | —Vol. II, Part 1—Merlin X Engine—Leaflet No. H.3—Special Distribution. |
| 1590G. | —Vol. II, Part 1—Merlin XX Engine—Leaflet No. C.2. |
| 1590G. | —Vol. III, Part 1—Merlin XX Engine—Amendment List Nos. 3-4. |
| 1593A. | —Vol. II, Part 1—Gipsy Queen I Engine—Leaflet No. D.3 (A.L. 2). |
| 1593B. | —Vol. II, Part 1—Gipsy Queen II Engine—Leaflet No. D.1 (A.L. 2). |
| 1593C. | —Vol. I—Gipsy Queen III Engine—Initial Distribution—Special. |
| 1665A. | —Vol. II, Part 1—Albacore I Aircraft—Leaflet No. P.2. |
| 1665A. | —Vol. II, Part 2—Albacore I Aircraft—Amendment List No. 2. |
| 1669A. | —Vol. II, Part 1—Master I Aircraft—Leaflets Nos. D.5, J.3, F.5, H.7, H.8, J.15, J.15 (A.L. 1), J.17, J.18, J.19, K.2, M.11, M.12, Q.4, Z.8 (A.L. 1), Z.27, Z.29. |
| 1669A. | —Vol. III, Part 1—Master I Aircraft—Amendment List No. 5. |
| 1707A. | —Vol. I—Taurus II Engine—Amendment List No. 3. |
| 1707A. | —Vol. II, Part 1—Taurus II Engine—Leaflets Nos. C.2, D.10, D.14, D.15, F.5. |
| 1707B. | —Vol. I—Taurus IIA Engine—Amendment List No. 3. |
| 1707B. | —Vol. II, Part 1—Taurus IIA Engine—Leaflets Nos. B.1, C.2, D.10, D.15, F.5, Z.14—Special Distribution. |
| 1708A. | —Vol. II, Part 1—Proctor I and II Aircraft—Leaflets Nos. D.6, J.5, J.6, J.8, Z.14. |
| 1717A. | —Vol. I—Cyclone Engine—Initial Distribution with Gummed Labels. |
| 1760A. | —Vol. II, Part 1—Fulmar I and II Aircraft—Leaflets Nos. E.2, N.2. |
| 1760A. | —Vol. III, Part 1—Fulmar I and II Aircraft—Amendment List No. 5. |
| 1763A. | —Vol. I—Dominie Aircraft—Amendment List No. 1. |
| 1763A. | —Vol. II, Part 1—Dominie Aircraft—Leaflets Nos. J.2, K.2 (A.L. 1). |
| 1847B. | —Vol. III, Part 1—Twin Wasp C.4 Engine—Initial Distribution. |
| 2031A. | —Pilot's Notes—Martlet I Aircraft—Amendment Lists Nos. 3C, 5D. |
| 2031A. | —Vol. II, Part 1—Martlet I Aircraft—Leaflets Nos. B.2, B.3, H.1, J.1, J.2, J.4, Z.1 (A.L. 1), Z.1 (A.L. 2), Z.2 (A.L. 1), Z.3 (A.L. 1), Z.4 (A.L. 1), Z.5, Z.6, Z.7, Z.7 (A.L. 1), Z.8, Z.9, Z.11. |
| 2031A. | —Vol. II, Part 3—Martlet I Aircraft—Initial Distribution. |
| 2031B. | —Vol. II, Part 1—Martlet II Aircraft—Leaflet No. Z.6—Initial Distribution—Special. |
| 2043A. | —Vol. III, Part 1—Twin Wasp Junior S.B.14 Engine—Amendment List No. 1—Special Distribution. |

General Publications

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| 958. | —Vol. I—King's Regulations and Air Council Instructions for the Royal Air Force—Amendment List No. 107. |
| 970. | —Vol. I—Design Requirements for Aeroplanes of the Royal Air Force—Amendment List No. 12 and Note No. 1. |
| 978. | —Vol. I—Priced List of Spare Parts of Accessory Equipment for Aero Engines—Amendment List No. 1. |
| 1086. | —Vol. I, Part 3—Electrical Stores—Initial Distribution. |
| 1086. | —Vol. I, Part 12—A.G.S. and General Hardware—Amendment List No. 1. |
| 1086C. | —Vol. I, Part 4—Instruments, Cameras, Parachutes and Gaseous Apparatus—Amendment List No. 1. |
| 1095. | —Vol. I—Electrical Equipment Manual—Amendment Lists No. 56, 57, 58, 59. |
| 1095. | —Vol. II, Part 1—Electrical Equipment Manual—Leaflets Nos. A.23 (A.L. 1), A.24, F.11 (A.L. 1), F.14, G.51, N.9, N.10. |
| 1095. | —Vol. II, Part 3—Electrical Equipment Manual, Separator Cards to Section II—A.Ls. 9-10. |
| 1182. | —Vol. I, Part 3—Safety Equipment Manual—Initial Distribution, and Preliminary Issue No. 2. |
| 1186. | —Vol. II, Part I—Royal Air Force Signal Manual—Part IV—Instruments—Leaflets Nos. A.159, A.160, B.21, B.53, B.55, E.79, M.2, M.4. |
| 1242. | —Vol. II, Part 1—Royal Air Force Armament Training Manual, Part I (Machine Guns, Small Arms, etc.)—Leaflet No. F.4. |
| 1275. | —Vol. II, Part 1—Instrument Manual—Leaflet No. M.43. |
| 1275. | —Vol. III, Part 1—Instrument Manual—Amendment List No. 1—Initial Distribution—Special. |
| 1355. | —Vol. II, Part 1—Photographic Equipment Manual—Leaflet No. A.60. |

