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ADMIRALTY FLEET ORDERS

ADMIRALTY, S.W.1,

3rd June, 1943.

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

A list of these Orders is enclosed.

By Command of their Lordships,

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 Admiralty Fleet Order Volume, 1941, Instructions, paragraph 10.

Head of "P" Branch

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Head of "P" Branch

ADMIRALTY FLEET ORDERS

- | No. | Subject. |
|-------|---|
| 2460. | Merlin Engine Tools. (<i>Issued separately on 27th May, 1943, only to Commanders-in-Chief, Flag Officers, Senior Naval Officers, Captains and Commanding Officers, of H.M. Ships and Vessels carrying Aircraft, Superintendents or Officers in Charge of H.M. Naval Establishments, and Admiralty Overseers concerned.</i>) |
| 2461. | Bristol Aero Engines—Establishment of Tools. (<i>Issued separately on 27th May, 1943, to Commanders-in-Chief, Flag Officers, Senior Naval Officers, Captains and Commanding Officers of H.M. Ships and Vessels carrying Aircraft, Superintendents or Officers in Charge of H.M. Naval Establishments, and Admiralty Overseers concerned.</i>) |

3rd June, 1943.

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.*)

2462. Defence Regulations—Orders issued under—Regulated Areas.
 2463. Defence Regulations—Administration of Oaths in Enemy and Enemy-Occupied Territory.
 2464. Naval Officer in Charge, Weymouth—Lapse of Appointment.
 2465. H.M.L.S. "Valsura"—H.M.I. Torpedo School—Commissioning and Postal Address.
 2466. R.N. Air Station, East Haven—Routing of Personnel and Stores.

SECTION 2.—PERSONNEL, PAY, SERVICES, DISCIPLINE, ETC.

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 2468. Honours and Awards—Royal Netherlands Navy.
 2469. Flag Allowance—Squadron Aviation Officers.
 2470. Officers' Marriage Allowance—Continuance of Revised Rate of Marriage Allowance to Officers who have ceased to reside with their families in private accommodation.
 2471. Captain (E) R.N.R. and R.N.V.R.—Institution of Rank.
 2472. Commanders Qualified in (N)—Payment of Specialist Allowance.
 2473. Courses for Officers on Adjustment of Magnetic Compasses.
 2474. Temporary Commissions in the Accountant and Special Branches—Standard of Vision.
 2475. Promotion to Temporary Acting Warrant Master-at-Arms, R.N.
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 2477. Accelerated Promotion.
 2478. Paid Acting Non-substantive Ratings—Conditions of Award by Captain.
 2479. Complement of Writer and Supply Ratings—Scales for Assessing, and Measure of Substitution by W.R.N.S. Personnel.
 2480. Re-engaged and Mobilized Pensioners—Report of Desertion or Punishment by Imprisonment.
 2481. Civil Servants Temporarily Serving in the R.N. and R.M.—Instructions for Naval Accountant Officers.
 2482. Naval Billeting Regulations—Revised Rates of Payments for Billets.
 2483. Colonial Allowance—T.124 Personnel.
 2484. Form S.43A—Naval Pay and Identity Book.
 2485. Form S.43A—Naval Pay and Identity Book.
 2486. W.R.N.S.—Pay Rates—Notation.
 2487. W.R.N.S.—Compensation for Loss of or Damage to Effects.
 2488. Burials in War Time.
 2489. Instruction of the R.N. Sick Berth Staff—Personal issue of B.R. 25—First Aid in the Royal Navy, 1943.
 2490. Relatives and Friends—Verification of Address.
 2491. Travel to Eire by Naval Personnel—Wearing of Plain Clothes.
 2492. Parachute Packing Courses.
 2493. Merchant Navy Rescue Kits—Provision by American Red Cross.
 2494. Naval Salvage Money—Distribution.
 2495. Official Naval Photographers—Pay Arrangements.
 2496. Sports—R.N. and R.M. Sports Control Board—Donation.
 2497. Annual General Meeting of the National Association for the Employment of Regular Sailors, Soldiers and Airmen.

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.)

2498. Guns—Sights A.A. Fore, 200-knot Gun Machine Vickers 0.303-in., G.O. No. 1, Mark II.
 2499. Guns B.L. 15-in., Mark I—Frames Breech Mechanism and Hydraulic Cylinders—REPORT.
 2500. Guns Q.F. 3-in., 20-cwt., Mark I in Submarines—Locking of Mechanism "Hand".
 2501. Guns, Q.F., 5.25-in., Mark I, 4.7-in., Marks XII B, XI, IXA—IX**A, IXB—IX**B, 4.5-in., Marks I, III and IV and 4-in., Marks XVI* and V.C.—Collars Sealing Jackets—Periodical Removal.
 2501a. Guns and Mountings, 20 mm. Oerlikon.
 2502. Gun Mountings—American 4-in./50 Calibre, Mark XII and Modifications.
 2503. Gun Mountings, General—Safe Arcs of Fire.
 2504. Ammunition—Hand Grenades, R.U. Lockers—Modification.
 2504a. Cartridges, B.L., 16-in., 82½-lb, S.C. 280—Modification to Igniters.
 2505. Armament Stores—Wrench Breech Mechanism No. 258.
 2506. Primers Percussion No. 9 Lot 528 V.A.D. 7/41—Withdrawal—V.A.D. Lots 515–530—Samples required—REPORTS.
 2507. Tecalemit Type T.1, two-piece Lubricator—Introduction of.
 2508. Aircraft Catapults—Cartridge, Catapult A/C Cases Empty, No. 1, Mark III—Minimum diameter.—REPORTS.

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

2509. 2-in., Magslip Receivers and Dither Springs—Spare.
 2510. 18-in., Mark XII and XV Torpedoes—Inspection of Trunk Box Lever.
 2511. Depth Charge Pistols—Mark IX and IX* and Marks XIII*, XIV and XVI.
 2512. Torpedo Control Communications.
 2513. U.S.A. Torpedoes 22.4-in., Mark XIII—Modifications to Starting Gear—Cam Toggle.
 2514. B.R. 165, 166 and 167—Instructional Drawings—Revision of Sets.
 2515. Anti-Gas Training Stores—Introduction of New Ground Training Mixture G.T.M.3D.

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

2516. Gyro Compass Equipment—Repair at Ports in the United Kingdom.
 2517. Resolving Ruler for Relative Plot.

Engineer.—(Main and Auxiliary Engines, Boilers, other Machinery in Charge of the Engineer Officer, including Catapults, Coal and Oil Fuel, and Engineering Stores.)

2518. Accelerator Launching Trolley—Provision of Spare Parts.
 2519. Evaporators—Modifications to Improve Purity of Make-up Feed—As. and As.
 2520. Freon Gas-Leak Detection Lamps.
 2521. Outputs of Admiralty O.F. Sprayers, Pattern No. 13, at Various Pressures with Caps and Plugs, Pattern Nos. 14 to 24.

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

2522. Aerial Exchange Outfit—E.H. and W/T Installations, Types TW12FH/FP—Fitting-out Information.
 2523. Outfit Q.H.2 with Aerial Outfit ACD or ACE—Fitting-out Information.
 2524. T.W.12 Transmitters and Receivers, Repair and Modification.

Naval Aircraft.—(Technical.)

2525. Naval Aircraft—Aero-Engine Fuels and Lubricants.
 2526. Naval Aircraft—Regulations for the Use of Oxygen.
 2527. Naval Aircraft—R.A.E. Air Compressors, Type "D" and "E".
 2528. Merlin-engined Aircraft—Header Tank, Thermostatic Relief Valves.
 2529. Oxygen Economisers, Mark II, not Fitted with Pressure Plate Stops—Replacement.
 2530. Walrus Aircraft—Lubrication of Undercarriage Locking Gear.

Anti-Submarine.—(Asdics, Hydrophones and Echo Sounding and Stores.)

2531. E/S Sets, Types 758 (Series), 761 (Series) and 763 (Series)—Boards Charge/Discharge, Pattern A941—Temporary Shortage.

SECTION 3.—G., T., N., E., ETC., & STORES; HULL, EQUIPMENT & FITTINGS—*contd.*

General.—(Hull, Armour, General Equipment and Fittings, etc., and Orders affecting two or more Departments.)

- 2532. Alterations to Bowlights and Provision of Reels for Boat's Falls—A. and A.
- 2533. Destroyer Type Boat Davits—Fracture of Screw Gear.
- 2534. Diesel Fuel Supply Systems to Galleys, etc.—As. and As.
- 2535. Fire Fighting in H.M. Ships—Canvas Delivery Hose—Allowance of No. 2 Size Hose for Fire Purposes.
- 2536. Gas Cylinders—History Sheets and Clarification of Obliterated Numbers.
- 2537. Indicating Lamp Fitting, Pattern 17046, for D.G. Circuits—Additional Screen.
- 2538. Life-saving Rafts—Lights to Indicate Position.
- 2539. R.N. Aircraft Repair Yards, Air Stations and Sections.
- 2540. Stern Gland Lubrication—Use of Coopers Grease, No. 4, Semi-transparent.
- 2541. Substitutes for Curled Hair for Upholstery Work.
- 2542. Thermometer Testing Equipment—Batteries for.
- 2543. Tool Kits for R.N. Air Personnel—Stocktaking.
- 2544. Torpedo Sights.
- 2545. Well Glasses for Airfield Glim Lamps—Method of Storing and Demanding.

SECTION 4.—OTHER STORES—NAVAL STORES*, VICTUALLING STORES, MEDICAL STORES, CONTRACTS.

(*All N.S. Orders not included under Section 3.)

- 2546. Naval Aircraft—Emergency Equipment Knife for Pilots—REPORTS.
- 2547. Care and Maintenance of Towing Hawsers.
- 2548. Combined Operations Kits—As. and As.
- 2549. Musters of Victualling Stores in Destroyers.
- 2550. Serge Jumpers and Trousers—Alterations in Patterns.
- 2551. Tropical Shorts—Modified Pattern.
- 2552. W.R.N.S.—Supply of Hair Brushes.
- 2553. Wood Wool Rope.

SECTION 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE.

- 2554. Amendments to Books.
- 2555. A.M.S.Is.
- 2556. Air Publications, etc., Distributed During March, 1943.
- 2557. Air Publications Distributed During April, 1943.
- 2558. Certificates of Registry for British Ships—Issue.
- 2559. British Aeroplanes—Issue of Slips for Sheets A. 3 & D.1.
- 2560. Form O.6—Ammunition Labels—Additions.
- 2561. B.R. 254—Eyeshooting Pocket Book—Issue.
- 2562. B.R. 378 (F)—Aircraft Stores Establishment—Fulmar.
- 2563. B.R. 778—Handbook and Drill for the 2-pdr., Q.F., Mark VIII, Gun on Single, Mark XVI, Mounting (Powered)—Issue.
- 2564. B.R. 813—Notes on the Smith & Wesson, 9-mm., Self Loading Carbine—Issue.
- 2565. O.U. 6090 (G) Range Tables Nos. 555, 556 and 557 for Q.F., 5-25-m., Guns, Mark I—March, 1943—Issue.
- 2566. R.N. Medical Depot—Londonderry Address for Stores and Correspondence.
- 2567. Headquarters of Victualling Store Officer, Greenock—Change of Address.
- 2568. R.N. Air Station—Henstridge—Postal Address.
- 2569. W.R.N.S. Depot, Southsea—Address.

SECTION 6.—SHORE ESTABLISHMENTS.

- 2570. Whitsun Holiday, 1943—Arrangements for Civilian Non-Industrial Staffs.
- 2571. Income Tax Charge Duplicates—Civilians.
- 2572. Extended Employment of Women in Admiralty Establishments—Rates for Stage 2 of Training.
- 2573. National Savings—Local Deduction Scheme for Industrial Employees.
- 2574. Need for Economy in the Use of Water at Naval Establishments—REPORTS.
- 2575. Clothes Rationing (Explosives Industry)—Position of Technical and Other Non-Industrial Staffs.
- 2576. Motor Transport Services—Lubricating Oils.
- 2577. Admiralty Anchor—Standard Design for Carving in Stone.
- 2578. Towing of Battle Practice Targets for Vessels Belonging to Allied Navies and Dominion Governments.
- 2579. Application of Travelling Brakes Before Taking a Lift on a Mobile Crane.
- 2580. Orders for Electrical Installation Work (Shore)—Terms of Payment.
- 2581. Official Naval Photographers—Pay Arrangements—(See A.F.O. 2495/43).

*(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.

2462.—Defence Regulations—Orders Issued Under—Regulated Areas

(N.L. 7034/43.—3.6.1943.)

By Orders under the Defence Regulations, the Secretary of State for War has declared the undermentioned coastal areas in Great Britain as Regulated Areas. The areas affected, it will be seen, include the whole of the South and East Coasts of England from the Humber to Penzance to an approximate depth of 10 miles inland and in Kent and Sussex a rather larger area is covered which was formerly subject to a visitors' ban. The coastal strip from Milford Haven along South Wales and around the Severn Estuary to Portishead is also included. Within the Regulated Areas access to particular places may from time to time be either restricted or completely barred without prior notice by the Military authorities for military purposes.

2. In Scotland, areas around the Forth, Tay and Clyde Estuaries have also been declared Regulated Areas and places within these areas will be subject as occasion may arise to a similar restriction.

3. No guarantee can be given that anyone entering these Regulated Areas may not at any time and at any place encounter restrictions imposed by the Military for military purposes. It will not be possible to make any general public announcement as to the nature, place and time of these restrictions and any person intending to visit a place in a Regulated Area should ascertain beforehand from the person he intends to visit or the hotel, etc., where he intends to stay whether any special restrictions are in force at the time in that locality. Advice on the position can only be given locally and will not be available from railway companies, travel agencies, etc.

4. Local Military Commanders have received instructions that, where restrictions are put into effect in any area, Civil Servants engaged on work of national importance will not be interfered with in any way, and, on proving their identity, will be permitted to move freely within the restricted area.

5. The First Schedule to this Order contains a full list of the areas concerned.

6. The Secretary of State for War has also issued the Regulated Areas Byelaws 1943 (S.R. and O. No. 714 of 1943) which have effect in the Regulated Areas listed in the First Schedule hereto. A copy of the Byelaws appears in the Second Schedule to this Order.

FIRST SCHEDULE

All those parts of the Counties of the East Riding of York, the West Riding of York, Lincoln, Cambridge, Norfolk, Suffolk, Essex, Kent, Sussex, Southampton, Dorset, Somerset, Devon and Cornwall described as follows:—

In the County of the East Riding of York:—

The County Borough of Kingston-upon-Hull.
The Borough of Hedon.
The Urban Districts of Haltemprice and Withernsea.
The Rural District of Holderness, excluding the Parishes of Atwick, Bewholme, Brandesburton, Catwick, Seaton and Siggleshorpe.
The Parishes of Woodmansey, Wawne, Skidby, Rowley, South Cave, Ellerker, Brantingham, Elloughton, Welton, North Ferriby, and Swanland, in the Rural District of Beverley.
The Parishes of Howden, Easttrington, Gilberdyke, Newport, North Cave, Broomfleet, Blacktoft, Laxton and Kilpin in the Rural District of Howden.

In the County of the West Riding of York:—

The Borough of Goole.
The Rural District of Goole, excluding the Parishes of Gowdall, Pollington, Snaith and Cowick, and Rawcliffe.

In the County of Lincoln:—

- The County Borough of Grimsby.
- The Boroughs of Boston and Cleethorpes.
- The Urban Districts of Spalding, Skegness, Alford, Mablethorpe and Sutton, and Barton-upon-Humber.
- The Rural Districts of East Elloe, Boston, Spilsby and Grimsby.
- The Rural District of Spalding excluding the Parishes of Crowland, Cowbit and Deeping St. Nicholas.
- The Rural District of Louth, excluding the Parishes of Hainton, South Willingham, Donington on Bain, Stenigot, Withcall, Tathwell, Maidenwell, Haugham, Raithby cum Maltby, Hallington, Welton le Wold, Burgh on Bain, Ludford, Gayton le Wold, East Wykeham, Calcehorpe, North Elkington, South Elkington, Binbrook, and Kelstern.
- The Rural District of Glanford Brigg, excluding the Parishes of Gunness, Burringham, East Butterwick, Bottesford, Messingham, Holme, Broughton, Scawby, Cadney, Manton, Hibaldstow, Kirton in Lindsey and Redbourne.
- The Parishes of Wildmore, Coningsby, Tumbly, Mareham-le-Fen and Revesby, in the Rural District of Horncastle.
- The Parishes of Brocklesby, Keelby, Great Limber, Riby, Swallow, Thoranby and Swinhope, in the Rural District of Caistor.
- The Parishes of Garthorpe, Amcotts, Luddington and Eastoft in the Rural District of Isle of Axholme.

In the County of Cambridge:—

- The Parishes of Newton and Tydd St. Giles in the Rural District of Wisbech.

In the County of Norfolk:—

- The County Borough of Great Yarmouth.
- The Borough of King's Lynn.
- The Urban Districts of North Walsham, Cromer, Sheringham, Wells and New Hunstanton.
- The Rural Districts of Erpingham, Walsingham, Smallburgh and Docking.
- The Rural District of Blofield and Flegg excluding the Parishes of Brundall, Postwick, Thorpe next Norwich and Plumstead Great and Little.
- The Rural District of Freebridge Lynn excluding the Parishes of Castle Acre, West Acre, Pentney and East Walton.
- The Rural District of Marshland excluding the Parishes of Marshland St. James, Emneth, Walsoken, Outwell and Upwell.
- The Parishes of Ellingham, Kirby Cane, Loddon, Chedgrave, Langley with Hardley, Norton Subcourse, Thurlton, Haddiscoe, Heckingham, Hales, Raveningham, Toft Monks, Aldeby, Wheatacre, Burgh St. Peter, Gillingham, Geldeston and Stockton, in the Rural District of Loddon.
- The Parishes of Wiggenhall St. Mary the Virgin and Wiggenhall St. Germans in the Rural District of Downham.
- The Parishes of Oulton, Blickling, Aylsham, Tuttington and Brampton in the Rural District of St. Faith's and Aylsham.

In the County of Suffolk:—

- The County Borough of Ipswich.
- The Boroughs of Aldeburgh, Southwold, Beccles and Lowestoft.
- The Urban Districts of Felixstowe, Woodbridge, Saxmundham, Leiston-cum-Sizewell and Halesworth.
- The Rural District of Lothingland.
- The Rural District of Samford, excluding the Parish of Shelley.
- The Rural District of Deben, excluding the Parishes of Creetingham, Monewden and Hoo.
- The Rural District of Blythe, excluding the Parishes of Framlingham, Dennington, Saxted, Earl Soham, Brandeston and Kettleburgh.
- The Rural District of Wainford, excluding the Parishes of Homersfield, Flixton, St. Margaret South Elmham, St. Cross South Elmham, St. James South Elmham, All Saints and St. Nicholas South Elmham, St. Michael South Elmham and St. Peter South Elmham.

In the County of Essex:—

- The County Borough of Southend-on-Sea.
- The Boroughs of Maldon, Harwich and Colchester.
- The Urban Districts of Canvey Island, Billericay, Benfleet, Rayleigh, Burnham-on-Crouch, West Mersea, Brightlingsea, Clacton, Frinton and Walton, and Wivenhoe.
- The Rural Districts of Rochford, Maldon, Lexden and Winstree, and Tendring.
- The Parishes of Stock, South Hanningfield, West Hanningfield, East Hanningfield, Runwell, Rettendon, Woodham Ferrers, Great Baddow, Little Baddow, Sandon and Danbury in the Rural District of Chelmsford.

In the County of Kent:—

- The County Borough of Canterbury.
- The Boroughs of Rochester, Chatham, Deal, Dover, Faversham, Folkestone, Gillingham, Hythe, Lydd, Margate, New Romney, Queenborough, Ramsgate, Sandwich and Tenterden.
- The Urban Districts of Ashford, Broadstairs and St. Peter's, Herne Bay, Sheerness, Sittingbourne and Milton, and Whitstable.
- The Rural Districts of Bridge-Blean, Dover, East Ashford, Eastry, Elham, Romney Marsh, Sheppey and Swale.
- The Parishes of Allhallows, Cliffe-at-Hoo, Cooling, Frindsbury Extra, Higham, High Halstow, Hoo, Isle of Grain, St. Mary and Stoke in the Rural District of Strood.
- The Parishes of Appledore, Kenardington, Newenden, Rolvenden, Stone-cum-Ebony, Wittersham and Woodchurch in the Rural District of Tenterden.
- The Parishes of Great Chart, Kingsnorth and Shadoxhurst in the Rural District of West Ashford.

In the County of Sussex:—

- The County Boroughs of Brighton, Eastbourne and Hastings.
- The Boroughs of Arundel, Bexhill, Chichester, Hove, Lewes, Rye and Worthing.
- The Urban Districts of Bognor Regis, Burgess Hill, Littlehampton, Newhaven, Portslade-by-Sea, Seaford, Shoreham-by-Sea and Southwick.
- The Rural Districts of Chailey, Chanctonbury, Chichester, Hailsham and Worthing.
- The Rural District of Battle, excluding the Parishes of Ticehurst and Etchingham.
- The Parishes of Albourne, Clayton, Fulking, Hurstpierpoint, Keymer, Newtimber, Poynings, Pyecombe and Twineham in the Rural District of Cuckfield.
- The Parish of Heyshott and those parts of the Parishes of Bepton, Cocking, Easebourne, East Lavington, Elsted, Graffham, Harting, Iping, Lodsworth, Midhurst, Rogate, South Ambersham, Stedham, Treyford, West Lavington and Woolbeding in the Rural District of Midhurst which lie to the south of the Petersfield-Midhurst-Petworth railway line.
- The Parishes of Barlavington, Bignor and Bury and those parts of the Parishes of Duncton, Fittleworth, Petworth and Sutton in the Rural District of Petworth which lie to the south of the Petersfield-Midhurst-Petworth railway line.
- The Parishes of Framfield, Isfield and Little Horsted in the Rural District of Uckfield.

In the County of Southampton:—

- The Administrative County of the Isle of Wight.
- The County Boroughs of Portsmouth, Southampton and Bournemouth.
- The Boroughs of Gosport, Romsey, Lyminster, Christchurch, Eastleigh and Winchester.
- The Urban Districts of Havant and Waterloo, and Fareham.
- The Rural District of New Forest.
- The Rural District of Droxford excluding the Parishes of West Meon and Warnford.

The Rural District of Ringwood and Fordingbridge excluding the Parishes of Martin, Damerham, Rockbourne, Whitsbury, Breamore, Hale, and Woodgreen.

The Parishes of Clanfield, Horndean and Rowlands Castle in the Rural District of Petersfield.

The Parishes of Fair Oak, West End, Hedge End, Botley, Bursledon, Hound, Hamble, Owslebury, Colden Common, Otterbourne, Compton, Hursley, Twyford and Chilcomb, in the Rural District of Winchester.

The Parishes of Millbrook, Nursling and Rownhams, Romsey Extra, Wellow, Melchet Park and Plaitford, Sherfield English, Michelmersh, Mottisfont, Lockerley, East Dean, Ampfield, North Baddesley and Chilworth, in the Rural District of Romsey and Stockbridge.

In the County of Dorset:—

The Boroughs of Poole, Wareham, Weymouth and Melcombe Regis, Dorchester, Bridport and Lyme Regis.

The Urban Districts of Wimborne Minster, Swanage and Portland.

The Rural Districts of Wareham and Purbeck, Dorchester, Beaminster and Bridport.

The Rural District of Wimborne and Cranborne excluding the Parishes of Handley, Pentridge, Gussage St. Michael, Cranborne, Long Crichel, Gussage All Saints, Wimborne St. Giles, Edmondsham and Alderholt.

In the County of Somerset:—

The Borough of Chard.

The Parishes of Chard, Wambrook, Winsham and Wayford, in the Rural District of Chard.

In the County of Devon:—

The County Boroughs of Exeter and Plymouth.

The Boroughs of Honiton, Torquay, Dartmouth and Totnes.

The Urban Districts of Axminster, Seaton, Ottery St. Mary, Sidmouth, Dawlish, Exmouth, Budleigh Salterton, Ashburton, Newton Abbot, Teignmouth, Buckfastleigh, Paignton, Brixham, Kingsbridge and Salcombe.

The Rural Districts of Axminster, Honiton, St. Thomas, Totnes, Kingsbridge and Plympton St. Mary.

The Rural District of Newton Abbot excluding the Parishes of Widecombe in the Moor, Buckland in the Moor, Manaton, Lustleigh, North Bovey and Moretonhampstead.

The Parishes of Bere Ferrers, Buckland Monachorum, Meavy and Sheepstor in the Rural District of Tavistock.

In the County of Cornwall:—

The Boroughs of Saltash, Liskeard, Lostwithiel, Fowey, Truro, Penryn, Falmouth, Helston, St. Ives and Penzance.

The Urban Districts of Torpoint, Looe, St. Austell, Newquay, Camborne-Redruth, and St. Just.

The Rural Districts of St. Germans, Liskeard, St. Austell, Truro, Kerrier, West Penwith and Isles of Scilly.

The County of Dunbarton, so far as it is not included under the Regulated Area (No. 1) Order, 1942, with the exception of the detached portion thereof lying between the Counties of Stirling and Lanark, the Parishes of Inverkip, Greenock, Port Glasgow, Kilmacollm, Houston and Killellan, Erskine, Inchinnan, Kilbarchan and Lochwinnoch in the County of Renfrew, and the Parishes of Largs, Kilbirnie, Dalry, West Kilbride and Ardrossan in the County of Ayr.

The Counties of East Lothian, Midlothian (excluding the Parishes of Stow, Temple and Heriot), West Lothian, Fife, Kinross and Clackmannan and those parts of the Counties of Stirling, Perth and Angus east and south of the main railway line from Glasgow through Larbert, Stirling, Perth, Coupar-Angus and Forfar to Arbroath, but including those parts of the City of Perth and the Burghs of Stirling and Arbroath not within these boundaries.

All those parts of the Counties of Pembroke, Carmarthen, Glamorgan, Monmouth, Gloucester and Somerset described as follows:—

In the County of Pembroke:—

The Boroughs of Pembroke, Tenby and Haverfordwest.

The Urban Districts of Milford Haven, Narberth and Neyland.

The Rural Districts of Pembroke and Narberth excluding the Parishes of Mynachlog-ddu, Llangolman, Llandilo, Maenclochog, Vorlan, Llawhaden, Clarbeston, Bletcherston, Llandissilio West, Llanycefn, New Moat, Llys-y-fran, Llanfallteg West, Llangan West and Grondre.

The Parishes of Nolton, Haroldston West, Walton West, Talbenny, St. Brides, Marloes, Dale, St. Ishmael's, Hasguard, Herbrandston, Hubberston, Steynton, Llanstadwell, Burton, Llangwm, Boulston, Uzmaston, Haroldston St. Issells, Hamlet of St. Thomas, Lambston, Hamlet of St. Martin, Johnston, Freystrop, Rosemarket, Robeston West, and Walwyn's Castle, in the Rural District of Haverfordwest.

In the County of Carmarthen:—

The Boroughs of Kidwelly and Llanelly.

The Urban District of Burry Port.

The Rural District of Llanelly.

The Parishes of Whitland, Eglwyscumin, St. Clears, Llangynog, Llangain, Llandefeilog, Llangendeirne, St. Ishmael, Laugharne Township, Llanstephan, Llanddowror and Pendine, in the Rural District of Carmarthen.

In the County of Glamorgan:—

The County Boroughs of Cardiff and Swansea.

The Boroughs of Neath and Port Talbot.

The Urban Districts of Llwehwr, Porthcawl, Bridgend, Barry, Penarth, Glyncoerrwg, Maesteg and Ogmore and Garw.

The Rural Districts of Pontardawe, Gower, Neath excluding the Parish of Rhigos, Penybont, Cowbridge, Llantrisant and Llanwit Fardre, and Cardiff.

In the County of Monmouth:—

The County Borough of Newport.

The Urban Districts of Bedwas and Machen, Mynyddislwyn, Abercarn, Cwmbran, Risca, Caerleon and Chepstow.

The Rural Districts of Magor and St. Mellons, and Chepstow.

The Parishes of Llanfrechfa Lower, Llanhennock Fawr, Llangybi Fawr and Llantrisant Fawr in the Rural District of Pontypool.

The Parish of Trelech United in the Rural District of Monmouth.

In the County of Gloucester:—

Avon ward in the County Borough of Bristol.

The Rural Districts of West Dean, Lydney and Thornbury.

In the County of Somerset:—

Avon ward and the portion of Southville ward which includes Portishead Dock, in the County Borough of Bristol.

The Urban District of Portishead.

The Parishes of Walton in Gordano, Weston in Gordano, North Weston, Clapton, Portbury and Easton in Gordano, in the Rural District of Long Ashton.

SECOND SCHEDULE

1. In these Byelaws "specified area" means an area specified in directions given by any military authority under Regulation 13A of the Defence (General) Regulations, 1939, as the area within which the use of highways and places to which the public has access is for the time being prohibited or regulated; and "public place" includes any place to which the public has access.

