

FOR OFFICIAL USE ONLY

Not to be communicated to anyone outside H.M. Service

ADMIRALTY FLEET ORDERS

ADMIRALTY, S.W.1,

28th May, 1942.

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

A list of these Orders is enclosed.

By Command of their Lordships,

H. V. Markham

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

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

Head of "P" Branch

P 1

P 2

P 3

P 4

(59620)

Head of "P" Branch

ADMIRALTY FLEET ORDERS

28th May, 1942.

- No. Subject.
- 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.)
2463. Losses of Naval Aircraft due to Enemy Action.
- SECTION 2.—PERSONNEL, PAY, SERVICES, DISCIPLINE, ETC.
2464. Honours and Awards—Extract from "London Gazette" Supplement of 15th May, 1942.
2465. Honours and Awards—"London Gazette" Supplement of 19th May, 1942.
2466. Investitures and Presentation of Medals by the King.
2467. John Crocker Memorial Prize—Award for 1941.
2468. Naval Discipline Act—Jurisdiction on Shore.
2469. H.M. Ships "Cornwall", "Dorsetshire" and "Hermes"—Reconstruction of Accounts.
2470. Officers Appointed "Lochinvar" for Courses—Routeing and Accommodation.
2471. Navigation—Selection of Specialists in.
2472. Ordnance Artificer Ratings—Promotion Direct to Commissioned Rank.
2473. Aircraft Technical Officer—Change of Title to Air Engineer Officer.
2474. "Hostilities Only" Ratings—Training for Service as Aircraft Technical Officers.
2475. Coastal Force Bases—Complements—Captain's Office Writer Staff.
2476. Flying Accidents—Procedure for Reporting and Investigating.
2477. Royal Naval Air Units—Complements—Amendment.
2478. Leading Air Fitters (A) and (E)—Conversion Course for Air Artificer.
2479. New Mechanic Branches—Provision of Tool Kits.
2480. Routes for Drafts to H.M. Ships "Cyclops", "Osprey" and "Titania".
2481. Admiralty Surgeons and Agents.
2482. Absentees from Ships based in Home Waters (not manned by Patrol Service).
2483. Absentees from Ships Sailing for Foreign Service (not manned by Patrol Service).
2484. Absentees and Deserters (Patrol Service) from Ships based in Home Waters.
2485. Railway Travel—Transfers to First Class.
2486. D.E.M.S. Ratings—Weekly Payment.
2487. Royal Marine Tradesmen—Additional Category.
2488. Re-entries under the National Service (Armed Forces) Acts, after break of more than five years—Progressive and Good Conduct Badge Pay.
2489. Naval Pensions paid Quarterly by Accountant Officers—Revised Conditions for Payment.
2490. U.S.A. Naval Personnel—Advances of Pay.
2491. Sterling Notes—Regulations governing Use on Shore and Import into Great Britain—REPORTS.
2492. Admiralty Personnel, Naval and Civilian, Proceeding to or Returning from Abroad—Restrictions on the Use of Sterling Notes, etc.
2493. Post Office Savings Withdrawals.
2494. Losses of N.A.A.F.I. Stores—REPORTS.
2495. Balance of Funds for the Royal Naval Benevolent Trust. (Notice Boards only.)

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.)

2496. Director Firing System—Breakdown of Director Firing Circuits—Use of Local Firing in Low Angle Fire at Mountings 5.25 in. and below.
2497. Director Firing System—Director Control Towers—T.I.C. Gear—Lighting Switch.
2498. H.A.C.S. Equipment Marks I**, I***, I***C, II**, II***, III and III C—Bulkhead Fuze Setting Transmission Unit.
2499. Gun Mountings—4.7-in. Twin, Mark XIX—Constant Pressure Pipe—Rammer Control.
2500. Gun Mountings—4-in. Twin, Mark XIX—Modification to Trunnion Bearing Assembly.
2501. Gun Mountings—2-pdr. "M" Equipments—Cooling Water Supply—A. and A.
2502. Gun Mountings—Non-Transferable Powered Mountings Using Oil as the Pressure Medium—REPORTS.
2503. Guns, Q.F., 2-pdr., Marks II*C and VIII—Loosening of Shell in Cartridges Loaded on Rails.
2504. O.Q.F., 2-pdr., Mark XIV Washers—Supply of.
2505. Guns, 20 mm. Oerlikon—Reflector Mirror Mark II.

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

Gunnery.—(Guns, Mountings, Ammunition, Turrets, Directors, Fire Control, Diving Apparatus, Magazines, etc., and Stores.)—contd.

2506. Guns, Machine, Oerlikon 20 m.m. Marks I, II and IV Breech Face Pieces Rectification of Hole for Striker Pin.
2507. Ammunition S.A. 0.30-in. Browning, Marlin and Savage Lewis Guns, and 0.50-in. Browning Guns—Loose Bullets and Short Rounds.
- Torpedo.—(Torpedoes, Tubes, Mines and Minesweeping, Depth Charges, Paravanes, Electrical Equipment, Anti-Gas, Aircraft Torpedoes, etc., and Stores.)
2508. A.W. Torpedo Tubes with Cordite Impulse—Adjustment of Cordite Valve.
2509. Bow External Torpedo Tubes—Emergency Inboard Vent Cock.
2510. Velociplots for Torpedo Control—Introduction.
2511. Torpedo Stores—Chests, Tools and Spare Gear Pistols (St. No. T.342).
2512. Paravanes Mark VII—Replacement of Fender Bars by Fender Wires.
2513. Mark V S/L Control Sights—Height Adjustment.
2514. "Hedgehog" Projector—Projectile Locker—Defects.
2515. Double-Pole Switches and Fuses for Special Services—Supply.
2516. Charging Arrangements for Batteries.
- Engineer.—(Main and Auxiliary Engines, Boilers, other Machinery in Charge of the Engineer Officer, including Catapults, Coal and Oil Fuel, and Engineering Stores.)
2517. Boiler Tubes, etc.
2518. Boiler Tubes, etc.
2519. Boiler Feed Water Treatment—Adoption of U.S. Navy System for Certain Ships and Vessels.
2520. Compression Ignition Engines—Maintenance.
2521. Catapults and Accelerators—Supply of Replace Parts.
- Signals.—(W/T and V/S Apparatus, R.D.F., D.F., S.R.E., Wa/T and Stores.)
2522. W/T Outfit R.I.S. (3)—Fitting-out Information.
2523. R.D.F. Installations, Types 79M and 279M—Fitting-out Information.
2524. R.D.F. Type 271—Forced Ventilation.
2525. S.R.E.—Use of Unauthorised Broadcast Receivers.
2526. Sound Reproduction Equipment—Use of Unsuitable Loudspeakers.
2527. Foreign Ensigns for H.M. Ships—Demands.
2528. Packing Cases for W/T and R.D.F. Sets—Return.
- Naval Aircraft.—(Technical.)
2529. Fitting of Air Speed Indicators to Instrument Flying Panels.
- General.—(Hull, Armour, General Equipment and Fittings, etc., and Orders affecting two or more Departments.)
2530. Admiralty Approved Drawings—Adherence to.
2531. Watertight Hatches and Doors—Maintenance of.
2532. "Bangor" Class Minesweepers—Steam-driven Type—Fitting for Tropical Service—REPORTS.
2533. Corrosion of Pressure Hull—A. and A.
2534. Secondary Lighting—Operating Theatres.
2535. Ventilation of Mess and Cabin Spaces—A. and A.
2536. Aluminium Silicon Alloy—Ventilation Valves.
2537. Enclosure of Main Switchboards—A. and A.
2538. After Compass—Position of.
2539. Fuelling and Defuelling of Aircraft in Catapult Ships.
2540. Degaussing—Instructions and Information Concerning Ships with Defective D.G. installations.
2541. D.G. Equipment—Fitting of Rudder Post Loops and S.A. Frame Magnets—A. and A.
2542. D.G. Equipment of Small Vessels—Supervision of.
2543. Securing Gear for Aircraft—Pamphlet and Revised Outfits.
2544. Aircraft Towing Bridles—Allowance for Aircraft Carriers.
2545. Spares for Parachute Harness Quick Release Fittings.
2546. A.R.L. Plotting Tables—Spare Motors.
2547. Destroyer Motor Boat Davits—Stores required for.
2548. Stretchers, Neil Robertson—Allowances.
2549. Care of Stores in Minor War Vessels and Requisitioned Premises.
2550. Cylinders and Linings Manufactured in Lead Plate.
2551. Gauge, Depth, Hydrostatic (Fuel Contents Gauge)—Spares.
2552. Heater Panels—Withdrawal of Allowance.
2553. Refrigerant Gases—Demands for.
2554. Methyl Chloride Gas—Supply Arrangements.

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.)—contd.

- 2555. Air Speed Indicators, Pattern 556—Modification of.
- 2556. Vices—Revised Allowances.
- 2557. Signal Flags—Supply.
- 2558. Torches, Switchless—Allowance for Damage Repair Parties.
- 2559. Economy in Rubber—Joints for Water Services.
- 2560. Olive Oil—Substitute for.
- 2561. Potash, Permanganate—Shortage of.
- 2562. Air Publications—Distribution during April, 1942.

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

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

- 2563. R.F.As. under Repair at Commercial Yards in the United Kingdom.
- 2564. Victualling Stores—Supply from Yorkshire Area.
- 2565. Butter (Contract C.P.34347/38)—Increased Prices for Certain Packings.
- 2566. Dry Malt Extract for Breadmaking.
- 2567. Provision Sacks—Preservation and Return.
- 2568. Diagnosis of Venereal Disease.

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

- 2569. Amendments to Books.
- 2570. A.M.S.Is.
- 2571. A.F.Os.—Supply to M.M.Ss.
- 2572. Establishment of Office Machinery.
- 2573. B.R. 291—Tables showing Particulars in Regard to Naval Ordnance, 1942—Issue.
- 2574. B.R. 618—The Standard Ballistic Atmosphere, January, 1942—Issue.

SECTION 6.—SHORE ESTABLISHMENTS.

- 2575. Non-Industrial Staffs Conditioned to a 42 Hours Week—Credit for Absence Sick or on Approved Leave.
- 2576. Assisted Travel Schemes—Women Part-Time Employees—Weekly Contribution.
- 2577. Assisted Trips Home for Admiralty Industrial Employees.
- 2578. War Risk Allowance Payable to Crews of Yard Craft Serving at Home and Under Agreement Abroad—Revision.
- 2579. Exceptional Employment Allowance—Payment of to Stokers of Yard Craft.
- 2580. Removal of Furniture on Transfer of Industrial and Non-Industrial Staff.
- 2581. Indemnity to Railway Companies in Respect of Servants of Government Departments Injured on Duty.
- 2582. Sterling Notes—Regulations Governing Use on Shore, and Import into Great Britain.
- 2583. Admiralty Personnel, Naval and Civilian, Proceeding to or Returning from Abroad—Restrictions on the Use of Sterling Notes, etc.
- 2584. Motor Transport Vehicles—Speed Limit.
- 2585. Negotiations for Supplies of Electricity to Admiralty Establishments.

*(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.

2463.—Losses of Naval Aircraft due to Enemy Action

(A/N.A.D. 228/42.—28.5.1942.)

The following amendment is to be made to A.F.O. 3004/40 :—
Paragraph 2. *Delete and substitute :—*

“Except when loss or damage arises in the circumstances referred to in A.F.O. 2476/42, paragraph 8, written reports need not be furnished, but a brief statement of the circumstances of the loss or damage, if available, is to be inserted on the fourth page of Form A. 9.”

(A.F.Os. 3004/40 and 2476/42.)

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

*2464.—Honours and Awards—Extract from “London Gazette” Supplement of 15th May, 1942

(H. & A.—28.5.1942.)

ADMIRALTY.

Whitehall,

15th May, 1942.

The KING has been graciously pleased to approve the following Awards for daring, skill and seamanship in successful combined operations against the enemy at Bruneval :—

The Distinguished Service Cross.

Acting Commander Frederick Norton Cook, R.A.N.
Temporary Lieutenant Donald Joseph Quick, R.N.V.R.
Temporary Lieutenant (E) Charles William John Coles, R.N.V.R.

The Distinguished Service Medal.

Able Seaman John Thomas Bland, P/JX.186974.
Stoker First Class Charles William Hurst, P/K.59427.

Mention in Despatches.

Lieutenant-Commander William Gordon Everitt, R.N. (Retd.).
Lieutenant-Commander Henry Benjamin Peate, R.N.R.
Temporary Acting Lieutenant-Commander George Howard Garrard, R.N.V.R.
Temporary Lieutenant Peter Ralph Mackinnon, R.N.V.R.
Temporary Sub-Lieutenant Ronald Joseph Frederick Turner, R.N.V.R.
Chief Motor Mechanic Bernard Barry, P/MX.71466.
Able Seaman William Douglas Burns, D/JX.169405.

*2465.—Honours and Awards—“London Gazette” Supplement of 19th May, 1942

(H. & A.—28.5.1942.)

CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD.

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

19th May, 1942.

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

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

Captain George Walter Gillow Simpson, R.N.

For leadership and resolute example in command of a submarine flotilla.

*To be Additional Officers of the Military Division of the said
Most Excellent Order :*

Lieutenant-Commander (E) Christopher Ridley Havergal, D.S.C., R.N.
Lieutenant David Michael, Marquess of Milford Haven, R.N.
Surgeon Lieutenant David Mouat Armstrong, M.B., Ch.B., R.N.
For coolness, leadership and devotion to duty when H.M.S.
"Kandahar" was lost.

*To be Additional Members of the Military Division of the said
Most Excellent Order :*

Temporary Lieutenant Lionel Alfred Ballard, R.N.V.R.
Temporary Lieutenant Innes Athole Thorpe, R.N.V.R.
For bravery in the salvage of a tanker and in saving many men
from her.