Description

- Air Publication No.* *General Publications—contd.*
- 1355.—Vol. III, Part 1—Photographic Equipment Manual—Initial Distribution.
- 1374.—Vol. II, Part 1—Aero-Engine Magnetos—Leaflets Nos. X.9, Z.25.
- 1374.—Vol. III, Part 1P—Watford Type N.S.T.—Amendment List No. 2.
- 1464A.—Engineering Manual for the Royal Air Force, General Principles, Workshop Layout and Practices—Amendment List No. 14.
- 1464.—Vol. II, Part 1—Engineering Manual for the Royal Air Force—Leaflet No. G.118.
- 1464B.—Vol. III, Part 1—Engineering Manual for the Royal Air Force, General Aerodrome and Workshop Equipment—Initial Distribution—Chapters X, Y, Z, Special.
- 1464B.—Vol. III, Part 8, Section 42H—Engineering Manual for the Royal Air Force, General Aerodrome, Aircraft and Workshop Equipment—Amendment List No. 3.
- 1480.—Vol. I—Silhouettes of Royal Air Force Aircraft—Amendment Lists Nos. 73, 74, 75, 76, 77.
- 1480A.—Vol. I—Silhouettes of Royal Air Force Aircraft—Amendment Lists Nos. 73, 74, 75, 76, 77.
- 1480B.—Vol. I—Silhouettes of German Aircraft—Amendment Lists Nos. 18, 19, 20, 21.
- 1480C.—Vol. I—Silhouettes of Italian Aircraft—Amendment List No. 15 and Marker Cards.
- 1480E.—Vol. I—Silhouettes of Russian Aircraft—Amendment List No. 5 and Marker Cards.
- 1480X.—Vol. I—British Experimental Aircraft—Amendment List No. X.6.
- 1492.—Vol. I—Towed Target and Associated Equipment—Amendment List No. 6.
- 1512.—Vol. III, Part 1—“Queen Bee” Rigging and Maintenance Notes—Amendment List No. 11.
- 1519.—Vol. II, Parts 2 and 3 combined—Air Pumps Units—Amendment List No. 1.
- 1538.—Vol. II, Part 1—Adjustable and Variable Pitch Airscrews—Leaflets Nos. A.8, B.60 (A.L. 1), B.66, B.69, B.70, C.25, C.26, C.28, C.29.
- 1602.—Vol. I—Air Almanac—Initial Distribution—Special.
- 1618.—Vol. I, Parts A, B, C, D, E, F, G, H, J, K, L, M, N, O, P.—Astronomical Navigation Table—Initial Distribution.
- 1632.—Vol. I—Signal Manual, Part 5, Ground Signal Code—Amendment List No. 5.
- 1641.—Vol. II, Part 1—Browning Guns, Mark II—Leaflet No. M.2.
- 1641E.—Vol. II, Part 3—Firing Control Mechanisms—Amendment Lists Nos. 17-18.
- 1641F.—Vol. I—Hispano 20 mm. Guns, Marks I and II—Amendment List No. 5.
- 1641F.—Vol. II, Part 3—Hispano 20 mm. Guns, Marks I and II—Initial Distribution with A.Ls. 1-19 Incorporated.
- 1641H.—Vol. I—Signalling Discharges and Signal Pistols—Amendment List No. 4.
- 1641H.—Vol. II, Part 3—Signalling Discharges and Signal Pistols—Amendment Lists Nos. 10, 11, 12.
- 1641L.—Vol. II, Part 1—American Machine Guns—Leaflet No. B.5.
- 1641N.—Vol. I—American Machine Gun Firing Control Mechanisms—Amendment List No. 5.
- 1642.—Vol. I—War Equipment Schedule for a Hurricane I Fighter Squadron, 3rd Edition—Amendment List No. 5.
- 1655.—Vol. II, Part 1—Fordson Industrial Tractor—Leaflet No. H.5.
- 1658.—Vol. II, Part 2—Carrier Bantium Chassis—Amendment List No. 2.
- 1659B.—Vol. I—Bristol Gun Turrets—Amendment Lists Nos. 8-9.
- 1659B.—Vol. II, Part 1—Bristol Gun Turrets—Leaflet No. M.14.
- 1659C.—Vol. II, Part 1—Boulton & Paul Gun Turrets—Leaflets Nos. M.12, M.13, M.14.
- 1659F.—Vol. II, Part 3—Gun Mountings—Initial Distribution, Incorporating A.L. 1.
- 1661.—Vol. II, Part 1—Explosions, Bombs, Bomb Components, Ammunition, and Pyrotechnics—Leaflet No. C.4.