2. In any specified area—

(a) all persons over 16 years of age using any highway or public place shall carry with them their National Registration Identity Card or other duly authorised identity document issued in lieu of it and shall produce it on demand to any constable, or to any member of His Majesty's forces or of an Allied force acting in the course of his duty as such;

- (b) 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 paragraph shall not apply to any member of His Majesty's forces or of an Allied force;
- (c) no person shall in any highway or public place be in possession of any camera, telescope or binoculars without a permit in writing issued by or under the authority of the said authority;
- (d) no person shall in any part of a specified area (including private premises) use any telescope or binoculars without a permit in writing issued by or under the authority of the said authority.
3. Nothing in paragraphs (b), (c) or (d) of the foregoing byelaws shall apply to any constable or member of His Majesty's forces or of an Allied force while acting in the course of his duty as such.
4. These byelaws may be cited as the Regulated Area Byelaws, 1943.
(A.F.Os. 849/42 and 2340/42.)

2463.—Defence Regulations—Administration of Oaths in Enemy and Enemy Occupied Territory

(N.L. 16155/42.—3.6.1943.)

The Lord Chancellor, in exercise of the powers conferred upon him by the Evidence and Powers of Attorney Act, 1943, has issued an Order enabling certain individuals in enemy or enemy occupied territory to administer oaths and take affidavits for all purposes for which an oath may be administered or an affidavit taken by a Commissioner for Oaths under the Commissioners for Oaths Act, 1889. The Order is entitled "The Administration of Oaths (Enemy Territory) Order, 1943" S.R. and O. No. 639 of 1943 and may be useful in the event of affidavits being required from prisoners of war or internees.

(A.F.O.s. 3105/40 and 3443/40.)

2464.—Naval Officer-in-Charge, Weymouth—Lapse of Appointment

(M. 06084/43.—3.6.1943.)

The appointment of Naval Officer-in-Charge, Weymouth, lapsed on the 12th February, 1943. All signals and correspondence should now be addressed to "The Captain, H.M.S. 'Bee,' Weymouth, Dorset".

2. A.F.O. 4469/42 should be amended to read "The base will be under the direct command of the Captain, H.M.S. 'Bee,' and under the administration of the Flag Officer-in-Charge, Portland".

(A.F.O. 4469/42.)

2465.—H.M.I.S. "Valsura"—H.M.I. Torpedo School—Commissioning and Postal Address

(M. 1517/43.—3.6.1943.)

The Torpedo School of the Royal Indian Navy has been commissioned as H.M.I.S. "Valsura" and all correspondence should be addressed to:—

Commanding Officer,
H.M.I.S. "Valsura",
c/o Central Fleet Mail Office,
10, Nicol Road,
Ballard Estate,
Bombay,
India.

2466.—R.N. Air Station, East Haven—Routeing of Personnel and Stores

(A.0376/43.—3.6.1943.)

Drafts for R.N. Air Station, East Haven (H.M.S. "Peewit"), are to be routed to Arbroath Railway Station.

2. Stores should be despatched to East Haven Railway Station, or to Arbroath if they are too large to be manhandled.

3. C.A.F.O. 820/43 is to be amplified accordingly.

(C.A.F.Os. 820/43, 915/43 and 966/43.)

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

2467.—Honours and Awards—Polish Navy

(H. & A. 200/43.—3.6.1943.)

The King has been graciously pleased to approve the following Appointment to an Officer of the Polish Navy for gallant services as Commanding Officer of O.R.P. "Blyskawica" in the North African Campaign:—

To be a Companion of the Distinguished Service Order:
Commander Ludwik Lichodziejewski, Polish Navy.

2. This appointment will not be gazetted.

***2468.—Honours and Awards—Royal Netherlands Navy**

(H. & A. 363/43.—3.6.1943.)

The King has been graciously pleased to approve the following Appointment and Awards to Officers and Men of the Royal Netherlands Navy for gallant services in the destruction of an Italian Submarine:—

To be a Companion of the Distinguished Service Order:
Lieutenant-Commander Henri Max Louis Frederic Emile van Oostrom Soede, R.Neth.N., H.N.M.S. "Dolfijn."

The Distinguished Service Medal
Leading Telegraphist Rudi de Nooy, 13560, H.N.M.S. "Dolfijn."

Mention in Despatches
Lieutenant Willem Cornelis Mary de Jonge van Ellmeet, R.Neth.N., H.N.M.S. "Dolfijn."
C.T.A. II Willem van der Tuin, 9993, H.N.M.S. "Dolfijn."
Temporary Acting Warrant Engineer Bastiaan Cornelis van Gent, 7535, H.N.M.S. "Dolfijn."
C.E.A. II Adrianus Johannes Joon, 7983, H.N.M.S. "Dolfijn."
A/P.O. E.B. Willem Johannes Hennevelt, 12408, H.N.M.S. "Dolfijn."

2. These awards will not be gazetted.

2469.—Flag Allowance—Squadron Aviation Officers

(C.W. 39479/42.—3.6.1943.)

Approval has been given for the payment of Flag Allowance to Commanders (Flying) of aircraft carrier flagships when appointed also as Squadron Aviation Officers at the rate of 2s. 6d. a day, subject to the conditions of Article 1564, K.R. & A.I.

2. This order is retrospective to 26th May, 1942.

3. K.R. & A.I. will be amended.

(K.R. and A.I., Article 1564 and Appendix I, Part 3, No. 50.)

***2470.—Officers' Marriage Allowance—Continuance of Revised Rate of Marriage Allowance to Officers who have Ceased to Reside with their Families in Private Accommodation**

(C.W. 5763/43.—3.6.1943.)

With reference to A.F.O. 5308/41, where the 5s. a day rate of Marriage Allowance (Schedule B of A.F.O. 5608/41) is in issue, and the Officer either through receiving a fresh appointment or through being required, for service reasons, to enter official accommodation to which he does not bring his wife, or through otherwise changing his place of residence for service reasons, becomes entitled to the 4s. a day rate of Marriage Allowance (Schedule A of A.F.O. 5608/41), the reduction to the latter rate will be deferred for a limited period in order to provide his family the opportunity of securing less expensive accommodation. In such instances, and subject to any deduction under paragraph 2 below, the 5s. rate (but not the "Special Allowance") under Schedule B of A.F.O. 5608/41, may be continued to the Officer from the

AFO
4392/43

date he would normally cease to draw the 5s. rate until (a) the day on which his wife relinquishes the accommodation which she occupied with him, or (b) until the expiry of 91 days, whichever is earlier.

2. The Allowance will not be payable in respect of any period during the above 91 days (maximum) in which the Officer is on leave between appointments, or in non-effective appointments, including appointments to full pay sick leave.

3. An Officer in receipt of Lodging Allowance in his fresh appointment may receive the 5s. rate of Marriage Allowance under this Order, notwithstanding the sentence in brackets under Schedule B in A.F.O. 5608/41.

4. Officers claiming continuance of Marriage Allowance at 5s. a day (Schedule B, A.F.O. 5608/41) under the above conditions, are to complete a form of application as follows and forward it to their Accountant Officer within one month of the date of the new appointment.

A.F.O. 2470/43.

Claim for extension of Marriage Allowance at 5s. a day, (M.A.(R) Schedule B, A.F.O. 5608/41).

Name..... Rank.....
(in BLOCK LETTERS)

(a) Date of ceasing duty in last appointment.....
or
Date of entry into Official accommodation for Service reasons.....
or
Date of change of residence for Service reasons.....
(b) Date of present appointment.....

I was in receipt of Marriage Allowance (R) Schedule B consequent on my residence with my wife at.....(address)
where she { *resided until.....
 { *continues to reside

and I claim extension of Marriage Allowance at 5s. a day from.....
to.....(date my wife removed from address above,
if known).

Note.—This rate is not payable beyond 91 days from the date at (a) above.

I { *was on leave after ceasing duty in my last appointment until.....
 { *was not

I will report when my wife leaves the above address if within the period of 91 days referred to.

Signature

Date

FOR USE OF ACCOUNTANT OFFICER

(1) Marriage Allowance continued as above for.....days.
(2) Marriage Allowance reduced to 4s. a day (Schedule A, A.F.O. 5608/41) from
.....at List.....No.....
of Ledger of H.M.S.....ending.....

Accountant Officer.

Date

R/L.....

F/L.....

This form should be reproduced locally as requisite, and rendered as an enclosure to the Ledger in which the credit appears.

* Delete as necessary.

5. This Order applies to cases in which the 5s. rate would normally cease on and after 1st April, 1943.

(A.F.O. 5608/41.)

A.F.O.
3129/43

*2471.—Captain (E), R.N.R., and R.N.V.R.—Institution of Rank

(C.W. 21911/43.—3.6.1943.)

The institution of the rank of Captain (E) in the R.N.R. and the R.N.V.R. has been approved, with effect from the date of this Order; there will be a combined establishment of one, which may be filled by an R.N.R. or R.N.V.R. officer.

2. The zone of promotion will be a minimum of four years' seniority in the rank of Commander (E) R.N.R. or R.N.V.R.

3. The retiring age has been fixed at 53.

4. The officer, if R.N.R., will be required in peace time to perform twenty-eight days training in one or two periods every three years and will receive a retainer of £30 a year.

(K.R. & A.I., Art. 985.)

✓ 2472.—Commanders Qualified in (N)—Payment of Specialist Allowance

(C.W. 20271/43.—3.6.1943.)

As from the date of this Order, Commanders qualified in (N) (except as provided for by Clause 2 (c) of K.R. and A.I., Article 1568) will be paid specialist (N) allowance at the prescribed rates only if:—

(a) appointed for, and actually employed in, navigating H.M. Ship (or ships) at sea;

(b) appointed as:—

(i) King's Harbour Master or Master Attendant at a Dockyard Port or Port as defined in paragraph 3 (b) hereunder;

(ii) Assistant King's Harbour Master at a Dockyard Port or Port as defined in paragraph 3 (b) hereunder, where the King's Harbour Master is of Captain's rank and is also Captain of the Dockyard.

2. Officers in appointment other than those referred to in paragraph 1 above, who under the terms of paragraph 2 of A.F.O. 4240/41 are drawing specialist allowance pending relief, are not affected.

3. Appointments as King's Harbour Master, Master Attendant, or Assistant King's Harbour Master will be made only:—

(a) to ports in the United Kingdom which are Dockyard Ports within the meaning of the Dockyard Ports Regulation Act, 1865.

(b) to ports overseas which have been constituted Dockyard Ports by a competent authority or in which there are waters over which Admiralty jurisdiction has been established in terms providing for such an appointment either explicitly or by reason of the function to be exercised.

4. The establishment of a port as a Dockyard Port or the establishment of Admiralty jurisdiction over certain waters within a port, does not necessarily entail the appointment to that port of a King's Harbour Master and/or an Assistant King's Harbour Master and where such ports are of secondary importance or the extent of Admiralty jurisdiction is small, a Master Attendant may be appointed. In ports where the traffic is largely commercial or mercantile, but is in some measure under Admiralty control, an Admiralty Berthing Officer and/or Assistant Admiralty Berthing Officer may be appointed in lieu.

5. Except where directly over-ridden by the terms of this Order, the provisions of K.R. and A.I. Article 1568 will continue to apply (except that the allowance is now payable at Portland and Sheerness). No formal amendment to the article will be made at present, but a note should be inserted alongside it calling attention to this order.

(K.R. & A.I. Art. 1568.)

(A.F.O. 4240/41 is cancelled.)

2473.—Courses for Officers on Adjustment of Magnetic Compasses

(C.D. 307/43.—3.6.1943.)

With reference to A.F.O. 5790/42, long and short courses in the adjustment and maintenance of magnetic compasses and in the special use of compass corrector coils will be held at the Admiralty Compass Observatory, Ditton Park, Slough, on the following dates in the latter part of 1943:—

Long Courses—

2nd August to 28th August.

20th September to 16th October.

1st November to 27th November.

13th December to 8th January, 1944.

Short Courses—

13th September to 18th September.

18th October to 23rd October.

25th October to 30th October.

29th November to 4th December.

6th December to 11th December.

(A.F.Os. 4170/41, 4015/42, 5790/42 and 1778/43.)

2474.—Temporary Commissions in the Accountant and Special Branches—Standard of Vision

(M.D.G. 23494/43.—3.6.1943.)

The following visual standard applies to all candidates for temporary commissions in the Accountant Branch and in the Special Branch, R.N.V.R., whether new entries, or for promotion from the lower deck.

Distant Vision with glasses 6/12 : 6/36.

Near Vision with glasses D = 0.6 with both eyes together.

Colour Vision, Grade III.

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

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

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

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

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

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

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

2475.—Promotion to Temporary Acting Warrant Master-at-Arms, R.N.

(C.W. 14823/43.—3.6.1943.)

With reference to A.F.O. 1345/42, the number of candidates available for selection for promotion to Temporary Acting Warrant Master-at-Arms, R.N., is now far in excess of requirements.

2. In order, therefore, to limit the number of candidates available for selection without suspending the recommendation of further ratings, candidates who have been pensioners for more than five years (other than those recommended for meritorious service) shall be removed from the roster. Recommendations of pensioner ratings should therefore cease on their completing five years as such, unless forwarded specially through the administrative authority, as a result of particularly meritorious service.

3. Prior consideration for promotion to Temporary Acting Warrant Master-at-Arms will be given to those candidates who have passed educationally for warrant rank. Commanding Officers should therefore advise candidates who have not passed educationally that in their own interests the Higher Educational Test should be taken as and when practicable.

(A.F.Os. 1107/40, 1344/42 and 1345/42.)

*2476.—Royal Marines—Commissions from the Ranks

(C.W. 22226/43.—3.6.1943.)

With reference to A.F.O. 1305/43, the three undermentioned Non-Commissioned Officers have been selected to undergo the Non-Commissioned Officer Cadets' course which commenced on 2nd May, 1943:—

Ply.X.1268 Sergeant P. Bell.

Ply.X.345 Sergeant T. J. Badlan, D.S.M.

Po.X.4187 Corporal (Temporary) J. R. Odendaal, E.E.M.

(A.F.Os. 337/40—not in annual volume—and 1305/43.)

*2477.—Accelerated Promotion

(C.W. 22371/43.—3.6.1943.)

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

Executive

Barker, R. A. P.	...	"St. Christopher"	...	...	1st March, 1943
Henry, S.	...	"Saunders" for T.L.C. "139"	...	...	1st March, 1943
Hodge, R. G.	...	"Tuscan"	...	...	1st May, 1943
Scott, D.	...	"Quebec"	...	...	1st May, 1943
Thompson, L.E.	...	"Hornet" for M.G.B. "40"	...	...	1st June, 1943
Bray, F. A. M.	...	"Hornet" for M.G.B. "121"	...	...	1st June, 1943
Hillstead, W. R. S.	...	"Vanoc"	...	...	1st June, 1943
Nixon, R. C.	...	"Rion"	...	...	1st June, 1943
Savage, E. R.	...	"Mentor II" for M.L. "455"	...	...	1st June, 1943
Fowler, S. E.	...	"St. Christopher" for M.L. "467"	...	...	1st June, 1943
Hair, J. C.	...	"Jeanie Deans"	...	...	1st June, 1943
Barber, H. P.	...	"Dinosaur"	...	...	1st June, 1943
Cockburn, J. D.	...	"St. Christopher" for M.L. "260"	...	...	1st June, 1943
Richards, K. E.	...	"Negro"	...	...	1st June, 1943
Harrison, Alan Geo.	...	"Worthing"	...	...	1st June, 1943
Wilton, F.	...	"Asbury"	...	...	1st June, 1943
Reynell, J.	...	"Dinosaur"	...	...	1st June, 1943
Harrison, F. C.	...	"Primrose"	...	...	1st June, 1943
Coyne, P. C.	...	"Aubretia"	...	...	1st June, 1943
Smith, D. J. C.	...	"Helford"	...	...	1st June, 1943
Willson, E. K.	...	"Vega"	...	...	1st June, 1943
Phillips, D. N.	...	"Shiant"	...	...	1st June, 1943
Godwin, J.	...	"Tormentor"	...	...	1st June, 1943
Gott, H.	...	"Northern Duke"	...	...	1st June, 1943
Wright, W. L.	...	"Buttermere"	...	...	1st June, 1943
Lee, R. G.	...	"Wasp" for M.G.B. "118"	...	...	1st June, 1943
Wrightson, J. B.	...	"Mantis" for M.A/S.B. "33"	...	...	1st June, 1943
Hodson K.	...	"Minos" for M.M.S. "1006"	...	...	1st June, 1943
Ward, A. McL.	...	"Beehive" for M.L. "147"	...	...	1st June, 1943

Flying

Sutton, B. F.	...	"Grebe"	...	...	1st May, 1943
Spedding, H. R.	...	"Daedalus"	...	...	1st May, 1943
Davison, T. G.	...	"Heron"	...	...	1st June, 1943
Barringer, E. E.	...	"Activity"	...	...	1st June, 1943
Sayer, J. B.	...	"Biter"	...	...	1st June, 1943
Fenner, G. E.	...	"Merlin"	...	...	1st June, 1943
Brooks, D.	...	"Indomitable"	...	...	1st June, 1943

F.A.A. Technical

Clark, G. J. W. ... "Kipanga" 1st June, 1943

Engineer

Goodes, J. A. "St. Christopher" 1st June, 1943

Electrical

Gronhaug, A. C. "Eaglet" 1st June, 1943

Pask, D. A. "Saker II" 1st June, 1943

Accountant

Asbury, J. "Hannibal" 1st June, 1943

Drake, J. H. "Spurwing" 1st June, 1943

Lock, N. J. "Nile" 1st June, 1943

Frost, R. D. V. "Mosquito" 1st June, 1943

Special

Skrender, E. N. "Cleopatra" 1st April, 1943

Isted, G. A. "Good Hope" 1st June, 1943

Dalton, C. P. "President" 1st June, 1943

Brenton, D. J. C. "Skirmisher II" 1st June, 1943

Fish, E. "King George V" 1st June, 1943

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

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

2478.—Paid Acting Non-Substantive Ratings—Conditions of Award by Captain

(N. 28506/42.—3.6.1943.)

With reference to K.R. & A.I., Article 428, clause 1, the authority to grant acting non-substantive ratings conferred upon Captains of sea-going ships away from their manning ports has been extended to Captains of other ships and establishments, and to withdraw the restriction imposed in the case of vacancies created by an alteration in complement.

2. In future vacancies in complement for gunnery, torpedo, submarine detector and telegraphist detector ratings may be filled by the Captain, who may confer the paid acting non-substantive rating, with effect from the date of commencing the duty, on men who have been trained in the duties, provided they are substantively eligible and that the period of continuous performance of the duties exceeds 28 days. The acting ratings of gunner's mate, torpedo gunner's mate and gunnery instructor R.M. may, however, be granted only in sea-going ships.

(K.R. & A.I., Article 428 (1).)

2479.—Complement of Writer and Supply Ratings—Scales for Assessing, and Measure of Substitution by W.R.N.S. Personnel

Naval Shore Establishments at Home and Abroad (excluding Naval Air Stations and Royal Marine Establishments)

(N./D.P.S. 257/43/M.—3.6.1943.)

With reference to paragraph 2 of A.F.O. 2102/43, existing and future schemes of complement which show fixed numbers of Writers and Supply Ratings constitute "specific Admiralty authority" for the exception to the rule that the scales are to apply.

2. The following amendments are to be made to paragraphs 5 and 7 of the Order quoted:—

Paragraph 5. Line 2. For "some" read "such".

Paragraph 7. Line 7 and Note.—For "R.N. Barracks" read "R.N. Barracks, Portsmouth, Chatham, Devonport and Lee-on-Solent".

(A.F.O. 2102/43.)

2480.—Re-engaged and Mobilised Pensioners—Report of Desertion or Punishment by Imprisonment

(P.M.1076/43.—3.6.1943.)

With reference to Articles 589, Clause 6, and 1995, Clause 3, K.R. & A.I., whenever a re-employed, mobilised or re-engaged pensioner (a) becomes a deserter, or (b) is sentenced to a period of detention exceeding 91 days, or to any period of imprisonment (other than imprisonment in lieu of detention), the facts are to be reported to the Admiralty by signal in order that early consideration may be given to the question of the stoppage of the man's pension.

2. When in these cases the man is receiving payment of his pension on board ship or in a naval establishment, no further payment of pension is to be made pending instructions from the Admiralty.

3. Strict compliance with these instructions is essential in order to avoid overpayment.

(K.R. & A.I., Articles 589, Clause 6, and 1995, Clause 3.)

(A.F.O. 723/41 is cancelled.)

2481.—Civil Servants Temporarily Serving in the R.N. and R.M.—Instructions for Naval Accountant Officers

(D.N.A. 9600/42.—3.6.1943.)

Attention is drawn to paragraphs 6, 8 and 10 of A.F.O. 1195/40 which require that the notation "Civil Servant" is to be made in the ledgers, on all pay documents, allotment declarations and reports of death of all individuals affected, and that the statements of account and reports of of variations in Service Pay are to be rendered promptly.

2. Failure to comply strictly with these instructions leads to unnecessary correspondence with H.M. Ships and Establishments, and frequently results in otherwise avoidable overpayments of civil pay being made by civil departments to the nominees of the personnel concerned. This, in its turn, gives rise to complaints of hardship when the necessary recovery of the debts from service pay has to be enforced.

3. Statements of Account of serving Civil Servants for the quarter ended 31st March, 1943, and previous quarters, if not already rendered, should be sent at once to the Director of Navy Accounts, Branch 3 (Civil Pay). The statement should be completed as laid down in paragraph 10 of A.F.O. 1195/40, except that form B. 607 need not be used for the purpose, and should show full details of all disciplinary stoppages.

4. For deceased or discharged Civil Servants, final statements of account should be rendered in full on form B. 607, i.e. all details should be shown leading up to the final credit or debit balance.

5. Civil Pay enquiries from private firms or local Government Authorities should be dealt with in accordance with A.F.O. 4569/40.

(A.F.Os. 1195/40 and 4569/40.)

(A.F.Os. 2856/42, 4370/42, 5754/42 and 916/43 are cancelled.)

2482.—Naval Billeting Regulations—Revised Rates of Payment for Billets

(N.L. 677/43.—3.6.1943.)

With effect from the 18th May, 1943, the rates of payment for billets have been revised as shown in the following schedule and the Rates of Payment for Billets in A.F.O. 2511/39 should be amended to read as follows:—

Rates of Payment for Billets

(i) The prices to be paid to keepers of victualling houses and occupiers of other buildings for billets requisitioned are fixed at the rates shown hereunder:—

Accommodation and Services	Prices to be paid
(a) Officers* Lodging and attendance (includes laundering of bedding and provision of heat and light).	Three shillings a night for the first officer and two shillings a night for each additional officer.
(b) Men Lodging and attendance Breakfast as specified in Part I of the second schedule to the Army Act ... Dinner as so specified Tea as so specified Supper as so specified Lodging and attendance; the preparation and cooking (including the means and the necessary utensils) and the serving of food provided from service sources. Ancillary services (where provided) (i) Heat, light, laundering of bedding : Winter (October to May inclusive) Summer (June to September inclusive). (ii) Hot water for baths.	Eightpence a night for each man. Elevenpence. One shilling and four pence. Fivepence. Sixpence. Elevenpence a night for each man. Threepence a day for each man. One penny a day for each man. One penny a day for each man.
(c) Horses Stable room and ten pounds of oats, twelve pounds of hay and eight pounds of straw a day for each horse. Proper stabling without forage for each horse.	Two shillings and threepence a day. Sixpence a day.

* Note—An officer shall pay for his food.

(ii) The following rates for officers and men where accommodation of a more limited character than that specified in the Schedule subjoined to paragraph (i) is provided, and for horses where proper stabling is not provided, are hereby fixed as shown in the subjoined Schedule:—

Accommodation	Prices to be paid
Officers and men—unfurnished accommodation in occupied premises.	Twopence a night for each officer or man.
Officers and men—unfurnished accommodation in otherwise unoccupied premises.	One penny a night for each officer or man.
Horses—Accommodation in buildings where proper stabling is not provided.	Threepence a day for each horse.

(iii) In relation to the classes of buildings and land specified in part (a) and in relation to the classes of vehicles specified in part (b) of the subjoined Schedule the prices to be paid to the occupier of any such building or land for the accommodation of such vehicles when billeted in pursuance of the above-mentioned orders are hereby fixed at the rates shown in part (c) of that schedule:—

SCHEDULE

(a) Classification of Buildings and Land

Class A—Buildings covered and enclosed on all sides.
Class B—Buildings covered but not enclosed on every side.
Class C—Land, not covered by a building, made up for the passage or parking of vehicles (not being land where vehicles are normally allowed to stand free of charge irrespective of the person by whom they are owned or driven).

Class D—Land, not covered by a building, not made up for the passage or parking of vehicles; and uncovered land made up for the passage or parking of vehicles where vehicles are normally allowed to stand free of charge irrespective of the person by whom they are owned or driven.

(b) Classification of Vehicles

Class I—Motor cycles with sidecar or similar attachment.

Class II—Motor cycles without sidecar or similar attachment.

Class III—Motor vehicles (other than motor cycles) and horse-drawn vehicles of which the product of the over-all length and the over-all width (both measured to the nearest inch) does not exceed 125 square feet.

Class IV—Motor vehicles (other than motor cycles) and horse-drawn vehicles of which the product of the over-all length and the over-all width (both measured to the nearest inch) exceeds 125 square feet but does not exceed 180 square feet.

Class V—Motor vehicles (other than motor cycles) and horse-drawn vehicles of which the product of the over-all length and the over-all width (both measured to the nearest inch) exceeds 180 square feet.

(c) Daily prices to be paid for each vehicle

Class of building or land	Class of vehicle				
	I	II	III	IV	V
	d.	d.	d.	s. d.	s. d.
Class A	6	3	9	1 3	2 0
Class B	4	2	6	0 10	1 4
Class C	3	2	4	0 8	1 0
Class D	Nil	Nil	Nil	Nil	Nil

The provision of payment for hot water for baths in the above schedule supersedes the "reasonable payment" which Commanding Officers were authorised to make in respect of baths provided by the billeting under A.F.O. 3101/42.

(A.F.Os. 2118/40 and 5639/41 are cancelled.)

(A.F.Os. 2511/39 and 3103/42.)

2483.—Colonial Allowance—T.124 Personnel

(N. 6114/43.—3.6.1943.)

Colonial Allowance is payable to officers and men serving under Admiralty Agreements T.124 and variants at the same rates and under the same conditions as are applicable to regular R.N. officers (unmarried) and men.

A.F.O. 3607/45

2484.—Form S.43A—Naval Pay and Identity Book

(N. 12083/43.—3.6.1943.)

With a view to establishing uniformity in the method of assessing the "rate of daily pay" on pages 2 and 3 of Form S.43A—Naval Pay and Identity Book—the following rules are to be observed in future.

2. Column 1.—Rates of daily pay.—Each item is to be shown separately in the following order: Rating, war bonus, non-substantive rating, G.C. Badges; together with the notation "+K.U.A." and whether the man is T, G or U.A.

Example ... 3.4
1.0
0.3
0.3
+KUA
G.

Details of rating, etc., are not to be shown (vide C.A.F.O. 736/41).

Column 2.—Rates of allotment should be shown, together with the weekly rate of Income Tax, in red ink, if chargeable.

(C.A.F.O. 736/41.)

A.F.O. 3601/45 2485.—Form S.43A—Naval Pay and Identity Book

(N. 11569/43.—3.6.1943.)

Attention is drawn to the necessity of ensuring that Form S.43A are complete in every detail before ratings are discharged from ships.

2. The omission of full particulars of leave granted and railway warrants issued is a direct temptation to men to apply for leave and railway warrants to which they are not entitled.

(A.F.O. 3843/42, paragraph 32.)

A.F.O.

1050/45

2486.—W.R.N.S.—Pay Rates—Notation on Service Certificates, Etc.

(N. 9102/43.—3.6.1943.)

Having regard to the direct relationship which now exists between certain stages in the pay scales of W.R.N.S. ratings and their seniority for advancement (vide A.F.O. 1180/43) and also with a view to ensuring that the rates of pay to which W.R.N.S. ratings are entitled at any given time may be readily available to Accountant Officers, the following procedure is to be adopted forthwith.

2. The dates of award of the higher unspecialised rate of pay and of both the lower and higher specialised rates are to be recorded in the service columns on page 1 of the Service Certificate (S. 1617). Notations are to be made as in the following example in which the lower and higher specialised rates have been granted with effect from 13th July, 1943, and 12th October, 1943, respectively:—

Establishment	Rating	Category	From	To	Cause of discharge
H.M.S. "Vernon"	Wren	Torpedo	1st June, 1943	12th July, 1943	Lower specialised pay
H.M.S. "Vernon"	Wren	Torpedo	13th July, 1943	16th July, 1943	
H.M.S. "Boscawen"	Wren	Torpedo	17th July, 1943	11th Oct., 1943	Higher specialised pay
H.M.S. "Boscawen"	Wren	Torpedo	12th Oct., 1943		

3. With reference to paragraph 7 (a) of A.F.O. 1180/43 and column 5 of the Appendix to A.F.O. 1180/43, the following information is to be furnished to the appropriate Command Superintendent, W.R.N.S., or the Commodore, R.N. Barracks, Lee-on-Solent, as the case may be, in the same manner and at the same intervals as changes in category are periodically reported:—

Category	Date of award of higher specialised pay.	Date of successful completion of training.	Date of award of lower specialised pay.
Boom Defence	}	}	}
S.O. (W/T)			
W/T			
V/S			
All other specialised categories			

(A.F.Os. 1180/43 and 1901/43.)