The KING has been graciously pleased to approve Awards of the British
Empire Medal (Military Division), to :

Leading Seaman Hudson Morgan, LT/JX.222251.
Seaman John Meredith Denington, LT/JX.265485.

For bravery in the salvage of a tanker.

Able Seaman William Armstrong, 1544, R.N.Z.V.R.

For bravery in saving the life of an Officer when H.M.S. "Gurkha"
was lost.

Chief Engine Room Artificer Ronald Stanley Harrison, D.S.M., D/M.35609.

Stoker Petty Officer Thomas Henry Harris, D/K.64886.

Stoker Petty Officer William Herbert Yalland, D/KX.76189.

For courage and devotion to duty when H.M.S. "Kandahar" was lost.

Sick Berth Attendant Roland Alexander Thompson, C/MX.69255.

For great skill and devotion to duty in H.M.S. "Campion" when
tending survivors from merchantmen lost in convoy.

ADMIRALTY.

*Whitehall,
19th May, 1942.*

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

For seamanship and dauntless resolution in taking his ship, H.M.S.
"Jaguar" to the rescue of survivors of one of H.M. ships :

To be a Companion of the Distinguished Service Order :

Lieutenant-Commander Lionel Rupert Knyvet Tyrwhitt, D.S.C., R.N. (*Appoint-
ment to date 20th December, 1941.*)

For bravery and resolution in successful submarine patrols :

To be a Companion of the Distinguished Service Order :

Lieutenant-Commander Robert Galliano Norfolk, R.N.

The Distinguished Service Cross.

Lieutenant John Charles Young Roxburgh, R.N.

Bar to the Distinguished Service Medal.

Chief Petty Officer Victor Vigo Campbell, D.S.M., P/J.108418.

The Distinguished Service Medal.

Chief Engine Room Artificer Thomas Price, P/M.22637.

Chief Stoker Patrick Hayes, D/K.58034.

Petty Officer Arthur James Hatchard, P/JX.125830.

Acting Leading Telegraphist Leslie Edward Hayward, D/JX.150478.

Able Seaman James Steel, D/JX.128186.

Mention in Despatches.

Midshipman James Waddon Martyn Pertwee, R.N.

Chief Petty Officer William James Eason, D/J.97357.

Acting Petty Officer William Stanley Magness, D/JX.137447.

Engine Room Artificer Fourth Class Reginald George Moorcroft, P/MX.47791.
Electrical Artificer First Class Frederick Wilkinson, D/MX.46264.
Acting Yeomen of Signals Herbert Torr, P/J.112475.
Leading Stoker Thomas McMillan Aitchison, D.S.M., C/KX.83016.
Leading Stoker Joseph Freese, D/KX.85980.
Able Seaman George Edward Cockwill, D/JX.212772.
Able Seaman Walter William Gilmore Upton, P/SSX.22533.
Stoker First Class John Hay, D/KX.118044.

For bravery and resolution while serving in H.M. Ships "Aurora",
"Penelope", "Lance" and "Lively" :

The Distinguished Service Medal.

Chief Stoker William James Foreman, P/K.12335.
Petty Officer Telegraphist James Edward Griffin, D/JX.134967.
Petty Officer Telegraphist John Mountfield, P/JX.126251.
Marine William Charles Mayall, Po.X.4841.

Mention in Despatches.

Commander (E) Christopher Mildmay Hall, R.N.
Acting Captain Michael Anthony Wilberforce, R.M.
Chief Yeoman of Signals Philip Norman Phillips, P/J.101816.
Chief Mechanician Albert Charles Trent, P/K.65633.
Acting Petty Officer William Frederick Staite, P/JX.133072.
Electrical Artificer First Class Charles William Henry Howell, P/M.38579.
Engine Room Artificer Second Class Charles William Ransley, P/MX.45644.
Able Seaman James Stanley Hulme, D/M.DX.2906.
Able Seaman Richard Williams, P/SSX.19670.
Ordinary Seaman Arthur Albert Coe, P/JX.265572.
Temporary Corporal Victor Paler, Po.X.665.

For bravery, skill and determination in air operations while serving
in H.M.S. "Victorious" :

The Distinguished Service Cross.

Temporary Acting Sub-Lieutenant (A) David James Robertson Harvey, R.N.V.R.
Temporary Acting Sub-Lieutenant (A) James Douglas Landles, R.N.V.R.

The Distinguished Service Medal.

Temporary Leading Airman Thomas Armstrong, FAA/FX.79514.

Mention in Despatches (Posthumous).

Lieutenant-Commander Arthur James Philson Plugge, R.N.

Mention in Despatches.

Temporary Sub-Lieutenant (A) John Arundel Barnes, R.N.V.R.
Acting Sub-Lieutenant (A) Mark Anthony Lacayo, R.N.
Temporary Acting Sub-Lieutenant (A) Peter James O'Shea, R.N.V.R.
Petty Officer Airman Alexander John Sturges, FAA/FX.76369.
Temporary Leading Airman William Frederick Lovell, LD/X.5299, R.N.V.R.

For courage in action against the Enemy :

The Distinguished Service Cross.

Temporary Acting Sub-Lieutenant (A) Geoffrey Dunworth, R.N.V.R.

For bravery when H.M.S. "Gurkha" was lost :

The Distinguished Service Medal.

Able Seaman Richard Ingham Watson, D/JX.136790.

Mention in Despatches.

Petty Officer Frederick Andrew Lea, D/J.100244.

For courage and skill in destroying an enemy aircraft over Arctic
Waters :

The Distinguished Service Medal.

Seaman James Dennis Peacock, LT/JX.280112.

Mention in Despatches.

Temporary Lieutenant Thomas Costley, R.N.V.R.

For good services in rescue work in Arctic Waters :

Mention in Despatches.

Second Hand Thomas Henry Stowell, LT/JX.209049.

For good service in H.M.C.S. "Moosejaw" in action against enemy submarines and in rescuing survivors from a merchantman :

Mention in Despatches.

Lieutenant Frederick Ernest Grubb, R.C.N.

Sub-Lieutenant Harold Ernest Thomas Lawrence, R.C.N.V.R.

Mr. Herbert William Ruddell-Browne, Mate, R.C.N.R.

Acting Leading Stoker Robert Edward George, A.1220, R.C.N.R.

For good services in rescue work while serving in H.M.S. "Campion" :

Mention in Despatches.

Acting Leading Seaman Geoffrey William Drummond, C/JX.156497.

Ordinary Signalman Richard Smith, C/JX.205714.

For good services in rescue work :

Mention in Despatches.

Temporary Lieutenant Edward Ashby Cullen, R.N.V.R.

Motor Mechanic William George Lawrence Mortimer, C/MX.76522.

For good services when H.M.S. "Kandahar" was lost :

Mention in Despatches (Posthumous).

Able Seaman John Maurice Forty, D/SSX.333216.

Mention in Despatches.

Engine Room Artificer Third Class Godfrey Ernest Holmes, D/MX.49193.

Engine Room Artificer Third Class Harold Mapletoft Schofield, D/MX.51495.

Engine Room Artificer Fourth Class Charles Leslie Chaffings, D/MX.61742.

Engine Room Artificer Fifth Class William Blair Mitchell, P/MX.68662.

Leading Stoker Albert Edward Knowles, P/KX.80212.

Canteen Assistant Eric Smith, N.A.A.F.I.

***2466.—Investitures and Presentation of Medals by the King**

(H. & A.—28.5.1942.)

The following *amendments* are to be made to A.F.O. 215/42 :—

Paragraph 6. *Amend to read* :—

"Officers should wear No. 5 dress, brown gloves, no sword.

Ratings should wear ordinary service dress, (gold or red badges, as convenient)."

Paragraph 10, line 2 :—

Delete "and a copy to the Commander-in-Chief."

(A.F.O. 215/42.)

†2467.—John Crocker Memorial Prize—Award for 1941

(C.W. 6660/42.—28.5.1942.)

The John Crocker Memorial Prize for 1941 has been awarded to Acting Lieutenant (E) R. L. Shimmin, R.A.N., the Royal Naval Engineering College, Keyham.

2. Particulars of the prize are shown on page 164 of the current appendix to the Navy List.

2468.—Naval Discipline Act—Jurisdiction on Shore

(N.L. 6619/42.—28.5.1942.)

The Flying Angel Marine Club, 1, Linthorpe Road, Middlesbrough, and the N.A.A.F.I. Canteen, Stornoway, have been added to the list of places prescribed by the Admiralty under the provisions of Section 46 of the Naval Discipline Act.

2469.—H.M. Ships "Cornwall," "Dorsetshire" and "Hermes"—Reconstruction of Accounts

(D.N.A. 8425/42.—28.5.1942.)

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

The Accountant Officer,
Reconstruction of Accounts Office,
Foxhill Hutments,
Bath.

(a) Duplicate pay documents for all officers and ratings *discharged* to the above-named ships between 1st December, 1941, and date of paying off; and

(b) Copies of pay documents for all officers and ratings *entered from* the above-named ships between 1st January, 1942, and date of paying off.

2. Dates on which the ships were formally paid off are—

"Cornwall"	} 5th April, 1942.
"Dorsetshire"	
"Hermes"	} 9th April, 1942.

***2470.—Officers Appointed to H.M.S. "Lochinvar" for Courses—Routeing and Accommodation**

(C.W. 7452/42.—28.5.1942.)

Officers appointed to H.M.S. "Lochinvar" for *courses* should be routed to Edinburgh, and not Dalmeny.

2. There is now no accommodation available in H.M.S. "Lochinvar" for these officers, and therefore they should be instructed to report to the R.N.R.T.O., Edinburgh, who will advise them as to where to seek accommodation, although it should be understood that he is not responsible for securing necessary accommodation.

3. Officers should report to the Administrative Block, Port Edgar, at 0845 on the date shown on their appointments, or as soon after as possible. There is a very adequate bus service between St. Andrew Square, Edinburgh, and South Queensferry.

4. The above does not apply to the routine courses of Sub-Lieutenants, R.N.V.R., who proceed to H.M.S. "Lochinvar" from H.M.S. "Excellent".

(A.F.O. 829/41.)

2471.—Navigation—Selection of Specialists in

(C.W. 6304/42.—28.5.1942.)

Applications to specialise in navigation are to be made in accordance with the procedure prescribed in K.R. & A.I., Article 328 (K.R. 1/42), the applicant indicating the order of his preferences.

2. The applications are to be forwarded through the usual service channels, to the Admiralty (and not to the Navigation School). In cases in which the officer's first preference is navigation the application must be accompanied by the visual certificate required by Article 337, K.R. & A.I.

3. The examination in signals laid down in K.R. & A.I., Appendix XII, Part 4, paragraph 2, is suspended during the war.

4. Article 337 and Appendix XII, K.R. & A.I. are being amended.

***2472.—Ordnance Artificer Ratings—Promotion Direct to Commissioned Rank**

(C.W. 7264/42.—28.5.1942.)

A.F.O. 4369/40 has been cancelled and the following revised arrangements have been approved for the selection and training of Ordnance Artificers for promotion to commissioned rank as Engineer Officers. Opportunity to specialise in gun-mounting work will be given at a subsequent stage in their careers.

A.F.O.
2140/42

2. Ratings who are married are ineligible for selection for commissioned rank under this Order.

3. Steps are to be taken to bring these arrangements to the notice of suitable candidates and to explain the details to them.

4. For all ratings noted as possible candidates Form C.W.1 is to be started, a copy being sent to the depot, and the Admiralty (C.W. Branch) notified that Form C.W.1 has been commenced. In accordance with paragraphs 1 and 6 of the General Instructions contained in Form C.W.1, reports on Form C.W.1a, amended as necessary, are required to be rendered as specified. A report on Form S. 1305 is required to be sent to the Fleet Selection Board, together with Forms C.W.1 in respect of each candidate sent for interview.

5. Such ratings are, as far as possible to be drafted to seagoing ships and all possible facilities are to be afforded for them to study. They should be given any extra instruction possible without interfering with their duties or their normal technical training.

6. Ratings will be eligible to appear before a Fleet Selection Board (*vide* paragraph 10) provided they :—

- Are recommended by their Commanding Officer.
- Have held the rating of Ordnance Artificer 4th Class (acting or confirmed) for 18 months.
- Have passed the examination referred to in paragraph 7 below.
- Are not older than 24 years 6 months on the 1st July in the year the Fleet Selection Board is held.

7. The qualifying examination referred to at 6 (c) above may be taken at any time after being rated Acting Ordnance Artificer 4th Class. The examination will be held in October of each year and, once passed, need not be taken again.

Subjects.	Maximum Marks.
Gunnery Material I	300
Gunnery Material II	300
Gunnery Material III	300
Mathematics	200
Applied Mechanics	200
General Science including electricity	200
English	200
	1,700

Syllabuses for Gunnery Material I, II and III will be issued later. For the remaining subjects syllabuses are as shown in A.F.O. 1368/39 (acting Sub-Lieutenant (E)—Syllabus of Qualifying Examination Afloat).

Ordnance Artificers who qualify in this test will be exempted from the educational test for Warrant rank.

8. All candidates are to be medically examined before appearing before a Fleet Selection Board. Those who are not in all respects medically fit are to be regarded as ineligible for selection. Candidates must possess the following standard of vision as tested by Snellen's types :—

- Distant 6·9 and 6·12 without glasses.
- Near D = 0·6 without glasses.
- Colour vision grade two.

9. Commanding Officers should recommend candidates to the Fleet Selection Boards primarily for their Officer-like qualities. A candidate may not appear more than twice before a Fleet Selection Board. Recommendations are to be made on Form S. 1305 in triplicate *vide* paragraph 9 of Appendix XII King's Regulations and Admiralty Instructions, Part 7, Section III.