2440.—A.M.S.Is.

(E.F.O.—21.5.1942.)

2434.—Bread—Addition to List of Local Contracts

(C.P. 5/93436/41.—21.5.1942.)

The following addition should be made to the list of local bread contracts for 1942-43 :—

TILBURY.	F. Payton, 132, Dock Road, Tilbury, Essex.	Tilbury 552. “Payton, Tilbury”.
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(A.F.Os. 1060/42 and 1711/42.)

2435.—Packeted Boneless Beef

(V. 1347/42.—21.5.1942.)

With reference to A.F.O. 1450/42, paragraph 2, packeted boneless beef may now be supplied on demand to all H.M. sea-going ships drawing their supplies from the sources indicated in paragraph 1 of the Order quoted.

2. In satisfying demands, preference should, if necessary, be given to vessels employed on escort duties and other small craft with limited accommodation for sea stocks of meat.

(A.F.O. 1450/42.)

2436.—Tea—Alteration in Standard Packing of Chests and Half Chests

(V. 2167/42.—21.5.1942.)

Service supplies of tea, hitherto made by victualling yards, etc. in chests containing 100-lb. and 50-lb. nett, will in future be made in chests containing approximately, but not necessarily exactly, 120-lb. and 60-lb.

2. The actual nett weight of tea as marked on the chests should be used for accounting purposes.

2437.—Margarine—Collection and Return of Empty Containers

(V. 1000/42.—21.5.1942.)

With reference to A.F.Os. 2870/41 and 5575/41, the Admiralty contractors for margarine have represented that in view of the serious shortage of material for the manufacture of fibre-board, it is becoming increasingly important that containers should be returned to them when empty.

2. H.M. ships and naval establishments at home should preserve all empty margarine containers and return them either to Messrs. Marcom, Ltd., direct, or to the nearest victualling yard, depôt or naval base, if supplies are drawn from these sources, whenever opportunity offers.

3. When deliveries of margarine are received by victualling yards and depôts, and bases, from Messrs. Marcom, Ltd., the opportunity should be taken to return all available empty containers. Damaged containers have a pulp value and should also be returned.

4. A receipt should be obtained from the contractors for the number of containers returned.

(A.F.Os. 2870/41 and 5575/41.)

2438.—Swill—Disposal

(V/W.P.O. 1001/41.—21.5.1942.)

The Kitchen Waste (Licensing of Private Collectors) Order, 1941, promulgated in A.F.Os. 4085/41, 4796/41 and 5445/41, should be amended by including in the Schedule to that Order the undermentioned areas.

2. This Order shall come into operation on the 1st day of September, 1942, in regard to the areas specified in Part A of the Schedule hereto and on the 1st day of October, 1942, in regard to the areas specified in Part B of the Schedule hereto.

Description

Air Publication No.

General Publications—contd.

- 1355.—Vol. III, Part 1—Photographic Equipment Manual—Initial Districts of London.
 The Metropolitan Boroughs of Battersea, Bermondsey, Bethnal Green, Camberwell, Chelsea, Deptford, Fulham, Greenwich, Hammersmith, Holborn, Lambeth, Lewisham, Poplar, St. Marylebone, Southwark, Stepney, Westminster and Woolwich.
 The County Borough of West Ham.
 The Boroughs of Beckenham, Bexley, Bromley, Dartford, Erith and Reigate ;
 and
 The Urban Districts of Banstead, Crayford and Dorking.

Part B

The area comprising :—

- The County Borough of Bristol ; and
 The Urban Districts of Kingswood and Mangotsfield.

The area comprising :—

- The County Borough of Newport (Mon.) ; and
 The Urban Districts of Abercarn, Caerleon, Cwmbran and Risca.

The area comprising :—

- The County Borough of Nottingham.
 The Borough of Ilkeston ; and
 The Urban Districts of Arnold, Beeston and Stapleford, Carlton, Hucknall and West Bridgford.

(A.F.Os. 4085/41, 4796/41 and 5445/41.)

Section 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE

2439.—Amendments to Books

(E.F.O.—21.5.1942.)

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

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

A.F.O.P.233/42.—B.R. 159—R.N. Handbook of Field Training—Amendment No. 3.

P.234/42.—B.R. 258(41)—Handbook and Drill Book for the 2-pounder Q.F. Mark VIII Gun on the Single Mark VIII* Mounting—Amendment No. 2.

P.235/42.—O.U. 5225—Home Dockyard Regulations—Amendment.

P.236/42.—O.U. 5428—Handbook of the Torpedo Gyroscope—Amendment.

P.237/42.—O.U. 5459—Officer of Quarters' Pocket Book, 1933—Amendment No. 7.

P.238/42.—O.U. 5485—Handbook of Depth Charges and Equipment—Amendment No. 15.

P.239/42.—O.U. 5531—Regulations for Maintenance of 21-in. Mark VIII and VIII** Torpedoes—Amendment No. 24.