2487.—W.R.N.S.—Compensation for Loss of, or Damage to Effects

(N.L./V.5823/42.—3.6.1943.)

As hair brushes are now available for issue on repayment to W.R.N.S. personnel, the following amendment is to be made to A.F.O. 32/43, paragraph (3):—

Delete the words "except for a hair brush for which a maximum of 10s. 6d. may be allowed".

(A.F.O. 32/43 and 2552/43.)

2488.—Burials in War Time

(N.L. 9184/43.—3.6.1943.)

With reference to A.F.O. 1305/40, when a body is sent home for private burial, the cost of conveyance, from the place of death to the home of the deceased, is allowable as a charge to public funds in accordance with K.R. & A.I., Article 1355, clause 2.

(A.F.O. 1305/40.)

2489.—Instruction of the R.N. Sick Berth Staff—Personal Issue of B.R.25—First Aid in the Royal Navy. 1943

(M.D.G. 45810/42.—3.6.1943.)

R.N. and R.N. Auxiliary Hospitals, having divisions for the training of the sick berth staff, are to demand from R.N. Store Depot, Elveden Road, Park Royal, a sufficient number of copies of B.R.25—"First Aid in the Royal Navy", to issue a copy to each probationer sick berth attendant when he begins his instruction. Care is to be taken that the copy is withdrawn in the event of the probationer not qualifying.

(A.F.O. 1748/43.)

2490.—Relatives and Friends—Verification of Address

(N. 9803/43.—3.6.1943.)

For the duration of the war, form S.537 (Information concerning Relative or Friend) is to be completed by all men who are detailed for foreign draft or draft to sea immediately before they leave their ship or establishment in addition to the occasions laid down in K.R. and A.I. Article 867.

(K.R. and A.I. Art. 867.)

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✓*2491.—Travel to Eire by Naval Personnel—Wearing of Plain Clothes

(N.L. 9120/43.—3.6.1943.)

Attention is drawn to the fact that Naval and Royal Marine personnel (including W.R.N.S.) proceeding on leave to their homes in Eire must travel in plain clothes, which, in the case of personnel travelling from Great Britain, should be put on before embarkation for Ireland.

2. They may not pack their uniform in their baggage. Uniform should be left in the ship or establishment of the individual concerned or at an address in Great Britain where it can readily be obtained on return from leave.

3. They are not in any circumstances to carry firearms or ammunition.

4. Personnel whose homes are in Eire are permitted to keep a small supply of plain clothes in their ships for the purpose of travelling in them when proceeding home on leave. Claims for compensation for the loss of these plain clothes will be considered by the Admiralty (A.F.O. 3865/42.)

5. Particular attention is called to the fact that the requirements of this order must be strictly carried out, as otherwise personnel will be refused permission to embark for Ireland. Commanding Officers are therefore to satisfy themselves that the man is in possession of plain clothes or has made arrangements to obtain them before issuing documents and railway warrants authorising him to proceed to Eire. (A.F.O. 28/42.)

6. All Naval and Royal Marine personnel whose homes are in Eire are to be notified that there are no facilities whereby the Admiralty can supply plain clothes to enable men to proceed on leave to Eire, and the provision of a suit for this purpose is their own responsibility. Clothing Coupons for the purchase of plain clothes are obtainable from the Director of Victualling, Admiralty in accordance with A.F.O. 1251/42, Section F, as amplified by A.F.O. 256/43.)

7. In urgent compassionate cases (e.g. where a rating has lost his suit of plain clothes through enemy action and has not had time to replace it) the Incorporated Soldiers', Sailors' & Airmen's Help Society, 122, Brompton Road, London, S.W.3, can supply clothing on loan to enable men to proceed on leave to Eire. In such cases the man should be given a letter signed by his Commanding Officer to take to the Society as a guarantee of his good faith. In the absence of such a letter the Society will not supply a suit.

(A.F.Os. 28/42, 1251/42, Section F, 256/43.)

(A.F.Os. 2853/42, 3219/42, 4616/42 are cancelled.)

2492.—Parachute Packing Courses

(N. 285/43.—3.6.1943.)

Parachute packing courses for Naval Ratings are held at No. 11 School of Technical Training, R.A.F. Hereford, and include instruction in the maintenance, packing and test of "K" type dinghies. Courses last three weeks.

2. Similar courses for Naval Officers are held at R.A.F. Station, Innsworth.

3. Facilities are also available at Eastleigh, for Officers on the Air Staffs of Carriers to undergo a short course in Parachute and Dinghy operation and maintenance. This course lasts approximately one week.

4. Names of rating volunteers are to be reported to the Commodore of the R.N. Barracks concerned, who will forward the names to the Senior Flag Officer, Naval Air Stations, as requirements arise. Names of Officers to be selected for the course are to be forwarded direct to H.Q., No. 24 Group, R.A.F. (Copy to Flag Officer, Naval Air Stations).

5. In amplification of paragraph 1 of A.F.O. 260/43, the Lieutenant-Commander (Flying) is to be in general charge of parachutes and "K" type dinghies in carriers, an Officer of the Ship's Staff (Air), other than the Air Engineer Officer, preferably a Pilot, being selected for the short course at Eastleigh as and when opportunity arises.

(A.F.O. 260/43.)

(A.F.O. 1060/43 is cancelled.)

A.F.O. 2493.—Merchant Navy Rescue Kits—Provision by American Red Cross

6060/45

(M./V. 2831/43.—3.6.1943.)

Arrangements have been made which will enable convoy escorts calling at American ports to replenish their stocks of Merchant Navy Rescue Kits, which are carried in accordance with the arrangements promulgated in A.F.O. 1908/43. This has been made possible by the kindness of the American Red Cross, which Society has undertaken to supply standard kits in three sizes, viz., large, medium and small, each kit consisting of the following items:—

- 1 suit of fleece-lined cotton underwear, long, lightweight.
- 1 pair heavyweight cotton socks.
- 1 pair slacks.
- 1 sweat shirt.
- 1 pair heelless slippers or sandals.
- 1 toothbrush and tube of toothpaste.
- 1 razor with blade.
- 1 tube of shaving cream.
- 1 comb.
- 1 towel.
- 1 handkerchief.

2. Requests for these replacements should be made through the British Naval Liaison Officer at the port concerned to the Field Director of the American Red Cross. There are Field Directors at all the principal ports in the U.S.A. and, in addition, small reserve stocks of these kits are held at outlying ports such as those in Iceland, (c) Hawaii, Panama and Alaska.

3. It will be noticed that the standard kit as supplied by the American Red Cross is on a slightly different scale to that furnished by the Merchant Navy Comforts Service. Both kits should, however, be regarded as interchangeable, and requests for supplies of the former should not exceed the number required to replace those actually expended. The periodic reports called for in paragraph 5 of A.F.O. 1908/43 should indicate separately the number of each type of kit issued.

(A.F.O. 1908/43.)

*†2494.—Naval Salvage Money—Distribution

(D.N.A./S. 425/43; D.N.A./S.98/42; D.N.A.3A/S.486/41—3.6.1943.)

The following awards are now ready for distribution by the Director of Navy Accounts.

2. The amounts due to individuals in the various classes are as shown:—

Award for the salvage of S.S. "George Balfour" by H.M.S. "Vesper" during the period the 17th to the 23rd October, 1940.

	£	s.	d.
2nd Class	14	14	10
5th Class	7	7	5
6th Class	5	10	6
7th Class	4	8	4
8th Class	3	13	6
9th Class	2	18	10
10th Class	2	4	2
11th Class	1	16	10
12th Class	1	2	1

Award for the salvage of Motor Vessel "Erodona" by H.M.T. "Visenda" during the period 23rd and 30th March, 1941.

	£	s.	d.
3rd Class	79	17	0
5th Class	53	4	9
6th Class	39	18	6
8th Class	26	12	4
9th Class	21	5	10
10th Class	15	19	5
11th Class	13	6	2
12th Class	7	19	8

The following are to receive double shares of their class:—

Sub-Lieutenant A. C. R. Robbins, R.N.R.

B. S. Smith, Engineman, Lt./X. 391ET.

C. H. Ball, D.S.M., Leading Seaman, Lt/JX. 173402.

D. M. Macdonald, Seaman, Lt/Jx. 240549.

W. H. Naylor, Ord. Signalman, P/Jx. 204979.

Award for the salvage of S.S. "Afterglow" by H.M.S. "Puffin" on 12th December, 1941.

	£	s.	d.
3rd Class	43	5	2
5th Class	28	16	9
6th Class	21	12	8
7th Class	17	6	2
8th Class	14	8	5
9th Class	11	10	9
10th Class	8	13	1
11th Class	7	4	3
12th Class	4	6	7

3. Applications on behalf of those eligible to share should be forwarded to the Director of Navy Accounts (D.N.A. 3A) on Form S.540 (in manuscript if no forms are available), by the Commanding Officers of the Ships and Establishments in which they are now serving.

A.F.O. 2495.—Official Naval Photographers—Pay Arrangements

(D.N.A. 9284/43.—3.6.1943.)

Where difficulties are likely to arise in connection with the payment of Naval Photographers owing to their being out of touch with the Cashiers on whose books they are borne for pay, the following arrangements are to be applied.

2. At the beginning of each quarter pay statements are to be issued to the officers by the Cashiers on whose books they are borne for pay. These statements are to show :—

- (a) Full pay particulars.
(b) Net amount due for the quarter.

3. Any Cashier or Naval Accountant Officer is hereby authorised to make advances during the quarter, within the figure at (b), but the total of the advances made at any date should not exceed the amount earned to that date. Advances so made are to be noted on the pay statement and are to be signed for thereon by the officer. The Cashier on whose books the officer is borne for pay should be immediately notified by signal of all advances made.

4. These advances are to be brought to account under the heading "Private Individuals (name of the officer)", the transaction being cleared by corresponding entries in the Cash Account of the Cashier of the Establishment at which the Photographer is borne for pay, where the full pay account will be maintained.

5. As soon as possible after the full amount payable has been drawn the pay statement is to be returned by the officer himself by the quickest route to the appropriate Cashier. It is important that the statements should be returned without delay.

6. The quarterly pay statements, which will be used as vouchers to the Cashier's Cash Account, are to be in the following form :—

Pay Statement of Naval Photographers—

Quarter ending.....
Full name.....
Cashier of establishment at which borne for pay.....

Gross Pay for Quarter.	Deductions.				Maximum Amount Payable during Quarter.
	Allotment.	Income Tax.	Other Deductions.	Total.	
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
				1529/45	

A.F.O.

Advances Made.

Amount.	Date.	Title of Paying Officer and Establishment.	Signature of Photographer.	Date of Notification to Cashier.
£ s. d.				
Total of advances made.				

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7. To avoid delay in the receipt of quarterly pay statements, officers should keep the Cashiers on whose books they are borne informed of their movements.

2496.—Sports—R.N. & R.M. Sports Control Board—Donation

(N.—3.6.1943.)

(Included in Notice Boards Issue only.)

2497.—Annual General Meeting of the National Association for the Employment of Regular Sailors, Soldiers and Airmen

(N./D.P.S. 381/P.—3.6.1943.)

(Included in Notice Boards Issue only.)

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

2498.—Guns—Sights, A.A., Fore, 200-knot Gun, Machine, Vickers, 0·303-in., G.O., No. 1, Mark II.

(A.S./G.2121/43.—3.6.1943.)

Reports have been received of the securing bolt nuts of the Vickers 0·303-in., G.O. foresight, 200-knot, Mark II blocks which secure the foresight to the gun barrel becoming loose due to vibration and in some cases falling off altogether.

2 In order to secure these nuts, the ends of the bolts are to be stabbed if not already so treated, by means of a centre punch and hammer. This is to be done by ships' staff after ensuring that the nuts are screwed up tight.

3 Sights in store are to be similarly modified by R.N. armament depots.

2499.—Guns B.L. 15 inch Mk. I—Frames breech mechanism and Hydraulic cylinders —REPORT

(A.S.6635/43.—3.6.1943.)

All ships armed with B.L. 15 inch Mk. I guns should forward the following particulars to the Admiralty, Bath (for D.A.S. A. 105) :—

(a) Are all frames breech mechanism modified in accordance with A.F.O. diagram 175/43.

(b) What are Marks of hydraulic cylinders fitted to the frames. Marks can be identified by reference to A.F.O. diagram 175/43.

(c) What quantity and Marks of hydraulic cylinders are carried as spare.

2. R.N. Armament Depots are to forward similar reports regarding component and spare frames breech mechanism and cylinders hydraulic in store.

3. Early reports are required.

2500.—Guns, Q.F., 3-in., 20-cwt., Mark I in Submarines—Locking of Mechanism in "Hand"

(A.S. 6633/43.—3.6.1943.)

Breech mechanisms of Q.F., 3-in., 20-cwt. Mark I guns in submarines are not required to work in "semi-automatic" and all mechanisms are to be locked in "hand" by modification as follows :—

(a) Remove pawl, sleeve actuating breech mechanism lever shaft.

(b) Remove spring, plunger, lever actuating clutch and replace it by a distant piece 0·9 in. long.

2. This modification will be carried out as required by staffs of submarine depot ships and R.N. armament depots.

2501.—Guns, Q.F., 5·25-in., Mark I, 4·7-in., Marks XII.B, XI, IX.A-IX**A, IX.B-IX**B, 4·5-in., Marks I, III and IV and 4-in., Marks XVI* and V.C.—Collars Sealing Jackets—Periodical Removal.

(E.F.O./A.S. 10917/42.—3.6.1943.)

To ensure freedom of movement on dis-assembly, the collars sealing jackets of the above loose barrel guns should be removed, well greased and re-assembled with fresh packing, if necessary. Any corrosion should be removed before re-assembly.

2. This should be carried out by ship's staff every six months to guns in capital ships, cruisers and aircraft carriers, every three months to guns in other ships, and yearly to guns in store by R.N.A. Depots.

3. To aid removal, a wrench sealing collar, for the removal of the collars will be supplied in the proportion of one per ship, and demands should be forwarded to R.N.A. Depots accordingly if wrenches are not already on board.

4. For re-packing the joint, Asbestos Packing, Steam Gland, for superheated steam, Pattern 26, is required as follows:—

Gun	Section	Length	No. of lengths per gun
		in.	
Q.F., 5·25-in.	$\frac{5}{16}$ in. sq.	32·0	2
Q.F., 4·7-in., XII.B	$\frac{1}{4}$ "	29·5	2
Q.F., 4·7-in., XI	$\frac{1}{4}$ "	29·0	2
Q.F., 4·7-in., IX.A, IX*A, IX**A } Q.F., 4·7-in., IX.B, IX*B, IX**B }	$\frac{1}{4}$ "	29·5	2
Q.F., 4·5-in., I, III and IV	$\frac{1}{4}$ "	29·0	2
Q.F., 4-in., XVI*	$\frac{1}{4}$ "	26·5	2
Q.F., 4-in., V.C.	$\frac{1}{4}$ "	31·0	2

This packing should be demanded as required from the (Suptg.) Naval Store Officer. When fitting, each length should be formed into a ring and scarf jointed, the joints of the two rings to be diametrically opposite when assembled.

(A.F.Os. 4669/40—not in annual volume—and 2141/43 are cancelled.)

2501a.—Guns and Mountings, 20 m.m. Oerlikon.

(E.F.O./D.N.O. (W.O.) 81/43—3.6.1943.)

A.F.O. 1413/43—Guns and Mountings, 20 m.m. Oerlikon—Section I, (General), Paragraph 6, is to be amended as follows:—

For:—Ammunition (General)	C.A.F.Os. 893/42*
	* amended by { 1072/42 2277/42
Read:—Ammunition (General)	C.A.F.O. 1141/43

(A.F.O. 1413/43.)

2502.—Gun Mountings—American, 4-in./50 Calibre, Mark XII, and Modifications

(Ships Concerned.)

(G. 05613/43. | 3.6.1943.)

The following extract from a circular letter O.T.I.—G5—43, issued by the Bureau of Ordnance, Navy Department, Washington, is reproduced for the information of C.Os. of ships concerned whose attention is also called to A.F.O. 337/41.

"The Bureau has received a report of accidental firing of one of the Mark 12—4-in./50 calibre mountings.

Reason for accidental firing

The sight lighting switch was so located on the mount as to be in the path of the hand-firing lever and to trip the hand-firing lever when the gun was elevated.

Instructions for future protection

Check the hand-firing lever for interference while elevating and depressing the gun through the entire range. Interferences are to be eliminated as follows:—

- Any parts of the firing or lighting circuit which are in the path of the hand-firing lever should be relocated on the mount.
- If the hand-firing lever contacts the rear wall of the carriage at extreme elevation of the gun, the forward extension of the firing lever should be cut-off, in accordance with Ordalt No. 122" (vide A.F.O. 337/41).

(A.F.O. 337/41—not in Annual Volume.)

2503.—Gun Mountings, General—Safe Arcs of Fire

(N.L. 7298/43.—3.6.1943.)

In determining the safe arcs of fire of guns to avoid damage to structure, allowance is normally made for any moveable equipment being in its position of least interference to the gun. It is, therefore, most important that Officers of Quarters and guns' crews should know exactly what items have to be cleared away.

2. In certain exceptional cases equipment used in the service of the gun may be involved. For example it may be found that the lid of a ready use locker placed for serving the gun when firing on an after bearing would be in the line of fire if left open when firing on the forward bearing. In such cases Commanding Officers are to arrange for a warning to be marked on the equipment concerned.

2504.—Ammunition—Hand Grenades—R.U. Lockers—Modification

Coastal Force Craft

(G. 2747/43.—3.6.1943.)

It has been reported that in some instances hand grenades stowed in the standard type lockers slip beneath the perforated plate.

2. In all existing lockers where this is possible, arrangements should be made to fit wood packing pieces, 1½ in. wide by ¾ in. high below the grenades and fastened by screws from the underside of the locker.

3. This should be treated as a defect, and work carried out by Base Staffs at the first opportunity.

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

2504a.—Cartridges, B.L., 16-in., 82½-lb., S.C.230—Modification to Igniters

(E.F.O./A.S. 4582/43.—3.6.1943.)

A.F.O. 2154/43 is to be amended as follows:—

The final sentence of paragraph 4 should read "Cartridges should also be re-marked "II Foil Ig., No. 2".

(A.F.O. 2154/43.)

2505.—Armament Stores—Wrench Breech Mechanism, No. 258

(A.S. 19132/42.—3.6.1943.)

The Wrench breech mechanism, No. 258, Mark II for use with B.L. 8-in., Mark VIII-VIII** guns has been redesigned for future manufacture and will not be a dual purpose wrench.

2. A Wrench breech mechanism, No. 258, Mark III, will be introduced for use on Hand wheel and gear wheel spindles inner and outer bushes; rack link axis pin and nut; buffer gland and plug; and, a Spanner Ordnance No. 25 for ½-in. and ¾-in. Nuts

3. When stocks of Wrenches No. 258, Mark II, are exhausted Wrenches breech mechanism No. 258, Mark III, and Spanners, Ordnance No. 25, will be issued in lieu.

4. Naval Proportion Book will be amended.

2506.—Primers, Percussion, No. 9, Lot 528, VAD 7/41—Withdrawal—

VAD Lots 515-530 Samples Required—REPORTS

(A.S. 1724/43.—3.6.1943.)

All ammunition made up with primers, percussion, No. 9, Lot 528, VAD manufacture, is to be landed at the first opportunity and replacements demanded in lieu.

2. With reference to C.A.F.O. 991/42, these stores are to be regarded as coming under category (a) and outfits are to be examined without delay.

3. At R.N. Depots all primers of this description and lot number, either in cartridges or loose in store, and any landed by H.M. ships in accordance with this order, are to be set aside pending further instructions.

4. Reports are to be furnished by R.N. Depots as early as possible—

- (a) giving quantity of primers of VAD Lot 528 now in store, and
(b) quantities of primers, percussion, No. 9, of any VAD lot number between 515 and 530 now in store either in cartridges or loose.

Reports from Home Depots should be addressed to D.A.S., Room 89, Block B, Enleigh Hutments, Bath, Somerset, by letter or postgram. Distant depots should signal D.A.S., B.89, Bath.

5. Further reports should be rendered on the 1st of each month if further quantities, under (a) and (b) of paragraph 4 above, come to hand.

(C.A.F.O. 991/42.)

2507.—Tecalemit, Type T.1, Two-piece Lubricator—Introduction of

(N.S. 18912/43.—3.6.1943.)

A Tecalemit lubricator, Type T.1, two-piece (thread 0.25-in. British Standard Fine), used in connection with 2-pdr., Mark XV, XVI, 0.5-in., Mark V and 20 m.m. Twin, Mark V mountings, has been allocated Pattern number 5747 and added to Schedule 196.

2. The undermentioned quantities have been requisitioned for purchase for delivery as follows:—

Chat-ham	Sheer-ness	Ports-mouth	Devon-port	Rosyth		Mersey Area	Severn Area	West Riding	Carfin
				R	L				
432	432	432	432	216	216	1,296	2,160	432	432

3. Shipment of the following quantities is to be arranged as shown:—

S.N.S.O. Severn Area				S.N.S.O. Mersey Area		
Bermuda	Simonstown	Colombo	Durban	Alexandria	Gibraltar	
432	432	432	432	432	432	

2508.—Aircraft Catapults—Cartridge, Catapult A/C Cases Empty No. 1, Mark III—Minimum diameter—REPORTS

(G. 7781/42.—3.6.1943.)

An instance has occurred of a considerable escape of gas, resulting in a low launching speed, when using a steel catapult cartridge case No. 1, Mark III. On inspection it was found that the case was below plan diameter at the mouth.

2. The mean external diameter at the mouth of the case should be checked before use. Cases with a diameter less than 6.54-in. should be rejected and returned to a Naval armament depot quoting this order. Steel cases of correct gauge, or brass cases, should be drawn in lieu.

3. Naval Armament Depots.—Naval Armament Depots are to inspect all steel cartridge cases before issue. Brass cases are to be inspected in accordance with existing instructions.

All cartridge catapult aircraft cases, No. 1, Mark III, with a mean external diameter of mouth of less than 6.54-in. in store at Naval Armament Depots or subsequently received should be set aside and report giving particulars of quantities held forwarded to D.A.S. (Branch B) on 30th September, 1943.

(A.F.O. 5012/42 and message 561R dated 13.1.43 are cancelled.)

2509.—2-in. Magslip Receivers and Dither Springs—Spares

Ships fitted with H.A.C.S. IV, Pom Pom Directors Mark III and IV A.F.C.T., Mark VI and IX and A.F.C.C., Mark VII*

(T. 3379/42.—3.6.1943.)

Reports have been received from sea of failures of magslip receivers due to wear of dither springs.

2. These defects have been caused by continuous operation of the elements.

3. An alternative arrangement of dither spring assembly to suit continuous operation is under consideration, but as some considerable time must elapse before elements so arranged are included in ships' equipments, every effort should be made to reduce the operating time of existing elements.

4. Arrangements have been made to increase the allowance of spare magslip receivers, Mark II, Pattern 6549, by 50 per cent. The additional receivers will be issued to ships concerned without demand from Portsmouth.

5. Arrangements are also being made for the supply of dither spring thrust diaphragms in the proportion of twelve for each three spare receivers allowed. Purchase of the springs, to which Pattern 10730 has been allocated, has been arranged and issue will be made from Portsmouth when stocks become available.

6. Attention is drawn to C.A.F.O. 559/41 regarding the oil to be used for lubricating magslip elements and to the need for ensuring scrupulous cleanliness of assembly conditions when replacing dither springs in defective elements.

7. B.R. 268(25), Electrical Manual, Vol. II; Magslip (Indicator) Transmission Gear, 1935, will be amended to include the necessary instructions for the care and maintenance of these elements by ships' staffs.

8. The Establishment of Naval Stores for Electrical and Torpedo Purposes (B.R. 359) will be amended.

(C.A.F.O. 559/41.)

2510.—18-in., Mark XII and XV, Torpedoes—Inspection of Trunk Box Lever

(T. 08421/42.—3.6.1943.)

Bad depth taking of an 18-in. Mark XII*** torpedo has been traced to the trunk crank lever balance weight fouling, under conditions of vibration, one of the pipes emerging from the multiple coupling.

2. Steps have been taken to check this point as torpedoes pass through depots.

3. In the meanwhile the parts concerned should be sighted through the depth gear orifice at the first convenient opportunity. There should be not less than 0.125-ins. between the nearest pipe and the balance weight.

4. If clearance is less it should be verified that fouling can not occur and the pipe re-set if necessary.

2511.—Depth Charge Pistols—Mark IX and IX* and Marks XIII*, XIV and XVI

(T. 1318/43.—3.6.1943.)

With reference to A.F.O.'s 1578/43 and 1579/43 the following procedure is to be carried out immediately on completion of the modification.

2. Without replacing the adjuster joint ring and locking washer on the pistol, screw on the securing nut as far as it will go. If the small pin does not

disappear inside the securing nut it is to be filed down until it does so. Care is to be taken not to remove more metal than is necessary in order to retain adequate engagement of the peg with the joint washer.

3. Failure to carry out the above may mean that the small pin fouls the securing nut so that a water tight joint between pistol and primer tube is difficult to obtain, resulting in shallow firing.

(A.F.Os. 1578/43 and 1579/43).

2512.—Torpedo Control Communications

Coastal Forces Torpedo Craft

(T. 0707/42.—3.6.1943.)

It has been approved to fit communications for torpedo control purposes in :—

- (a) " B " type M.Ls. fitted for torpedo tubes.
- (b) " D " type M.T.Bs.
- (c) Steam Gun boats.

Consisting of :—

- (i) A push on the bridge with a single stroke gong at the tube position.
- (ii) A " tube ready " switch at each tube operating a " tube ready " lamp on the bridge.

Note.—A code of signals is necessary for indicating " READY ", " FIRE PORT " and " FIRE STARBOARD ".

2. This arrangement is to be fitted in vessels under construction where no delay in completion will be incurred.

3. The Admiralty (D.C.F.M.) will raise an Alteration and Addition item, Classification " A ", for those vessels concerned which have completed without this gear, to fit torpedo control communications quoting this A.F.O. as the authority. The work is to be undertaken by repair yards as vessels come in hand for repair or refit.

4. The communication circuit is to be fitted in accordance with detailed drawings which will be supplied by D.E.E. Admiralty on application.

5. The necessary equipment in accordance with the above drawing, should be demanded by the Overseers concerned from the R.N. Store Depots indicated below :—

Pattern	Description	Quantity per ship	Source of Supply
10501	Lamp box	1	N.S.O., Preston, or S.N.S.O., Severn Area, Stroud.
10585	Bullseye	1	
10586	Bullseye	1	
61	Junction box case	1	S.N.S.O., Portsmouth.
103	Terminal unit	2	
4087	Switch	2	N.S.O., Preston, or S.N.S.O., Severn Area, Stroud.
7070	Push	1	
871A	Gong	1	
8096	Lamp	2	
5802	Gland nuts	6	

2513.—U.S.A. Torpedoes, 22.4-in., Mark XIII—Modifications to Starting Gear Cam Toggle

(A.S. 01594/43.—3.6.1943.)

To accommodate the new type of torpedo starting lanyard required for U.S.A. 22.4-in., Mark XIII torpedoes when used from certain aircraft, the starting gear cam toggle is to be modified as follows :—

- (a) Reduce the thickness of the upper portion from 0.245 to 0.156.

(b) Check that the hole in the upper portion is $\frac{3}{8}$ in. dia. If not, it is to be opened out to this diameter.

(c) Round the edges of the hole to 0.063 radius on both sides of the thinned portion of the toggle.

2. The necessary amendment is shown on A.F.O. Diagram No. 174/43. Torpedoes already issued to sea are to be modified by ships' staffs as soon as possible where this has not already been done. Future issues of torpedoes will have the modification already carried out.

3. This modification is covered by Bu. of Ord. Letter S.75 (Mn 3a) dated 27.1.43 and T.D.I. No. 1629, and both U.S.A. letter and T.D.I. number are to be quoted in the Record Book.

2514.—B.R. 165, 166 and 167—Instructional Drawings—Revision of Sets

(T. 1365/43.—3.6.1943.)

The following amendments are to be made to A.F.O. 5473/42 :—

Mining B.R. 166, delete—

" 312 Mark XIV Mine (XV and XVI similar)."

and insert—

" †† 312 Mine, Mark XVII, with notes on Marks XIV and XV,

†† 312A Mine, Mark XVI, with notes on Mark XVIII,

†† 312B Mine details, Marks XIV–XVIII "

(A.F.O. 5473/42.)