10. The Fleet Selection Board should sit early in April each year. The Flag Officer in command of each squadron or command is to appoint a committee of officers of that squadron who will make a selection of those candidates who are recommended in all respects for advancement to commissioned rank. The Selection Board should not be held at any other time. The order in which candidates are recommended by the Fleet Selection Board is to be clearly shown and their suitability is to be indicated on the percentage basis. It will generally

be convenient for these candidates to be seen by the Selection Board for engine-room ratings prescribed by paragraph 12, section 3, part 7 of Appendix XII King's Regulations and Admiralty Instructions. In assessing candidates, the Selection Board should take into consideration the officer-like qualities which are required of any efficient commissioned officer. A standard of 100 per cent. is to be taken as representing a candidate who possesses all the qualities in an exceptionally high degree.

11. Candidates selected by Fleet Selection Boards are to be discharged to their depots so as to arrive by the end of May, but not earlier. Arrangements will then be made for them to appear before a final Selection Board appointed by the Admiralty.

12. Successful candidates will be given the rank of Acting Sub-Lieutenant (E) and will undergo a six weeks' divisional course, followed by one week's anti-gas course. They will then proceed to the R.N. College, Greenwich, for a course of one session (lasting three terms). This course will be that laid down for Acting Sub-Lieutenants (E) promoted direct from E.R.As.

13. Ordnance Artificer ratings who, having qualified at the examination for commissioned rank, and also before the Fleet Selection Boards, fail to be selected by the Final Selection Board, will be exempted not only from the educational test for warrant rank, but also from the professional examination for warrant rank. They will be promoted to the rank of Acting Warrant Ordnance Officer when otherwise qualified, and will rank after the successful candidates of the last examination for warrant rank. The Final Selection Board will include in its report the names of any ratings in this category so that a notation regarding such exemption may be recorded on their service certificates.

14. An examination will be held at the end of the course and promotion marks will be awarded as laid down in Article 277, King's Regulations and Admiralty Instructions, for Acting Sub-Lieutenants (E). On completion of the course a report is to be forwarded by the President of the R.N. College, Greenwich, as to the efficiency of the officers and their general qualifications. Those who pass successfully will be confirmed in their rank and appointed to seagoing ships as Sub-Lieutenants (E), joining ward room messes.

15. Ratings promoted to commissioned rank under these regulations will receive the same pay, allowances, retired pay, gratuities, etc., as Engineer Officers entered as Cadets, except for uniform allowance, which will be payable on the scale laid down in Appendix VI, King's Regulations and Admiralty Instructions.

16. With a view to the inclusion of suitable ex-Acting Sub-Lieutenants (ex-Ordnance Artificer) in the Advanced Course at Greenwich following their promotion to the rank of Lieutenant (E), the President, Royal Naval College, Greenwich, will report at the end of each course the names of officers who are sufficiently equipped educationally to benefit by the advanced course. Selection will be made from these names, the most important factor in the selection being the reports on officers from sea since they left the R.N. College, Greenwich.

(K.R. & A.I., Art. 277 and App. VI and XII.)

(A.F.O. 1368/39.)

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

2473.—Aircraft Technical Officer—Change of Title to Air Engineer Officer

(C.W. 30779/40.—28.5.1942.)

In future, the senior or only Air Branch or Engineer Officer borne for aeronautical engineering duties in a R.N. Air Station, Aircraft Carrier or Air Squadron, is to be known as "The Air Engineer Officer."

2. To avoid confusion with the short title of Admiralty Engineer Overseers, the short title of the Air Engineer Officer is to be "Air E.O." not "A.E.O."

3. Other officers borne for aeronautical engineering duties will be appointed "for air engineering duties" without any specific title.

(A.F.O. 3798/40 is cancelled.)

2474.—“Hostilities Only” Ratings—Training for Service as Aircraft Technical Officers

(C.W. 5127/42.—28.5.1942.)

With reference to A.F.O. 1879/42, no further volunteers are now required other than from “Hostilities Only” ratings who are still in new entry training establishments, are under 20 years of age, and fulfil the conditions laid down in paragraph 2 of the above-mentioned Order.

(A.F.Os. 1879/42 and 2122/42.)

2475.—Coastal Force Bases—Complements—Captain’s Office Writer Staff

(N. 28930/41.—28.5.1942.)

The following amendment is to be made to Appendix A of Admiralty Letter P.M.7975/40 of 25th October, 1940 (applicable to bases, etc., at home), and Appendix I of Admiralty Letter N/PM 7975/40 of 28th November, 1940 (applicable to bases, etc., abroad) :—

After the scale for “Commodore, Captain and Service Certificate Offices” insert :—

Note.—This scale does not apply to coastal force bases.

Special Scale for Coastal Force Bases (Captain’s Office)

	P.O. Wren Writer.	Ldg. Wren Writer.	Wren Writer.
Each base with one flotilla or less attached ...	—	(a) 1	(a) 1
Each base with over one flotilla but not more than three flotillas attached.	—	1	2
Each base with no Captain’s Secretary appointed and with over three flotillas but not more than five flotillas attached.	1	—	3
Each base with a Captain’s Secretary appointed and with over three flotillas but not more than five flotillas attached.	—	1	2

A sliding scale addition of one rating (Wren Writer, Leading Wren Writer, Wren Writer, in that order) for each two flotillas or part of two flotillas above five flotillas, may be made to the above numbers. These additions will apply whether or not a Captain’s Secretary is appointed.

Notes.—(a) If service certificates are not kept by the coastal force staff, substitute one Wren Writer for one Leading Wren Writer at bases with not more than one flotilla.

(b) For the purpose of this scale, parts of flotillas or single boats must be added together to form whole flotillas of the normal size.

(c) Naval Writer ratings are to be employed, under the same scale, where the conditions do not permit the employment of Wrens or where there is at present no authority for their employment (e.g. at certain stations abroad).

2. In order to clarify the position as regard Writer and Supply staffs in all shore establishments, it is intended later to issue a comprehensive Fleet Order in replacement of Admiralty letters P.M.7975/40 of 25th October, 1940, and N/P.M.7975/40 of 28th November, 1940, and related instructions.

2476.—Flying Accidents—Procedure for Reporting and Investigating

(A./N.A.D. 228/42.—28.5.1942.)

The following instructions on the procedure to be followed for reporting and investigating flying accidents replace those in A.F.O. 1380A/39. Where this order conflicts with A.F.O. 3448/39 (now under revision) the new order is to take precedence.

DEFINITION

1. The term “flying accident” includes :—

- (i) All forced landings (except those solely attributable to enemy action).
- (ii) All other accidents connected with flying, including those arising—
 - (a) from starting up, including propeller and catapult accidents ;
 - (b) in flight ;

- (c) when hoisting an aircraft in or out of the ship or securing it on board ;
- (d) in taking off or landing on land, water or carrier ;
- (e) while taxiing ;
- (f) during salvage operations.

(iii) Incidents connected with flying resulting in damage or injury to aircraft and/or personnel caused by enemy action.

RESPONSIBILITY FOR REPORTING

2. The Commanding Officer of the ship or Naval air station on whose charge the aircraft is held will be responsible for reporting a flying accident ; but if an accident occurs to aircraft out of touch with its ship or station, the Senior Officer present must take such action as is possible to ensure an early report to the appropriate authorities.

SIGNAL REPORTS

3. Reports by signal are to be made whenever :—

- (i) The accident involves casualties.
- (ii) The Commanding Officer considers that a Board of Inquiry should be convened.
- (iii) The accident may have been caused by—
 - (a) failure of any part of the aircraft (including the engines) ;
 - (b) a defect in workmanship, design or material ;
 - (c) any obscure cause.
- (iv) A parachute descent is made other than for test or practice.
- (v) The airframe and/or engine is totally lost or is damaged beyond the resources of the ship or station to repair, or is damaged and cannot be made serviceable locally within 48 hours.
- (vi) The accident is likely to cause considerable publicity.

ADDRESSING OF SIGNALS

4. Signals are to be addressed as follows :—

(i) Ships in home waters and air stations at home.

Addressed :—Admiralty.

Repeated to :—

- (a) the officer (of whichever service) operationally responsible for the unit ;
- (b) the administrative authority ;
- (c) the senior officer present if neither of the above is in company ;
- (d) R.A.N.A.S. ;
- (e) C.D.B. in the case of accidents occurring in the north or to aircraft from a northern air station ;
- (f) the Commodore of the appropriate port division or R.N.B., Lee-on-Solent, when casualties to naval ratings have occurred ;
- (g) the Air Ministry and the appropriate A.O.C. in case of casualties to R.A.F. personnel and also the Officer-in-Charge of Records, R.A.F. Ruislip, in case of casualties to R.A.F. airmen ;
- (h) the War Office and appropriate Dominion authority in case of casualties to Army personnel ;
- (i) the Accidents Investigation Branch in certain special circumstances (see paragraph 18 below).

(ii) Ships and stations abroad.

Addressed :—Admiralty.

Repeated to :—

- (a) the Naval C.-in-C. ;
- (b) the senior Naval air authority in the area ;
- (c) as in 4 (i) (a), (b), (c), (f), (g) and (h) when appropriate.

CONTENTS OF SIGNAL REPORTS

5. The report should begin with the reference "A.F.O. 2474/42" and is to be given under the following headings:—

- (i) Type, number and squadron of aircraft.
- (ii) Aircraft and engine numbers.
- (iii) Name of parent ship or air station.
- (iv) Whether a replacement is required.
- (v) Details of casualties, stating:—
 - (a) full names and rank, in the case of ratings, the Port Division and official number, in the case of Army Officers and other ranks and R.A.F. airmen, the official number and whether killed, missing presumed killed, missing, dangerously or seriously injured and briefly the nature of the injuries sustained and address of hospital if admitted and name and address of next of kin and whether informed;
 - (b) name and rank of pilot if not already given under (v) (a) above;
 - (c) particulars of crew and/or passengers (a passenger is any person who is not a member of the normal flying crew of the aircraft) if not already given under (v) (a) above;
 - (d) if parachutes used;
 - (e) place, date and time of accident and brief description of circumstances;
 - (f) condition of airframe and engine, abbreviated by the letters "X", "Y" or "Z":
 - "X" = Can be made serviceable from local resources.
 - "Y" = Cannot be made serviceable locally but is considered worth repair elsewhere.
 - "Z" = Has been removed from charge or is recommended for removal from charge;
 - (g) if the services of a technical officer are required;
 - (h) if it is considered that a Board of Inquiry should be convened;
 - (i) if it is considered that an investigation should be made by the A.I.B. (see paragraph 18).

6. Where any of the foregoing headings does not apply to the particular accident (e.g., where there are no casualties) "N.A." is to be inserted. Where, at the time of the report, full information cannot be given under any particular heading (e.g., where classification of serviceability of engine is not known), "N.K." is to be inserted, and as soon as possible a further signal report is to be made quoting the original report and giving the additional information by reference to the heading. When complete, the information thus given will fulfil the requirements of K.R. & A.L., Article 1135 (in so far as it directs telegraphic reports of casualties to personnel) and of A.F.O. 2647/40, Part 6 (in so far as it directs telegraphic or postagram reports of damage to or loss of aircraft or aero-engines).

7. In addition to the signal report referred to in paragraph 5, where salvage action is required a telegraphic report is to be made by the Aircraft Technical Officer in accordance with C.A.F.O. 4019/39. In the U.K. such reports should be addressed to R.A.N.A.S., and in the case of northern stations repeated to C.D.B. Abroad, they should be addressed to the authorities responsible for salvage action in accordance with station or local orders.

WRITTEN REPORTS (Form A.25).

8. All flying accidents (except those caused by enemy action) are to form the subject of a written report. It is to be rendered as soon as possible after the accident and is not to await the result of any board of inquiry. The report is to be rendered on Form A.25 and signed by the Commanding Officer of the ship or naval air station to which the aircraft belongs, and he is responsible for its correct completion. Accidents arising from enemy action are to be the subject of a written report only when the Commanding Officer considers that circumstances exist as specified in paragraph 3, sub-paragraphs (ii), (iii) (a), (b), (c) and (vi). In such cases, the report is to be rendered on Form A.25, and paragraphs 11, 12, 13, 14 and 15, are to be signed by the Pilot, Technical Officer, D.L.C.O., Squadron Commander and Commander (Flying) respectively, but where a report from any of these officers is not applicable, "N.A." is to be inserted in the appropriate paragraph. (Form A.25 is a new form and in the first place will be supplied without demand.)

9. Authorities to whom a written report is to be rendered are as follows:—

- (i) *At home or in home waters*—
 - (a) Accidents to training aircraft and to aircraft in first line squadrons which are disembarked for purposes other than operating against the enemy:—four copies of the report are to be forwarded to the administrative authority and one copy to R.A.N.A.S. where he is not the administrative authority concerned. In the case of accidents to aircraft belonging to northern naval air stations or occurring in the north, one copy of the report is also to be forwarded to C.D.B.
 - (b) Accidents to aircraft of embarked first line squadrons:—four copies to the administrative authority if in company; if not in company, copies to the S.N.O. present and one copy to the administrative authority.
 - (c) Accidents to first line squadrons disembarked for operations against the enemy:—four copies to the officer (of whichever service) operationally responsible for the unit who will inform the administrative authority as necessary.
- (ii) *Abroad*—
 - (a) In accidents to training aircraft and squadrons disembarked for training, as for 9 (i) (b) above.
 - (b) In accidents to aircraft disembarked for operations against the enemy, as for 9 (i) (c) above.

10. *Subsequent action with written reports.*—After the appropriate authority has remarked and stated the action intended or proposed on the reports, they are to be forwarded as follows:—

- (i) *At home*—
 - Two copies to Admiralty through the normal channels.
 - One copy to R.A.N.A.S.
- (ii) *Abroad*—
 - Two copies to Admiralty through the normal channels.
 - One copy to the senior Naval authority in the area.