P.240/42.—O.U. 6090(J)—Range Table No. 528 for 6-in. Guns—Amendment.

P.241/42.—O.U. 6366—Regulations for Maintenance of 18-in. Duplex Pistols, Marks I and II—Amendment No. 8.

(A.F.O. 2312/42.)

2440.—A.M.S.Is.

(E.F.O.—21.5.1942.)

Admiralty Merchant Shipping Instructions as indicated below are being distributed concurrently with this issue of A.F.Os. :—

A.M.S.Is. 212-216/42.

(A.F.O. 2312/42.)

2441.—B.R. on Stability of Ships—Issue

(D. 09080/42.—21.5.1942.)

A new book entitled "Stability of Ships" is being prepared and will be issued to all holders of the revised Damage Control Handbook, except Commanding Officers of H.M. submarines. It is to be regarded as supplementary to the Damage Control Handbook.

2. It treats in a general way the stability of intact and damaged ships, and is intended to assist officers to become conversant with the subject, and so better able to determine in emergency what measures can best be taken to save a damaged ship.

2442.—Concession Telegrams—Extension

(M. 3502/41.—21.5.1942.)

Approval has been given to the extension of the special concession facilities for private telegrams of an urgent nature to members of Queen Alexandra's R.N. Nursing Service and Reserve serving ashore abroad, and also to V.A.D. members serving in Naval hospitals, etc., overseas, under the conditions defined in A.F.O. 1457/42.

2. The personnel concerned will be allowed to send one urgent private telegram per month and the officially nominated nearest relative or friend will be allowed to send not more than two per month.

3. Special voucher telegram forms, for outward concession telegrams, may be obtained on application, preferably in writing, to The Admiralty (M.D.G.) 64, St., James Street, London, S.W.1.

(A.F.O. 1457/42.)

2443.—Medical History Sheets—T.124, etc.

(M.D.G. 24282/42.—21.5.1942.)

See A.F.O. 2369/42 under section 2 of this issue.

(A.F.O. 2369/42.)

2444.—Provisional Armament Publication No. 2—Smoke Float, Aircraft, No. 2, Mark I

(A.M. 4837/42.—21.5.1942.)

All copies of the above-mentioned publication are to be amended as follows :—
 Page 4, paragraph 3, line 4. Amend "3,000 yds." to read "1,000 yds".
 Page 4, paragraph 3, last line. Amend "1,200 yds." to read "600 yds".

2445.—Provisional Armament Publication No. 18—Bombs, Smoke, Aircraft, 100-lb., Mark I, and Associated Stores

(A.M. 4838/42.—21.5.1942.)

All copies of the above-mentioned publication are to be amended as follows :—
 Page 3, paragraph 2, Detail. Amend "60" to read "90".
 Page 7, paragraph 23. Amend "Sixty" to read "Ninety".

2446.—B.R. 296—Handbook for 4-in., B.L., Smoke Mortar, Mark I (N), 1942—Issue

(G. 1220/42.—21.5.1942.)

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

	<i>Copies.</i>
Combined Operations	67
Flag Officer-in-Charge, Belfast	3
Flag Officer-in-Charge, R.I.N., New Delhi	1
H.M.S. "Excellent"	10
Captain (G) H.M. Gunnery School, Chatham	2
Captain (G) H.M. Gunnery School, Devonport	6
Gun Mounting Engineer Overseer, H.M.S. "Dunluce Castle"	1
<i>Dockyards—</i>	
Portsmouth	8
Devonport	7
Chatham	7
Sheerness	7
Rosyth	6
Malta	4
Gibraltar	3
Simonstown	3
Bermuda	3
Australian authorities	10
New Zealand authorities	4
R.N. College, Greenwich	1
Admiralty Staff Library	1
Inspectors of Naval Ordnance at Out Stations	As necessary
Armament Supply Depôts and Establishments	As necessary
Ministry of Supply S.S.2.B	7
(For C.I.A., C.S.R.D., C.P.A.D., A.1, C.S.O.F., S.O.B., S. of Experiments, Shoeburyness.)	

2447.—B.R. 620—British Standard Photographic Exposure Tables—Issue

(A.M./S.R.E. 161/42.—21.5.1942.)

It has been found during recent investigations that a large proportion of photographic failures are due to incorrect assessment of exposure, and the above-mentioned booklet has therefore been prepared for use by all personnel engaged in photography.

2. Copies, when available, will be distributed without demand by the Naval Store Officer, R.N. Store Depot, Elveden Road, N.W.10, in accordance with the following scale :—

Catapult ships and battleships	1 each
Aircraft carriers and auxiliary aircraft carriers	3 each
R.N. Air Stations with photographic facilities	2 each
No. 1 Observers' School	20
No. 2 Observers' School	20
R.N. School of Photography, Tipner	25
R.N. School of Air Photography, Ford	40
Ships carrying 16 m.m. cine cameras (A.F.O. 4912/41)	1 each
Ships carrying A.A. verifying cameras (A.F.O. 2528/41)	1 each
Admiralty Research Laboratory, Teddington	100

Note.—No ship will be supplied under more than one of the above headings.