2515.—Anti-Gas Training Stores—Introduction of New Ground Training Mixture G.T.M. 3D

(T. 04346/43.—3.6.1943.)

Valeric Acid—caramel mixture, Pattern 169, will no longer be issued for training purposes as a mustard substitute. A new mixture known as G.T.M. 3D has been evolved and will be introduced for naval service in lieu of Pattern 169. It is an innocuous non-inflammable liquid with a smell which is distinctive but which does not resemble a blister gas. In persistence and general colour it resembles mustard gas and produces a similar reaction on detector paint.

2. G.T.M. 3D (concentrated) will be supplied by the War Office in 10 gallon drums, but should be decanted into, and issued in, one- or two-gallon containers. Before use it should be diluted with two volumes of fresh water.

3. G.T.M. 3D (concentrated) will be issued on demand as a consumable naval store. Not more than 2 gallons should be held in ships or establishments.

4. Until mixture G.T.M. 3D is in full production, demands for mustard substitute may have to be met by issuing mixture G.T.M. 2D (late G. 2D). This mixture is generally similar to G.T.M. 3D, but requires no dilution before use. For each 1 gallon of G.T.M. 3D demanded, an issue of 2 gallons of G.T.M. 2D will be made.

2516.—Gyro Compass Equipment—Repair at Ports in the United Kingdom

(C.D. 305/43.—3.6.1943.)

Requests for assistance in connexion with gyro-compass equipment in H.M. Ships are still being received which bear no indication of the type of gyro-compass fitted. The attention of Commanding Officers concerned is drawn to paragraph 3 of A.F.O. 2164/42, which requires that information as to the type of compass concerned shall be included in all requests for assistance. This information is essential in order that the necessary tools, spare parts etc. may be made available in the first place.

(A.F.O. 2164/42.)

2517.—Resolving Ruler for Relative Plot

(N.7413/43.—3.6.1943.)

The rulers illustrated in A.F.O. Diagram No. 176/43 provide a quick and easy method of obtaining a fairly accurate estimate (provided both vessels maintain a steady course and speed) of the actual course and speed of another vessel of which a sequence of ranges and bearings have been obtained and plotted on the relative plot. Use of the rulers makes it unnecessary to draw the speed triangle.

2. The construction should be self-evident from the diagram, and is considered to be within the capacity of ship's staff. The scale of the instrument is 1 inch to the mile. The speed/time/distance graph on the larger ruler dispenses with using a slide rule or consulting tables.

3. The method of use is as follows:—

(a) When there has been a sequence of contacts long enough for an estimate to be formed, and plotted, of the enemy's *relative* line of approach, use the speed/time/distance graph to determine distance covered by own ship during the period.

(b) Make a pencil mark on edge P.Q. (see diagram) against this distance, and place this mark against the beginning of the plotted enemy's relative line of approach, the edge P.Q. being parallel (by eye) to own ship's course, and the centrepin bearing from the mark in the opposite direction to that in which own ship is proceeding.

(c) Holding the larger ruler steady in the above position, swing the smaller ruler round the centrepin until its graduated edge passes through the final point in the enemy's relative line of approach deduced from the series of contacts.

(d) The smaller ruler is then parallel to the enemy's *actual* course, in direction from centrepin outwards, and also shows the actual distance he has covered during the period under review. His speed can be determined by reference to the time/speed/distance graph on the larger ruler.

4. The diagram shows the rulers in position on a portion of plotting sheet, solving the following problem:—

Own ship course 350°, speed 25 knots.

The nine contacts obtained between 2340 and 2352 have been plotted, and from them the enemy's mean line of approach FT.

From speed/time/distance graph, own ship will, during the above 12 minutes cover 5 miles.

Large ruler is positioned as described in 3 (b) above, and smaller ruler as in 3 (c) above.

Enemy's actual course is (by eye) 092°, and he covers 1½ miles in the 12 minutes.

From time/speed/distance graph his speed is 7½ knots.

2518.—Accelerator Launching Trolley—Provision of Spare Parts

"*Illustrious*," "*Formidable*," "*Victorious*," "*Indomitable*," "*Unicorn*."

(D. 4037/43.—3.6.1943.)

Experience on service and subsequent modification to the accelerator gear have shown that the spare items for the launching trolley as laid down in A.F.O. 5294/41 are not adequate for active service conditions.

2. A revised schedule of fittings applicable to H.M. Ships "*Illustrious*," "*Formidable*," "*Victorious*," "*Indomitable*," "*Unicorn*" has been drawn up and additional or modified items as necessary are being supplied to these ships, without demand, by H.M. Dockyard, Chatham, to make up their equipment as shown on the following list. It should be noted that owing to pressure of other work supply is likely to take a considerable time:—

Item No. on Drwg. C.8001.	Description.	Equipment per Ship.		Depot Spares held at Chatham Dockyard.	Depot Spares held at Alexandria and Durban.
		Working.	Spare.		
1	2	3	4	5	6
	<i>Front Slider Components.</i>				
2A	Sliding towing blocks, complete with cables and springs.	1	1	1	1
2/10	Sliding towing block springs ...	—	1 pair	6 pairs	2 pairs
2/1	Towing cables with sockets fitted.	—	1 pair	—	—
—	Towing cables without sockets	—	1 pair	20 pairs	6 pairs
—	Sockets, (unfitted)	—	—	6 pairs	1 pair
	<i>Forward Oil Pump</i>				
16/A	Pump, complete, without tank	1	1	2	1
—	Tank, for pump	1	—	2	1
16/11	Tyres, for pump	—	4	40	6
	<i>Main Slider Components</i>				
4/1	Front bracket, complete with all fittings.	1	1	1	1
4/11	Front bracket fulcrum block, key and hinge pins.	1 set	1 set	1 set	1 set
4/19					
4/16					
4/A	Trip gear, complete	1 set	1 set	1 set	1 set
4/A	Oleo unit, complete with springs, etc.	1 pair	1 pair	1 set	1 set
4/40	Oleo gland and piston leather ...	—	6 sets	20 sets	6 sets
4/41					
4/46	Oleo springs	—	1 pair	6 pairs	1 pair
4/55	Oleo fulcrum block, key and hinge pins.	1 set	1 set	1 set	1 set
4/19					
4/51					
9/A	Front oleo ramp	1	1	2	1
5/3	Standard or Swordfish front leg outer tube complete.	1 pair	1 pair	1 pair	1 pair
5/4	Standard front leg inner tube with Mark II hooks.	1 pair	1 pair	1 pair	1 pair
6/5	Swordfish front leg inner tube with Mark II hooks.	1 pair	1 pair	1 pair	1 pair
7/A	Hurricane front legs, complete	1 pair	1 pair	1 pair	1 pair
8/A	Seafire front legs, complete ...	1 pair	1 pair	1 pair	1 pair
—	Standard or Swordfish, Mark II front hooks.	—	—	5 pairs	1 pair
—	Hurricane front hooks	—	—	5 pairs	1 pair
—	Seafire front hooks	—	—	5 pairs	1 pair
	<i>After Oil Pump</i>				
16/A	Pump, complete with tank ...	1	—	1	1
	<i>Rear Slider Components.</i>				
11/A	Rear bracket, complete with all fittings.	1	1	1	1
11/7	Rear bracket fulcrum block, key and shaft, and fittings.	1 set	1 set	1 set	1 set
11/12					
11/A	Oleo unit, complete with springs, etc.	1 pair	1 pair	1 pair	1 pair
11/18	Oleo gland and piston leathers	—	6 sets	20 sets	6 sets
11/19					
11/27	Oleo springs	—	1 pair	6 pairs	1 pair
11/32	Oleo fulcrum block, key and hinge pins.	1 set	1 set	1 set	1 set
11/12					
11/30					
11/33	Fighter tail wheel ramp ...	1	1	2	1
12/2	Rear leg outer member	1 pair	2 pairs	2 pairs	2 pairs
12/3	Standard (or Hurricane) inner telescopic member, hook, etc.	1 pair	1 pair	1 pair	1 pair
13/3	Swordfish inner telescopic member, hook, etc.	1 pair	1 pair	1 pair	1 pair

Item No. on Drwg. C.8001.	Description.	Equipment per Ship.		Depot Spares held at Chatham Dockyard.	Depot Spares held at Alexandria and Durban.
		Working.	Spare.		
1	2	3	4	5	6
	<i>Rear Slider Components</i>				
14/3	Seafire inner telescopic member, hook, etc.	1 pair	1 pair	1 pair	1 pair
—	Rear hooks complete with trip gear.	—	—	5 pairs	1 pair
12/20	Bobweight for hooks ...	—	2 pairs	6 pairs	2 pairs
12/21					
12/22	Fulcrum brackets for hooks ...	—	2 pairs	12 pairs	2 pairs
12/23					
12/28	Shear pins for hooks ...	—	12	60	24
12/25	Rollers for hooks ...	—	12	60	24
12/11	Rubber buffers for rear leg outer member.	—	4 pairs	20 pairs	4 pairs
	<i>Gear for U.S. Method Launching Martlets</i>				
17/A	Towing assembly for front slider	1 set	1 set	1 set	1 set
18/A	Hold back and release assembly with bottle screw, etc.	1 set	1 set	1 set	1 set
—	Hold back and release assembly without bottle screws, etc.	—	—	5 complete	2
—	Towing strops ...	—	50	500	200
87711-1	Breaking rings ...	—	1,000	5,000	2,000
—	Springs for towing assembly ...	—	1	5	2
17/9	Shear pins for towing assembly	—	12	60	24
—	Duck and rubber covers for hold back and release assembly.	—	1	5	2
87710-7	Hooks for hold back and release assembly.	—	1	5	2
87710-6	Springs for hold back and release assembly.	—	1	5	2
	<i>Miscellaneous Gear</i>				
—	Michell pads and rubbing strips for all sliders.	1 set	2 sets	20 sets	4 sets
4/2, 4/3	Serrated pads for front and rear brackets (extra).	—	2 sets	20 sets	2 sets
Standard 5/16, 5/17	Serrated pads and clips for front and rear legs all types.	—	2 sets	20 sets	2 sets
Hurricane					
7/18, 7/19					
Seafire					
8/18, 8/19	Springs for front leg, quick release unit locking device.	—	4 in No.	20 in No.	4 in No.
8/20					
Standard 5/22					
Hurricane	Tools ...	—	1 set	—	—
7/24					
Seafire					
8/26					
—	Main rope sockets ...	—	1 pair	2 pairs	—
—	Steel tube, sufficient to make all legs and oleos.	—	—	2 sets	1 set
—	Drawings ...	—	1 set	1 set	1 set

3. In order that the replacement of spares appropriated may be more readily carried out stock of depot spares will be held at Durban and Alexandria as well as at Chatham Dockyard, and demands for replacements can be made on these parts, if necessary.

4. In order to make the fullest use of obsolete parts, these are to be returned to H.M. Dockyard without delay as ships become equipped with up-to-date gear on the above scale.

(A.F.O. 5294/41—not in Annual Volume—is cancelled.)

2519.—Evaporators—Modifications to Improve Purity of Make-up Feed—A. and A.

S.G.Bs.

(D. 4112/43.—3.6.1943.)

Extensive investigations which have been made show that the following modifications are essential in order to obtain greater purity of the make-up feed water produced by the evaporators in S.G.Bs. :—

- An additional baffle ring to be provided on the outside of the existing vanes, as shown on Messrs. Weir's drawing 140119/188.
- Two additional baffle drains as shown on the above quoted drawing to be provided, and the 3 small bore drain pipes fitted to the drip tray below the baffle in the vapour space to be extended to reach the side of the evaporator.
- A 12-in. distance piece to be fitted to increase the effective height of the evaporator, the length of the baffle drains being increased so that their ends are the same distance below water level as originally fitted.
- An additional pressure gauge to be fitted on the evaporator feed pump discharge.
- A simple type of salinity indicator to be fitted to the discharge from the test distiller. Arrangements for supply will be made by Admiralty.
- Evaporator coils to be reversed as shown on Messrs. Weir's drawing No. 134776, as modified, so that the entering steam passes through the outermost turn of each coil.

2. An item, classification A, will be included in the class list of alteration and additions to cover the work involved.

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

2520.—Freon Gas-Leak Detection Lamps

(N.S. 15596/43.—3.6.1943.)

The Freon Gas-Leak detection lamp (makers T. E. Bladon and Co.) referred to in A.F.O. 961/43 has been added to the Rate Book of Naval Stores under Subhead B, Item 9A, and pattern number 69 has been allocated.

2. The following quantities have been requisitioned for purchase for delivery as shown:—

Chatham	Portsmouth	Devonport	Rosyth
20	20	20	15

(A.F.O. 961/43.)

2521.—Outputs of Admiralty O.F. Sprayers, Pattern No. 13, at Various Pressures, with Caps and Plugs, Pattern Nos. 14 to 24

(D.5575/43.—3.6.1943.)

The following amendment is to be made to A.F.O. 2281/43 :—
Paragraph 2—

Cancel $Q = K/P$

Substitute $Q = K\sqrt{P}$

(A.F.O. 2281/43.)

2522.—Aerial Exchange Outfit EH and W/T Installations—Types TW12FH/FP—Fitting-out Information

(S.D. 01040/43.—3.6.1943.)

A.S.E. Preliminary Specifications Nos. B.228/43 and B.166/43 have been prepared to show method of fitting and wiring aerial exchange outfit EH and W/T installation, types TW12FH/FP respectively.

2. Copies of the specifications have been forwarded to Commanders-in-Chief, Eastern Fleet and Western Approaches; Admirals Superintendent, Chatham, Devonport, Portsmouth, Orkneys, Malta and Rosyth; Flag Officers, West Africa, East Africa and Ceylon; Commodores Superintendent, Gibraltar and Simonstown;

Commodores-in-Charge, Sheerness and Halifax; Commodore Commanding, Royal Indian Navy, Bombay; Captain-in-Charge, Bermuda; Captains Superintendent, Alexandria and Durban; Naval Officer-in-Charge, Londonderry; Deputy Superintendent, Pembroke; Naval Secretaries, Wellington and Melbourne (for officers concerned at Melbourne, Sydney and Fremantle); Secretary, Naval Board (N.D.A.), Ottawa; B.A.M.R., Washington.

3. Copies of Preliminary Specification No. B.166/43 have also been sent to Director of Coastal Forces Material; Commanding Officers, H.M. ships "Fox", "Midge", "Mantis", "Beehive", "Wasp", "Aggressive", "Hornet", "Attack", "Bee", "Dartmouth II", "Mosquito", "Gregale".

4. Copies of the specifications have also been forwarded to the Warship Production Superintendents, Scottish, East Coast of Scotland, North Western, North Eastern, Southern, South Wales, London, Humber and Belfast Areas; and to Warship Electrical Superintendents, Scottish, North Western, North Eastern, South Wales, London, South Western and Northern Ireland Areas. The Principal (Ship) Overseers and Emergency Repair Overseers of all ships approved to be fitted with aerial exchange outfit EH and type TW.12FH/FP W/T sets are therefore to apply to the Warship Production Superintendents of their areas for the appropriate specification in accordance with the procedure laid down in A.F.O. 790/40.

5. Any advance fitting out drawings, etc., which may already have been distributed are superseded by these specifications and should be destroyed.

(A.F.O. 790/40)

2523.—Outfit QH2 with Aerial Outfit ACD or ACE—Fitting Out Information

(S.D. 0962/43.—3.6.1943.)

Admiralty Signal Establishment Preliminary Specification No. B.225/43 has been prepared to show the method of fitting and wiring Outfit QH2 with Aerial Outfit ACD or ACE.

2. Copies of the Specification have been forwarded to Commander-in-Chief, Western Approaches; Admirals Superintendent, Chatham, Devonport, Portsmouth, Orkneys and Rosyth; Flag Officer-in-Charge, Milford Haven (for R.D.F. Officer); Director Coastal Forces, Material; Commodore-in-Charge, Sheerness; Naval Officer-in-Charge, Londonderry; Deputy Superintendent, Pembroke; B.A.M.R., Washington, and Commanding Officers, H.M. Ships "Fox", "Midge", "Mantis", "Bee-Hive", "Wasp", "Aggressive", "Hornet", "Attack", "Bee", "Dartmouth II", "Mosquito" and "Regale."

3. Copies of the Specification have also been forwarded to the Warship Production Superintendents, Scottish, East Coast of Scotland, North Western, North Eastern, Southern, South Wales, London, Humber and Belfast areas, and to the Warship Electrical Superintendents, Scottish, North Western, North Eastern, South Wales, London, South Western and Northern Ireland areas. The Principal (Ship) Overseers and Emergency Repair Overseers of all ships approved to be fitted with Outfit QH2 with Aerial Outfit ACD or ACE are therefore to apply to the Warship Production Superintendents of their areas for a copy of Admiralty Signal Establishment Specification No. B.225/43 in accordance with the procedure laid down in A.F.O. 790/40.

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

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

2524.—T.W.12 Transmitters and Receivers, Repair and Modification

M.T.Bs., M.G.Bs., M.A./S.Bs., S.G.Bs., "Fairmile" M.Ls.

(S.D. 457/43.—3.6.1943.)

Paragraph 5 of A.F.O. 3412/42 is to be amended to read as follows:—

"5. Transmitters, Pattern M335 A/B/C and receivers, Pattern M323, M342 and M361, released by the fitting of modified units are to be returned for repair or modification as follows:—

Ports and Bases abroad

Returned to S.N.S.O., Howard Town Mills, Glossop, Return Vouchers S331 to be forwarded to S.N.S.O., Haslemere.

Ports and Bases at Home

Return Vouchers S331 to be forwarded to S.N.S.O., Haslemere, who will issue instructions for disposal."

(A.F.O. 3412/42.)

2525.—Naval Aircraft—Aero-Engine Fuels and Lubricants

(A.M.R. 2293/42.—3.6.1943.)

The following amendments are to be made to the table of approved fuels and lubricants issued as Appendix (ii) to A.F.O. 1470/43:—

- (i) Under "Rolls-Royce" amend "Merlin XX, 30, 32, 45, 46" to read "Merlin XII and higher Marks".
- (ii) At the end of paragraph 5 (iii) add:—"It should be noted, however, that engines will suffer no harm through the mixing of any of the oils quoted in paragraph 2 (ii) where this cannot be avoided."

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

2526.—Naval Aircraft—Regulations for the Use of Oxygen

(A./A.E. 3225/43.—3.6.1943.)

Recent investigations have shown that a number of accidents have occurred owing to the incorrect use of oxygen equipment. The following instructions are, therefore, issued to ensure that all flying personnel receive sufficient oxygen. The instructions contained in paragraphs 3, 4, 5 and 6 below relate specifically to oxygen systems incorporating British equipment (i.e., oxygen regulators of the Mark VIII, Mark X and Mark XI types and oxygen economisers). They are, however, to be adhered to as far as applicable when American oxygen equipment is used.

2. General—(i) Oxygen is to be used from ground level when climbing to over 15,000 feet at a rate exceeding 2,000 feet per minute.

(ii) To ensure good night vision, oxygen is to be used from ground level by crews of night fighter aircraft engaged on operational duties.

(iii) Oxygen is to be used by all occupants of aircraft flying at heights above 10,000 feet—

- (a) if the flight is likely to last more than one hour above 10,000 feet; or
- (b) if the flight is at night; or
- (c) if the cold is extreme.

(iv) Oxygen is to be used by all occupants when the aircraft reaches a height of 15,000 feet.

(v) At night, pilots and air gunners of aircraft are to continue to use oxygen until the aircraft has landed, in order to maintain maximum night vision.

3. Tests before take-off—(i) The oxygen system is to be checked before each flight as follows:—

- (a) Open the line valve fully and/or the stop valve incorporated in the regulator.
- (b) Check that the flow reaches the "40" mark on the delivery indicator after turning on the regulator fully.
- (c) Check that the contents of the oxygen cylinders are sufficient for the anticipated duration of the flight.

(Abridged oxygen endurance tables are given in the appendix to this Order.)

(d) Close the line valve (except in the cases referred to in paragraph 2, sub-paragraphs (i) and (ii) above, and sub-paragraph (ii) below).

(ii) Accidents have occurred through pilots of single-seater fighter aircraft having forgotten to open the line valve or having failed to open it fully. In single-seater fighter aircraft, therefore, after the ground test of the oxygen system laid down in sub-paragraphs (i) (a), (b) and (c) above has been made,

the pilot is to check that the line valve is left fully open with the oxygen regulator set to the minimum flow, unless it is certain that oxygen will not be required during the flight.

4. Fighter aircraft with and without economisers—(i) The oxygen regulator is to be set at least 5,000 ft. in excess of the altimeter height under all conditions.

(ii) If an adequate supply of oxygen is available, the necessity for resetting the regulator according to height during a climb to high altitude can be minimised by setting it to the "30" mark on reaching 10,000 feet.

5. Aircraft fitted with economisers—When oxygen is required as laid down in paragraph 2, sub-paragraphs (iii) and (iv), above, the regulator is to be set initially to the 15,000 ft. mark. When an altitude of 15,000 ft. is reached, the regulator is to be set to 25,000 ft. At 20,000 ft. or above the regulator is to be set at least 5,000 ft. in excess of the altimeter height.

6. Aircraft not fitted with economisers—The oxygen regulator is to be set at least 5,000 ft. in excess of the altimeter height under all conditions.

7. Since an excess of oxygen can do no harm but may be beneficial during the performance of arduous tasks, the flows laid down above should be regarded as a minimum and may be increased, but only if the endurance of the oxygen supply will still be adequate for the completion of the flight.

8. In order to avoid confusion, it is not proposed to alter the calibration of the oxygen regulators.

9. A.P. 1275, Vol. 1, will be amended in due course, and the above instructions will also be embodied in the second edition of Pilots' Notes, General, A.P. 2095.

10. This Order is to be brought to the notice of all concerned.

APPENDIX

Abridged Oxygen Endurance Tables

The following abridged oxygen endurance tables for regulators, Mark VIIIIC, Mark VIIID, Mark X and Mark XA have been extracted from A.P. 1275, Vol. 1, section XI, chapter 2, paragraphs 35, 37 and 38. The relationships between the delivery indicator reading and the altitude have, however, been amended in accordance with the provisions of the Order. The endurance times have been rounded off to the next lower multiple of 5 minutes.

The above-mentioned paragraphs in A.P. 1275, Vol. 1, should be consulted if further information on the oxygen endurance with these regulators is required. An endurance table is also included for regulators Mark XIA and Mark XIB, which will shortly be introduced for single and two-seater fighter aircraft, respectively.

OXYGEN REGULATORS, MARK VIIIIC AND MARK VIIID

(With economiser: one regulator per man.)

Endurance of one 750 litre cylinder, Mark VC, per man, when fully charged.

Altitude (feet).	Delivery indicator reading.	Endurance. hrs. mins.
15,000	20	5 0
20,000	25	4 0
25,000	30	3 20
30,000	35-40	2 40
35,000	35-40	2 40
40,000	35-40	2 40

OXYGEN REGULATORS, MARK X AND MARK XA (With economiser and manifolds, Mark IA.)

Endurance of one 750 litre cylinder, Mark VC, per man, when fully charged.

Altitude (feet).	Delivery indicator reading.	Endurance with regulator, Mark X. hrs. mins.	Endurance with regulator, Mark XA. hrs. mins.
10,000 ...	15	6 50	6 45
15,000 ...	25	3 55	4 30
20,000 ...	25	3 55	4 30
25,000 ...	30	3 10	3 40
30,000 ...	35	2 20	2 55

OXYGEN REGULATORS, MARK XIA AND MARK XIB (With economiser: one regulator per aircraft.)

Endurance of one 750 litre cylinder, Mark VC, per regulator, when fully charged.

Altitude (feet).	Mark XIA (one man).		Mark XIB (two men).	
	Normal flow. hrs. mins.	High flow. hrs. mins.	Normal flow. hrs. mins.	High flow. hrs. mins.
10,000 to 25,000 ...	3 30	1 45	1 45	0 50
25,000 to 40,000 ...	0 0	2 0	0 0	1 0

2527.—Naval Aircraft—R.A.E. Air Compressors, Types D and E

(A.M.R. 2437/43.—3.6.1943.)

A number of oil filter bolts, Stores Ref. 37K/32, Part No. AB.17120, have been manufactured with the internal thread, which carries the oil jet, tapped to a depth exceeding the drawing dimension of $\cdot 310/\cdot 330$ in. This results in weakness of the bolt in line with the oil hole and external annular groove.

2. At first convenient opportunity, and not later than next minor inspection, examine serial numbers of all type D and E R.A.E. compressors, and where they fall within the following ranges, proceed as in paragraphs 3 to 6 below:—

Compressors, Type D, Serial Nos. 16889-17306 inclusive
Compressors, Type D, Serial Nos. 19151-20150 inclusive
Compressors, Type D, Serial Nos. 26438-26537 inclusive
Compressors, Type D, Serial Nos. 22818-22965 inclusive
Compressors, Type E, Serial Nos. 20651-22317 inclusive

3. (i) Remove filter bolt and after removing jet wash in degreasing fluid or petrol.

(ii) Hold bolt with open end to a light, and, looking through the radial oil hole, check that the internal thread does not extend closer to the edge of the oil hole than approximately $\frac{1}{16}$ -in.

4. Bolts in which limit in paragraph 3 (ii) is not satisfied are to be discarded and replacement bolts fitted.

5. Bolts passing the above inspection satisfactorily are to be stamped with the letter "X" in $\frac{1}{8}$ -in. type recessed portion of the bolt head, care being taken to support the bolt suitably to avoid damage.

6. When re-assembling the filter bolts to the compressor it should be verified that the bolt is fitted with the correct oil jet of the size stamped on the relevant boss of the compressor.

7. This instruction was issued by the Ministry of Aircraft Production as "Special Instruction R.D.A. 694."

2528.—Merlin-Engined Aircraft—Header Tank Thermostatic Relief Valves

(A.M.R. 2405/43.—3.6.1943.)

When the coolant temperature on a Merlin-engined aircraft has attained or exceeded 145°C., the Header Tank Relief Valve, if of British Thermostat Company's manufacture, is to be removed and returned to the nearest R.N. store Depot or Storing Yard for repair, labelled to indicate that coolant temperature has reached 145°C.

2. This instruction should be carefully observed, since once the contents of the relief valve phial have expanded until the bellows top plate bears against the shoulder of the stop tube, further increase in temperature will result in excessive fluid pressure being set up within the bellows, and may cause subsequent failure.

3. The gist of this instruction was promulgated by Admiralty message 645R.

2529.—Oxygen Economisers, Mark II, not Fitted with Pressure Plate Stops—Replacement

(A.E. 3708/43.—3.6.1943.)

It has been reported that a number of Oxygen Economisers, Mark II (Stores Ref. 6D/479), having serial numbers outside the following ranges :—

101/41 to 38649/41
72101/41 to 72871/41
154101/41 to 157400/41
122101/41 to 123159/41

have been returned for fitment of pressure plate stops because, presumably they did not have two screw or rivet heads in the centre of the cover. Such economisers are moulded integral with the inside of the cover.

2. Units are therefore to ensure that only economisers having serial numbers within the above numbers are returned for fitment of pressure plate stops.

2530.—Walrus Aircraft—Lubrication of Undercarriage Locking Gear.

(A.M.R.2827/42.—3.6.1943.)

To prevent failure of the chine locking bolt to engage, due to stiffness of the lifting lever, as soon as possible and not later than next major inspection, greaser nipples are to be incorporated in the Pivot Bolts, Part No. 22350/1391 on all Walrus aircraft in service, in accordance with A.F.O. Diagram No. 173/43.

2. Bolts are to be lubricated weekly. Inspection No. 6, Airframe Section of A.P. 1515D, Vol. II, Part 2 (Naval) refers.

2531.—E/S Sets, Types 758 (Series), 761 (Series), and 763 (Series)—Boards Charge/Discharge Pattern A.941—Temporary Shortage

(N.S. 015142/43.—3.6.1943.)

In view of difficulties experienced in obtaining supplies of mechanisms for switches, Pattern 6201A, required for incorporation in Boards Charge/Discharge, Pattern A.941, the stock of boards has been depleted and cannot be replaced in time to meet current commitments.

2. Whilst all possible action is being taken to remedy this state of affairs at an early date, arrangements must be made in those vessels for which the above components have not been supplied to connect one of the 2 volt cells, Pattern 1551B, provided direct to the amplifier when the set is in use, and to charge the duplicate cell elsewhere as requisite.

3. P. (S).O.s, E.R.O.s and Yard Authorities concerned are to arrange as necessary.

4. When available, Boards Charge/Discharge will be supplied without demand by the Naval Store Officer, Bath, direct to the individual outstanding services for installation by ship's or base staff.

2532.—Alterations to Bowlights and Provision of Reels for Boat's Falls—A. and A.*" Assurance " Class Rescue Tugs*

(D./P. 6550/43.—3.6.1943.)

The bowlights in the above-mentioned vessels are to be recessed in accordance with drawing D.N.C. 29/A/714.

2. Reels are also to be fitted for the lifeboat falls.

3. Commanding Officers of vessels concerned are to include items classification " B," in their next lists of As. and As. to cover this work.