11. *Further action to be taken by Commanding Officers.*—The Commanding Officer of the ship or naval air station to which the aircraft belongs is responsible for:—

- (i) (a) Ensuring that a guard is posted on the wreckage by the appropriate authority until its removal. (See A.P. 1921, Section 2.)
- (b) the examination of the wreckage by an Aircraft Technical Officer before its removal;
- (c) the preservation of the wreckage in its original state until the Aircraft Technical Officer's examination is complete or, where applicable, the A.I.B. examination of the wreckage has been completed;
- (d) the preservation of any part or parts of the wreckage for examination by a board of inquiry.

Note.—At home, where necessary, an Aircraft Technical Officer or other Technical Officer will be appointed by R.A.N.A.S. or, in the case of accidents occurring in the north, by C.D.B., to examine the wreckage on receipt of a signal from the Commanding Officer requesting this action to be taken. Abroad, the request is to be made by signal to the appropriate Naval authority.

- (ii) Rendering Form A.21 (dealing with defects or failures) in accordance with A.F.Os. 4628/40, 591/42, 685/42, and 686/42.
- (iii) Dealing with claims in respect of injury to civilians or damage to private property in accordance with instructions which will be promulgated, as early as practicable. Pending the issue of instructions the present procedure is to be followed.

Note.—In accidents to aircraft held on charge by the Commanding Officer of a ship at sea or where for any other reason the Commanding Officer of the ship is unable to take action as above, the naval air station to which the aircraft was proceeding will be responsible for such action.

- (iv) Where the condition of the airframe or engine is category "Z" Form A.9 is to be rendered as laid down in A.F.O. 2647/40, part VI, paragraph 3. Where such condition is category "Y", R.A.N.A.S. at home, or the local administrative authority abroad, will issue instructions as to repair in accordance with A.F.O. 2647/40, part VI, paragraph 2.

12. It is the duty of the Commanding Officer of a naval air station to take all suitable action in the case of any accident to aircraft of the R.N. or R.A.F. which occurs in the vicinity of his station.

BOARD OF INQUIRY

13. *Convening authority.*—The administrative authority or other recipient of the written report where he is not available (see paragraph 9) will, at his discretion, decide if a board of inquiry is necessary. In the case of naval aircraft operating against the enemy from a naval air station at home (if operating under the orders of an officer other than R.A.N.A.S.), R.A.N.A.S. will inform the officer concerned by signal if he considers that a board of inquiry is desirable on technical grounds.

14. *Duties of the President of the Board.*—The President of the Board is to ensure that:—

- (i) the accident is carefully and fully investigated with a view to arriving at a correct conclusion on its cause;
- (ii) the Board has the benefit of the evidence of any necessary specialist or technical officer;
- (iii) copies of the proceedings of the Board are forwarded to the appropriate authorities in accordance with paragraph 16.

15. *Findings of the Board.*—The findings of the Board should state:—

- (i) The opinion of the Board as to the cause and circumstances of the accident;
- (ii) the names of any person or persons considered by the Board to have been directly or indirectly responsible for the accident;
- (iii) any recommendations of the Board intended to prevent similar accidents;
- (iv) the date when the pilot was awarded his flying badge together with any further information regarding his flying experience not already recorded in paragraph 6 of the relevant Form A.25, the opinion of the Board as to the condition of the aircraft at the commencement of the flight, the date and time when last examined by the fitter and rigger, and if Form 700 and engine and airframe log books were properly completed;
- (v) in the event of casualties to civilians or damage to private property, if the procedure for dealing with claims has been complied with.

16. *Action to be taken on conclusion of Inquiry.*—Four copies of the proceedings of the Board, duly signed by the members, are to be forwarded by the President of the Board to the authority convening the Board, who will forward one copy to R.A.N.A.S. and two copies to the Admiralty. Where R.A.N.A.S. is the convening authority concerned, four copies are to be forwarded to him. If undue delay would be caused owing to the absence of the convening authority, one copy is to be forwarded to him, two copies being forwarded direct to the Admiralty and one direct to R.A.N.A.S. If Royal Air Force personnel are involved, a copy is also to be forwarded to the appropriate Air Officer Commanding. When the accident is fatal and necessitates the holding of an inquest a statement of the verdict of the Coroner's Court is, if available, to be annexed to the proceedings of the Board of Inquiry. Where an investigation has been undertaken by the A.I.B., one copy of the proceedings is to be forwarded to that branch.

17. *Appointment of Investigating Officer.*—Where the appropriate authority considers that an investigation should be made into the cause and circumstances of any accident he may, at his discretion, instead of convening a Board of Inquiry, appoint a suitably qualified officer to investigate. Such officer, when so appointed, will have all the powers and duties of a Board of Inquiry, as laid down in paragraphs 14 and 15 of this order and his proceedings, findings and recommendations are to be conducted, prepared and forwarded as laid down in those paragraphs.

18. *Accidents Investigations Branch.*—The assistance of the A.I.B. is only to be sought where, in the opinion of the Commanding Officer, the circumstances raise

questions of general importance to the Service or the R.A.F. In such circumstances, the Commanding Officer is to:—

- (i) Notify the A.I.B. by signal (addressed "C.I. (Accidents)") in accordance with paragraph 4(i) hereof;
- (ii) ensure that an A.T.O. is present when the wreckage is examined by the A.I.B.;
- (iii) inform the A.I.B. of the date and place of any Board of Inquiry so that a representative may attend. Except in special cases the representative will not be available to give evidence.

(A.F.Os. 3448/39, 2647/40, 3004/40, 4628/40, 591/42, 685/42, 686/42 and C.A.F.O. 4019/39.)

(A.F.Os. 1380A/39 and 2557/40 are cancelled.)

2477.—Royal Naval Air Units—Complements—Amendment

(N./C.W. 13088/42.—28.5.1942.)

The following amendment is to be made to A.F.O. 1021/41:—

Table II. Page 6.

Insert "Electrical Lieut. or Commd. or Warrant Electrician" below "Lieutenant (E) or (A.E.)", and

"I (h)" in the columns headed "Furious," "Illustrious" class; "Indomitable" and "Implacable" class.

Page 7. Amend totals accordingly.

Page 8. Insert a new note as follows:—

"(h) During war, an Electrical Officer, R.N.V.R., will be appointed for this duty."

(A.F.O. 1021/41.)

*2478.—Leading Air Fitters (A) and (E)—Conversion Course for Air Artificer

(N.—28.5.1942.)

The eligibility of Leading Air Fitters for the conversion course for Air Artificer depends in all cases upon recommendation by the man's Commanding Officer. To avoid waste of training and also to ensure a proper standard of Air Artificer, Commanding Officers should satisfy themselves that the rating has the necessary skill and intelligence likely to profit by the course and become of Artificer standard.

2. Leading Air Fitters (A) and (E) serving under "H.O." conditions will be accepted for conversion course to Air Artificer, subject to requirements. Those serving under C.S. or S.S. engagements will be given preference.

2479.—New Mechanic Branches—Provision of Tool Kits

(N.S. 24224/41.—28.5.1942.)

With reference to A.F.O. 4838/41, the tool kits have been purchased from the British Tool and Engineering Co., Ltd., under Contract No. 293/DHT/1126, dated 16th February, 1942, for issue to individual ratings on completion of training.

2. With certain exceptions, delivery at the various training centres was originally planned, and the establishments concerned were informed by Admiralty letter dated 9th February, 1942, N.S. 010649/41/13491. In order to meet the requirements of mechanics previously drafted or awaiting draft, some revision of the arrangements has been necessary, and the latest arrangements for delivery and distribution are as follows:—

No. of kits	For Electrical Mechanics		Delivery
	Distribution		
1,000	500—Redbridge, Southampton*	(100 sent from Southampton to H.M.S. "Vernon,"	Delivered
	Southampton to H.M.S. "Vernon,"	Roe-dean	
	50 sent from Southampton to H.M.S. "Defiance")	... ..
333—H.M.S. "Vernon" (P)	... ..	To complete by June
167—H.M.S. "Defiance"	... ..	

For Ordnance Mechanics

No. of kits	Distribution	Delivery
1,600	100—H.M.S. "Excellent"	} Delivered.
	800—Hounslow* (75 sent from Hounslow to Gunnery School, Devonport).	
	230—S.N.S.O., Chatham	
	235—S.N.S.O., Portsmouth	
	235—S.N.S.O., Devonport	
		} To complete by June.

For Engine Room Mechanics

No. of kits	Distribution	Delivery
1,700	50—S.N.S.O., Portsmouth, for Alexandria	} Delivered.
	650—Wallsend-on-Tyne*	
	300—Glasgow*	
	230—S.N.S.O., Chatham	
	235—S.N.S.O., Portsmouth	
		} To complete by June.

(* To Commanding Officer, R.N. Unit, Ministry of Labour Government Training Centre, in each case.)

3. All invoices, except those for the kits to be delivered to the Superintending Naval Store Officer, Chatham, and the Superintending Naval Store Officer, Devonport, are to be dealt with at Portsmouth.

4. In order to simplify the issue of and the accounting procedure for these tool kits, all those now held in the various training centres are to be disposed of as follows:—

Kits for electrical mechanics.—To be sent one-third to H.M.S. "Defiance" for Devonport ratings, and two-thirds to H.M.S. "Vernon" (P) for Chatham and Portsmouth ratings, for issue as convenient when undergoing secondary training.

Kits for ordnance mechanics.—To be sent in equal proportions to the Captains, H.M. Gunnery Schools, Devonport, Portsmouth and Chatham, for issue to ordnance mechanics as convenient when undergoing secondary training in the gunnery schools.

Kits for engine room mechanics.—To be sent in equal proportions to the Superintending Naval Store Officers, Devonport, Portsmouth and Chatham. Commodore of the Barracks are to demand on the Superintending Naval Store Officers for kits for issue to engine room mechanics before being drafted.

Kits should be issued in the first place from those forwarded from the centres and subsequently from the numbers to be delivered to the Superintending Naval Store Officers at the dockyards, *vide* paragraph 2, from whom establishments should demand as necessary.

5. Some ratings may have been drafted without being supplied with tool kits. Ships and establishments having such ratings are to demand on the authorities mentioned above for the necessary kits, *i.e.* in the case of a Devonport ordnance mechanic—the Captain, H.M. Gunnery School, Devonport; a Chatham electrical mechanic—the Commanding Officer, H.M.S. "Vernon" (P); and Portsmouth engine room mechanic—the Commodore, R.N. Barracks, Portsmouth.

6. It has been decided that each new mechanic shall receive a tool kit *free of charge*. The kits are, therefore, to be supplied as a personal issue, *but will remain the property of the Crown*.

7. Articles lost, broken or worn out will be replaced from the naval store, subject to the value of any tools lost or damaged by misconduct or neglect being recovered in accordance with K.R. & A.I., Article 1936. On death, or discharge from naval service of the rating, the kit is to be returned into store for despatch to the Superintending Naval Store Officer of the nearest dockyard, Form S.331 being used.

8. Receipts for kits already supplied to individual ratings, now held by the Accountant Officer, H.M.S. "Victory V", should be sent to the appropriate authority mentioned in paragraph 4. All issues of tool kits are to be noted on the rating's service certificate.

(A.F.O. 4838/41.)

2480.—Routes for Drafts to H.M. Ships "Cyclops," "Osprey" and "Titania" (N./R.T. 26445.—28.5.1942.)

It has been brought to notice that drafts for H.M. Ships "Cyclops," "Osprey" and "Titania" are repeatedly being routed to and hold tickets and baggage warrants for Glasgow only, thus necessitating an issue of further warrants and baggage vouchers to the ultimate destinations.

2. Drafts should hold tickets and baggage warrants through to Dunoon for H.M. Ships "Osprey" and "Titania" and to Rothesay for H.M.S. "Cyclops."

+2481.—Admiralty Surgeons and Agents

(C.E. 4960/42; C.E. 5345/42; C.E. 6405/42; 6656/42.—28.5.1942.)

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

Place.	Name.	Address.	Remarks.
Llanely ...	Mr. S. Williams, M.R.C.S., L.R.C.P.	Vauxhall House, Llanely, Carmarthenshire. (Telephone:—408.)	
Chepstow ...	Mr. J. J. O'Reilly, M.B., D.P.H.	Bridge Street, Chepstow, Monmouthshire.	
Lydney ...	Mr. C. O. Carson, M.R.C.S., L.R.C.P.	"Westfield," Lydney, Glos. (Telephone:—30.)	
Johannesburg	Mr. D. T. Watt, M.B., Ch.B.	34, Moray House, Jeppe and Smal streets, Johannesburg.	Vice Mr. A. L. Rossiter.
Liss (Hants)	Mr. H. B. Corry, M.R.C.S., L.R.C.P.	"Oakleigh," Liss, Hants. (Telephone:—Liss 9.)	
Colchester ...	Mr. J. R. Moir, M.B., Ch.B.	48, St. John Street, Colchester. (Telephone:—2547.)	Temporarily, <i>vice</i> Mr. Lampard.
Dawlish ...	Mr. E. Littler-Jones, M.B., Ch.B.	Brook House, Dawlish, South Devon. (Telephone:—2126.)	Temporarily, <i>vice</i> Mr. Sammons.
Crewe... ..	Mr. Henderson, M.B., Ch.B.	Miriam Street, Crewe, Cheshire. (Telephone:—Crewe 2371.)	Vice Mr. H. J. Burke, deceased.

(A.F.O. 2555/40.)

2482.—Absentees from Ships Based in Home Waters (not Manned by Patrol Service)

See AFO 166 3/45
" " 1969/40

(N.L. 6289/42.—28.5.1942.)