(A.F.Os. 2528/41 and 4912/41.)

2448.—B.R. 898—Pamphlet "Advice to Medical Officers in Ships on Psychiatric Cases and Casualties"—Reprint

(M.D.G. 13605/42.—21.5.1942.)

The above-mentioned pamphlet has been revised and is being reprinted.

2. Medical Officers are to obtain a copy of the revised edition by demand on the R.N. Store Depot, Elveden Road, Park Royal, N.W.10.

3. The number B.R. 898 has been allocated to this publication and should be quoted when demanding.

2449.—Form O.6—Ammunition Labels—Additions

(A.S./Sta. 18978/41.—21.5.1942.)

Serial No.	Description.	Where used.	Page in Form O.6.	Sta. No.
N.577	Cartridges, S.A. H.E./Incendiary, 20 m.m. Oerlikon gun	On lid of Box H.33	14	18978/41
N.578	Cartridges, S.A. H.E./Incendiary/Tracer, 20 m.m. Oerlikon gun	Do.	14	Do.
N.583	Cartridges, S.A., 20 m.m. Oerlikon gun. Bulleted blank—Instructional label	2 per box H.33. One on each half of contents	14	Do.

Labels N.583 are to be used 2 per box, spread out on top of the ammunition.

2. Demands should be made as necessary in accordance with A.F.O. 708/42, paragraph (3).

(A.F.O. 708/42.)

Section 6.—SHORE ESTABLISHMENTS

2450.—Government Scheme of Compensation (No. 133)—Acceptance of

(L. 2977/42.—21.5.1942.)

In future each newly entered workman who is offered the Government Scheme of Compensation in lieu of the provisions of the Workmen's Compensation Acts is to be furnished with a copy of the Memorandum reproduced below and is to be allowed seven days in which to decide whether to accept the Scheme. Each person is to be warned, however, that if he is injured before doing so he will have to be dealt with under the Acts.

2. A supply of the Memorandum may be obtained on application to the Naval Store Officer, R.N. Store Depot, Elveden Road, Park Royal, N.W.10. Demands should be limited to the number required for six months.

3. At the end of three months a statement is to be forwarded to the Secretary of the Admiralty, Labour Branch, Bath, of the estimated quarterly requirements of the Memorandum.

Memorandum by the Treasury as to the Scheme of Compensation for Government Employees (No. 133)

1. The Scheme has been certified by the Registrar of Friendly Societies under Section 31 of the Workmen's Compensation Act, 1925, as providing scales of compensation not less favourable to the workmen and their dependants than the corresponding scales of the Workmen's Compensation Acts.

2. Generally speaking the scales of compensation are the same as under the Acts, but for a period of incapacity not exceeding six months in the aggregate the Scheme provides for Hurt Pay (without any waiting period) which in some cases exceeds the amount of compensation plus supplementary allowances payable under the Acts.

It also provides for free medical treatment, including hospital treatment when available to the Department, while the workman remains in Government employment.

3. If the workman accepts the Scheme, the provisions of the Scheme are substituted for those of the Acts.

Under clause 14 of the Scheme, which provides for the consideration of representations made by the workman or his dependants and for the reference of medical questions to a medical referee, the decision of the Treasury upon a claim is final and a dispute cannot be referred to the County Court.

4. There is no obligation upon a workman to join the Scheme and the prospect of employment or continued employment depends in no way on acceptance of the Scheme. If he does not join the Scheme, he or his dependants will, if he is injured at work, be eligible for compensation at the rates and under the conditions laid down in the Workmen's Compensation Acts.

5. Any workman who wishes to withdraw from the Scheme may do so at any time on giving notice (see clause 15 of the Scheme).

6. This memorandum is issued for the guidance of workmen. It is necessarily framed in brief and general terms and it must be understood that in the event of any conflict between the terms of this memorandum and those of the Scheme itself, the latter will prevail.

15th April, 1942.

**2451.—Armament Supply Liaison Officers at Royal Ordnance Factories—
Change in Title**

(A.S. 6460/42.—21.5.1942.)

Liaison Officers employed both in the Naval Store and Armament Supply Departments have hitherto been known by the short title N.A.S.L.O.

2. To avoid confusion, this abbreviation will in future be confined to Officers of the Naval Store Department, signifying "Naval Aircraft Stores Liaison Officer" whilst the Officers of the Armament Supply Department will be known as N.A.L.O. signifying "Naval Armament Liaison Officer."

2452.—Sunday Attendance During the War—Non-Industrial Staff

(C.E. 52975/42.—21.5.1942.)

The existing instructions concerning the above are promulgated below in consolidated form, for convenience.

2. The rules regarding compensation for Sunday attendance set out in Article 54 (9) of the Cash Duties Instructions (B.R. 669) have been suspended until further notice, and in the interim the following arrangements will apply.