4. Copies of D.N.C. 29/A/714 are available on request from Admiralty, Bath.

2533.—Destroyer Type Boat Davits—Fracture of Screw Gear

(D/N.L.6206/43.—3.6.1943.)

Two instances of fracture of the screw gear of destroyer type boat davits when lowering a motor boat and a whaler, have recently occurred, one case causing injury to a Naval Rating.

2. From an examination of the fracture which is in the cast naval brass screw casing, it appears probable that, owing to the age of the gear, the metal has become fatigued. This fatigue has been accentuated by considerable backlash in the screw gear, resulting in heavy jarring with the movement of the ship.

3. Commanding Officers of ships fitted with this type of davit should give special attention to the screw gears, and if any backlash is found, this should be treated as a defect and corrected at the earliest opportunity.

4. Screw gear and all working parts of davits should be carefully examined after test, in order to determine whether any defects exist. Test plates should be attached to the davits after test in accordance with the existing regulations.

(*F.O.i/c, Liverpool, 28.2.43, No. 527/4416.P, and 29.3.43, No. 754/4416.P.*)

2534.—Diesel Fuel Supply Systems to Galleys, etc.—As. and As.*Sloops, Minesweepers (except Wooden Motor Minesweepers) and Frigates*

(P. 5251/43.—3.6.1943.)

A water displacement system for supply of diesel fuel to galleys as indicated in A.F.O. Diagrams 168/43 (1-2) is to be fitted in all vessels of these classes having oil-fired galleys, except—

- Vessels already fitted with the pressure system of fuel supply to galleys ;
- H.M. ships " Tenby " and " Eastbourne " ;
- Vessels of the " Algerine " class driven by reciprocating engines or B.T.H. turbines ordered prior to 1st January, 1943 ;
- Vessels in which fuel is supplied to galleys by water displacement system in accordance with A.F.O. Diagram 267/42.

2. No alteration from the pressure system as fitted in vessels mentioned in paragraph 1 (a) is to be made. Vessels referred to in paragraph 1 (b) for which the pumps are already available and for which the work of conversion to the pressure system of fuel supply to galleys may already have been commenced, are to be fitted generally in accordance with A.F.O. Diagram 225/42 (1), except that one motor-driven pump and one hand-operated pump are to be fitted per vessel, and that Diesel fuel stowage aggregating about 200 gallons is to be provided in one or two tanks to be fitted below water line either in the engine room or in the gland space. Vessels referred to in paragraph 1 (c) are to be fitted with the pressure system of fuel supply to galleys in accordance with A.F.O. Diagram 225/42 (2) except that only one motor-driven pump is to be fitted per vessel ; those vessels for which the motor-driven pumps are not available at time of completion are, before commissioning, to have the pipes and fittings, also pump seatings and electrical connections, progressed so far as possible as for the pressure system but arranged to be operated by hand pump and gravity tanks pending delivery of the motor-driven pump.

3. When converting the earlier vessels of the "Algerine" class having a 40-gallon ready-use Diesel fuel tank on deck, to the water displacement system, the 40-gallon tank should be removed and if suitable, utilised in the engine room as the Diesel R.U. tank. The hand pump should be utilised also for the new system.

Ships of the "Algerine" class in service with a water displacement system already fitted but with water and fuel tanks of small capacity, viz. about 8 and 10 gallons respectively, should arrange for these tanks to be replaced at the first opportunity by tanks of the capacities shown in A.F.O. Diagram 168/43 (2), viz., 25 gallons water tank and 35 gallons Diesel fuel tank.

4. In general, fresh water should be employed for the displacement of the fuel, but where this cannot be arranged readily, sea water may be used for this purpose.

5. Ships concerned should insert an appropriate item, Classification "A," in the next list of As. and As. to cover this work. A working drawing showing the arrangement to be fitted will be supplied by the Admiralty on request by the Repair Authorities.

(A.F.O. 4285/42.)

2535.—Fire-fighting in H.M. Ships—Canvas Delivery Hose—Allowance of No. 2 Size Hose for Fire Purposes

Cruisers and above

(N.S. 19893/43.—3.6.1943.)

Experience has shown that the No. 3 size hose, normally supplied to H.M. ships for fire-fighting purposes, is difficult to handle and a smaller hose is required, especially in the passageways and restricted spaces between decks.

2. Trials at the Admiralty fire-testing ground have shown that the drop in pressure due to friction in a No. 2 size hose fitted with any one of the types of branchpipes now supplied to H.M. ships is not excessive, provided that the length of hose does not exceed 40 ft.

3. It is considered that a proportion of No. 2 size hose should be carried by H.M. ships for use between decks. As, however, it is often necessary to run hoses a distance greater than 40 ft., some No. 3 size hoses must be retained between decks, and this size hose should continue to be used on the weather deck.

4. Cruisers and above fitted with Instantaneous Couplings, vide A.F.O. 5417/41, should be supplied with one length of each of No. 3 and No. 2 size hose for each fire-main hose connection fitted for fire purposes between decks.

5. Where ships are fitted with A.S.B.J. connections it has been decided that as existing No. 3 size hoses become defective and need replacement, a proportion of No. 2 size hose with Instantaneous Couplings may be demanded in lieu of No. 3 size with A.S.B.J. couplings. These hoses should be fitted in positions between decks where space restrictions render the use of No. 3 size hose particularly difficult. Adaptors, No. 3, A.S.B.J., to 2½-in. Instantaneous Coupling, Female, should be demanded as necessary and branchpipes with jet spray nozzles and fitted with Instantaneous Couplings should be drawn from store in lieu of plain jet branchpipes with A.S.B.J. couplings. Where the A. & A. to fit hose connections in machinery compartments, vide A.F.O. 5806/42, is being carried out, these connections should be of the Instantaneous type and No. 2 size hose fitted.

6. The Sea Store Establishment (B.R. 358) will be amended.

(A.F.Os. 5417/41—not in annual volume—and 5806/42.)

2536.—Gas Cylinders—History Sheets and Clarification of Obliterated Numbers

Dockyards, R.N. Store Depots and Bases concerned.

(N.S. 30054/42.—3.6.1943.)

Attention is drawn to the necessity of forwarding the relevant history sheets for gas cylinders at the same time, and to the same destination, as the cylinders. In this connection it has been reported that the Admiralty numbers on the cylinders are sometimes semi-obliterated, and action should be taken in such instances to clarify these numbers before the cylinders are issued.

2. The registered numbers of cylinders are to be shown on supply and return notes.

2537.—Indicating Lamp Fitting, Pattern 17046, for D.G. Circuits—Additional Screen
(N.S. 17856/43.—3.6.1943.)

The following item has been added to the Authorised List of Naval Stores under subhead F.2B contract schedule C.707 :—

Pattern No.	Description
17087	Translucent Synthetic Screen "MM" (as may be required for Fitting, Pattern 17046).

2. The screens are for use in indicating lamp fitting, Pattern 17046, and are to be fitted as specified in the latest revision of the relevant specifications for permanent D.G. installations.

3. One hundred No. screens have been ordered from Messrs. Metropolitan Vickers & Co. for delivery to Stroud and Mossley. (C.P.72377/43 dated 6th May.)

(A.F.O. 857/43.)

2538.—Life-saving Rafts—Lights to Indicate Position

(N.S.21315/43.—3.6.1943.)

A.F.O. 1565/40, referring to the use of calcium flares to indicate the position of life-saving rafts, is cancelled.

2. Buoyant indicator lights and life-saving torches are now being supplied as promulgated in C.A.F.Os. 1618a/40 and 191/43.

(A.F.O. 1565/40 is cancelled. C.A.F.O. 1618a/40, 191/43 and 1173/43.)

2539.—R.N. Aircraft Repair Yards, Air stations and Sections

(N.S.—3.6.1943.)

The initial establishment of machine tools and equipment to be provided for the workshops for each aircraft repair yard, air station, etc., is decided by Admiralty, and provision is made for their supply.

2. Instructions regarding proposals for new machinery and the maintenance of existing machinery at these establishments were promulgated in Admiralty Letter D.9303/39 dated 21st June, 1939, and in N.A.S.T.M. No. 78 dated 18th July, 1939, viz.—that these establishments are to be administered at fleet shore establishments, and machinery items, etc., dealt with in accordance with the relevant articles in the Home Dockyard Regulations.

3. Contrary to the instructions referred to in paragraph 2, demands for additional machine tools or for spare gear are in many cases forwarded to R.N. Store depots on forms S.134D, and this involves considerable delay in the proposals being investigated, decisions reached, and provision of the items where supply is approved.

4. In view of this and pending further instructions, the following procedure is to be strictly adhered to as regards aircraft repair yards, R.N. air stations and sections, aircraft repair workshops, and squadrons, attention being drawn to A.F.O. 2547/40.

A. New Machine Tools and other Machinery Items, Test Rigs, etc.

All proposals for the above are to be forwarded through the administrative authority to the Admiralty (D.A.M.R.) stating the purpose for which the items are required and the reason why the existing or authorised equipment is not satisfactory or sufficient to meet requirements.

The establishments concerned and the administrative authority will be informed of the decision reached, and, if the supply is approved, of the arrangement made for provision of the items.

B. Defects in Machine Tools and other Machinery Items and Supply of Accessories

Defects are to be dealt with in accordance with the authorised procedure (see paragraph 2 above), but where they can be made good by the establishment by the supply of replace parts of the nature referred to in Article 26 of B.R.4, such parts should be demanded from the (S.) N.S.O. of the dockyard responsible for the maintenance of the machinery of the establishment. Accessories of a like nature for use with the machines should be similarly demanded. To ensure that the correct items are supplied a full description of them should be quoted on the demand. Failing this a sample of the article required should accompany the demand.

5. R.A.F. reference numbers should no longer be quoted in connection with machine tools, other machinery items, replace parts and accessories.

6. The following list of items hitherto dealt with under Vote 8.II but now classified as Vote 8.III, which was promulgated in A.F.O. 1095/41, is now reprinted for general guidance, pending revision of list. Attention is, however, drawn to paragraph 5 above.

- 3A 943 Machine, brushing, electric.
 — Machine, grinding, electric.
 — Machine, sewing, electric.
 600 Machine, tinsmiths, angle bending.
 — Machine, tinsmiths, beading and swaging.
 611 Machine, tinsmiths, circle cutting.
 613 Machine, tinsmiths, cramp folding.
 615 Machine, tinsmiths, guillotine.
 — Machine, tinsmiths, jennies.
 620 Machine, tinsmiths, roller bending.
 621 Machine, tinsmiths, wiring.
 — Machine, tinsmiths, tube bending.
 — Machine, valve-grinding, electric.
 — Presses, arbor.
 661 Presses, mandrel.
 — Presses, straightening.
 935 Sprayer, paint, electric.
 — Sprayer, paint, aerograph.
 915 Pistols, paint-spraying.

Machine Tool Accessories

- 3B — Arbor, drill, chuck.
 — Carriers, lathe.
 — Centres.
 — Chucks, drill.
 — Vices, machine.
 4A 768 Baths, salt.
 — Benches, magneto, test.
 — Cranes.
 — Gantries, lifting.
 — Hearth, brazing, coppersmiths.
 — Machine, airscrew balancing.
 1261 Plant, cylinder-spraying.
 — Shear legs.
 — Table, marking-out.
 4C 1616 Trollies, instrument testing.
 5A — Tester, generator bench.
 — Tester, generator bench switchboards for.
 761 Tester, sparking-plug.
 — Champion sparking-plug service unit.
 — Schrader air chuck, No. 9499.
 — Schrader air chuck, clip No. 6529.
 6A — Bell jars for testing altimeters.
 — Vacuum indicator.
 36 — Engine test rigs.
 — Kits, rigs, jigs and tools.

(A.F.Os. 2547/40 and 1095/41—not in Annual Volume.)

2540.—Stern Gland Lubrication—Use of Coopers Grease No. 4 Semi-transparent Fairmile Craft

(N.S. 22107/42.—3.6.1943.)

Coopers' grease, No. 4 semi-transparent, is suitable for stern gland lubrication in Fairmile Craft.

2. The first outfit quantity of this grease supplied to each craft should be increased by 28 lbs. for this service. Base stocks per flotilla should be increased by 1½ cwts.

Craft in commission should demand on their bases as necessary.

Supply to new construction should be arranged in the usual manner.

3. The establishment of naval stores for Fairmile Craft will be amended.

2541.—Substitutes for Curled Hair for Upholstery Work

All Dockyards and Repair Bases, W.P.Ss, P.S.Os, P.E.R.Os and E.R.Os

(D.5652/43.—3.6.1943.)

In view of the acute shortage of hair this material is not to be used for upholstery purposes except for mess stools and locker top cushions for use in H.M. ships. For other services, *i.e.*, sprung upholstery of fixed settees and easy chairs, table chairs and spring interior mattresses, the following substitutes are to be specified and used wherever possible:—

- (a) Felted cotton (Vi Down or Linta Felt) or 50 per cent. Felted cotton and 50 per cent sisal tow.
 (b) For non-buoyant boats' cushions, felted cotton is to be used.

2542.—Thermometer Testing Equipment—Batteries for

(N.S. 30237/42.—3.6.1943.)

The following batteries have been added to the Authorised List of Naval Stores under Subhead F.2A:—

Pattern.	Description.
14057 ...	Battery "E" type, 1½-volt., for thermometer testing equipments.
14058 ...	Battery "Y" type, Mark II, 4½-volt., for thermometer testing equipments.

2. Each set of Thermometer Testing equipment includes 1 No., Pattern 14057, and 8 No., Pattern 14058, batteries.

3. Supplies of these batteries are now available, and two sets will be despatched at an early date, for use as spares, to Aircraft Carriers and R.N. Air Stations at home and abroad.

2543.—Tool Kits for R.N. Air Personnel—Stocktaking

(N.S. Air 978/43.—3.6.1943.)

The following list of rates applicable to the tools detailed in A.F.O.1414/43 is furnished so as to facilitate the preparation of vouchers in respect of any charges or payments which may be involved in consequence of the instructions contained in the Order quoted.

Naval Pattern No.	Description	Rate
		<i>s. d.</i>
B.11/7	Awl blades	1 4¼ doz.
D.4/1153	Bags, tool, canvas	4 0 each
B.11/3885	Bars, tommy, ⅝ in. diameter	0 2 each
B.11/8000	Bars, tommy, ⅜ in. × 3½ in.	0 0½ each
B.11/8001	Bars, tommy, ½ in., for 7 × 8 B.A. spanners	0 0½ each
	Boxes, tool:—	
E.4/3022	Medium, with lock and 2 keys	17 0 each
E.4/3023	Small, with lock and 2 keys	14 0 each
	Brushes:—	
E.11/C302	Engine cleaning	0 6 each
E.11/C345	Lacquer, squirrel, ½ in.	0 9½ each
E.11/C289	Varnish, 1 in. flat	0 5 each
	Calipers:—	
B.11/3879	Spring, inside, 6 in.	2 8 pair
B.11/3878	Spring, outside, 6 in.	2 8 pair
B.10/21	Cans, oil, force feed, ½ pint	1 5½ each
B.11/1485	Chisels, chipping, flat, 5 in. × ⅝ in. bit.	0 7½ each
B.11/8002	Chisels, chipping, cross-cut, 4 in. × ⅝ in. diameter	0 4½ each
B.11/8003	Chisels, chipping, flat, 4 in. × ⅝ in. diameter	0 4 each
B.11/8004	Cleaners, contact	0 0½ each

Naval Pattern No.	Description	Rate
B.11/3884	Dividers, spring, 5 in.	s. d. 1 7½ pair
B.11/8005	Drifts, copper, 6½ in. × ½ in.	0 2½ each
B.11/8006	Drifts, copper, 6½ in. × ½ in.	0 7½ each
B.11/2A	Drills, hand, single pinion	5 0 each
	Files, cast steel :—	
B.11/8007	Equalling, contact breaker	0 8½ each
B.11/312	Half-round taper, bastard, 8 in.	0 8½ each
B.11/328	Half-round taper, smooth, 6 in.	0 8½ each
B.11/330	Half-round taper, smooth, 8 in.	0 11 each
B.11/320E	Half-round taper, second cut, 10 in.	1 0 each
B.11/382	Hand, bastard, safe edge, 6 in.	0 5½ each
B.11/394F	Hand, second cut, safe edge, 10 in.	0 11 each
B.11/400	Hand, smooth, safe edge, 6 in.	0 7 each
B.11/78	Round, taper, bastard, 8 in.	0 6½ each
B.11/8008	Round, taper, smooth, 6 in.	0 6½ each
B.11/26A	Three square, taper, smooth, 6 in.	0 7½ each
B.11/8009	Warding, cut one side, 4 in.	0 6½ each
B.11/120	File cleaners	0 10½ each
B.11/8010	Gauges, feeler, 4 in. blades, tapered, 1½ to 15 thou.	1 5½ each
	Hammers, handled :—	
B.11/C612	Fitters', ball pane, 8 oz.	0 11½ each
B.11/C613	Fitters', ball pane, 12 oz.	1 1 each
B.11/8011	Hide-faced, 1 lb.	2 0 each
B.11/8012	Pin, ball pane, 4 oz.	0 11½ each
B.11/8013	Pin, crosspane, 4 oz.	0 10½ each
B.11/8014	Watchmakers, 2 oz.	1 6 each
E.12/765	Handles, ash or hickory, for files (large).	0 1 each
E.12/763	Handles, ash or hickory, for files (medium)	0 0¾ each
B.11/84	Handles for awls	0 1½ each
B.11/8015	Knife, flex cleaning, pocket, 3½ in.	2 4 each
B.10/83	Locks, pad, 1½ in.	2 1¼ each
B.11/8016	Nippers, diagonal cutting, 5 in.	1 8 each
	Pliers :—	
B.11/467	Bellhangers', 6 in.	1 6 pair
B.11/1398	Electricians', 7 in., insulated handle	2 5 pair
B.11/8017	Long, snipe-nosed, 8 in.	1 0 each
B.11/8048	Snipe-nosed, 6 in.	2 3 each
B.11/986	Round-nosed, 6 in.	1 11¼ each
B.11/8049	Prickers (ice picks), 6 in. × ¼ in. blade, handled	2 3 each
	Punches :—	
B.11/8018	Centre, 4 in. × ⅜ in.	0 3¼ each
B.11/8019	Nail or pin, ⅜ in. × 4 in. × ⅜ in. diameter, tapered.	0 3¼ each
B.11/8020	Nail or pin, ⅜ in. × 4 in. × ⅜ in. diameter, tapered.	0 3¼ each
B.11/8021	Nail or pin, ¼ in. × 4 in. × ⅜ in. diameter, tapered.	0 3¼ each
B.11/8022	Nail or pin, ⅜ in. × 4 in. × ⅜ in. diameter, tapered.	0 3¼ each
B.11/8023	Parallel pin, ¼ in. × 4 in. × ⅜ in. diameter ...	0 4½ each
B.11/8024	Parallel pin, ⅜ in. × 4 in. × ⅜ in. diameter	0 4½ each
B.11/8025	Parallel pin, ⅜ in. × 4 in. × ⅜ in. diameter	0 5½ each
B.11/8026	Rules, engineers', steel, 6 in., stainless	0 9 each
B.11/8027	Rules, engineers', steel, 12 in., stainless	1 4½ each
B.11/4314	Saws, frame, hack, adjustable, Eclipse, 8 in.—12 in.	22 0 doz.

Naval Pattern No.	Description	Rate
		s. d.
	Screwdrivers :—	
B.11/666	Heavy, 6 in. blade, ½ in. bit, oval beech handle	0 11½ each
B.11/8028	Instrument makers' (set of 4)	3 0 set
B.11/8028A	Boxes for	0 6 each
B.11/8029	Instrument No. 1, 2½ in. blade, ⅜ in. bit	0 4½ each
B.11/8030	Ratchet, 5 in. blade	1 6½ each
B.11/8031	Watchmakers', 3 in. blade, ⅜ in. bit	0 4 each
B.11/693	Turnscrews, 9½ in. blade, ⅜ in. bit, with oval handle	1 1½ each
B.11/8032	Scribers, fitters', 7 in.	0 5 each
	Spanners :—	
B.11/3606	Adjustable, steel, King Dick, 4 in.	1 10 each
B.11/8033	Adjustable, steel, King Dick, 6 in.	2 11 each
B.11/8034	Adjustable, steel, open-end type, 4 in.	2 10 each
B.11/8035	Box, D/E, 0 B.A. × 2 B.A., 4 in. long	0 3½ each
B.11/8036	Box, D/E, 4 B.A. × 6 B.A., 4 in. long	0 2½ each
B.11/8037	Box, D/E, 0 B.A. × 2 B.A., 9 in. long	0 3½ each
B.11/8038	Box, D/E, 4 B.A. × 6 B.A., 9 in. long	0 3 each
B.11/8039	Box, D/E, 7 B.A., × 8 B.A., 3 in. long	0 3 each
B.11/8040	Folding, 0 B.A. to 8 B.A.	0 9½ per set
B.11/3651	D/E, ⅜ in. × ⅜ in. Whit. 30° angle between head and shank.	0 6½ each
B.11/8041	D/E, ⅜ in. × ⅜ in. Whit.	0 6½ each
B.11/8042	D/E, ⅜ in. × ¼ in. Whit.	0 3½ each
B.11/8043	D/E, ⅜ in. × ¼ in. Whit.	0 4½ each
B.11/8044	D/E, 3 B.A. × 5 B.A.	0 1½ each
B.11/8045	D/E, 6 B.A. × 8 B.A.	0 1 each
B.11/3861	Tubular box, ⅜ in. × ⅜ in. Whitworth	0 4½ each
B.11/3862	Tubular box, ¼ in. × ⅜ in. Whitworth	0 5 each
B.11/3863	Tubular box, ⅜ in. × ⅜ in. Whitworth	0 5½ each
B.11/8046	Tubular box, ½ in. × ⅜ in.	1 3 each
B.11/4254	Squares, steel, 4 in. stock, 6 in. blade	3 0 each
B.11/8047	Tweezers, fine round point, 6 in.	1 3 each
B.11/C.518	Vices, hand, length overall, 4½ in.	3 2 each

2. These rates will be subject to revision, consequently any charges or payments arising in future are to accord with the rates then appearing in the Authorised List of Naval Stores, O.U. 5409.

(A.F.O. 1414/43.)

2544.—Torpedo Sights

"Hunt" Class Destroyers.

(N.S. 21274/43.—3.6.1943)

Instructions were given in A.F.O. 5291/42 for M.T.B. sights, Mark I, Pattern 12005, on the bridge and torpedo tubes of "Hunt" Class Destroyers armed with torpedoes to be replaced by torpedo deflection sights, Mark III, Pattern 4608A or 4608B with sight bar, Pattern 12001, and for the displaced M.T.B. sights, Pattern 12005 to be returned to the Superintending Naval Store Officer, Portsmouth.

2. These instructions have not been fully complied with and Services, Repair Overseers, Yards or Depots concerned should arrange despatch of the sights to Portsmouth at the earliest opportunity as they are urgently required for other services.

(A.F.O. 5291/42).

2545.—Well Glasses for Airfield Glim Lamps—Method of Storing and Demanding

(N.S. Air 4066/43.—3.6.1943.)

Owing to their fragile nature, Well Glasses, clear and red (Stores Ref. 5A/1868 and 5A/1869), for Airfield Glim Lamps (Stores Ref. 5A/1874) will be held at R.N. Store Depots and Storing Yards in cartons of forty, as received from the contractors.

2. Services should, therefore, wherever practicable, demand Well Glasses in units of forty.

3. Owing also to the general shortage of packing materials, empty cartons are to be returned immediately by Services to the nearest Store Depot or Storing Yard.

Section 4**OTHER STORES—NAVAL STORES, VICTUALLING STORES,
MEDICAL STORES, CONTRACTS****2546.—Naval Aircraft—Emergency Equipment Knife for Pilots—Reports**

(V. 1920/43.—3.6.1943.)

A special knife, to be known as "knife emergency equipment," is being provided for issue to all flying personnel who desire to use it.

2. The knife, is intended primarily for use with the 'K' type dinghy, and comprises a curved blade to facilitate the cutting away of entangling cordage or cutting the dinghy free from floating wreckage, etc., and a spear type blade for puncturing the dinghy in the event of accidental inflation in the cockpit during flight. A piece of fabric is attached to the knife to enable it to be sewn on to the right breast of the life-saving waistcoat.

3. The knife is for use by air crews only and it is to be supplied only if asked for. Local arrangements are to be made for its attachment to the life-saving waistcoat and issues are to be recorded on the individual's flying clothing card, form S.1055, in accordance with A.F.O. 1798/42 paragraph 9 (iii).

4. Demands for actual requirements at home should be sent to the appropriate Victualling Yard in accordance with A.F.O. 1798/42 paragraph 7. No stocks will be provided at Victualling Yards abroad, but demands from ships and establishments abroad should be forwarded in the usual way to the local Victualling Store Officer who is to report requirements to the Director of Victualling by telegram in order that arrangements may be made for despatch of the necessary supplies from England.

(A.F.O. 1798/42.)

2547.—Care and Maintenance of Towing Hawsers*Rescue Tugs (Home Bases).*

(N.S./T.D. 1786/42.—3.6.1943.)

In view of the imperative need to conserve raw materials, consideration has been given to the care and maintenance of hawsers which constitute the main towing equipment of Rescue Tugs (A.F.O. 3402/41).

2. Every possible care must be taken to preserve all such hawsers. They are not to be left lying uncovered needlessly, or exposed to the weather or generally uncared for whilst they can be considered serviceable. The ideal stowage would be under cover on wooden battens, so that the hawsers are well clear of the ground.

3. Commanding Officers should take every opportunity of repairing their hawsers, but where such repairs are beyond their capacity the hawsers are to be landed at the most convenient base, replacements being demanded in the usual way.

4. The landed hawsers are to be dealt with as follows :—

Line North of the Humber—

Hawsers landed at bases North of the Humber are to be forwarded, by arrangement with the nearest (Superintending) Naval Store Officer, to the Gourock Ropework Co. Ltd., 86, St. Vincent Street, Glasgow, for inspection and recommendation as regards repair. The Firm will report to the Captain-in-Charge, Rescue Tugs, Admiralty, who will decide as to the action to be taken. If repair is approved, the (Superintending) Naval Store Officer should place a local purchase order with the firm.

South of the Humber—

To be forwarded to Chatham or Portsmouth Dockyard, whichever is the nearer.

5. In all instances the despatch of hawsers should be reported to the Gourock Ropework Co. Ltd., or the Superintending Naval Store Officer, Chatham or Portsmouth, as may be applicable, and also to C.C.R.T. and Director of Stores, Admiralty.

6. The future use of repaired and re-conditioned hawsers will generally be limited to harbour towing services.

(A.F.O. 3402/41.)

2548.—Combined Operations Kits—As. and As.

(E.F.O./V.2420/43.—3.6.1943.)

The following amendment is to be made to A.F.O. 2426/43 :—

Delete present references at end of Order and substitute C.A.F.Os. 1508a/42, 1674/42, 2029/42 and A.F.O. 1127/43.

(A.F.O. 2426/43.)

2549.—Musters of Victualling Stores in Destroyers

(V. 6161/42.—3.6.1943.)

Owing to the restricted stowage available for victualling stores in destroyers and the need for maintaining the stocks of dry provisions by replenishments as opportunities occur, it is not always practicable to carry out complete musters monthly as required by Article 1854(2), K.R. & A.I. As a temporary war-time measure the arrangements for musters in destroyers should be modified as follows :—

Fresh provisions, spirit, tobacco, soap, and cap ribbons—to be mustered monthly.

Dry provisions, loan clothing—to be mustered monthly as far as practicable.

When it is not practicable to muster the whole of the items in any month, as many items as possible are to be mustered, the certificates in the Provision Account (Form S.462, Part I) and Loan Clothing Account (Form S.462, Part II) being amended in manuscript, indicating the items which have been mustered and stating briefly the reasons why a complete muster has not been practicable. A complete muster is to be held at least once a quarter and on change of Supply Rating.

2. Attention is drawn to the importance of regular musters of stocks as a means of bringing to notice any irregularities.

***2550.—Serge Jumpers and Trousers—Alterations in Patterns**

(V. 2952/43.—3.6.1943.)

The cuffs will be omitted from the sleeves of all serge jumpers purchased in future and the issue of serge jumpers with cuffs will be discontinued when present stocks are exhausted. The cut of the sleeves of serge jumpers will, however, be improved and the pockets inside the jumpers will be fitted with buttons and button-holes. The attachment of the collar to the jumper will be strengthened. Unbleached calico will be substituted for striped shirting for the linings of serge trousers.

2. Fresh patterns of serge jumpers and trousers (Class II) embodying the above and certain minor modifications have been sealed and distributed to the R.N. Barracks and other kitting up Establishments at home, to the principal Victualling Yards at home and abroad, and to the Admiralty Pattern Rooms.

3. When certificates are given to men dressed as seamen to enable them to purchase serge suits from private outfitters, a note is to be made on the form (S.110) that the jumpers are to be made without cuffs and that both jumpers and trousers are to be in accordance with the latest Admiralty sealed pattern, which can be seen at any of the Establishments mentioned in the preceding paragraph.