Except in the case of routine movements to sea, a ship based in Home Waters is, if time permits, to send the Service Certificate, conduct sheet, etc., of a man absent on sailing, with Form S.219, to the Flag or Naval Officer-in-Charge at the port of departure, the absentee's pay account being transferred to the books of the base ship at that port. A copy of any warrant issued for arrest is to accompany Form S.219. If time does not permit of the Service Certificate being sent, details of the present offence and any previous offences are to be inserted on Form S.219, so that the case can be investigated and dealt with at the base in the event of long absence of the ship.

2. The documents and pay accounts, of absentees from ships based in and therefore expected to return to home waters within 60 days will be retained in the base ship of the port of departure for 60 days of the man's absence, unless other procedure is clearly appropriate such as

- (a) transfer back to the sea-going ship.
- (b) transfer to another base ship.
- (c) transfer to depôt, by virtue of a permanent relief having been drafted to the sea-going ship.

3. It is, however, essential that the depôts shall have information respecting absentees to enable them to deal with police enquiries. Base authorities receiving Forms S.219 are therefore to forward those forms (after making any necessary record), or copies or abstracts thereof, to the appropriate R.N. barracks.

4. It must be remembered that both the base and the depôt should be informed if an absentee is recovered.

5. After 60 days' absence an absentee is to be formally discharged to his depôt for all further action, in accordance with the normal rule reflected in K.R. & A.I. and in Drafting Instructions, service certificate, etc., kit and hammock being forwarded, and pay account transferred, accordingly.

Note.—Royal Marines are to be dealt with in the Royal Naval Barracks, not the Royal Marine Barracks; papers of Royal Marine absentees are to be disposed of accordingly.

6. The rule mentioned in paragraph 5 above envisages the return to their proper ships of men absent or in desertion for not more than 60 days. For such men the onus of

- (a) Stopping allotments on the 8th day of absence
- (b) Issuing warrants for arrest
- (c) Providing escorts if apprehended
- (d) Investigating offences and awarding punishments rests primarily on the Commanding Officer of the ship.

If, by reason of being away from the base to whose books the man has been discharged, the ship cannot carry out these duties, the onus then devolves upon the authorities of the base, who have received the relevant documents under paragraph 1 above.

If, however, a man should surrender at his depôt, investigation of offence and other appropriate action is to be taken by the Commodore of the depôt concerned.

7. In the special case of an absentee from a ship whose place of departure was a port in the Orkneys or Shetlands, it will, when an absentee is apprehended:—
(a) in England or Wales, be the responsibility of the nearest Home Port Depôt to send an escort to recover the man who should then be sent back to Scapa under escort on the next occasion of a draft being sent North; (b) in Scotland and Northern Ireland, be the responsibility of Admiral Commanding Orkneys and Shetlands to send an escort to recover the man.

8. The instructions regarding men left in hospital on sailing remain as in A.F.O. 3018/40, paragraphs 1-7, paragraphs 8-10 of that order have already been cancelled.

(A.F.O. 3018/40.)

(A.F.O. 1354/42 is cancelled.)

AFO 2483.—Absentees from Ships sailing for Foreign Service
(not manned by Patrol Service)

2934/43

(N.L. 6289/42.—28.5.1942.)

A ship which is leaving the United Kingdom for service on a foreign station is to discharge an absentee on sailing, whose absence has not exceeded seven days, to the local base ship, and is to send the service certificate, together with Form S.219 and a copy of any warrant for arrest that may have been issued, to the Flag or Naval Officer-in-Charge at the port of departure.

This officer is to arrange for the recovery of the man, if apprehended, and for the investigation of the offence, except that in the special case of absentees from ships which have sailed from the Orkneys or Shetlands the following action is to be taken:—

- (a) If apprehended in Scotland or Northern Ireland, the Admiral Commanding Orkneys and Shetlands will arrange for the recovery of the man.
- (b) If apprehended in England or Wales, the Admiral Commanding Orkneys and Shetlands will arrange for the depôt to recover the man.

2. On the eighth day of absence, and after stopping any allotment in force, the base ship is to discharge the rating to the appropriate depôt whither all documents, kit and hammock, are to be forwarded; it then becomes the duty of the depôt to arrange for the recovery and disposal of the man.

3. If the offender's absence exceeds seven days at the time of sailing, his allotment, if any, should have been stopped by his own ship, whence he is to be discharged direct to depôt, pay account being transferred accordingly. In this case the service certificate, Form S.219, and copy of any warrant for arrest issued, are to be sent through the local Flag Officer in Charge or Naval Officer in Charge, who will forward them to depôt after recording particulars as may be necessary.

4. Ships sailing from Home Ports are to be guided by any instructions embodied in local Port Orders.

5. Royal Marines who are absentees from ships are dealt with in the Royal Naval Barracks, not the Royal Marine Barracks, and are accordingly to be disposed of in the same manner as above.

2484.—Absentees and Deserters (Patrol Service) from Ships Based in Home Waters

See AFO 1960/40.

(N.L. 6289/42.—28.5.1942.)

Except in the case of routine movements to sea the name of any man absent on sailing or absent over leave seven days is to be reported to the Commanding Officer of the accounting base ship who is to take the necessary action to recover the man, stop allotments, etc.

2. If and when a warrant for arrest is issued, the Commodore, Patrol Service Central Depôt, to be informed.

3. Deserters who have been absent for more than three months should be discharged from the books of the Accounting Base Ship (K.R. & A.I., Art. 539, paragraph 1A), and if subsequently apprehended they are to be recovered and dealt with by the Commodore, Patrol Service Central Depôt.

4. Absentees and deserters who surrender themselves at the Patrol Service Central Depôt will be dealt with by the Commodore of that depôt.

5. Absentees and deserters who have been apprehended within three months should be recovered by escorts as follows:—

- (a) Those whose accounting base ships are in the Orkneys and Shetlands:—
If apprehended in Scotland and Northern Ireland they should be recovered by Admiral Commanding Orkneys and Shetlands and be dealt with by the Commanding Officer of the accounting base ship.

If apprehended in England and Wales they should be recovered by the Patrol Service Central Depôt and be dealt with by the Commodore of that depôt.

- (b) The remainder should be recovered and dealt with by the Commanding Officer of the accounting base ship.

2485.—Railway Travel—Transfers to First Class

(C.W. 10862/42.—28.5.1942.)

The railway companies of Great Britain (other than the London Passenger Transport Board) have agreed to the following procedure for officers and ratings and their wives and children wishing to transfer from Third to First Class.

2. Where a warrant indicating third class travel is presented but a passenger desires to travel first class, a third class ticket will be issued with an excess fare ticket permitting first class travel. Excess fare collected will be difference between "Government rate" third class fare and "Government rate" first class fare for single or return journey according to requirements.

3. Where members of H.M. and Allied Naval Forces travelling on leave entitled to third class cheap-fare tickets on presentation of leave pass (or in the case of wives (and dependent children under 16 years of age) their Allowance Book or Form D.N.A. 866) desire to travel first class, a first class ticket will be issued on payment of the first class "Government rate" fare at time of booking.

(A.F.Os. 5137/41 and 1002/42.)

2486—D.E.M.S. Ratings—Weekly Payment

(T.D./D.E.M.S.1133/42.—28.5.1942.)

With reference to C.A.F.O. 2512/39, paragraphs 12-14 the weekly rate of pay is being inserted on page 12 of the pay book (D.E.M.S. 8) of every D.E.M.S. rating and a large proportion has already been dealt with. This rate represents the net amount of pay due each week to the rating concerned after the deduction of any allotments in force, etc.

2. Ratings in possession of pay books in which this information has been inserted may obtain weekly advances of pay up to the amount shown either from the Master of the ship on whose articles they are entered or from any Naval Accountant Officer. Such advances are to be noted in the rating's pay book at the time of payment. Naval Accountant Officers are to forward copy of Form S.27 to the Accountant Officer, H.M.S. "President III" forthwith (vide C.A.F.O. 2512/39, paragraph 13).

3. Advances to ratings not in possession of pay books in which the weekly rate has been inserted must continue to be limited to 10s. weekly as laid down in C.A.F.O. 2512/39, paragraph 13. The necessity for this restriction is clearly illustrated by several instances which have recently come to light in which D.E.M.S. ratings have been placed heavily in debt to the Crown owing to Naval Accountant Officers having made advances of pay grossly in excess of the authorised rate.

(C.A.F.O. 2512/39.)

2487.—Royal Marine Tradesmen—Additional Category

(R.M./N. 10657/42.—28.5.1942.)

The following trade is to be added to the list of R.M. trades promulgated in paragraph 2 of A.F.O. 3548/40:—

Trade	Group	R.M. equivalent
Fitter (Gun)	A	Armourer

(A.F.Os. 3548/40, 3549/40, 4127/40, 113/41, 727/41, 855/41, 1914/41, 1915/41, 3128/41, 998/42 and 2362/42.)

2488.—Re-entries under the National Service (Armed Forces) Acts, after Break of More than Five Years—Progressive and Good Conduct Badge Pay

(N. 9228/42.—28.5.1942.)

With effect from 1st January, 1942, men called up for service in the Royal Navy or Royal Marines under the National Service (Armed Forces) Acts (as well as volunteers) for the period of the present emergency, may count their formal Naval or Marine Service, subject to the usual conditions, towards progressive pay and good conduct badges, however long the period since their discharge from former service. Former service will not, however, count towards pension.

2. Payments arising from this concession may be made as from 1st January, 1942, but not earlier.

3. The concession does not apply to men re-entered under normal engagements.

(A.F.O. 215/41.)

*2489.—Naval Pensions paid quarterly by Accountant Officers—Revised Conditions for Payment

(D.N.A. 20061/41.—28.5.1942.)

In order to obviate delay in the payment of quarterly Naval pensions in course of issue by Accountant Officers, it is essential that, on the pensioner's transfer for pay to another ship or establishment, the authority for payment of pension, D.N.A. Form 650, should be transmitted at the earliest opportunity, and in advance of his pay documents if these are likely to be delayed.

2. Commencing with the instalment of pension payable on the 1st July, 1942, each quarterly payment of pension made on board is to be recorded on the authority D.N.A. Form 650, and is also to be noted upon the Naval Pension Identity Certificate

(Ring Paper), of which every pensioner drawing his own pension should be in possession, by the impression in the next vacant ring, of the ship's stamp with date, and a note of the amount paid and relevant quarter.

3. In the event of D.N.A. Form 650 not having been received by the due date, it will be permissible on and after 1st July, 1942, for payment to be made on production by the pensioner of his Pension Identity Certificate, provided that the Accountant Officer is satisfied after inspection thereof that pension has previously been in course of issue in H.M. ships. On receipt of the authority D.N.A. Form 650 any payment so made in anticipation should be verified, and recorded thereon, any overissue being immediately reported to the Director of Navy Accounts and rectified by withholding a subsequent quarter's payment.

4. In the event of prolonged delay in the arrival of D.N.A. Form 650, a report should be made to the Director of Navy Accounts.

5. Should the pensioner desire that his pension be disposed of in accordance with Article 1996 (2b or 2c), K.R. & A.I. (K.R. 5/39), his Pension Identity Certificate should be returned to the Director of Navy Accounts with the authority D.N.A. Form 650 containing the particulars of last payment.

6. Where a pensioner is not in possession of his Pension Identity Certificate, application for a new one should be made forthwith to the Director of Navy Accounts with a statement as to the date of the last payment made, but payment in such circumstances need not be withheld pending its receipt.

2490.—U.S.A. Naval Personnel—Advances of Pay

(D.N.A. 2733/42.—28.5.1942.)

Cases have arisen in which, owing to delay in arrival of U.S.A. pay cheques or for other reasons, cash advances have been made by R.N. Accountant Officers to U.S.A. Naval personnel in this country.

2. In future, such advances should not normally be made, without prior reference to the United States Naval Attaché, American Embassy, 1, Grosvenor Square, London, W.1. If this officer considers that a cash advance from R.N. funds is necessary, he will advise the Accountant Officer accordingly and notify him of the procedure required to effect recovery.

2491.—Sterling Notes—Regulations governing use on Shore, and Import into Great Britain—REPORTS

(W.G.F./D.N.A. 4281/42.—28.5.1942.)

Paragraphs I (7) and I (10) of A.F.O. 3624/40 concerning the above are to be amended as follows:—

7. On return of a ship to Great Britain, Gibraltar or Malta, officers and men will be permitted to land only such bank notes as have been received by them in pay or otherwise properly acquired on board.

At first payment on arrival home from abroad, the Paymaster is to give to each officer and man in possession of £1 or 10s. notes in excess of £10, or of sterling notes of denominations of £5 and upwards, a statement specifying the total held and certifying that this does not exceed the sums received by the individual as pay or from other untainted sources. No certificate will be required, however, if the total held by the individual does not exceed £10 and consists entirely of £1 or 10s. notes. Apart from this £10, any notes not so certified will be liable to be treated by the Customs as contraband and confiscated.

10. Naval and civil personnel returning from stations abroad either in H.M. ships or by freight are to be provided by the Accountant Officer or Cashier with statements of their holdings of sterling notes. These statements are to certify that the amounts do not exceed those received by the individuals as pay or from other untainted sources. The certificates will be endorsed by the Paymaster or Purser to authorise import of the notes on arrival home.

(A.F.O. 3624/40.)

2492.—Admiralty Personnel, Naval and Civilian, Proceeding to or Returning from Abroad—Restrictions on the use of Sterling Notes, etc.

(D.N.A. 4281/42.—28.5.1942.)

The following copy of a pamphlet—"Warning to Travellers"—published for the guidance of persons leaving or entering the United Kingdom is promulgated for information.

2. The attention of all Admiralty Personnel, Naval and Civilian, proceeding to or returning from abroad should be drawn to the necessity for strict compliance with these regulations. With regard to Section II of the pamphlet, see also A.F.O. 3624/40, paragraph I (7) and I (10) as amended by A.F.O. 2491/42.