3. Grades eligible for overtime payments under the provisions of paragraphs 2 to 8 of the Article quoted, i.e. departmental clerical officers, typists, draughtsmen, etc., should be granted time off equivalent to the actual time of the Sunday attendance within the ensuing 18 weekdays and, in addition, payment should be made at plain time rate for half that attendance. Where time off in lieu cannot be granted for Service reasons, payment for the Sunday attendance should be made at the rate of time and a half; such cases are to be restricted to the absolute minimum.

4. The grant of six days' continuous leave immediately following a Sunday attendance can be regarded as a Service reason for allowing payment in full for that Sunday attendance, in cases where the present rules would otherwise inevitably result in a reduction of the full amount of restricted annual leave.

(A.F.Os. 2747/40, 3322/41 and 961/42 are cancelled.)

2453.—Departmental A.R.P. Organisation—Compensation for Injury

(C.E. 5491/42.—21.5.1942.)

With reference to paragraph 5 of A.F.O. 828/42 and A.F.O. 1318/42, the rates of pay for whole-time Civil Defence workers have been revised as from the 2nd March, 1942, as follows:—

	Men		Women	
	£	s. d.	£	s. d.
Age 20 years and over	3	14 0	2	12 0
Age 19 years and over	3	0 0	2	7 0
Age 18 years and over	2	10 0	2	7 0
Age 17 years and over	1	9 6	1	6 6
Age 16 years and over	1	4 0	1	1 0

The maximum amount of compensation for loss of earnings to members of Departmental A.R.P. Organisations has been increased accordingly.

2. Paragraph 7 of A.F.O. 828/42 provided in appropriate cases for an independent medical report to be obtained from the Post Office local Medical Officer and for a fee of 15s. 0d. to be paid to the Medical Officer. The amount of this fee should now be that payable in respect of examinations of members of the Civil Defence General Services, viz. 5s. for each routine examination; or a fee not exceeding 10s. 6d. in other cases where a fuller examination and report are required.

3. Paragraph 4 of that Order also provided that where there was a reasonable prospect of return to duty, payment of compensation for loss of earnings should be continued subject to the total period on pay in respect of the same injury not exceeding thirteen weeks. Where it is likely that the period of absence will exceed thirteen weeks, departments should ensure that the customary period of notice of discharge from the A.R.P. organisation should be given to take effect on the date on which entitlement to compensation for loss of wages will terminate.

4. This Order in no way affects the position of members of Departmental Home Guard units to whom the conditions of A.F.Os. 827/42 and 1318/42 continue to apply.

(A.F.Os. 1035/40, 2201/40, 2744/40, 3787/40, 1014/41, 414/42, 827/42, 828/42 and 1318/42.)

**2454.—Industrial Employees—Repayment of Expenses Arising from
Dispersal**

(L. 11558/41.—21.5.1942.)

Industrial workpeople dispersed with their establishments as a war measure who, for reasons regarded by the head of the department as adequate are not required to remove, and who travel daily from their homes at the previous station to the new station, may be granted the excess cost of travelling necessarily incurred over their pre-dispersal liability.

2. Workpeople who have been allowed to remove their homes to the new station will not be eligible for the above concession, but will be eligible for the benefits of an assisted travel scheme, if such a scheme is operating in the new district in accordance with the terms of A.F.O. 4811/41.

3. In some cases workpeople who travel daily from their old homes in the circumstances outlined above may be put unavoidably to extra expense on account of the cost of meals at the new station exceeding the cost in the old district. Heads of establishments are empowered in such cases, after satisfying themselves by

suitable enquiries as to what should be regarded as a reasonable and economical charge for the meals in question

(a) at the old station,

(b) at the new station,

to grant with effect from a current date, an allowance not exceeding 5s. a week towards the extra cost.

4. It is desired to emphasise that payment of the allowance can only be allowed on the understanding that heads of establishments are satisfied in the particular cases that the extra expense under this heading is unavoidable; and it is desirable that evidence of the extra expense should be available.

5. The amounts authorised by heads of establishments within the maximum rate of the allowance should be determined on a general basis after due consideration of the "reasonable charges" referred to at (a) and (b) above in the various groups of cases, i.e. it is not the intention that individual workpeople should make specific claims based on vouched extra expenses.

6. Claims for the approved weekly rate of meal allowance should be included with claims for excess travelling expenses. Paying officers should make a *pro rata* deduction from the weekly rate for any days of absence.

(A.F.O. 4811/41.)

2455.—Marriage Leave—Non-Industrial Staff

(C.E. 52989/42.—21.5.1942.)

Established and unestablished women Civil Servants who have more than two months' service and who are being retained in the Service after marriage may be granted up to three days' special leave with pay on marriage.

2. As a war-time measure it has been decided to limit the grant of special marriage leave with pay for established men to a maximum of three days. Unestablished men will remain eligible for three days' special leave with pay.

3. Men or women who wish to take more than three days leave on marriage are expected to use part of their war-time allowance of annual leave, but where this has been exhausted Heads of Departments and Establishments may, if they think fit, grant up to three days' leave without pay to provide a total period of six days. A.F.O. 3544/39, Section IV, paragraph 3 is to be amended accordingly.