4. The issuing prices of serge jumpers and trousers (Class II) will not be affected by these alterations.

(Commodore, R.N. Barracks, Chatham, 1.10.42, No. M23.)

(C.-in-C. Western Approaches, 20.10.42, No. WA.3023/3263M.)

(F.O.I.C., Liverpool, 5.11.42, No. 2732/2715P.)

(C.-in-C., Portsmouth, 15.12.42, No. 19/P/8112/46.)

(A.F.O. 256/43, Section B, paragraph 4.)

2551.—Tropical Shorts—Modified Pattern

(V. 3355/42.—3.6.1943.)

A modified pattern of tropical shorts has been adopted having reduced leg lengths and narrower hems. They will be supplied in 12 sizes instead of 10 as heretofore. The standard buckle fitting is being retained but an alternative button fitting has been approved in case supplies of buckles should become unobtainable.

2. Fresh patterns of tropical shorts embodying these modifications have been sealed and distributed to the principal Victualling Yards and Depots at home and abroad and to the Admiralty Pattern Rooms.

3. B.R.93A Manual of Victualling, Appendix H, will be amended to show the size-range and measurements of the new pattern tropical shorts. Pending such amendment requirements should be demanded according to the present size-range and whenever a consignment of new pattern tropical shorts is sent from a Victualling Depot a notation will be made on the accompanying supply note indicating the sizes of the old pattern shorts that correspond to the new pattern shorts supplied.

4. No alteration to the existing issuing price of tropical shorts will be necessary.

(Commodore Commanding Londonderry Escort Force, Ref. No. LY.572, 28.10.42; A.O., H.M.S. "Eagle," Ref. No. 174/7932, 28.7.42.)

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

2552.—W.R.N.S.—Supply of Hair Brushes

(V. 5823/42.—3.6.1943.)

Hair brushes are now available for issue on repayment to officers and ratings of the W.R.N.S. and demands should be forwarded to Director, W.R.N.S., in accordance with A.F.O. 328/43.

2. A.F.O. 3811/42 is to be amended as follows:—

Section 1

Add "Hairbrush ... 3s. 3d. each"

Section 2

Add "Hairbrush ... 4s. 4d. each"

(A.F.Os. 3811/42 and 328/43.)

2553.—Wood Wool Rope

(P. (L) 1257/43.—3.6.1943.)

The supply position of wood wool rope has become difficult and certificates to purchase should now be issued only for strictly essential purposes. The Board of Trade consider that these in general cover only those foundry uses for which straw rope is not possible as an alternative. It is possible, however, that a limited quantity of second quality rope may be available for specialised packing requirements.

2. To ensure that wood wool rope is used only for essential purposes, it will no longer be released without a certificate to consumers whose total requirements do not exceed 6 cwts. in any one period of three months. Departments are also requested, as a further safeguard, to mark certificates they issue for wood wool in loose form "No wood wool rope to be supplied against this certificate."

3. These provisions cover wood wool rope only and not wood wool in loose form.

(A.F.Os. 592/41, 1111/41 and 1843/41—not in Annual Volume.)

Section 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE

2554.—Amendments to Books

(E.F.O.—3.6.1943.)

The undermentioned amendments, A.F.Os. P.300-320/43 to B.R. and O.U. books are available for issue from the R.N. Store Depot, Elveden Road, Park Royal, N.W.10, in accordance with A.F.O. 1268/39, paragraph 3.

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

Amendments required for personal copies of the main books should be obtained from Distributing Authorities abroad, and from Park Royal when the Officer or rating is serving at home.

A.F.O.P.305/43.—B.R. 16/1932—Engineering Manual—Amendment.

P.300/43.—B.R. 127—Photographic Views of British and Foreign Warships—Amendment No. 2.

P.301/43.—B.R. 268 (9)—Electrical Manual, Volume II—Primary and Secondary Batteries—Amendment No. 3.

P.306/43.—B.R. 275—Care and Maintenance of Above Water Tubes Cordite Impulse—Amendment No. 6.

P.307/43.—B.R. 281/41—Regulations for Maintenance of D.R. VI (F & G), etc., Torpedo Tubes—Amendment No. 7.

P.308/43.—B.R. 294—Handbook and Drill for the 0.5 in. Guns on Twin Mark IV Mounting—1942—Amendment No. 3.

P.302/43.—B.R. 317 (9)—Mining Drill Book—Preparation of the Mark XV and Mark XVII* Sinkers—Amendment No. 6.

P.303/43.—B.R. 317 (10)—Mining Drill Book—Preparation of the Mark XVII*** and Mark XVII**** Sinkers—Amendment No. 5.

***P.309/43.**—B.R. 378 (E)—Albacore—A.S.E.—Amendment No. 11.

***P.310/43.**—B.R. 378 (Z)—Walrus—A.S.E.—Amendment No. 9.

***P.311/43.**—B.R. 380/B—Barracuda S.C.L.—Amendment No. 1.

P.312/43.—B.R. 626—Drill for 4-in. Mark XVI*, Q.F., Semi-Automatic Guns on H.A. Twin Mark XIX Mounting—1942—Amendment No. 3.

P.313/43.—B.R. 633 (1)—Torpedo—Instructions for Torpedo Equipment and Torpedo Discharge Trials—Amendment No. 1.

- A.F.O.P.314/43.**—B.R. 669—Instructions for the Conduct of Cash Duties—Amendment.
- P.315/43.**—O.U. 5378/1940—Instructions for the Inspection of Naval Armament Stores—Amendment No. 10.
- P.316/43.**—O.U. 5502—Regulations for Maintenance of Fixed Above Water, Mark II, Torpedo Tubes—Amendment No. 8.
- P.317/43.**—O.U. 6090 (B)—Range Table, No. 351 B. for 4.7-in. Guns—Amendment.
- P.318/43.**—O.U. 6090 (J)—Range Table No. 473 for 6-in. Guns—Amendment.
- P.319/43.**—O.U. 6304—Pamphlet on Regulations for Maintenance of Q.R. IX, IX* and X, Torpedo Tubes—Amendment No. 11.
- P.320/43.**—O.U. 6341 (2)—Regulations for Maintenance of 21-in. L.C. Marks I, II and II* and Vosper L.C. Torpedo Tubes (Cordite Impulse) in M.T.Bs. and S.G.Bs.—Amendment No. 14.
- P.304/43.**—O.U. 6342—Drill for 18-in. and 21-in. L.C. Tubes Mounted in M.T.Bs.—Amendment No. 10.

*Exceptionally as regards A.F.O's. P.309/43, P.310/43, and P.311/43 distribution will be made without demand by the Superintending Naval Store Officer, R.N. Store Depot, 191A, Askew Road, Shepherd's Bush, W., who holds the stock of the parent books.

(A.F.O. 2429/43.)

2555.—A.M.S.Is.

(E.F.O.—3.6.1943.)

Admiralty Merchant Shipping Instructions 235-238/43 are being distributed concurrently with this issue of A.F.O.s.

(A.F.O. 2430/43.)

2556.—Air Publications, etc., Distributed during March, 1943

(N.S. Air 125/43.—3.6.1943.)

A.F.O. 2074/43 is to be amended as shown below.

A.P.	Vol.	Part	Description	As printed	Should read
1669A	2	1	Master I Aircraft	A.15, A.16, F.9 (A.L. 1), H.12, J.23, J.24, M.13 (A.L. 1), Z.47.	A.15, A.16, F.9, F.9, A.L. 1, H.12, J.23, J.24, M.13 A.L. 1, Z.47.
2486A	1		Hispano, 20 mm., Gun Mounting.	A.P. 2486	... A.P. 2486A.

(A.F.O. 2074/43.)

2557.—Air Publications Distributed during April, 1943

(N.S. Air 125/43.—3.6.1943.)

The undermentioned Air Publications, Leaflets, etc., were distributed during April, 1943.

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

3. Services which have not 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 Superintending Naval Store Officer, Shepherds Bush.

Airframes and Aero-Engines

Air Publication No.	Description
1416G.—Vol. II, Part 1—Kestrel XXX Engine—Leaflet No. Z.9.	
1449B.—Vol. II, Part 1—Tiger Moth II Aircraft—Leaflet No. J.10.	
1451D.—Vol. II, Part 1—Pegasus III, VI and XXX Engine—Leaflet Nos. C.18, F.4.	

Airframes and Aero-Engines—contd.

Air Publication No.	Description
1451F.—Vol. II, Part 1—Pegasus XX Engine—Leaflet Nos. C.19, J.3.	
1451G.—Vol. II, Part 1—Pegasus XXII Engine—Leaflet No. C.18.	
1451H.—Vol. II, Part 1—Pegasus XVIII Engine—Leaflet Nos. C.13, C.14.	
1491B.—Vol. II, Part 1—Mercury VIII and IX Engine—Leaflet Nos. C.22, C.23.	
1491C.—Vol. II, Part 1—Mercury XII Engine—Leaflet No. C.13.	
1491D.—Vol. II, Part 1—Mercury XV and XX Engine—Leaflet Nos. C.17, D.22, M.10.	
1500.—Vol. II, Part 2—Gipsy Major Engine—Amendment List No. 4.	
1501B.—Vol. III, Part 1, 2nd Edition—Shark II Aircraft—Amendment List No. 6.	
1511B.—Vol. II, Part 1—Tiger VI Engine—Leaflet No. H.11.	
1511D.—Vol. II, Part 1—Tiger VIII Engine—Leaflet No. F.6.	
1515A and B.—Vol. I—Walrus I and II Aircraft—Amendment List No. 7.	
1515A.—Vol. II, Part 1—Walrus I Aircraft—Leaflet Nos. F.5, M.28.	
1515B.—Vol. II, Part 1—Walrus II Aircraft—Leaflet No. F.1.	
1517.—Vol. II, Part 1—Swordfish Aircraft—Leaflet Nos. A.21, C.36, H.10, H.11, M.37, M.38, N.14.	
1525.—Vol. II, Part 1—Anson Aircraft—Leaflet Nos. A.11, P.16 (A.L. 1), Z.66 (A.L. 1), Z.68, Z.71.	
1526A.—Vol. II, Part 1—Cheetah IX Engine—Leaflet Nos. H.11, M.1.	
1526B.—Vol. II, Part 1—Cheetah X Engine—Leaflet Nos. C.19, H.5.	
1530A.—Vol. III, Part I—Blenheim I Aircraft—Amendment List No. 8.	
1530B.—Vol. I—Blenheim IV Aircraft—Amendment List No. 45L.	
1564A.—Vol. I—Hurricane IA and IB and Sea Hurricane IA and IB Aircraft—Addendum to Amendment List No. 56.	
1564A.—Vol. II, Part 1—Hurricane IA and IB, and Sea Hurricane IA and IB Aircraft—Leaflet Nos. H.15, Z.56 (A.L. 1), Z.65 (A.L. 1).	
1564A and B.—Vol. II, Part 2—Hurricane IA, IB, and Sea Hurricane IA and IB Aircraft.	
Issue No. 3.—Hurricane IIA, IIB and IIC Aircraft—Amendment List Nos. 1-4 inclusive.	
1564B.—Vol. II, Part 1—Hurricane IIA, IIB and IIC Aircraft—Leaflet Nos. C.10, H.18, Z.31 (A.L. 1), Z.31 (A.L. 3), Z.33 (A.L. 1), Z.39.	
1565A.—Vol. II, Part 1—Spitfire IA and IB Aircraft—Leaflet Nos. A.10, C.9, M.14.	
1565B.—Vol. II, Part 1—Spitfire IIA and IIB Aircraft—Leaflet Nos. A.7, A.8, F.4, M.9, Z.50, Z.51.	
1565E.—Vol. II, Part 1—Spitfire VA, VB and VC Aircraft—Leaflet Nos. A.7, A.8, A.9, H.2, J.6, M.5, Z.34, Z.35, Z.41, Z.42.	
1570A.—Vol. II, Part 1—Skua I Aircraft—Leaflet No. Z.30.	
1571A.—Vol. I—Roc I Aircraft—Amendment List No. 21.	
1571A.—Vol. II, Part 1—Roc I Aircraft—Leaflet No. Z.30.	
1577A.—Vol. III, Part 1—Henley I Aircraft—Amendment List No. 11.	
1578A.—Vol. II, Part 1—Wellington I, IA and IC Aircraft—Leaflet Nos. M.46, M.47, Z.34 (A.L. 1), Z.66, Z.67, Z.68.	
1582C.—Vol. II, Part 1—Lysander III, IIIA, III (T.T.) and IIIA (T.T.) Aircraft—Leaflet Nos. T.1, Z.20.	
1582A, B, C.—Vol. III, Part 1—Lysander I, II, III Aircraft—Initial Distribution.	
1588A.—Vol. II, Part 1—Botha I Aircraft—Leaflet Nos. F.12, F.13, H.15, H.16, H.17, Z.43.	
1589B.—Vol. II, Part 1—Perseus X and XA Engine—Leaflet Nos. C.10, D.21, D.22.	
1589C.—Vol. II, Part 1—Perseus XII Engine—Leaflet Nos. D.8 (A.L. 1), D.22, D.23.	
1590B.—Vol. II, Part 1—Merlin II, III and V Engine—Leaflet Nos. C.14, D.12, D.13, F.1, H.8, H.9, J.5, M.7, Z.10 (A.L. 1), Z.11 (A.L. 1), Z.12 (A.L. 1), Z.13.	
1590C.—Vol. II, Part 1—Merlin IV Engine—Leaflet Nos. D.9, E.1, F.1, H.5.	

Airframes and Aero-Engines—contd.

- | <i>Air Publication No.</i> | <i>Description</i> |
|----------------------------|--|
| 1590D and M. | —Vol. I—Merlin VIII and XXX Engine—Amendment List No. 4. |
| 1590D and M. | —Vol. II, Part 1—Merlin VIII and XXX Engine—Leaflet Nos. C.10, D.7, E.1, H.4. |
| 1590E. | —Vol. II, Part 1—Merlin X Engine—Leaflet Nos. C.12, D.9, D.10, F.3, Z.8 (A.L. 1), Z.9 (A.L. 1), Z.10 (A.L. 1), Z.11. |
| 1590F. | —Vol. I—Merlin XII Engine—Amendment List No. 3. |
| 1590F. | —Vol. II, Part 1—Merlin XII Engine—Leaflet Nos. C.10, D.6, D.7, E.1, H.3, H.4, Z.9 (A.L. 1), Z.10. |
| 1590G. | —Vol. I—Merlin XX and XXI Engine—Amendment List No. 6. |
| 1590G. | —Vol. II, Part 1—Merlin XX and XXI Engine—Leaflet Nos. C.10, D.5, D.6, D.7, E.2, F.3, Z.7 (A.L. 1), Z.8 (A.L. 1), Z.9. |
| 1590J and L. | —Vol. II, Part 1—Merlin 45 and 46 Engine—Leaflet Nos. D.6, F.1, H.3, J.6, Z.1 (A.L. 1), Z.2 (A.L. 1), Z.3 (A.L. 1), Z.4, Z.5. |
| 1590J. | —Vol. III, Part 1, Reprint February, 1943—Merlin 45 Engine—Initial Distribution with Amendment List Nos. 1-3 and Addendum to M.K.46. |
| 1590M. | —Vol. III, Part 1—Merlin 32 Engine—Initial Distribution. |
| 1592B. | —Vol. I—Defiant II Aircraft—Amendment List No. 15. |
| 1592B. | —Vol. II, Part 1—Defiant II Aircraft—Leaflet Nos. A.6, F.4, F.5, Q.4, Z.27, Z.28, Z.29. |
| 1592C. | —Vol. I and Pilot's Notes—Defiant Aircraft—Amendment List No. 6C. |
| 1592C. | —Vol. II, Part 1—Defiant Aircraft—Leaflet Nos. B.1, F.1, F.2. |
| 1593A. | —Vol. II, Part 2—Gipsy Queen I Engine—Amendment List No. 1. |
| 1593B. | —Vol. II, Part 2—Gipsy Queen II Engine—Amendment List No. 1. |
| 1593C. | —Vol. II, Part 1—Gipsy Queen III Engine—Leaflet No. M.2. |
| 1595A. | —Vol. III, Part 1—Seafox I Seaplane Aircraft—Amendment List No. 6. |
| 1596A. | —Vol. II, Part 1—Oxford I and II Aircraft—Leaflet Nos. F.4, H.9, J.17, K.7, M.7, Z.60, Z.61. |
| 1659A. | —Vol. II, Part 1—Frazier Nash Gun Turrets—Leaflet No. D.13. |
| 1659C. | —Vol. II, Part 1—Boulton Paul Gun Turrets—Leaflet Nos. D.6 (A.L. 2), F.7, M.40. |
| 1665A. | —Vol. II, Part 1—Albacore I Aircraft—Leaflet Nos. D.4, H.9 (A.L. 3), K.6, M.19, P.14, Q.10, Q.11. |
| 1669A. | —Vol. I—Master I Aircraft—Amendment List No. 42. |
| 1669A. | —Vol. II, Part 1—Master I Aircraft—Leaflet Nos. M.17 (A.L. 1), P.14, Z.48. |
| 1707A. | —Vol. II, Part 1—Taurus II, Mod. I and XII Engine—Leaflet No. D.23. |
| 1707B. | —Vol. II, Part 1—Taurus VI, Mod. L and XVI Engine—Leaflet Nos. C.8, D.22, D.23. |
| 1708A. | —Vol. II, Part 1—Proctor I and II Aircraft—Leaflet No. J.10 (A.L. 1), N.2 (A.L. 1), Q.3. |
| 1708C. | —Vol. I—Proctor III Aircraft—Amendment List No. 8. |
| 1708C. | —Vol. II, Part 1—Proctor III Aircraft—Leaflet Nos. N.2 (A.L. 1), Z.19. |
| 1760A. | —Vol. II, Part 1—Fulmar I and II Aircraft—Leaflet Nos. F.4 (A.L. 1), H.7, J.20, M.16, Q.15. |
| 1763A. | —Vol. II, Part 1—Dominie I Aircraft—Leaflet No. Z.14. |
| 1763A. | —Vol. III, Part 1—Dominie I Aircraft—Amendment List Nos. 5, 6. |
| 1792A. | —Vol. II, Part 1—Gipsy VI-I Engine—Leaflet No. M.2. |
| 1792A. | —Vol. II, Part 3—Gipsy VI-I Engine—Amendment List No. 1 (Token Page). |
| 1804A. | —Pilot's Notes—Typhoon IA and IB Aircraft—Amendment List No. 18G. |
| 1807A. | —Vol. II, Part 1—Havoc I, I (Intruder) and I (Pandora) Aircraft—Initial Distribution, Index, 1942. |
| 1807A. | —Vol. II, Part 2—Havoc I, I (Intruder) and I (Pandora) Aircraft—Initial Distribution with Amendment List Nos. 1 and 2. |
| 1807A and B. | —Vol. III, Part 1—Havoc I and II Aircraft—Initial Distribution. |

Airframes and Aero-Engines—contd.

- | <i>Air Publication No.</i> | <i>Description</i> |
|----------------------------|---|
| 1807B. | —Vol. II, Part 2, Issue 1—Havoc II Aircraft—Initial Distribution with Amendment List Nos. 1 and 2 and Corrigendum. |
| 1847B. | —Vol. III, Part 1—Twin Wasp C.4 Engine—Initial Distribution with Amendment List Nos. 1-4. |
| 2018A and B. | —Vol. I—Barracuda Aircraft—Amendment List Nos. 12, 13, 16, 17, 18. |
| 2018A and B. | —Vol. II, Part 3—Barracuda Aircraft—Amendment List No. 2. |
| 2031A. | —Pilot's Notes—Martlet I Aircraft—Amendment List No. 6E. |
| 2031A. | —Vol. II, Part 1—Martlet I Aircraft—Leaflet No. O.1 (A.L. 1). |
| 2031B. | —Vol. II, Part 1—Martlet II Aircraft—Leaflet Nos. K.1, Z.18. |
| 2031C. | —Vol. II, Part 1—Martlet III Aircraft—Leaflet K.1. |
| 2031D. | —Pilot's Notes—Martlet IV Aircraft—Amendment List No. 1. |
| 2031D. | —Vol. II, Part 1—Martlet IV Aircraft—Leaflet Nos. P.2, Q.1. |
| 2046A. | —Vol. II, Part 1—Double Cyclone "G.R-2600-A" Series Engine—Initial Distribution, comprising of Leaflets Index from 1.1.42, A.1, and Forms 2095, 2096, 2098. |
| 2046A. | —Vol. III, Part 1—Double Cyclone "G.R-2600-A" Series Engine—Initial Distribution with Amendment List Nos. 1-6. |
| 2140A. | —Vol. II, Part 1—Merlin XX Power Plant, Mark I Engine—Leaflet Nos. D.2, D.3, F.3, M.4, P.1, P.2. |
| 2234A. | —Vol. I—Griffon II Engine—Amendment List No. 2. |
| 2280A and B. | —Vol. I—Seafire IB and IIC Aircraft—Amendment List No. 4. |
| 2280A and B. | —Provisional Pilot's Notes—Seafire I and II Aircraft—Initial Distribution. |
| 2280A. | —Vol. II, Part 1—Seafire IB Aircraft—Leaflet Nos. A.1, Z.11. |
| 2280B. | —Vol. II, Part 1—Seafire IIC Aircraft—Leaflet Nos. A.1, Z.3 (A.L. 1), Z.6 (A.L. 1), Z.9, Z.10. |
| 2280A and B. | —Vol. II, Part 2—Seafire IB and IIC Aircraft—Amendment List No. 2. |
| 2281A. | —Vol. I—Martinet I Aircraft—Amendment List Nos. 5, 7, 8, and slips re non-availability of Amendment List No. 4. |
| 2339A. | —Vol. II, Part 1—Kingfisher I Aircraft—Leaflet Nos. C.1, C.2, K.1, M.9, M.10, Q.1, Q.2, Z.1, Z.13, Z.14. |
| 2380A. | —Vol. II, Part 2 (Naval)—Tarpon I Aircraft—Initial Distribution. |
- General Publications*
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| A.P. (N) 1. | —Establishment of Air Publications, O.U.s. and B.R.s. for Naval Air Services—Amendment List No. 4 (P.207/43). |
| 830. | —Vol. III, Part 1C—R.A.F. Equipment Regulations—Scales and Schedules of Equipment—Amendment List No. 6. |
| 830. | —Vol. III, Part 1E—R.A.F. Equipment Regulations—Scales and Schedules of Equipment—Amendment List No. 4. |
| 958. | —Vol. I—King's Regulations and Air Council Instructions for the R.A.F., 2nd Edition, 1928—Amendment List No. 118. |
| 1086. | —Vol. I, Part 2—Tools and Portable Machinery—Amendment List No. 2. |
| 1086. | —Vol. I, Part 3A—Wireless Telephone and Telegraph Stores—Amendment List No. 34. |
| 1086. | —Vol. I, Part 3B—Aircraft Wiring Equipment—Amendment List No. 1. |
| 1086. | —Vol. I, Part 3C—Electrical Aircraft—Amendment List No. 1. |
| 1086. | —Vol. I, Part 5E—Aircraft Gun Turrets and Equipment—Amendment List No. 1. |
| 1086. | —Vol. I, Part 9A—Clothing—Amendment List No. 2. |
| 1086. | —Vol. I, Part 10B—Gymnastic, Fire Fighting, Hospital and Hair-dressing Equipment—Amendment List No. 1. |
| 1086. | —Vol. I, Part 11E—Aircraft Covers, Starters, Pumps, Relay Brake Controls, Gun Firing Buttons, and Airborne Fire Fighting Equipment—Amendment List No. 3. |
| 1086, 1086A. | —Vol. I—Quarterly Price List—Amendment List No. 33. |
| 1095. | —Vol. I—Electrical Equipment Manual—Amendment List Nos. 96-101 inclusive. |

- | <i>Air Publication No.</i> | <i>Description</i> |
|--|--------------------|
| 1095.—Vol. II, Part 3—Electrical Equipment Manual—Amendment List Nos. 17, 18, 19. | |
| 1181.—Vol. I—Starting System for Aero-Engines—Amendment List No. 12. | |
| 1182.—Vol. I—Safety Equipment Manual—Amendment List Nos. 15, 16, 17. | |
| 1182.—Vol. II, Part 1—Safety Equipment Manual—Leaflet Nos. B.26, C.13, C.14, C.15. | |
| 1186.—Vol. I—R.A.F. Signal Manual, Part IV (Instruments)—Amendment List Nos. 47, 49, 51, 52. | |
| 1186.—Vol. II, Part 1—R.A.F. Signal Manual, Part IV (Instruments)—Leaflet Nos. A.182, A.183, B.67, G.22. | |
| 1186.—Vol. III, Section 1—R.A.F. Signal Manual, Part IV (Instruments)—Amendment List No. 5. | |
| 1275.—Vol. I—Instrument Manual—Amendment List Nos. 73, 74, 75, 76; and slips re missing Contents List to Amendment List No. 73. | |
| 1275.—Vol. II, Part 1—Instrument Manual—Leaflet No. D.13. | |
| 1355.—Vol. III, Part 1—Photographic Equipment Manual—Amendment List No. 1. | |
| 1374.—Vol. II, Part 1—Aero-Engine Ignition Equipment—Leaflet Nos. A.18, H.22, S.4 (A.L. 1). | |
| 1374.—Vol. III, Part 1.N—Watford Type "S.P."—Amendment List No. 4. | |
| 1464.—Vol. II, Part 1—Engineering Manual for the R.A.F.—Leaflet Nos. C.32 (A.L. 2), C.37 (A.L. 1), D.192, C.132. | |
| 1464A.—Vol. I, Part 3, Sect. 15, Chapt. 2—Engineering Manual for the R.A.F. General Principles, Workshop Layout and Practices—Amendment List No. 39. | |
| 1469A.—Vol. II, Part 1—Aeroplane Automatic Controls, Mark IV—Leaflet No. O.7. | |
| 1480F.—Vol. I—Silhouettes of Japanese Aircraft—Amendment List No. 15. | |
| 1480L.—Vol. I—Silhouettes of American Aircraft—Amendment List No. 14. | |
| 1480X.—Vol. I—Recognition Handbook of British Experimental Aircraft—Amendment List No. X.16. | |
| 1492.—Vol. I—Towed Targets and Associated Equipment—Amendment List No. 14. | |
| 1510.—Vol. II, Part 1—Defence Against Gas—Leaflet No. H.8 (A.L. 1). | |
| 1512.—Vol. II, Part 1—"Queen Bee" Rigging and Maintenance Notes—Leaflet No. Z.20. | |
| 1519.—Vol. III, Part 1, Sect. 1—Air Pump Units—B.T.H. Type "AV" Air Compressor—Amendment List No. 9. | |
| 1519.—Vol. III, Part 1, Sect. 3—Air Pump Units—Heywood Type Air Compressors (M.Us. only)—Amendment List No. 2. | |
| 1519.—Vol. III, Part 2, Section 2—B.T.H. Type "AV" Compressors—Amendment List No. 1. | |
| 1519.—Vol. III, Part 3, Section 1—Schedule of Spare Parts Pesco. Type B.3 Vacuum Pumps—Amendment List No. 2. | |
| 1538B.—Vol. II, Part 1—De Havilland Hydromatic Type Airscrews—Leaflet Nos. 5, 6. | |
| 1538B.—Vol. II, Part 3—De Havilland Hydromatic Type Airscrews—Amendment List Nos. 3, 4. | |
| 1538C.—Vol. II, Part 1—Adjustable and Variable Pitch Airscrews—Leaflet No. 4. | |
| 1538D.—Vol. II, Part 1—De Havilland Hydromatic Type Airscrews—Leaflet Nos. 7, 8, 10, 11, 12. | |
| 1538D.—Vol. II, Part 3—De Havilland Hydromatic Type Airscrews—Amendment List No. 4. | |
| 1538E.—Vol. II, Part 1—Rotol V.P. Propellers—Leaflet No. 5. | |
| 1538E.—Vol. II, Part 2—Rotol V.P. Propellers—Additional Distribution. | |
| 1538E.—Vol. II, Part 3—Rotol V.P. Propellers—Additional Distribution. | |
| 1641B.—Vol. II, Part 3—Vickers .303-in. G.O., Mark I, Guns—Amendment List No. 11. | |

- | <i>Air Publication No.</i> | <i>Description</i> |
|---|--------------------|
| 1641C.—Vol. II, Part 3—Browning .303-in. Aircraft, Mark II, Guns—Amendment List Nos. 14, 15. | |
| 1641D.—Vol. II, Part 3—Lewis .303-in. Aircraft Guns—Amendment List No. 5. | |
| 1641F.—Vol. II, Part 1—Hispano 20-mm. Guns, Marks I and II—Leaflet No. M.4. | |
| 1641F.—Vol. II, Part 3—Hispano 20-mm. Guns, Marks I and II—Amendment List No. 28. | |
| 1641G.—Vol. II, Part 1—Belt and Magazines Loading Machines—Initial Distribution with Leaflet No. 1. | |
| 1641P.—Vol. I—Small Arms—Initial Distribution with Amendment List No. 1. | |
| 1656A.—Vol. II, Part 2—Fordson Thames 25-cwt. Tender with 24 H.P. 4 cylinder engine—Amendment List No. 1 which is new Part 2, Issue 2. | |
| 1659.—Vol. II, Part 1—Aeroplane Gun Turrets—Leaflet No. 2. | |
| 1659A.—Vol. I—Frazer Nash Gun Turrets—Amendment List No. 25. | |
| 1661B.—Vol. I—Bombs—Amendment List Nos. 51, 52, 53. | |
| 1661G.—Vol. I—Demolition, Explosives and Associated Stores—Amendment List Nos. 6, 7. | |
| 1664.—Vol. I—Bomb Carriers—Amendment List No. 32. | |
| 1664C.—Vol. I—Bomb Winches—Amendment List No. 5. | |
| 1664C.—Vol. II, Part 3—Bomb Winches—Amendment List No. 9. | |
| 1670.—Vol. II, Part 1—Technical Vehicles—Leaflet Nos. C.1, L.4. | |
| 1670.—Vol. III, Section 20—Technical Vehicles—Amendment List No.5. | |
| 1673.—Vol. II, Part 1—Crossley 4-wheeled drive Chassis—Leaflet No. A.1. | |
| 1730A.—Vol. I—Bomb Sights—Amendment List No. 15 and slips re non-availability of Amendment List No. 14. | |
| 1730A.—Vol. II, Part 3—Bomb Sights—Amendment List No. 18. | |
| 1738A.—Vol. II, Part 1—Napier Sea Lion—Overhaul Manual—Marine Engine—Leaflet Nos. B.1, J.9, J.10. | |
| 1803.—Vol. I, Prelim. Issue No. 5—Aeroplane Hydraulic Equipment—Amendment List No. 2. | |
| 1803.—Vol. III, Parts 2, 3, 4, 9, Section 2—Aeroplane Hydraulic Equipment—Amendment List No. 1. | |
| 1893.—Vol. I—Scales of Equipment for Fighter Command, O.T.Us.—Amendment List No. 1. | |
| 1897.—Vol. I, 2nd Edition—War Equipment Schedule for Spitfire (V) Squadrons. Fighter—Amendment List No. 4. | |
| 1921.—Vol. I—Salvage of Crashed Aircraft—Amendment List No. 4. | |
| 1927.—Vol. I—Air Force Code—Amendment List Nos. 25, 26. | |
| 1927.—Vol. I, Reprint October, 1942—Air Force Code—Additional Initial Distribution with Corrections 1-26. | |
| 1949.—Vol. I—W.E.S. of Maintenance Spares for R.D.F. (Airborne) Installations—Amendment List No. 1. | |
| 2034C.—Vol. I—Maintenance Equipment for Armament—Turretry—Amendment List No. 7. | |
| 2058A.—Vol. I—Provisional Ammunition Memoranda—Amendment List No. 15. | |
| 2110A.—Vol. I, Part 2, 2nd Edition which contains Sections 10-15—Curtis Electrical Airscrews (U.S.A.)—Initial Distribution. | |
| 2118A.—Vol. I, Part 1—Chandler Evans Carburetter Manual (U.S.A.)—Initial Distribution with Amendment List No. 1. | |
| 2121A.—Vol. II, Part 1—Variable Pitch Propellers, Hamilton Standard Leaflet Nos. 5, 6. | |
| 2121B.—Vol. II, Part 1—Variable Pitch De Havilland and Hamilton Hydromatic Type Oil Distributor Valve, Housing—Leaflet Nos. 14, 15. | |
| 2121A, 2121B, 2110A.—Vol. III, Part 1—Variable Pitch Propellers and Constant Speed Units, U.S.A. Pattern—Amendment List No. 4. | |
| 2137.—Vols. I and II, Part 3—Bendix Scintilla Aircraft Magnetos (U.S.A.)—Amendment List No. 2, which amends this A.P. to read 2156A, Vol. I, Part 2, Sect. 1. | |
| 2137.—Vol. II, Part 1—Bendix Scintilla Aircraft Magnetos (U.S.A.)—Leaflet Nos. 2, 3. | |

General Publications—contd.