3. The procedure laid down in the "Warning to Travellers" pamphlet applies both to personal and public money which it may be intended to take out of the United Kingdom, and the certificate "C" referred to in Section 1 should cover both personal money and any contingency advance which may be issued from public funds. This certificate is to be obtained by the officers themselves and cannot be furnished by the Director of Navy Accounts.

4. The Director of Navy Accounts will, however, furnish to every officer authorised to receive a contingency advance for use abroad, a letter advising him of the issue and of the amount. The officer concerned should immediately take this letter to his bankers and ask them to obtain the necessary certificate covering the export of this amount, together with any private money within the permissible amounts which he may desire to take with him. This should be done as early as possible, as some days may elapse before the certificate can be obtained.

5. Departments should, therefore, inform the Director of Navy Accounts at the earliest moment of the amount of any contingency advances required for officers proceeding abroad.

6. In the case of industrial employees appointed for service abroad, the cashiers of the establishments to which they are attached should make all necessary arrangements on behalf of the men.

7. Arrangements are being made for the issue of reasonable advances of pay to Naval personnel travelling in transport ships.

8. There is no objection to the use in transports and other British ships of travellers' cheques expressed in sterling, but it is advisable that enquiries should be made of the pertinent Shipping Company as to the form of travellers' cheque which will be accepted on board. Such cheques cannot be cashed on shore outside the sterling area. Travellers' cheques are also accepted at stations of the British Overseas Airways Corporation.

WARNING TO TRAVELLERS

Defence (Finance) Regulations

I.—Travellers leaving the United Kingdom

You may not take out of the country more than £10 in sterling notes and/or foreign currency without permission.

You should ask your bankers or a travel agency if you can obtain currency of the country to which you are going. If so, you will be permitted to purchase this up to the value of £10 on production of your ticket and exit permit.

You must apply for permission through your bankers if you wish to take any of the following out of the country:—

Sterling notes, foreign currency, drafts, letters of credit and travellers' cheques expressed in foreign currency—if exceeding in aggregate £10 in value.

Gold, securities, life assurance policies, documents of title relating to securities or policies.

If permission is given, your bankers will furnish you with a Certificate (Certificate C) which must cover all valuables as above which are taken and which you must produce to the Immigration Officer on embarkation. Only one such certificate can be issued to any one traveller.

You can use £1 and 10s. notes on board ship, but not notes of £5 or higher denominations.

If you are going to a country of the British Empire (other than Canada or Newfoundland) or to Egypt or Sudan, you may take on shore sterling notes, up to £10 a head. You will be able to exchange such notes into local currency at banks or recognised exchange offices on shore.

If you are going to Canada, Newfoundland or any foreign country except Egypt and Sudan, you will not be able to exchange sterling notes on shore nor to send them back to the United Kingdom. You should, therefore, restrict the amount of sterling notes you take out of the country (within the permitted limit of £10) on board ship strictly to the amount you require on the voyage.

Travellers to Eire

You may take any amount in sterling or Irish pounds without permission. Otherwise the restrictions on taking valuables out of the country are as stated above.

II.—Travellers entering the United Kingdom

You may not bring into the United Kingdom any sterling notes in excess of £10 in total value.

Where the Shipping Company accepts sterling you may use £1 or 10s. notes on board ship—but not notes of £5 or higher denominations. The purser of your ship will supply you with money for expenditure on board, by encashing travellers' cheques or exchanging certain foreign currencies. You should ascertain from the Company's agent before sailing what forms of travellers' cheques, and what foreign currencies, are accepted on board their ships.

You should be careful to restrict your encashment of cheques, etc., on board ship strictly to your requirements on the voyage, as any notes brought into the United Kingdom in excess of the permitted £10 may be seized and confiscated.

Travellers from Eire

The above restrictions on bringing sterling notes into the United Kingdom do not apply to travellers from Eire, who may bring in bank notes up to any amount.

(A.F.Os. 3624/40 and 2491/42.)

2493.—Post Office Savings Withdrawals *See AFO 460/47*

(N/W.G.F. 67/42.—28.5.1942.)

It is notified that the ban on the export of sterling from the United Kingdom includes Post Office Savings Bank withdrawals paid in the currency of any country outside the sterling area.

2. The sterling area consists of the British Empire (except Canada, Newfoundland and Hong Kong), British Protectorates and Mandated Territories, Egypt, the Anglo-Egyptian Sudan and Irak, the Belgian Congo, the Free French Colonies, Iceland (c) and the Faroe Islands.

3. As a concession, however, it has been approved for such withdrawals to be made to a limited extent when H.M. ships are undergoing refit in the United States, viz. officers and ratings may make withdrawals in United States dollars from the Post Office Savings Bank up to a maximum of £10 a head in addition to current pay while in port. As an alternative to this procedure, Commanding Officers may authorise the exchange of sterling which the personnel may have in their possession up to a maximum of £10 a head, in addition to current pay while in port. If the personnel have less than £10 standing to their credit in the Post Office Savings Bank Commanding Officers may exchange sterling so as to make up the full amount to £10. These exchanges must take place as soon as possible after arrival and are to be limited to one occasion only.

4. Arrangements should be made to ensure that no individual will be able to draw in addition to current pay more than £10 in all in United States dollars.

5. Any payments made into the Post Office Savings Bank in local currency while the ship is outside the sterling area may be withdrawn in that currency while the ship remains in that country.

(A.F.O. 1489/41 is cancelled.)

2494.—Losses of N.A.A.F.I. Stores—REPORTS

(N.L. 5977/42.—28.5.1942.)

See AFO 1146/45
Cases of theft and loss of N.A.A.F.I. stores have occurred recently in H.M. ships and establishments. While not necessarily possessing powers to deal with the offenders, Commanding Officers should investigate such matters to establish to what extent, if any, Naval personnel are concerned and should communicate with the civil police if N.A.A.F.I. employees or other civilians appear to be involved. The results of such investigations should be reported.

2495.—Balance of Funds for the Royal Naval Benevolent Trust

(Included in Notice Boards Issue only.)

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

2496.—Director Firing System—Breakdown of Director Firing Circuits—Use of Local Firing in Low Angle Fire at Mountings 5.25-in. and below

Ships concerned

(G. 03228/42.—28.5.1942.)

"Local Firing" should be employed as the first stand-by to "Director Firing" in low angle fire at mountings 5.25-in. and below.

2. In this method of fire, which is already used as the stand-by to "Director Firing" in high angle fire, the gunlayer follows the director for elevation but fires the gun by the local firing arrangements.

3. The principal reasons for adopting this method of fire in preference to "Gunlayer's Firing" are:—

(a) The gunlayer's view, at many mountings, suffers from the low height of eye, flash from the gun, spray, and the use of a monocular telescope. All the above disadvantages are particularly aggravated at night.

(b) The gunlayer's sights are disturbed by the setting of range and deflection.

(c) At H.A./L.A. mountings, "Local Firing" is already used for H.A. fire and the drill at these mountings is therefore simplified by its adoption for L.A. fire also.

4. "Local Firing" is, of course, only to be used when the director firing circuits are at fault. If director elevation and/or training circuits break down, "Gunlayer's" or "Quarters" firing must be employed.

5. Amendments to drill books have been promulgated.

6. The employment of "Local Firing" from heavier mountings is under consideration. Considerable advantages could be expected from "Local Firing" in preference to "Gunlayer's Firing" particularly at night, but there would be difficulties in the drill owing to the electrical and mechanical lay-out of the mountings.

2497.—Director Firing System—Director Control Towers—T.I.C. Gear Lighting Switch Destroyers "C" class and onwards, "Cruisers" "Leander" and onwards, "Kent," and "London" classes, "Dorsetshire," "Norfolk," "Nelson," "Rodney," "Queen Elizabeth," "Valiant," "Warspite," "Renown," "King George V" class.

(G. 173/42.—28.5.1942.)

The light emitted by the T.I.C. units in Director Control Towers, is considered excessive.

As it is only necessary for this light to be on for short periods, to enable occasional checking of the working of the unit to be made, a switch is to be fitted in the cable, Pattern 4499, from the junction box to the T.I.C. illumination as shown in A.F.O. diagram 129/42.

2. Ships concerned may therefore demand one Pattern 4098 switch from the (Superintending) Naval Store Officer at their home yard. Fitting should be carried out by ship's staff.

(This Order to be retained until complied with.)

2498.—H.A.C.S. Equipment Marks I**, I***, I***C, II**, II***, III and III C—Bulkhead Fuze Setting Transmission Unit

Ships concerned

(G. 05266/42.—28.5.1942.)

An instance has occurred of burning out of the 20-volt power motor in a bulkhead fuze setting transmission unit "M" type. This failure was consequent on misalignment of the transmitters which resulted in one contact of the controlling hunter in the H.A.C.S. table remaining closed whilst one of the mechanical stops in the bulkhead unit was engaged.

2. Attention should be paid to the lining up correctly of the transmitters in question in order to avoid recurrence of the difficulty.

2499.—Gun Mountings—4.7-in. Twin Mark XIX—Constant pressure pipe—Rammer control

Ships concerned and Repair Establishments

(G. 1892/42.—28.5.1942.)

Reports from sea indicate that the constant pressure pipe to rammer is liable to fracture just below the vertical screwed portion and that the screwed ferrule has been found to leak and require re-sweating.

2. Difficulty is experienced in effecting repairs owing to the bend in the pipe not allowing the union nut to drop clear.

3. If this occurs, the pipe should be replaced by one as shown on A.F.O. Diagram 131/42. This modification to be carried out by ship's staff.

4. A report stating the Register Number of the mounting should be forwarded to Admiralty when this modification is carried out.

(This Order to be retained until complied with.)

2500.—Gun Mountings—4-in. Twin, Mark XIX—Modification to Trunnion Bearing Assembly

Ships, Dockyards and Repair Establishments

(G. 3200/42.—28.5.1942.)

With reference to A.F.O. 4052/41, reports indicate that some trouble is being experienced in carrying out this modification in place with the degree of accuracy required. (Mountings Reg. Nos. 2-404 inclusive, 445-450 inclusive, 490-511 inclusive, 571-589 inclusive, 592, 594, 645 and 646.)

2. Accordingly arrangements have been made for the supply at an early date of sets of tools to the following Emergency Repair Overseers.

1 set to E.R.O., Clyde.

1 set to E.R.O., Greenock.

1 set to E.R.O., Tyne.

1 set to E.R.O. Humber.

1 set to E.R.O. Liverpool.

1 set to E.R.O., Belfast.

1 set to E.R.O., London.

1 set to E.R.O., Southampton.

1 set to E.R.O., Cardiff.

1 set to E.R.O., Falmouth.

3. Emergency Repair Overseers, etc., requiring this gear to complete the A. & A. for any ship to whom it is applicable should loan the set to the firm concerned for return on completion of the work.

4. The gear consists of the following special tools each provided with a suitable spill to fit the hole in the trunnion pin and to act as a guide in keeping the tools square.

The tools being operated by hand or pneumatic drill:—

(i) A knifing tool to open out the hexagon shaped hole before tapping.

(ii) A set of 6 fluted taps to tap 2.25-in. dia. hole, 8 T.P.I. to receive the bolt item 3 drawing No. 30603.

Instructions for carrying out the work are included with each set.

5. The following work on fitting has been found necessary as a result of experience before the parts can be assembled on the mountings:—

(i) The arboring around the upper securing bolt of the bearing bracket (Item 1, Drg. No. N.30603), required enlarging, and

(ii) The bottom face required considerable easing before the bracket could be aligned for securing.

(iii) Internal diameter of bearing bracket required easing to ensure free movement in elevation of the adaptor for trunnion pin (item 2).

6. In cases where firms have already evolved their own tools and methods of carrying out this A. & A. to the satisfaction of the Overseers concerned there is no need to adopt the tools and method outlined above in future cases.

7. Drawings of the tools, etc., are being supplied by Admiral Superintendent, Portsmouth, to H.M. Dockyards at Chatham, Devonport and Rosyth for manufacture of their own sets as required.

8. Arrangements are being made for the supply of drawings to Yards abroad at an early date.

9. The sets of parts should continue to be demanded from Portsmouth by ships concerned as instructed in A.F.O. 4052/41.

(A.F.O. 4052/41.)

2501.—Gun Mountings—2-pdr. "M" Equipments—Cooling Water Supply—A. & A.

Ships concerned, Dockyards, P.S.Os.

(G. 01502/42.—28.5.1942.)

A separate fresh water tank for the supply of cooling water to 2-pdr. "M" equipments is not required and, where an advantage in topweight results, such tanks may be surrendered as topweight compensation provided that supply from a general purpose fresh water tank which fulfils the following requirements can be utilised instead:—

(a) The tank selected is to have a capacity of at least 50 gallons for a maximum of eight barrels, and is to be such that its normal output can be shut off in action without prejudice to other services.

(b) A minimum head of 5 ft. is required.

(c) A lead is to be taken from the selected tank to the gun platform, or as near to it as practicable, and is to terminate in a 1½-in. S.D.V. and hose connection.

2. Commanding Officers of Ships concerned should include an item, Classification "B", in their next list of A. and A., to cover the work involved.

3. It is intended that the new arrangements should also apply to ships under construction wherever practicable. Where necessary, gravity tanks should be repositioned provided work is not too far advanced and that no delay in completion is involved.

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

2502.—Gun Mountings—Non-Transferable Powered Mountings using Oil as the Pressure Medium—REPORTS

Ships concerned

(G. 7689/41.—28.5.1942.)

A report from sea states that considerable corrosion of valves and spindles in turret salt water cooling and drenching systems has been experienced.

2. Commanding Officers of ships fitted with salt water cooling systems should report, through their administrative authorities, if similar defects have been experienced.