(A.F.O. 3544/39.)

2456.—Ex-Miners in Admiralty Employment—Return to Coal Mines

(L. 5119/42.—21.5.1942.)

With further reference to A.F.O. 4343/41, it has now been approved that fit ex-miners with experience at the coal-face, at present employed in Admiralty establishments at home, should be released for return to work in the coal-mines, subject to the following conditions:—

(a) No ex-miners will be withdrawn from employment in the following industries:—

Radio work.	Tank tracks.
Drop forging.	Ball bearings.
Non-ferrous metals industries.	Alloy steels.
Shipbuilding and ship-repairing.	Quarries and mining (dolomite and gypsum, etc.)
Marine engineering.	
Iron ore mining.	

It follows from this that, e.g., no men at present employed in the Captain's, Constructive, Engineering or Electrical Departments of H.M. Dockyards are to be released in this connection.

(b) All fit ex-miners with experience at the coal-face will be released, as required, from employment in the Royal Marine Police Special Reserve, and Admiralty Civil Police.

(c) Except as provided at (a) and (b) above, it has been agreed that the number of ex-miners who are to be withdrawn from Admiralty establishments should not exceed a proportion of *one in eight* of the total number of ex-miners employed. Thus, if the total number of *ex-miners of all grades* in an establishment were 80, 10 *face workers* could be released. Heads of establishments should, accordingly, be prepared to release ex-miners in this proportion when requested to do so by the Ministry of Labour and National Service.

2. It is understood that the Ministry of Labour and National Service will make special efforts to provide substitutes wherever they seem to be essential, but the release of men is not to be delayed pending the provision of substitutes.

3. The procedure described in A.F.O. 4342/41 is appropriate for cases of release of industrial workpeople under this Order.

(A.F.Os. 4342/41 and 4343/41.)

2457.—Anti-Gas Measures—Use of Terms "Decontamination" and "Cleansing"

(M. 0981/42.—21.5.1942.)

In future, to come into line with Civil Defence Authorities and the Royal Air Force, the following terms will be used in connection with the removal of the effects of persistent war gases:—

(a) "Decontamination" will apply to material only.

(b) The term "gas cleansing" will be used for the process of freeing personnel from the effects of persistent gases.

2. For the sake of brevity in circumstances when there can be no confusion between the intended meaning of "gas cleansing" and "cleansing" in the ordinary sense of the word, the term may be abbreviated to "cleansing".

2458.—Stirrup Pumps—Care of Rubber Hose

(D. 5367/42.—21.5.1942.)

In view of the present position regarding rubber supplies, it is essential that every care be taken to avoid deterioration of stirrup pump rubber hose. The following notes on care of stirrup pumps are promulgated:—

(a) All stirrup pumps are to be used with water at least once a fortnight. After use the pump and hose are to be pumped out and drained. The hose is not to be left loose, but is to be coiled up and attached to the pump.

On no account is anything but plain water to be used.

(b) Rubber hose deteriorates if kept in a warm place or in a strong light. Stirrup pumps are therefore to be kept, as far as reasonably practicable for their effective use, in a cool dark place.

2. Particular attention is to be paid to (b) in regard to stocks of stirrup pumps held under Subhead B, Item 8, at dockyards and depôts, but the procedure at (a) is not intended to apply to these stocks. On receipt at Establishments all stirrup pumps are to be tested at once.

2459.—Diving Apparatus

(N.S./C.P. 12781/42.—21.5.1942.)

Casual urgent orders for diving apparatus are sometimes placed locally direct with Messrs. Siebe Gorman. The firm is already overloaded with urgent orders for main supplies placed through the Director of Navy Contracts and is not in a position to allocate priority to the local orders.

2. In order that the right priority may be determined, local purchases are *not* to be placed direct with the firm by depôts, bases, etc. Requirements are to be reported to Director of Stores, Bath, together with information as to service, and the latest date for supply.

3. Orders for repairs should continue to be sent direct to the firm.

2460.—Holman Projectors—Overhaul and Repair

(A.S. 9009/41.—21.5.1942.)

Holman projectors landed for overhaul and which cannot be repaired by staff of Officer-in-Charge of Armament Supply, should be despatched to the nearest R.N. Armament Dépôt. They are **NOT** to be sent to Messrs. Holmans.

2. Projectors which cannot be repaired at R.N.A. depôts are to be reported to the Admiralty (D.A.S. Br.A.).

2461.—Q.C. III Air, Water and Desiccating Units—REPORTS

(N.S. 011884/42.—21.5.1942.)

With reference to paragraph 5 of C.A.F.O. 1999/41, early reports should be forwarded to Director of Stores (Section 6D), Admiralty, Bath, stating the number of Q.C. III air, water and desiccating units at present in store.

2. Any further returns of Q.C. III units should be reported.

(C.A.F.O. 1999/41.)

2462.—Air Filtration Units—Efficiency and Upkeep

Naval Shore Establishments

(T. 06367/41.—21.5.1942.)