- Air Publication No.* *Description*
- 2156A.—Vol. I, Part 2, Sect. 1—Bendix Scintilla Aircraft Magnetos (U.S.A.)—Additional Distribution (previously A.P. 2137, Vol. I and Vol. 2, Part 3).
- 2159A.—Vol. I, Part 1—Oxygen Equipment, U.S. Air Corps Technical Orders—Amendment List No. 1.
- 2164A.—Vol. I, Part 1—Landing Gear Components, U.S. Air Corps Technical Orders—Amendment List No. 1.
- 2241.—Vol. I—Aero-Engine Fuel Pumps—Amendment List Nos. 9, 10.
- 2241.—Vol. II, Part 3—Aero-Engine Fuel Pumps—Amendment List Nos. 5, 6, and slips re non-availability of Amendment List No. 4.
- 2273A.—Vol. II, Part 1—Bendix Transmitters, Type TH-2J-24 (Stores Ref. 110D/103), Alterations and Frequency—Leaflet No. 6.
- 2275A.—Vol. II, Part 1—Radio Receivers, U.S. Air Corps Technical Orders—Initial Distribution with Amendment List No. 1.
- 2276.—Vol. I—Concise Details of Radio Equipment—Amendment List No. 1.
- 2285A.—Vol. I, Part 1—Instrument Trainers, U.S. Air Corps Technical Orders—Amendment List No. 1.
- 2304A.—Vol. I, Part 1—Flap and Undercarriage Position Indicators, U.S. Air Corps Technical Orders—Amendment List No. 1.
- 2312.—Vol. II, Part 1—Test Requirements for American Instruments and Repair—Leaflet No. D.2.
- 2318A.—Vol. I, Part 1—Slide and Film Projectors, U.S. Air Corps Technical Orders—Amendment List No. 1.
- 2327A.—Vol. I, Part 1—Film Plotting Tables—U.S. Air Corps Technical Orders—Amendment List No. 1.
- 2334A.—Vol. I—Engine Lubrication System Components, U.S. Air Corps Technical Orders—Amendment List No. 1.
- 2337.—Vol. I—Aircraft Wheels, Tyres and Brake System—Amendment List No. 3.
- 2457A.—Vol. I—Smoke Screening Equipment—Amendment List Nos. 5, 6.
- 2486.—Vol. II, Part 3—Instructions for Removing, Installing, Dismantling, Assembling, Testing, Lubricating, Maintenance and Repair, (Sect. 1) Hispano 20 mm. Ground Gun Mounting, (Sect. 2) Stork Type A.A. Twin Gun Mounting, (Sect. 3) Universal Gun Ground Mounting—Amendment List No. 2.
- 2576A.—Vol. I; Vol. II, Part 3; Vol. III, Part 1—Martin Upper Gun Turrets—Initial Distribution.
- 6020.—Ground Handling Notes for Stirling, I and III—Initial Distribution.
- 6035.—Ground Handling Notes, Kingfisher I—Amendment List No. 1.
- 6055.—Ground Handling Notes, Proctor—Amendment List No. 1.
- 6067.—Ground Handling Notes, Anson I and IV—Initial Distribution.

Appendices "A"

- 992.—Dominie—Amendment List No. 33.
- 999.—Master I—Amendment List Nos. 50, 51, 52.
- 1020.—Wellington IA—Amendment List No. 89.
- 1023.—Anson—Amendment List No. 95.
- 1065.—Fulmar I and II—Amendment List Nos. 109, 110.
- 1189.—Spitfire V—Amendment List No. 89.
- 1203.—Spitfire I—Amendment List No. 53.
- 1204.—Wellington—Amendment List Nos. 169-174.
- 1237.—Oxford I—Amendment List Nos. 25-30.
- 1244.—Swordfish—Amendment List Nos. 40-50.
- 1253.—Martlet I—Amendment List No. 19.
- 1256.—Blenheim IV—Amendment List Nos. 23, 24.
- 1261.—Hurricane I—Amendment List No. 61.
- 1292.—Albacore—Amendment List Nos. 24, 25, 26.
- 1308.—Seafire IC—Amendment List No. 18.
- 1310.—Hurricane HA, B, C—Amendment List Nos. 39, 40, 41, 42.
- 1345.—Sea Hurricane—Amendment List Nos. 9, 10.
- 3060.—Reliant—Amendment List No. 4A.
- 3074.—Seamew—Initial Distribution.

W.S.S.

- 817.—Gladiator II—Addendum No. 1.
- 849.—Swordfish—Amendment List No. 4.

Air Diagrams

- 2088.—Sheet 1, Issue 1—Oxygen Economiser—Initial Distribution.
- 2184.—Sheet 1, Issue 1—Principles of Torpedo Sighting—Adverse Conditions of Torpedo Release—Initial Distribution.
- 2185.—Sheet 1, Issue 1—Principles of Torpedo Sighting—Effect of Avoiding Action—Initial Distribution.
- 2186.—Sheet 1, Issue 1—Principles of Torpedo Sighting—Straight Running, Technique—Initial Distribution.
- 2187.—Sheet 1, Issue 1—Principles of Torpedo Sighting—Gyro-Angling, Technique—Initial Distribution.
- 2375.—Sheet 1, Issue 1—Automatic Bomb Distributor, Type 6—Initial Distribution.
- 2389.—Sheet 1, Issue 1—Fuze Percussion No. 247, Mark I, Bakelite Type—Initial Distribution.
- 2470.—Sheet 1, Issue 1—Bomb, Incendiary, Aircraft, 30 lb., Mark III, and Fuze, Percussion, Aircraft, Bomb, Nose, No. 846, Mark I—Initial Distribution.
- 3951.—Sheet 1, Issue 1—De-Icing Paste—Initial Distribution.

Miscellaneous

- A.M. Pamphlet, No. 138.—Aircraft Icing—Initial Distribution.
- A.M. Form 1612—A.L.C. Landing Code—Initial Distribution.
- Provisional Armament Publication No. 61.—Bomb, Smoke, Aircraft, 4 lb., Mark I—Initial Distribution with Amendment List No. 1.
- Tee Emms, Vol. III, No. 1, April, 1943.—Initial Distribution.
- Large Silhouettes.—Seamew I (Floatplane), Issue 2, supersedes Issue 1; Seamew I (Ranger), Issue 1; Halifax II (Modified 4 Merlin), Issue 1; Spitfire IX (Merlin), Issue 1; Beaufort II (2 Twin Wasp), Issue 2, supersedes Issue 1; Blenheim V (2 Mercury), Issue 1—Initial Distribution.

2558.—Certificates of Registry for British Ships—Issue

(T.D./M. 4519/40.—3.6.1943.)

New certificates of registry to replace certificates mislaid, lost or destroyed, have been issued to the undermentioned British vessels under Section 18 of the Merchant Shipping Act, 1894 :—

Name	Description	Official Number	Port of Registry
"Ayesha" ...	Motor yacht ...	149187	Colchester.
"Baltrover" ...	Steamship ...	132840	London.
"Forresbank" ...	Motor vessel ...	148857	Glasgow.
*"Fubbs" ...	Motor yacht ...	165082	Southampton.
"Gien Mie" ...	Motor vessel ...	67864	Peel, I.O.M.
"Minna Dhu" ...	Motor vessel ...	124513	Southampton.
"Nellie Laud" ...	Steamship ...	135263	Leith.
... ..	... ..	167804	Cardiff.
"Satyr" ...	Motor vessel ...	149291	Southampton.
"Silver Spray" ...	Fishing vessel (sail) ...	CY126	Castlebay.
"Zeta" ...	Motor vessel ...	148932	Glasgow.

* The original certificate has been recovered and cancelled.

2. On arrival in the United Kingdom ports of any of the above-named ships, Naval Control Service Officers should ascertain whether the original certificate of registry has been found, and if so it should be returned to the Director of Trade Division, Admiralty, S.W.1.

3. Previous lists of ships to which new certificates have been issued are shown in A.F.Os. 1307/42, 3302/42 and 6336/42.

(A.F.Os. 1307/42, 3302/42 and 6336/42.)

2559.—British Aeroplanes—Issue of Slips for Sheets A.3 and D.1

(Sta. 13569/43.—3.6.1943.)

Slips for affixing to Sheets A.3 and D.1, British Aeroplanes, showing the "Spitfire IX" and "York" Aircraft respectively, will be distributed, without demand, to all concerned from the R.N. Store Depot, Park Royal, on the same basis as the main sheets were issued.

(A.F.O. 2085/43.)

2560.—Form O.6—Ammunition Labels—Additions

(A.S./Sta. 14603/43.—3.6.1943.)

Serial No.	Description.	Where Used.	Page in Form O.6	Sta. No.
N.863	Fuzes, bomb, hydrostatic, No. 1	On front of box M.154.	26	14603/43

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

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

2561.—B.R.254—Eyeshooting Pocket Book—Issue

(G.D. 0456/43.—3.6.1943.)

A new edition of the above book is in the press and a first distribution in accordance with the following establishment will be made, without demand, when available from the R.N. Store Depot, Elveden Road, Park Royal, N.W.10.

A reserve of 20 per cent. will be made to distributing authorities to meet the requirements of shore establishments. Additional supplies should be demanded by signal. Shore establishments at home should demand on the R.N. store depot, as above, for supplies required.

The new edition supersedes the 1941 edition of B.R.254.

Flag Officers	2
Battleships, battle cruisers, cruisers and aircraft carriers	100
Destroyer and submarine depot ships and shore bases	20
Flotilla leaders, repair ships, destroyers, sloops, ocean boarding vessels, L.S.T. (classes 1 and 2) and minelayers	10
Frigates, corvettes, mine destructor vessels and submarines	3
River gunboats	4
Monitors and armed merchant cruisers	20
Surveying ships and minesweepers, and armed boarding vessels	10
Trawlers, tugs manned with Naval crews, coastal force bases, drifters, motor launches, motor torpedo boats, motor gunboats, motor A/S boats, steam gunboats, P/S vessels, auxiliary A/S and M/S vessels, R.D.F. training ship and motor minesweepers	4
Merchant vessels	1*
Landing craft... ..	1
Naval W/T stations	2
Officers-in-charge on shore	20

Issues to be made to N.C.S.Os. for Distribution to Merchant Vessels

<i>Port (Home)</i>	
London (Thames Area)	} 2,000 for distribution by London.
Tilbury	
Shoreham	
Southend	
Ipswich	} 100.
Southampton	
Devonport	} 300 for distribution by Devonport.
Dartmouth	
Brixham	

<i>Port (Home)</i>		
Falmouth	} 150 for distribution by Falmouth.	
Penzance		
Bristol Channel Area (Cardiff)	} 1,500 for distribution by Bristol Channel Area.	
H.M.S. "Flying Fox"		
Avonmouth		
Barry		
Newport		
Port Talbot		
Swansea		
Milford Haven	} 2,500 for distribution by Liverpool.	
Liverpool		
Manchester		
Barrow and Workington		
Belfast		
Londonderry	} 2,500 for distribution by West Coast of Scotland.	
West Coast of Scotland (Glasgow).		
Greenock		
Ayr (including Troon and Irvine).		
Ardrossan		
Faslane		
Oban		
Aultbea (Loch Ewe)		
Stornoway		50
Lyness		500
Aberdeen	} 200 for distribution by Aberdeen.	
Inverness		
Leith	} 500 for distribution by Leith.	
Dundee		
Methil		
Grangemouth	} 1,000 for distribution by Newcastle.	
Newcastle (Tyne Area)		
South Shields		
Blyth		
Sunderland		
Middlesbrough	} 500 for distribution by Hull.	
Hartlepool		
Hull		
Grimsby		
<i>Port (Abroad)</i>		
Gibraltar	200	
Freetown	} 800 for distribution by Freetown.	
Lagos		
Takoradi		
Simonstown	} 800 for distribution by Simonstown.	
Capetown		
Port Elizabeth		
Durban		
East London		
Abadan	} 100 for distribution by Abadan.	
Basra		
Khoramshahr		
Port Said	} 1,000 for distribution by Port Said.	
Alexandria		
Aden and Massawa		
Port Sudan		
Benghazi		
Tripoli		
Port Tewfik		
Haifa and Beirut		

Port (Abroad)—contd.

Algiers	} 500 for distribution by Algiers.
Oran	
Bougie	
Bone	
Phillipeville	} 100.
Malta	
Bombay	} 1,000 for distribution by Bombay.
Karachi... ..	
Madras	
Calcutta	
Colombo	
Melbourne	} 500.
Brisbane	
Sydney (N.S.W.)	} 300 for distribution by Melbourne.
Freemantle	
Adelaide	
Newcastle (N.S.W.)	
Wellington	
Auckland	} 300 for distribution by Wellington.
Lyttelton	
Dunedin	
Ottawa	
Esquimalt	} 750 for distribution by Ottawa.
St. John's, N.F.	
Quebec	
Montreal	
St. John, N.B.	
Halifax, N.S.	
Sydney, C.B.	
New York	
Boston	} 750 for distribution by New York.
Baltimore	
Galveston	
Norfolk (Va.)	
Savannah	
Philadelphia	
Trinidad	
Bermuda	
Kingston (Jamaica)	
Aruba	
Curacao... ..	} 75 for distribution by Aruba.
Buenos Aires	
Reykjavik	200.
Murmansk	} 75 for distribution by Murmansk.
Archangel	

Maritime Regiment.

No. 1 Regiment, Lochwinnoch	1,000.
No. 2 Regiment, Leslie	1,000.
No. 3 Regiment, Tynemouth	1,000.
No. 4 Regiment, Southport	1,000.
No. 5 Regiment, Shoeburyness	1,000.
No. 6 Regiment, Thornburyness	1,000.
Trade Division (D.E.M.S.)	25.
H.M.S. "Safeguard"	500.
H.M.S. "Glendower"	500.
H.M.S. "Wellesley"	500.

2562—B.R. 378(F)—Aircraft Stores Establishment—Fulmar

(N.S. Air 2333/42.—3.6.1943.)

Copies of the Aircraft Stores Establishment for Fulmar Aircraft, BR.378 (F), have now been distributed to ships and services in accordance with the allowances detailed in A.P. (N).1.

2563.—B.R. 778—Handbook and Drill for the 2-pdr. Q.F., Mark VIII Gun on Single Mark XVI Mounting (Powered)—Issue

(G. 8346/42.—3.6.1943.)

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

	<i>Copies</i>
F.O.I.Cs. and N.O.I.Cs., home and abroad	1 each
H.M. ships "Narbada," "Gambia" and "Godavari"	1 each
H.M.S. "Midge"	16
H.M.S. "Aggressive"	14
H.M.S. "Hornet"	21
H.M.S. "Wasp"	9
H.M.S. "Beehive"	1
H.M.S. "Dartmouth II"	8
N.O.I.C., Lerwick	8
N.O.I.C., Bone	32
Capt. M.L., Brixham	16
Capt. M.L., Brightlingsea	16
Capt. M.L., Clyde	16
Capt. M.L., Portsmouth... ..	16
H.M.S. "St. Christopher"	6
H.M.S. "Bee"	6
H.M.S. "Attack"	1
C.C.F., Great Yarmouth	1
C.C.F. (Med.), Algiers	1
H.M.S. "Excellent"	50
Capt. (G), R.N. Gunnery School, Chatham	10
Capt. (G), H.M. Gunnery School, Devonport	30
Cdr. (G), Gunnery School, Durban (H.M.S. "Assegai")	10
Adjutant General, Royal Marines	5
Loan Libraries	1
Fitting Out Gunnery Officers	1 each
Fitting Out Gun Mounting Overseers	1 each

Gun Mounting Overseers—

N.E. Area : Barrow, Parkhead, Woolwich, Crayford	} 1 each
West Midlands : East Midlands	

Dockyards—

Portsmouth	5
Devonport	5
Chatham	5
Sheerness	5
Rosyth	3
Orkneys	1
Pembroke	2
Malta... ..	4
Gibraltar	3
Alexandria	2
Bermuda	3
Simonstown... ..	3
Durban	2
Ceylon	1
Kilindini	2
Gun Mounting Engineer Officer, H.M.S. "Dunluce Castle"	1
E.O. Gun Mountings, Alexandria	1
Armament Supply Depots and Establishments	} as necessary.
Inspectors of Naval Ordnance	
Official Secretary, Office of High Commissioner for Canada, Canada House, Trafalgar Square, S.W.1	10
Auxiliary Vessels Gunnery Officers	1 each.
R.N. College, Greenwich	1
R.A. College, Woolwich	1
Naval Staff Library	2

Ministry of Supply	...	...	...	...	6
For A.I.	...	...	...	1	
C.E.A.D.	...	...	...	1	
S.O.B.	...	...	...	1	
C.S.R.D.	...	...	...	1	
C.I.A.	...	...	...	1	
S. of E. Shoeburyness	...	...	...	1	

2. The copies issued to Coastal Force bases are intended for issue to Coastal Force Craft fitted with this equipment on the basis of one copy per vessel.

2564.—B.R. 813—Notes on the Smith and Wesson 9 mm. Self-Loading Carbine—Issue

(G. 4737/42.—3.6.1943.)

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

	<i>Copies</i>
Admiral Commanding Orkneys and Shetlands	75
Commander-in-Chief, Rosyth	75
Commander-in-Chief, Nore	75
Commander-in-Chief, Portsmouth	75
Senior Flag Officer Naval Air Stations	75
H.M.S. "Excellent"	15
Captain, H.M. Gunnery School, Devonport	5
Captain, R.N. Gunnery School, Chatham	4
Adjutant General, Royal Marines	52
Distribution Authority Durban (for H.M.S. "Assegai")	4
<i>Dockyards—</i>	
Portsmouth	5
Devonport	5
Chatham	5
Sheerness	5
Rosyth	2
Orkneys	1
Pembroke	2
Inspectors of Naval Ordnance	As necessary
Armament Supply Depots	As necessary
<i>Ministry of Supply S.S.2.B.—</i>	
A.1	1
C.E.A.D.	1
S.O.B.	1
C.S.R.D.	1
S. of E. Shoeburyness	1
Asst. Director Weapon Production/7	2
D.A.D.A.(b)A.6(Proof)	2
Gun Mounting Engineer Officer H.M.S. "Dunluce Castle"	1
Loan Libraries	1
Naval Staff Library, Admiralty	2

2. The copies for A.C.O.S., Cs.-in-C. and F.O.N.A.S. are for issue in connection with the equipments allocated in A.F.O. 1542/42.

(A.F.O. 1542/42.)

2565.—O.U. 6090 (G)—Range Tables Nos. 555, 556 and 557, for Q.F. 5·25-in. Guns, Mark I—March, 1943—Issue

(G. 03312/43.—3.6.1943.)

The above mentioned Range Tables are now in the press and copies will be issued to all concerned, without demand, by the Superintending Naval Store Officer, Royal Naval Store Depot, 307, Elveden Road, Park Royal, N.W.10, when supplies become available.

2566.—R.N. Medical Depot, Londonderry—Address for Stores and Correspondence

(M.D.G. 19186/43.—3.6.1943.)

The address of the R.N. Medical Depot, Londonderry is as follows:—

For correspondence and demands:—

The Senior Pharmacist,
R.N. Medical Depot,
Ebrington Barracks,
Londonderry.

For stores:—

The Senior Pharmacist,
R.N. Medical Depot,
Riverdale Brick Factory,
Campsie, Co. Derry.

2. No transport is available at the Depot for the collection or delivery of stores. Demanding Officers should make their own arrangements.

2567.—Headquarters of Victualling Store Officer, Greenock—Change of Address

(V. 3529/43.—3.6.1943.)

The headquarters of the Victualling Store Officer, Greenock, have been transferred from the Navy Office, Greenock, and all communications should now be addressed to:—

The Victualling Store Officer,
H.M. Naval Victualling Depot,
Greenock.

2. The telephone numbers of the new offices are:—

Greenock 2355-2356.

3. A.F.O. 231/43 is to be amended accordingly.

(A.F.O. 231/43)

2568.—R.N. Air Station, Henstridge—Postal Address

(E.F.O./A./M. 1504/43.—3.6.1943.)

A.F.O. 2441/43 is to be amended as follows:—

Paragraph 3 and footnote—For C.A.F.O. 692/42 read C.A.F.O. 692/43.

(A.F.O. 2441/43.)

2569.—W.R.N.S. Depot, Southsea—Address

((M. 1528/43.—3.6.1943.)

Confusion between H.M.S. "Pendragon" and the W.R.N.S. establishment at Southsea is being caused by the use of the address H.M.S. "Pendragon" for the W.R.N.S. Establishment.

The correct Postal address of this establishment is:—

W.R.N.S. Depot,
Pendragon Hotel,
South Parade,
Southsea.

Section 6.—SHORE ESTABLISHMENTS

2570.—Whitsun Holiday, 1943—Arrangements for Civilian Non-Industrial Staffs

(C.E. 52803/43.—3.6.1943.)

As announced in A.F.O. 1641/43, *Whit Monday*, 14th June, will be a Public Holiday. *Saturday*, 12th June will be a closed day and members of the civilian non-industrial staff will be accorded a privilege holiday on that day. In Scotland the corresponding days will be the Summer holiday as usually observed.

2. Any person who may be required for service reasons to attend on both or either of those days should be granted time off in lieu of attendance wherever practicable (time off in lieu of attendance on Saturday, 12th June being given on a later Saturday); but where time off cannot be granted, no additional payment should be made. Part-timers may be given the Saturday off, but individuals should not be paid or given any additional holiday if they would not have been in attendance on that day.

3. In view of the restrictions imposed on passenger train services during the Whitsun period, it is necessary to restrict travel during that period to a minimum, and leave which involves the use of other than local rail travel between Friday, 11th June, and Tuesday, 15th June, both days inclusive, should not normally be granted. In the case of evacuated staffs and those employed on prolonged detached duty, etc., the use of free or partly free rail travel passes for journeys during the period mentioned should not be allowed. These restrictions will not preclude the grant of leave which involves travelling on compassionate grounds, e.g. where the person is summoned home because of the serious illness of a near relative.

4. Members of Departmental A.R.P. or Home Guard units who attend their office solely for A.R.P. or Home Guard purposes during the holiday may, wherever practicable, be given equivalent time off in lieu in respect of hours of duty inside their normal working hours. The ordinary subsistence arrangements prescribed respectively for A.R.P. and Home Guard duties performed outside working hours, will apply.

(A.F.O. 1641/43.)

2571.—Income Tax Charge Duplicates—Civilians

(D.N.A. 21097/42.—3.6.1943.)

With reference to paragraph 37 of A.F.O. 6462/42, commencing with the year 1942/43 the use of the comprehensive statements known as "Charge Duplicates" shall be discontinued and individual statements shall be issued on Forms No. 36C (D.C.B.) for the year 1942/43 and on Forms 36B (D.C.B.) for the year 1943/44 and subsequently.

2. Form 36C will be in three sections, viz:—

(a) Section I containing the following particulars:—

- (i) Liability for 1942/43 as previously notified by Form 377.
- (ii) Additional liability.
- (iii) Total of (i) and (ii).
- (iv) Over-collection (-) or under-collection (+) brought forward from 1941/42.
- (v) Total.

(Note.—Items (i)–(iii) will be completed by D.C.B., but items (iv) and (v) are to be completed locally.)

(b) Section II will be used for the purpose of indicating the tax taken at each establishment where the person to whom the form relates has served during the year.

(c) Section III will be completed under the following headings at the establishment at which the person concerned was serving on the 31st March, 1943.

- (i) Tax taken at other establishments.
- (ii) Tax taken at establishment where the form is completed.
- (iii) Over-collection (-) or under-collection (+) carried forward 1943/44.

3. The forms will be issued to establishments by the Chief Inspector of Taxes, Departmental Claims Branch, and they should be completed and returned to him as early as practicable. Where, however, a person has been transferred to another establishment *at home*, the amount of tax recovered prior to transfer should be inserted in Section II of the form which should then be forwarded to the Cashier of the new establishment. In cases of transfers *abroad* the forms should be completed, as far as possible, and forwarded to the Director of Navy Accounts (Branch 5).

4. A record of the receipt and despatch of the form 36C should be maintained on the Income Tax Schedules (form 36A D.C.B.)

5. The forms, which will be accompanied by a machined list aggregation of their totals, will bear consecutive numbers and the Chief Inspector of Taxes is to be furnished with lists, as shown hereunder, of persons transferred to, or received from other establishments, during the year 1942/43.

(a) Transfers to other establishments during the year:—

- (i) Consecutive No. of Form 36C.
- (ii) Name.
- (iii) Amount of tax taken at the reporting establishment prior to transfer.
- (iv) Establishment to which transferred.

(Note.—Persons received from other establishments and transferred before the end of the year should be included in this list.)

(b) Persons received from other establishments during the year:—

- (i) Consecutive No. of Form 36C.
- (ii) Name.
- (iii) Amount of tax taken at the reporting establishment.

Where a person has been received from another establishment during the year and the relevant Form 36C has not been received by the time that the remainder of the forms are ready for return to the Chief Inspector of Taxes, a blank Form 36C should be completed in support of the entry on list (b) referred to above.