3. Attention is drawn to the importance of examining the corrosion arrangements fitted in the coolers supplied in such systems, as required by item 23 of the Register of Non-Transferable Gun Mountings (Using Oil as Pressure Medium), (S.1151A), and ensuring that good metallic contact is made between the corrosion rod and the casing.

4. This examination is also intended to include an examination of a proportion of the valves, etc., in the system if there is any cause to suspect that the corrosion arrangements as fitted are not functioning correctly or are inadequate. A note to this effect should be made against the item in the register.

(Form S.1151A.)

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

2503.—Guns, Q.F., 2-pdr., Marks II+C and VIII—Loosening of Shell in Cartridges Loaded on Rails

(G. 7429/41.—28.5.1942.)

With reference to paragraph 3 of A.F.O. 639/42, when exchanging ammunition, care is to be taken that all ammunition on board which has suffered the same period of exposure as that which failed, is exchanged.

(A.F.O. 639/42.)

2504.—O.Q.F., 2-pdr., Mark XIV Washers—Supply of

(A.S. 373/41.—28.5.1942.)

To assist in maintenance of Q.F., 2-pdr., Mark XIV guns three complete sets of washers will be supplied for each gun mounted.

2. Ships should demand from the nearest N.A. dépôt or O.C.A.S. to whom details of the washers allowed are being sent.

2505.—Guns, 20 mm. Oerlikon—Reflector Mirror Mark II

(A.S. 6003/42.—28.5.1942.)

To assist in the sighting of bores, after stoppages, etc., of 20 mm. Oerlikon machine guns, "reflectors, mirror, Mark II" will be supplied in the proportion of one reflector per gun to all ships mounting Oerlikon guns. The bore should be examined from the breech end, the mirror being held close to the chamber at a convenient angle.

* 2. Stocks will be distributed to R.N.A. dépôts, and O.C.A.Ss. as soon as possible. Ships are to demand to complete to the above allowances.

3. Naval Proportion Book will be amplified accordingly.

2506.—Guns, Machine, Oerlikon, 20 mm. Mk. I, II and IV—Breech Face Pieces—Rectification of Hole for Striker Pin

(A.S.—28.5.1942.)

It has been found that after a number of rounds have been fired from the Oerlikon gun (Mk. I, II or IV) the set back forces on the front of the breech face piece cause the front end of the hole for the striker pin to close in until eventually a foul exists between the striker pin and the breech face piece which results in one or all of the following:—

(a) Light blow of striker.

(b) Broken striker pins.

(c) Broken or scored hammers.

2. Efforts are being made to overcome this by amendment to design, but in the meantime ships' staffs should examine the fit of the striker pin in the hole in the breech face piece to ensure that the striker pin has complete freedom of movement. This examination should be carried out after the first 1,000 rounds have been fired and thereafter at intervals of approximately 500 rounds.

3. Where it is found that the hole in the breech face piece requires rectification, a No. 39 (0.0995-in. dia.) drill—Naval Store Pattern 2043 (subhead B, item 11)—should be passed through from the rear end. If not already on board, all ships, including D.E.M.S. carrying Oerlikon machine guns, should demand drills, Pattern 2043, from the nearest N.S.O. for this purpose, on the following basis:—

1 drill—where up to 8 guns are mounted.

2 drills—where more than 8 guns are mounted.

2507.—Ammunition, S.A.—0.30-in. Browning, Marlin & Savage Lewis Guns, and 0.50-in. Browning Guns—Loose Bullets and Short Rounds

(A.S. 01530/42.—28.5.1942.)

The bullets of 0.30-in. and 0.50-in. ammunition of American manufacture for Browning, Marlin and Savage Lewis Guns are liable to come loose through rough usage and may be loose on arrival in hermetically sealed boxes. Care must be

exercised when removing ammunition from cartons and in the preparation, packing, unpacking and handling of belts.

2. Cartridges with loose bullets may cause either :—

(a) "Hangfires" and "Misfires" due to the easy entry of moisture or oil to the cartridge case causing deterioration of the propellant or cap composition. The consequences of using such ammunition in synchronised guns may be serious.

(b) In the case of 0.30-in. and 0.50-in. Browning guns stoppages as described in 3 below may occur due to the bullet being forced into the cartridge case and the round in consequence being short in overall length. This may occur after loading into the gun.

3. Short rounds. Rounds below the minimum permissible overall length of 3.30-in. for 0.30-in. rounds and 5.40-in. for 0.50-in. rounds may cause stoppages in 0.30-in. and 0.50-in. Browning guns through misfeed owing to the fact that the cartridge is positioned in the feed block of these guns by the nose of the round.

4. Ammunition is to be examined before loading into belts and any rounds which have loose bullets or which are short to the overall length set out in 3 above are to be returned to a Naval Armament Depot in boxes marked "Loose bullets and short rounds" and are on no account to be loaded into machine guns.

2508.—A.W. Torpedo Tubes with Cordite Impulse—Adjustment of Cordite Valve

(T. 063/42.—28.5.1942.)

A.F.O. 2259/42 is cancelled.

2509.—Bow External Torpedo Tubes—Emergency Inboard Vent Cock

Submarines Concerned

(T. 1261/42.—28.5.1942.)

The handles of emergency inboard vent cocks for bow external torpedo tubes in submarines are to be modified as shown in A.F.O. Diagram No. 126/42.

2. The work should be carried out by Depot Ships' staffs at the first convenient opportunity.

2510.—Velociplots for Torpedo Control—Introduction

Submarines

(T. 4252/41.—28.5.1942.)

Purchase of 55 Velociplots for torpedo control, Pattern 10674 (Subhead F and B) has been arranged under order dated 20th April, 1942, C.P. 4/35778/42/F.819, for delivery to Chatham, from which yard supply will be made, without demand, to the undermentioned services :—

1st Submarine Flotilla ...	...	...	...	...	6
3rd Submarine Flotilla ...	...	...	...	...	3
5th Submarine Flotilla ...	...	...	...	...	8
6th Submarine Flotilla ...	...	...	...	...	1
7th Submarine Flotilla ...	...	...	...	...	6
8th Submarine Flotilla ...	...	...	...	...	2
9th Submarine Flotilla ...	...	...	...	...	9
10th Submarine Flotilla ...	...	...	...	...	5
H.M.S. "Adamant" ...	...	...	...	...	5
Captain (S) 5 for new construction submarines	...	...	...	...	10

2511.—Torpedo Stores—Chests, Tools and Spare Gear Pistols (St. No. T.342)

(A.S. 6081/42.—28.5.1942.)

Washers dermatine St. Nos. 6442, 6443 and 6444 of 21-in. duplex pistols require frequent renewal on board submarines.

2. Pending the introduction of washers manufactured from a more suitable material, the allowances of these washers included in the contents of " chests, tools

and spare gear, pistols (St. No. T.342) ", will be increased as indicated below when chests are issued to submarines, viz. :—

Item.	St. No.	Present Allowance.	Revised Allowance.
Washers, dermatine, cap and seating "change-over" switch.	6442	6	12
Washers, dermatine, lower seating "change-over" switch.	6443	6	12
Washers, dermatine, upper seating "change-over" switch.	6444	6	12

3. Submarines concerned are to demand to complete chests on board from the nearest torpedo depot at the first opportunity.

4. Labels of chests and torpedo store accounts are to be amended as necessary.

5. The Naval Proportion Book, Part IV, will be amended.

2512.—Paravanes, Mark VII—Replacement of Fender Bars by Fender Wires

(A.S. 6020/41.—28.5.1942.)

A.F.O. 3935/41 is to be amended as follows :—

Paragraph 3. Line 2.

For " Stamp Numbers 3589 and 3591 " read " Stamp Numbers 3589 and 3590 ".

(A.F.O. 3935/41.)

2513.—Mark V S/L Control Sights—Height Adjustment

(T. 02516/41.—28.5.1942.)

Existing Mark V S/L sights are adjustable for height between " maximum " and " minimum working position." It is possible, however, to lower the sight further to a " Housing Position " for use only to enable the sight to be stowed in its transport case.

2. If the sight is lowered below its " minimum working position " and then depressed, the sight bar will foul the top of the sight and may be distorted. The chain drive to the sight bar has also been known to fracture under these conditions.

3. To prevent the height adjustment being lowered below the " minimum working position " in normal use a limit block as shown on A.F.O. Diagram 127/42 is to be fitted by ships' staffs.

4. In the case of ships building the stop is to be fitted before completion.

5. It will be necessary to remove the stop and depress the sight to the " Housing Position " before it can be packed in its transport case.

2514.—" Hedgehog " Projector—Projectile Locker—Defects

Ships concerned

(T. 0327/42.—28.5.1942.)

Difficulty has been experienced in stowing and unstowing the upper tier of tubes in the " Hedgehog " projectile locker, due to the failure of the upper retaining bars to clear the mouths of the tubes. If correctly fitted, the securing nuts should be slack enough to allow of the bar being pulled clear of the housing bracket and dropped vertically.

2. Defective lockers should be modified by slacking off the securing nuts as necessary, and fitting split pins to prevent further movement.

3. The item should be treated as a defect.

2515.—Double-Pole Switches and Fuses for Special Services—Supply

Destroyers in Commission.

(N.S. 19954/42.—28.5.1942.)

The fitting of R.D.F., S/A and other equipments requiring electrical supplies from the high-power switchboards, has necessitated the provision and fitting of double-pole switches and fuses adjacent to the switchboards, as spare circuits of adequate capacities are not generally available for these services.

2. In order that suitable switches can be fitted, arrangements have been made for the supply of the following double-pole switches and fuses:—

Capacity of Switch	Pattern No. and Capacity of Fuses	Arranged for Cables, Pattern No.
50 amperes	6639—100 amperes	6189A
100 amperes	6640—120 amperes	6188A
150 amperes	6640—160 amperes	6187A

3. On certain vessels, switches of a standard commercial design, which are liable to damage by shock, have been installed in view of urgency.

4. Switches already fitted should, therefore, be examined and if found unsuitable arrangements are to be made for their replacement.

5. Demands should be forwarded to the storing yards concerned for the supply of switches and fuses required for new services, and also for replacement of unsuitable switches. A contract has been placed with Messrs. J. G. Statter & Co., Ltd. (C.P. 99551/41, dated 6.1.42) for delivery to S.N.S.Os., Chatham, Portsmouth, Rosyth, Mersey Area and Severn Area.

2516.—Charging Arrangements for Batteries

(N.S. 18974/42.—28.5.1942.)

Reports from sea indicate that charging racks, Pattern 14015/6/7, introduced in A.F.O. 1023/42, are liable to catch fire if sprayed or spilt electrolyte is allowed to accumulate on the ebonite surfaces, as under these conditions tracking is facilitated, which, if allowed to persist, may result in the ebonite catching fire.

2. Racks, Pattern 14054/5/6, of an improved design in which ebonite has been entirely omitted, have now been introduced and all ships in commission not already supplied with racks, Pattern 14015/6/7 in accordance with A.F.O. 1023/42, are to demand Patterns 14054/5/6 as necessary from their storing yards in lieu of those specified in A.F.O. 1023/42. It is anticipated deliveries will commence in mid-June.

Racks, Pattern 14054/5/6, should be supplied by the storing yards in the usual manner to vessels of new construction concerned.

3. The descriptions of the new racks are as follows:—

Pattern No.	Description	Batteries
14054	Rack with voltmeter to charge	5 batteries, Pattern 8117.
14055	Rack with voltmeter to charge	10 batteries, Pattern 8117.
14056	Rack without voltmeter to charge	10 batteries, Pattern 8117.

4. In ships already fitted with racks, Pattern 14015/6/7, ships' officers are to ensure that the instructions regarding maintenance already promulgated in A.F.O. 1023/42 are strictly adhered to. In view of the serious consequences which may result from fires originating from this cause the precautions to be taken are restated and amplified as follows:—

(a) The charging racks are always to be kept scrupulously clean and dry, particular attention being given to all ebonite surfaces.

(b) Any deposit of dried electrolyte must be thoroughly removed and, if necessary, washed off with clean fresh water. In the latter event, special care should be taken to ensure that the racks are dry before charging is resumed.

(c) During charging the racks must be inspected frequently and any spilt electrolyte is to be mopped up immediately.

(d) If, after charging, the batteries are left in the racks, the link at the end of each rack is to be disconnected so that not more than 10 batteries are left connected in series.

(e) In the first supplies of racks, Pattern 14015/6/7 the battery retaining clips are each supported on separate ebonite blocks instead of the single continuous strip of ebonite as shown in A.F.O. Diagram 44/42 issued with A.F.O. 1023/42.

The former arrangement does not give sufficiently long paths to earth and in ships with racks fitted with separate insulating blocks, ships' staffs are to fit single strips of ebonite at least 1½ inches wide in lieu of the existing separate blocks.

Alternatively, where this modification is not within the capabilities of ships' or depot ships' staffs an item, Classification "A," is to be inserted in the list of As. and As.

(f) A list of the above precautions (a) to (d) is to be prominently displayed in a convenient position near each charging rack and ships' officers are to ensure that these precautions are rigidly complied with.

5. On the new racks, Pattern 14054/5/6, short-circuiting links, as fitted in racks, Pattern 14015/6, are not provided as it is anticipated that in normal practice the maximum number of batteries for any one rack will be charged at one time.

If, however, instances arise when it is necessary to charge less than a full rack of batteries, ships' staffs are to arrange to short circuit temporarily the appropriate contacts by means of a suitable length of insulated cable.

6. The Sea Store Establishments concerned will be amended.

(A.F.O. 1023/42.)

2517.—Boiler Tubes, etc.

H.M. Ships "Airedale", "Albrighton" and "Partridge"

(N.S./P. 7374/42.—28.5.1942.)

Particulars of the boilers and tubes fitted in H.M. Ships named in Column "A" are identical with those published in the A.F.Os. quoted against the ships named in Column "B".