Information has been received from the Ministry of Home Security that their inspecting officers have found that at many civil A.R.P. centres, etc., where filtration units are installed, the units and buildings are in an inefficient state and would be likely to afford little protection should gas be experienced.

2. The following are some of the deficiencies found :—

(1) Incorrect siting—

(a) Units placed near furnaces, etc., where they will deteriorate due to heat or exposure.

(b) Units placed outside the building where they are unprotected against blast, splinter or weather.

(2) Faulty structure of building—

(a) Rooms not blast proof.

(b) Wood floors ; ill-fitting doors, etc. ; wall ventilation not blocked up.

(3) Defective erection of plant—

Plants having been tested satisfactorily at works failed after erection on site, due to faulty trunking, etc.

(4) Insufficient knowledge of plant—

Personnel did not know how to operate or maintain the plant with the result that it was ineffective.

3. In naval shore establishments Filtration Units are normally provided only for operating theatres, e.g. specially built Type C "Surgical" decontamination stations and to dressing rooms directly connected thereto. They are not to be installed in First Aid rooms in which only minor first aid treatment is given, e.g. Type B decontamination stations.

4. Steps are to be taken to ensure that the deficiencies such as are described above do not occur with filtration units installed in naval shore establishments.

5. Only those filtration plants which hold the Home Office certification mark are to be fitted in Admiralty establishments. If not already provided, instructions for the operation and maintenance of the plants are to be obtained from the makers. Where "Porton" type filtration units are fitted the instructions contained in C.A.F.O. 1561/40, relative to ship units, are in general equally applicable to shore units.

6. Filters (or pre-filters where fitted) are liable to be clogged by dust or dirt. It is important therefore that the units are not kept in circuit for normal ventilation purposes but are connected in only during gas attack or for drill and testing.

The intake should be sited as high as is practicable ; this will not only reduce the entry of dirt but will also be likely to avoid heavy concentrations of gas from being drawn to the filters. Intakes should not be placed in pockets where gas is likely to accumulate.

7. Rooms served by filtration units are to be inspected and tested periodically to ensure that air leaks have not developed ; the ventilation trunking should be kept in a clean and efficient state.

8. No relaxation of gas discipline is permissible within compartments served by filtration units. During an air raid leakages are liable to develop which will allow gas to penetrate in spite of the provision of filtration units.

(C.A.F.O. 1561/40.)

4. Only those filtration units which bear the H.M.S. (His Majesty's) mark are to be fitted to Admiralty establishments. It is not already provided instructions for the operation and maintenance of the plant are to be obtained from the maker. Where "Form" type filtration units are fitted the instructions contained in C.A.F.O. 1581/40 relative to ship units are in general equally applicable to shore units and are of course to be read in conjunction with the instructions for shore units.

5. Filters (or pre-filters where fitted) are liable to be clogged by dust or dirt. It is important therefore that the units are not kept in service for normal ventilation purposes but are removed to duty during any attack or for drill and testing.

The intake should be fitted with a high efficiency filter; this will not only reduce the entry of dirt but will also help to avoid heavy concentrations of gas from being drawn to the intake. Intakes should not be placed in places where gas is likely to accumulate. The intake should be placed in a position where it is not likely to be damaged by the action of the sea.

7. Rooms served by filtration units are to be inspected and tested periodically to ensure that air tests have not developed; the ventilation machinery should be kept in a clean and efficient state.

8. No relaxation of gas discipline is permissible within compartments served by filtration units. Although an early stage are liable to develop which will allow gas to penetrate in spite of the provision of filtration units.

(C.A.F.O. 1581/40)

of those fitted with (C.A.F.O. 1581/40) O.P.A. to a standard of efficiency which is not less than that of the O.P.A. (see para. 1581/40) and which are fitted with a filter of the type specified in the instructions for shore units.

Department of Admiralty with H.M. S.P. to ensure that the

(L1581/40) 1.1.40

General Instructions for the Operation of Filtration Units

1. The following instructions are to be read in conjunction with the instructions for shore units.

(L1581/40) 1.1.40

It is the duty of the commanding officer to ensure that the filtration units are maintained in a state of readiness for service at all times. The commanding officer should ensure that the filtration units are tested and inspected periodically to ensure that they are in a state of readiness for service at all times.

The following instructions are to be read in conjunction with the instructions for shore units.

- (1) General Instructions
 - (a) Units fitted with the O.P.A. are to be tested and inspected periodically to ensure that they are in a state of readiness for service at all times.
 - (b) Units fitted with the O.P.A. are to be tested and inspected periodically to ensure that they are in a state of readiness for service at all times.
- (2) Precautions to be taken
 - (a) Precautions to be taken
 - (b) Precautions to be taken
- (3) Disposal of gas
 - (a) Disposal of gas
 - (b) Disposal of gas

It is the duty of the commanding officer to ensure that the filtration units are maintained in a state of readiness for service at all times. The commanding officer should ensure that the filtration units are tested and inspected periodically to ensure that they are in a state of readiness for service at all times.

The following instructions are to be read in conjunction with the instructions for shore units.