6. Forms 377 for 1942/43 received after the books for that year have been closed.—Any balance of tax remaining undercollected at the 31st March should be carried forward to the 1943/44 tax schedules as "1942/43 Arrears" in the usual manner and shown in due course as an under-collection in Section III of Form 36C. All such arrears collected during 1943/44 should be brought to account under that year, i.e., 1943/44.

7. Forms 377 for 1942/43 not received.—The procedure whereby amounts actually collected to 31st March, 1943, would be reported on nominal lists to D.C.B. and be subsequently covered by a Form 377 is to be discontinued. As stated in paragraph 19 (f) of A.F.O. 6462/42, if no assessment has been issued for 1942/43 the assessment for 1943/44 will cover *both* years. In such cases the 1942/43 tax schedule should be clearly marked "Form 377 not received" and the total amount collected should be noted in column 12 of the 1943/44 tax schedule as "Collected 1942/43". The amount collected in 1942/43 will also be reported to D.C.B. as an over-collection in Section III of a blank Form 36C. Forms 36C will be issued by D.C.B. only in those cases for which Forms 377 were issued.

8. As stated in paragraph (2) above, over- or under-collections brought forward from 1941/42 will be inserted on Form 36C (1942/43) by Cashiers.

9. Form 36B is a new composite form combining the existing Forms 377 (Assessment) 36A (Schedule) and "Charge Duplicate". It will come into use for 1943/44 assessments, and will consist of four Sections, viz:—

(a) Section I will contain the following particulars:—

- (i) Liability for 1943/44.
- (ii) Additional Liability.
- (iii) Over-collection (-) or under-collection (+) brought forward from 1942/43.
- (iv) Total Charge.

(b) Section II as for Form 36C.

(c) Section III as for Form 36C.

(d) Section IV will be used for the purpose of reporting to D.C.B. the gross taxable emoluments for the year 1943/44.

10. Form 36B should invariably accompany the pay documents of a person transferred to another establishment at home or abroad.

11. Over- or under-collections brought forward from 1942/43 will be inserted locally on Forms 36B (Section I (iii)—see paragraph 9 above). This procedure will not be necessary in subsequent years as the tax position will then be known by D.C.B.

12. Adjustments of assessments for a previous year of account will be notified on Forms 36B as a set off against, or an addition to, the current year's tax. Where it is not possible when notifying the adjustment to give the final figure for the current year, the Form 36B will be marked "Provisional" and will include an estimate of the tax for the current year. These arrangements may lead to the issuing of "minus" assessments in certain cases, examples of which are as follows:—

(a) 1942/43 (Cessations and Deaths).

Original Charge	Tax Taken	Amended Charge
£60	£40	£30

(Amended charge not communicated until after 31st March, 1943.)

£20 will be carried forward locally as an under-collection. D.C.B. will "discharge" or "credit" £30 in the year 1943/44 and issue a "minus" charge for that amount. A refund of £10 will then be made, arrived at as follows:—

	£
Liability 1943/44	—
Discharge (-) 1942/43	30 (D.C.B. report)
Under-collected 1942/43	20 (as recorded locally)

To be refunded and classified to 1943/44 £10

(b) 1942/43.

Original Charge	Amended Charge	Tax Taken
£60	£10	£5

(Amended charge not communicated until after 31st March 1943.)

£55 will be carried forward locally as an under-collection to 1943/44. D.C.B. will "discharge" £50 in 1943/44 and issue a "minus" charge as follows:—

	£
Liability 1943/44	10
Discharge (-) 1942/43	50
Minus charge	£40

The under-collection of £55 must be set off against this minus charge of £40 thus necessitating the collection of £15 which sum will be brought to account under the year 1943/44.

13. No Forms 377 or 36B will be issued for charges for a particular year of account after the last day in the year of account. (Except duplicates where originals have gone astray.)

14. Tax under-collected or over-collected as at 31st March, will be carried forward locally as debits or credits to the following year of account, but over-collections will remain classified to the previous year.

(A.F.O. 6462/42.)

2572.—Extended Employment of Women in Admiralty Establishments—Rates for Stage 2 of Training

(L. 5355/43.—3.6.1943.)

With reference to A.F.O. 1997/43, paragraph 9(a), the rates for women during Stage 2 of training for jobs normally performed by men should be calculated as in the following typical examples for women replacing skilled labourers (Schedule II), and for women replacing mechanics. The new bonus rates for women when employed on payment by results are assessed in these examples in relation to the new bonus rate for adult male employees whilst on payment by results, viz., 15s. 6d. a week; they should be applied from the same operative dates as in the case of men on payment by results (see paragraph 6 of A.F.O. 1997/43).

Stage 2 Rates for Women training for Skilled Labourer (Schedule II)

Plain Time Rate

Old rate	Basic ...	26s. + $\frac{1}{3}$ (39s.—26s.) = 26s. + 4s. 4d. ...	= 30s. 4d.
	Bonus ...	22s. + 3s. + $\frac{1}{3}$ (35s. 6d.—25s.) = 25s. + 3s. 6d. ...	= 28s. 6d.
			58s. 10d.

New rate	Basic ...	26s. + $\frac{1}{3}$ (59s.—26s.) = 26s. + 11/- ...	= 37s. 0d.
	Bonus ...	22s. + 3s. + $\frac{1}{3}$ (21s. 6d.—25s.) = 25s.—1s. 2d. ...	= 23s. 10d.
			60s. 10d.

P.B.R. Rate

Old rate	Basic ...	26s. + $\frac{1}{3}$ (39s.—26s.) = 26s. + 4s. 4d. ...	= 30s. 4d.
	Bonus ...	22s. + $\frac{1}{3}$ (35s. 6d.—22s.) = 22s. + 4s. 6d. ...	= 26s. 6d.
			56s. 10d.

New rate	Basic ...	26s. + $\frac{1}{3}$ (59s.—26s.) = 26s. + 11s. ...	= 37s. 0d.
	Bonus ...	22s. + $\frac{1}{3}$ (15s. 6d.—22s.) = 22s.—2s. 2d. ...	= 19s. 10d.
			56s. 10d.

Stage 2 Rates for Women training for Mechanics

Plain Time Rate

Old rate	Basic ...	26s. + $\frac{1}{3}$ (48s.—26s.) = 26s. + 7s. 4d. ...	= 33s. 4d.
	Bonus ...	22s. + 3s. + $\frac{1}{3}$ (35s. 6d.—25s.) = 25s. + 3s. 6d. ...	= 28s. 6d.
			61s. 10d.

New rate	Basic ...	26s. + $\frac{1}{3}$ (68s.—26s.) = 26s. + 14s. ...	= 40s. 0d.
	Bonus ...	22s. + 3s. + $\frac{1}{3}$ (21s. 6d.—25s.) = 25s.—1s. 2d. ...	= 23s. 10d.
			63s. 10d.

P.B.R. Rate

Old rate	Basic ...	26s. + $\frac{1}{3}$ (48s.—26s.) = 26s. + 7s. 4d. ...	= 33s. 4d.
	Bonus ...	22s. + $\frac{1}{3}$ (35s. 6d.—22s.) = 22s. + 4s. 6d. ...	= 26s. 6d.
			59s. 10d.

New rate	Basic ...	26s. + $\frac{1}{3}$ (68s.—26s.) = 26s. + 14s. ...	= 40s. 0d.
	Bonus ...	22s. + $\frac{1}{3}$ (15s. 6d.—22s.) = 22s.—2s. 2d. ...	= 19s. 10d.
			59s. 10d.

2. The weekly rate of women engaged on payment by results for the purpose of Home Dockyard Regulations, Article 1103, is to be taken as the plain time rate.

3. A.F.O. 1997/43, paragraph 9a, is cancelled.

(A.F.Os. 3438/41, 87/42, 6458/42, 1997/43.)

2573.—National Savings—Local Deduction Scheme for Industrial Employees

(D.N.A. 3151/43.—3.6.1943.)

Commencing with week ending the 10th July, 1943, a new Savings Scheme will come into operation for industrial employees at Admiralty Establishments at home.

2. The new scheme, which will be known as the "National Savings Local Deduction Scheme", will provide for weekly deductions from the pay of industrial employees for the purchase of National Savings Certificates, or for deposit in the Post Office or a Trustee Savings Bank. (See also paragraph 19 below.)

3. The Civil Service Voluntary Savings Scheme will cease to be applicable to industrial employees at home establishments on completion of Cycle 12 which commenced in week ended the 13th March, 1943.

4. The attention of all industrial employees is to be drawn to this new scheme and suitable arrangements are to be made for the completion of forms of authority for deductions from pay. These forms will be issued to all establishments by the National Savings Committee. Subject to reasonable notice being given and to completion of the appropriate form, workpeople may commence, cease, increase or decrease their subscriptions at any time. Subscriptions will only be deducted—when the week's pay permits and no arrears will be deducted. On the return to duty of workpeople who have been on the sick list or on leave without pay, the normal arrangement will be for deductions to be recommenced at the rate previously in force as from the first full pay week following the date of return to duty.

5. At establishments where the Expense Accounts Department, or comparable Wages Section, is responsible for the net wages paid, e.g., H.M. Dockyard, Portsmouth, R.N. Cordite Factory, Holton Heath, the procedure will be as follows:—

- (a) The completed authorities for deduction from pay will be passed to the Expense Accounts Officer (or Officer-in-Charge of the Wages Section) who will give them consecutive "request" numbers and create a personal record card for each subscriber. The personal record card will show:—
- (i) Full names of subscriber.
 - (ii) Yard No.
 - (iii) Centre.
 - (iv) Holder's Registered No., or particulars of Savings Bank Account, and full names if the Certificates are to be registered, or the deposits made, in other than the subscriber's name, e.g., wife. Where an employee has authorised deductions from his pay for the purchase of Savings Certificates or for credit to a Savings Bank account in the name of another person it should be clearly understood that the Certificates or the money in the account will be regarded as that person's sole property.
 - (v) Date of authority for deduction, consecutive number assigned and amount of weekly deduction authorised.
 - (vi) Amount deducted each week and unallocated balance remaining after the issue of Certificates or transfer to the Savings Bank account has been authorised.
 - (vii) Serial Nos. of Certificates issued or date of transfer to the Savings Bank Account.
- (b) The authorities for deduction will be forwarded by the Expense Accounts Officer (or Officer-in-Charge of the Wages Section) to the Cashier for retention in order of number.
- (c) The Expense Accounts Officer (or Officer-in-Charge of the Wages Section) will forward to the Cashier each week statements *in duplicate* showing the following particulars in respect of each person entitled to be issued with Certificates, or to have the sum of 15s. (or multiple of 15s.) transferred to a Savings Bank Account. Separate lists are to be furnished in respect of (a) issue of Certificates, (b) transfers to Post Office Savings Bank and (c) transfers to Trustee Savings Banks.
- (i) Centre.
 - (ii) Yard No.
 - (iii) Subscriber's name and name of beneficiary, if different.
 - (iv) Request No.
 - (v) Holder's Registered No. or particulars of Savings Bank Account. (If the Certificates are to be registered or the deposits made in the name of someone other than the subscriber, e.g., wife, that person's Holder's No. (or particulars of Savings Bank account) and full names are to be shown.)

(vi) Number of Certificates due for issue, or amount to be transferred to the Savings Bank account.

On each statement the total value of the Certificates to be issued (and of the amounts to be transferred) will be shown. The Cashier will insert in the final column of these statements the Serial Number(s) of the Certificate(s) issued to each person or the date of transfer to the Savings Bank and return one copy to the Expense Accounts Officer (or Officer-in-Charge of the Wages Section).

- (d) The deductions from wages will be shown on the Pay Rolls and also under the following headings on the weekly wages certificates (D.202):—
- (i) N.S. Local Deduction Scheme—Certificates.
 - (ii) N.S. Local Deduction Scheme—P.O.S.B.
 - (iii) N.S. Local Deduction Scheme—Trustee Savings Bank.
- (e) The total weekly deductions as recorded on the personal record cards will be agreed each week with the proved total for National Savings as shown on the Pay Rolls.
- (f) The Cashier will be responsible for the distribution of Savings Certificates. The Certificates should normally be inserted in the pay envelopes, in which circumstances receipts will not be required, but the envelopes should be stamped "Savings Certificates". If other arrangements for the distribution of Certificates are made by the Cashier, receipts for the Certificates should be obtained. Receipts will also be necessary where employees are on detached duty and their wages are forwarded to them either individually or by means of a cheque and pay list to the local Officer-in-Charge.

6. At other establishments, i.e., those at which the Cashier is responsible for the calculation of wages payments, a similar procedure will be followed except that the authorities for deduction from pay will be passed direct to the Cashier who will be responsible for the maintenance of the personal record cards. A record of the weekly deductions from pay will be maintained in the Muster and Pay Books.

7. The following procedure is to be followed by the Cashiers of all establishments:—

- (a) The total sum deducted from wages each week is to be taken on charge in the Cash Account under the headings as shown in paragraph 5 (d) above.
- (b) As soon as possible after the week's deductions have been made the Cashier is
- (i) to purchase from the local Post Office, or from the credit stock of Certificates held by him (*vide* para. 17 below, Certificates up to as nearly as possible the cash in hand from the deductions for the purchase of Savings Certificates, including any small balance brought forward from the previous week, credit being taken in the Cash Account under the heading of "N.S. Local Deduction Scheme—Certificates".
 - (ii) to send to the Director of Post Office Savings, Harrogate, Yorks, and to the Actuary of the local Trustee Savings Bank lists showing the names and the Account Nos. (*vide* paragraph 15 below) of all persons to whom the sum of 15s. is due (*vide* paragraph 5 (c) above), together with a cheque for the total amount to be credited to the subscribers' accounts for which credit should be taken in the Cash Account under the heading of "N.S. Local Deduction Scheme—P.O.S.B." or "N.S. Local Deduction Scheme—Trustee Savings Bank". The list to the Director of Post Office Savings should be *in duplicate* and should be forwarded not more frequently than once in four weeks. The under copy of the list will be receipted by the Post Office Savings Bank and returned to the Cashier.

8. At all establishments the Cashier is to maintain the following accounts, which will be subject to local audit:—

- (a) A *Suspense Account* showing the total amount deducted from pay each week and the value of the Certificates issued to subscribers and the value of

transfers made to the Savings Bank Accounts. The balance of the account will show the total sum due to subscribers as represented by unissued Certificates (purchased from the local Post Office or from the credit stock—*vide* paragraph 7 (b) (i) above) and any balance of cash unexpended. At the end of each month the balance of this account and the total of the balances due to subscribers as shown on personal record cards, should be agreed by the Cashier, or by the Expense Accounts Officer (or Officer-in-Charge of the Wages Section) and the Cashier at the establishments referred to in paragraph 5 above. The Cashier should also ensure that the balance is fully covered by the unissued Certificates held by him and any cash balance remaining unexpended. See also paragraph 12 below. If considered desirable separate Suspense Accounts should be maintained for (i) Saving Certificates, (ii) P.O.S.B. Accounts, and (iii) Trustee Savings Bank Accounts.

- (b) *A Certificate Account* showing the value of the Certificates purchased each week and the value of the Certificates issued to subscribers each week. The balance of this account at any time will represent the value of dated Certificates in stock on which Holders' Registered Nos. have not been inserted. The Cashier should assure himself that he has in stock the Certificates which his records show and he should carry out a check personally each month.
- (c) *An Unclaimed Certificate Register* showing the values of Certificates made available for issue to subscribers (by insertion of Holder's Registered No.) but returned to, or remaining, in the Cash Office as unclaimed, and the values of such Certificates subsequently issued. The balance of this account should represent the value of Certificates held by the Cashier which bear the Holder's Registered Nos. (*Note.*—No entry need be made in this Register until such time as the wages contained in the envelope are returned to the chest.)

9. In connection with the issue of Certificates the following particulars are to be inserted on the undermentioned documents:—

- (a) On each Certificate. The Holder's Registered No.
- (b) On each Counterpart "A".
- (i) The Holder's Registered No.
 - (ii) Surname and initial letter of each Christian name of the holder.
 - (iii) Number of Savings Group in space provided for "Signature of Holder". A rubber stamp will be provided by the National Savings Committee.
- (c) On each Counterpart "B". The Holder's Registered No.
(*Note.*—Particulars of counterparts attached need not be entered.)
- (d) On the Holder's Card (new holders only).
- "A" Portion.
- (i) Surname of holder.
 - (ii) All Christian names in full.
 - (iii) Private address.
 - (iv) Specimen signature detached from authority for deduction to be gummed on.
 - (v) The Cashier's date stamp.
- "B" Portion.
- (vi) The Cashier's date stamp. (Holders should be advised to sign the Card in the space provided as soon as possible.)
(*Note.*—A stock of Holders' Cards will be supplied by the National Savings Committee.)

10. Counterparts and Holders' Cards (Portion A) should be forwarded by Cashier direct to the Savings Certificate Division, Morecambe, Lancs. as soon as possible after completion.

11. Spoilt Certificates should be returned to the Post Office at which they were obtained for re-issue and accounted for through the Account referred to in paragraph 8(b) above.

12. In the case of workpeople transferred to other Admiralty establishments at home, any unallocated balance due under this savings scheme will be remitted to the new establishment. Any balance due to workpeople transferred to Admiralty establishments abroad or discharged from the service are to be paid to them at the time of discharge. All payments made in accordance with this paragraph should be brought to account under the appropriate suspense heading (*vide* paragraph 5(d) above) and passed through the Suspense Account referred to in paragraph 8 above.

13. As stated in paragraph 7(b) above, Certificates to the value of the subscriptions will be purchased each week from the local Post Office or from the credit stock of Certificates held by the Cashier. The Certificates will bear the date of purchase and a stock of Certificates will thus be held bearing different dates. Care is to be taken to ensure that the Certificates are distributed to subscribers on an equitable basis as possible.

14. Subscribers having amounts transferred to their Savings Banks Accounts should periodically transmit their Bank Books to the Post Office Savings Bank, Harrogate, Yorks, or to the Trustee Savings Banks for the requisite credit entries to be made.

15. The Post Office Savings Bank requires the opening of new accounts in connection with this scheme in a special "DX" ledger, and a subscriber who already has a Post Office Savings Bank account will thus become the holder of two accounts. It will be unnecessary for a reference to an existing account to be furnished on the formal authority for deduction from wages, and the numbers of the accounts in the "DX" series only should be included in the lists, to be forwarded to the Director of Post Office Savings—*vide* paragraph 7(b) (ii) above. A new Bank Book will be issued for each new account opened and the person in whose name the account stands will be required to complete a form of declaration. New Bank Books and declaration forms will be sent (with the receipted lists) to the Admiralty establishment concerned for distribution to the depositors who should complete the declarations which should then be returned to the Director of Post Office Savings, Harrogate, Yorks.

16. The arrangements necessary in connection with transfers to Trustee Savings Banks should be discussed locally with the Savings Bank Actuary. *It is important that this action should be taken as early as practicable.*

17. As intimated in paragraph 7(b) above, Savings Certificates for issue to subscribers may be purchased from the local Post Office each week, or alternatively a credit stock of undated Certificates may be obtained from the same source. The latter method will probably be more convenient. At establishments where a credit stock of Certificates is held, as soon as possible after the week's deductions from wages have been made, the Cashier should date as many of the Certificates as possible up to the value of the deductions made, including any small balance brought forward from the previous week and remit to the Post Office the value of the Certificates so dated. Two subsidiary accounts should be maintained in respect of these transactions, viz. (a) Postmaster General Account and (b) Certificate Credit Stock Account. As Certificates are received on credit the Certificate Credit Stock Account will be debited and the Postmaster General Account credited. Cash payments for Certificates purchased from the Credit Stock will reduce the balance of the Postmaster General Account and the Certificate Credit Stock Account will be correspondingly adjusted by a transfer to the Certificate Account (*vide* paragraph 8(b) above) of the value of the Certificates appropriated from the Credit Stock and accordingly dated.

18. The Civil Service Voluntary Savings Scheme will remain in operation for weekly and monthly paid non-industrial staffs.

19. Further instructions will be issued regarding (i) the purchase of Defence Bonds by industrial employees, (ii) the position of men serving in H.M. Forces and (iii) the local audit of accounts referred to in paragraph 8 above.

2574.—Need for Economy in the Use of Water at Naval Establishments— REPORTS

(C.E.-in-C. 62617/43.—3.6.1943.)

Attention is drawn to the vital need for strict economy in the use of water under war conditions.

2. It may not be generally appreciated that water is a valuable commodity involving the employment of considerable man-power and use of materials

in its collection, purification and distribution which often also involves pumping and consumption of fuel. In many areas there is a definite shortage and insufficient water is available to meet all the requirements of the services and of the civil population, with the increased needs consequent on the war effort, unless strict economy is exercised.

3. Recent returns from R.N. and R.M. Barracks and similar Shore Establishments at Home Stations reveal a wide difference in the quantities used per man per day and the generous peace-time standards are no longer to be followed.

4. The strictest economy is in future to be exercised at all Naval Shore Establishments and steps are to be taken to avoid any waste or unnecessary use of water, as widely spread savings over a large number of points would effect a very considerable saving in the aggregate resulting in a definite contribution to the war effort.

5. Whilst it is not intended at present to lay down a rigid maximum to apply equally to all Establishments it is considered that with due economy 30 gallons per head per day should generally be sufficient, as in many cases reports of consumption show that 20 gallons per head per day is proving adequate. Every effort is therefore to be made to keep consumption below 30 gallons per head per day.

6. The limitation in the use of water should be effected by general economies, e.g., partially shutting down valves controlling supplies to showers and wash basins, etc., rather than by cutting off supplies completely for some part of each day. Discretion in the use of domestic water for fire parties is necessary and should not normally be used for wet drills where other sources such as ponds, rivers and sea water are available. Hosing down of floors and areas is to be reduced to absolute minimum; avoidance of leaving taps running or other mis-use of the supply is also of great importance.

7. Records of water consumption are to be regularly made in accordance with paragraphs 5 and 6 of Article 421 of the Handbook "Instructions to Officers-in-Charge of Works" and reports are to be rendered monthly to the Civil Engineer-in-Chief by the local Officers-in-Charge of Works at Home Stations. Reports should be in the form of Appendix XVII of the above-mentioned Handbook, indicating the total water consumption, the average number of residents, and the average consumption per head per day with remarks regarding economies effected.

8. As regards the delivery of water to ships and vessels alongside wharves close supervision to the operation of the valves controlling the delivery hoses is always to be given. Hoses are never to be left running when tanks are filled, or when the hoses are being transferred from tank to tank, or from ship to ship.

2575.—Clothes Rationing (Explosives Industry)—Position of Technical and Other Non-Industrial Staffs

(L. 5317/43.—3.6.1943.)

With reference to A.F.O. 880/43, it should be appreciated that the special scheme for the distribution of clothing coupons to workpeople in the Explosives Industry therein described forms, in effect, the method of distribution to workpeople in that Industry of the General Occupational Supplement for 1942-1943, referred to in A.F.O. 5357/42.

2. Administrative and supervisory workers, including technical staffs, and other non-industrials, who cannot, strictly speaking, be described as manual workers, will, therefore, be entitled to participate in the special scheme, on the same basis as manual workers, if they are wholly or mainly employed on actual physical or manual labour, or if they are subject to special conditions which impose heavy wear on their clothing, as indicated in paragraphs I-III of Schedule G.O.S.10 contained in the Appendix to A.F.O. 5357/42.

3. The Joint Committees referred to in paragraph 5 of A.F.O. 880/43 should be informed accordingly, and requested to consider claims from individuals of the categories described, in the same manner as the claims from manual workers.

(A.F.Os. 5357/42 and 880/43.)

2576.—Motor Transport Services—Lubricating Oils

(N.S.M.T. 1233/43.—3.6.1943.)

As in many instances it has been found impracticable to provide covered storage for M/T lubricating oils, the following practice should be followed where outdoor storage is unavoidable:—

(a) Drums should be stored longitudinally, with side bungs in a midway position.

(b) Bungs should be screwed down as tightly as possible.

2. If contamination with water is suspected, arrangements should be made for the drums affected to be kept in a horizontal position for 24 hours prior to use, and for the oil then to be decanted into a clean container through a funnel fitted with a 80 mesh gauze, with as large an area as practicable, so as to permit a rapid flow of oil. Care is to be taken to draw oil from as high a level as possible, and that decanting shall cease immediately there is any sign of water. The residual contaminated oil in any such drums should be combined, allowed to resettle, and decanted in accordance with the foregoing directions.

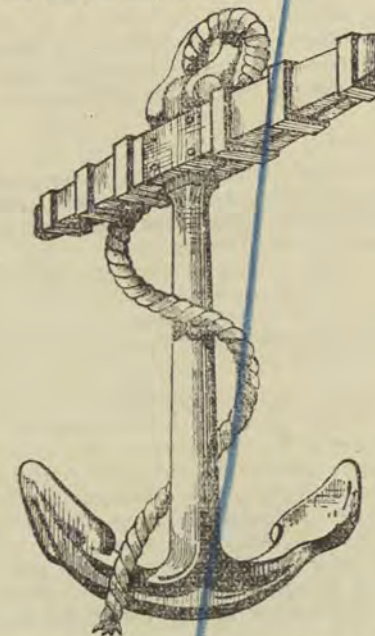
3. Drums which have previously contained water must not be used for the storage of lubricating oil until they have been thoroughly cleaned and dried.

(A.F.O. 3066/42.)

Cancelled 2577.—Admiralty Anchor—Standard Design for Carving in Stone

(N.L.20555/41.—3.6.1943.)

The standard design of the Admiralty Anchor for carving in stone on buildings, memorials, &c., has been revised as shown in the accompanying illustration and is to be used in future for the purpose stated. It does not replace other designs of the Admiralty Anchor in use for any other purpose.



2. Additional copies of the drawing may be obtained when required by application to the Civil Engineer-in-Chief, Admiralty.

2578.—Towage of Battle Practice Targets for Vessels belonging to Allied Navies and Dominion Governments

(L./M.013072/42.—3.6.1943.)

Claims in respect of the cost of towing battle practice targets for vessels in connection with gunnery exercises for ships of Allied Nations or Dominion Governments when the ships are training under the operational control of the Royal Navy will not, in future, be made against the Allied or Dominion Government concerned.

2. Crews of yard craft engaged on the work will continue, notwithstanding this decision, to be paid the hourly rates of overtime authorised under Article 154, Cash Duties Instructions, when the employment in question takes place outside normal dockyard hours, and amounts paid to the men will, in the same way as other expenses incurred in connection with this service, remain as a charge to Navy Votes.

See AFO 6055/46
2579.—Application of Travelling Brakes before Taking a Lift on a Mobile Crane
 (D. 6455/43.—3.6.1943.)

A fatal accident occurred recently while a mobile crane was lifting a load from a lorry. When the weight was taken the crane moved forward and crushed the slinger, who was standing between the crane and the lorry.

2. Instructions should be given that the travelling gear brakes on mobile cranes are always to be applied before taking a lift.

3. Further, to reduce risks, slingers should be warned to avoid placing themselves between any crane and its load when the load is being lifted.

(Admiral Superintendent Rosyth, 17.1.43, No. 277.)

2580.—Orders for Electrical Installation Work (Shore)—Terms of Payment
 (C.P. 64249/43.—3.6.1943.)

Before the war the normal system of payment by instalments applicable to electrical installation contracts was Scheme VI which provides that the final 20 per cent. of the contract price shall be paid when all tests, measurements, etc., have been completed. Under present conditions delay may occur before final measurement and certification is possible and consequently firms may be kept waiting for their money. The present practice under war conditions is to ensure that contractors receive payment up to the full value of their work as quickly as possible and payment in accordance with Scheme P is more suitable for this purpose.

2. All orders placed after competitive tendering under paragraph 3 (a) of A.F.O. 5437/41 should accordingly provide for instalment payments in accordance with Scheme P below.

3. *Payment by Instalments* (Scheme P)*

The quotation should be based on the assumption that payment will be made to you by instalments as the work progresses, subject to the Inspecting Officer's certificates as to the value of the work done and/or material provided and to your acceptance of the Vesting Clause.

The adoption of this scheme of payment by instalments together with your agreement to the Vesting Clause, would not relieve you of complete responsibility for manufacture and delivery up to the point of final acceptance of the apparatus into Admiralty service.

Vesting Clause

(a) All materials, equipment, fittings, articles or things which the contractor shall acquire or allocate for incorporation in the items to be supplied by him under this agreement shall, without prejudice to the Commissioners' right of rejection under this Agreement, vest in and be the absolute property of the Commissioners and shall if capable of being so marked be forthwith marked as the property of the Commissioners to the satisfaction of the inspecting officer.

(b) The contractor shall have no lien on any materials, equipment, fittings, articles or things which may have vested in the Commissioners under the foregoing paragraph either for unpaid purchase money or otherwise.

Contractors not to Assign the Order Without Consent of Admiralty

The Contractors shall not, without the consent in writing of the Admiralty, assign or transfer the order or any part, share, or interest therein, directly or indirectly to any person or persons whomsoever.

(A.F.O. 5437/41.)

2581.—Official Naval Photographers—Pay Arrangements
 (D.N.A. 9284/43.—3.6.1943.)

Attention is drawn to A.F.O. 2495/43 in Section 2 of this issue.