"A"	"B"
"Airedale"	"Avon Vale", A.F.O. 2053/41.
"Albrighton"	"Offa", etc., A.F.O. 4967/41.
"Partridge"	

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

(This Order will not be reprinted.)

(A.F.Os. 2053/41 and 4967/41.)

2518.—Boiler Tubes, etc.

H.M.S. "Sir Galahad"

(N.S./P. 5721/42.—28.5.1942.)

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

Type and No. of Boilers	Single ended	Multitubular Marine	1 No.
202	...	...	202
3	Spot Blower Tubes	...	3

Row.	Ext. dia.	Thickness.	Fitted Length.	Total No. of Tubes fitted.	Remarks.
Plain ...	3½ in. Swelled one end to 3⅞ in. for a length of 2½ in.	8 S.W.G.	7 ft. 5½ in.	141	All tubes are straight
Stay ...	3½ in. Swelled one end to 3⅞ in. for a length of 2½ in. and screwed both ends with a continuous thread 9.T.P.1 for a length of 2½ in.	¼ in.	7 ft. 5½ in.	19	

Row.	Ext. dia.	Thickness.	Fitted Length.	Total No. of Tubes fitted.	Remarks.
Stay ...	3½ in. Swelled one end to 3¾ in. for a length of 2½ in. and screwed both ends with a continuous thread 9.T.P.1 for a length of 2½ in.	⅝ in.	7 ft. 5½ in.	18	All tubes are straight
Stay ...	3½ in. Swelled one end to 3¾ in. for a length of 2½ in. and screwed both ends with a continuous thread 9.T.P.1 for a length of 2½ in.	⅜ in.	7 ft. 5½ in.	2	
Stay ...	3½ in. Swelled one end to 3¾ in. for a length of 2½ in. and screwed both ends with a continuous thread 9.T.P.1 for a length of 2½ in.	⅞ in.	7 ft. 5½ in.	2	
Stay ...	3½ in. Swelled one end to 3¾ in. for a length of 3 in. and screwed both ends with a continuous thread 9.T.P.1 for a length of 3 in. at swelled end and 2½ in. at other end. Nut fitted at swelled end.	½ in.	7 ft. 6½ in.	2	
Stay ...	3½ in. Swelled one end to 3¾ in. for a length of 3 in. and screwed both ends with a continuous thread 9.T.P.1 for a length of 3 in. at swelled end and 2½ in. at other end. Nut fitted at swelled end.	⅝ in.	7 ft. 6½ in.	9	
Stay ...	3½ in. Swelled one end to 3¾ in. for a length of 3 in. and screwed both ends with a continuous thread 9.T.P.1 for a length of 3 in. at swelled end and 2½ in. at other end. Nut fitted at swelled end.	⅜ in.	7 ft. 6½ in.	5	
Stay ...	3½ in. Swelled one end to 3¾ in. for a length of 3 in. and screwed both ends with a continuous thread 9.T.P.1 for a length of 3 in. at swelled end and 2½ in. at other end. Nut fitted at swelled end.	⅞ in.	7 ft. 5½ in.	4	
Soot Blower Tubes.	3¾ in. Swelled one end to 4 in. dia. and screwed with a continuous thread 9.T.P.1 for a length of 2 in., other end screwed for a length of 3 in. and fitted with nut.	⅜ in.	11½ in.	3	

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

(This Order will not be reprinted.)

2519.—Boiler Feed Water Treatment—Adoption of U.S. Navy System for Certain Ships and Vessels

(N.S./C.P. 91863/41.—28.5.1942.)

It has been decided to institute the U.S. Navy system of boiler feed water treatment in H.M.S. "Royal Sovereign", in the Free French torpedo boats "La Flore", "La Cordeliere", "L'Incomprise" and in the following classes of ships and vessels:—

- (i) "Flower" class corvettes with cylindrical boilers.
- (ii) Steam gunboats.
- (iii) Former U.S. Navy coastguard cutters.

2. Arrangements have been made for the purchase and distribution of the necessary U.S. Navy boiler compound, the purchase of testing equipment and chemicals, and the issue of instructions. Ships concerned are to put the system into force as soon as they have been supplied with the compound, equipment, and instructions.

3. In the simple system of testing which it has been decided to adopt for these vessels, the equipment provides for taking alkalinity and salinity tests of the boiler feed water only, but these tests give sufficient information to calculate the amount of boiler compound which must be added daily.

4. A more elaborate testing set is being supplied for the use of base staffs, and arrangements are to be made for samples of boiler water to be taken from ships returning from sea, and also at weekly intervals when in harbour, and tested more fully on this apparatus.

5. As an additional safeguard to ensure that the prescribed treatment will have no harmful effects on the boilers, arrangements have been made for Messrs. Alfoc, Ltd., Bush House, Aldwych, London, W.C., to analyse and report upon samples of water sent to them. Samples of water are to be taken from boilers of home-based ships when a convenient opportunity arises, after at least 200 hours' steaming since last cleaning boilers and/or commencing the use of the compound, and forwarded to this firm through the administrative authority. The samples should be of at least one quart of water and be forwarded in clean glass bottles firmly stoppered. The samples are to be clearly marked with a distinguishing number from which the origin of the sample can be identified. The name of the ship is not to be used in any correspondence with the firm. Particulars of samples sent to Messrs. Alfoc are to be reported to the Admiralty (Engineer-in-Chief's Department) stating the identification number allocated and the name of the ship concerned. The firm will render a report in duplicate, one copy to the Admiralty, and one to the administrative authority sending the samples.

6. The following equipment will be required by ships and base staffs to put the system into force, in addition to a supply of boiler compound:—

Base Staffs—

(a) Boiler Water Testing Set No. 2, pattern 2542, complete, with 1 set of spare parts.

(b) The following chemicals:—

- (1) Silver nitrate solution, Pattern No. 114.
- (2) Potassium chromate, Pattern No. 108.
- (3) Methyl orange solution, Pattern No. 112.
- (4) Phenolphthalein solution, Pattern No. 780.
- (5) Standard N/10 nitric acid solution, Pattern No. 737.
- (6) Wanklyn soap solution, Pattern No. 852.

(c) Instructions for use of U.S. Navy boiler compound:—

Nitric acid solution is being added to the Rate Book, and it is of great importance that no other nitric acid, unless it is known to be chemically pure and of the correct strength, should be used.

Wanklyn soap solution will also be added to the Rate Book.

Ships—

- (d) Boiler Water Testing Set No. 1, Pattern 2541, complete, with 1 set of spare parts.
- (e) Chemicals No. (1), (2), (4) and (5) of those listed above.
- (f) Instructions for use of U.S. Navy Boiler compound:—

Demands for the appropriate testing sets and chemicals should be forwarded by bases and ships concerned to the nearest storing yard, depôt, or base, to which delivery, as shown in paragraph 10 and appendix, is being arranged.

The Sea Store Establishments concerned will be amended.

7. Copies of the instructions referred to above have been distributed under cover of Admiralty Letter N.S.011189/42/14770, dated 21st February, 1942, as follows:—

Commander-in-Chief—Western Approaches	100	copies
—Mediterranean	25	„
—South Atlantic	50	„
Flag Officer Commanding, North Atlantic	20	„
Flag Officer-in-Charge, Newfoundland... ..	25	„
Flag Officer-in-Charge, Portland	20	„

8. Arrangements have been made for the purchase of the testing sets, Patterns 2541 and 2542, and spare parts, under Subhead E.2, the Standard N/10 Nitric Acid Solution, Pattern 737, under Subhead E.7, and the Wanklyn Soap Solution, Pattern 852, under Subhead E.8, from Messrs. A. Gallenkamp & Co., Ltd., and the British Drug Houses, Ltd., under contract C.P. 6A/15829/42, dated 27th January, 1942, C.P. 6A/15830/42, dated 24th January, 1942, and C.P. 6A/17483/42, dated 26th March, 1942, respectively, together with quantities of Silver Nitrate Solution, Pattern 114, and Potassium Chromate, Pattern 108, for distribution as shown on the Appendix "A".

9. The boiler water testing sets and spare parts comprise the following components:—

Pattern 2541—No. 1 Boiler Water Testing set, in polished wooden case, complete with the undermentioned contents:—

Automatic burette, 10 c.cs. in 1/10ths reservoir, labelled "Nitric Acid"	1	No.
Automatic burette 10 c.cs. in 1/10ths reservoir, but labelled "Silver Nitrate" with amber coloured reservoir... ..	1	No.
Graduated cylinder with graduations of 1 c.c. from 0 to 50 c.cs.	1	No.
Graduated test tubes, with mark at 17.5 c.c.	2	No.
Dropping bottle, T.K. pattern, 60 c.cs. labelled "Potassium Chromate"	1	No.
Dropping bottle, T.K. pattern, 60 c.cs. labelled "Phenolphthalein"	1	No.
Dropping bottle, in amber glass, 60 c.cs. labelled "Silver Nitrate"	1	No.
Porcelain basin, 5 in., heavy quality	1	No.
Stirring rods, 6 in. x $\frac{3}{8}$ in., with rubber policemen... ..	3	No.
Enamelled iron funnel, 4-in.	1	No.
Filter papers, 6-in. diameter (Technico)	100	No.

Pattern 2542—No. 2 Boiler Water Testing set, in polished wooden case, complete comprising all the components mentioned for Pattern 2541 plus the following items:—

Automatic burette, 10 c.cs. in 1/10ths with reservoir labelled "Soap Solution"	1	No.
Dropping bottle, 60 c.cs. labelled "Methyl Orange"	1	No.
Glass bottle, 250 c.cs. with india rubber stopper	1	No.
Pipettes, 50 c.cs.	3	No.

Set of spare parts—

Automatic burette (excluding reservoir and rubber blow ball)	1	No.
Rubber tubing	1	ft.
Graduated cylinder	1	No.
Graduated test tube	1	No.
Dropping bottle, plain	1	No.
Stirring rods	3	No.

10. Phenolphthalein and methyl orange solutions will be distributed from Portsmouth as follows:—

	Phenolphthalein Pattern 780. Bottles.	Methyl orange solution, Pattern 112. Bottles.
Londonderry	36	2
Harwich	9	1
Mersey area	50	1
Portland	9	1
Greenock	15	1
Gibraltar	7	1
Alexandria	10	1
Freetown	22	1
Simonstown	6	1
Trinidad	3	1
Halifax, N.S.	7	1
St. Johns, N.F.	26	1
Haslar (Experimental Station)	—	1

APPENDIX A.

Pattern.	Description.	Denom.	Londonderry.	Harwich.	Liverpool Area.*	Greenock.	Haslar (Experimental Station).	Portsmouth Dockyard.	Admiralty Chemist, Portsmouth.	Portland.	Total.
2541	No. 1 testing sets ...	sets	28	7	102 (a)	12	—	—	—	7	156
2542	No. 2 testing sets ...	sets	2	1	8 (b)	1	1	10	1	1	25
—	Spare parts	sets	36	9	131 (c)	15	—	—	—	9	200
114	Silver nitrate solution...	galls.	18	4½	65½ (d)	7½	—	—	—	4½	100
108	Potassium chromate ...	botts.	36	9	131 (e)	15	—	—	—	9	200
737	Standard N/10 nitric acid solution.	galls.	18	4	66 (f)	8	—	—	—	4	100
852	Wanklyn soap solution	quarts	4	2	16 (g)	2	2	18	2	2	48

* Includes the following quantities for shipment:—

	(a)	(b)	(c)	(d)	(e)	(f)	(g)
Gibraltar	5	1	7	3½	7	3	2
Alexandria	8	1	10	5	10	5½	2
Freetown	18	1	22	11	22	10½	2
Simonstown... ..	4	1	6	3	6	3	2
Trinidad	2	1	3	1½	3	1½	2
Halifax	5	1	7	3½	7	3	2
St. John's, N.F.	20	1	26	13	26	15	2

2520.—Compression Ignition Engines—Maintenance

Surface Vessels propelled by C.I. Engines

(D. 4082/42.—28.5.1942.)

A chart has been compiled to provide in a convenient form a scheme of maintenance for the main engines of motor minesweepers. It is reproduced as A.F.O. Diagram No. 128/42 for the information and guidance of engineer officers responsible for the maintenance of the machinery of these and other vessels propelled by compression ignition engines.

2. The routine is planned on a basis of 60 hours' running per week for a medium speed engine of about 500 h.p., and is expected to be varied as necessary to suit other engines and conditions.

3. The amount of refitting required when a vessel is laid up can be reduced by making use of all opportunities which occur between top or major overhauls for refitting accessible machinery parts. The estimated numbers of working hours required for top and major overhauls, shown in the panels in the right hand column of the chart, are based on this being done to a reasonable extent.

2521.—Catapults and Accelerators—Supply of Replace Parts

(D. 6478/42.—28.5.1942.)

In order to facilitate the supply of accelerator spares to H.M. Ships and Dock-yards, the arrangements are to be brought into line with those for catapults.

2. In future all requisitions for replace parts and spares for catapult and accelerator mechanisms, including ropes, are to be forwarded to the Manager, Engineering Department, Chatham, who will arrange supply.

3. The above replacements are chargeable to Vote 8, Section III, Subhead E.

(C.A.F.O. 2422/36 is cancelled.)

2522.—W/T Outfit R.I.S. (3)—Fitting-out Information

(S.D. 449/42.—28.5.1942.)

A.S.E. Preliminary Specification No. B.141/42 has been prepared to show the method of fitting and wiring W/T Outfit R.I.S. (3).

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

3. Copies of the specification have also been forwarded to the Warship Production Superintendents, Scottish, East Scotland, Belfast, South Wales, North Eastern, North Western, Humber, Southern, and Thames areas. The Principal (Ship) Overseers and Emergency Repair Overseers of all ships approved to be fitted with W/T Outfit R.I.S. (3) are, therefore, to apply to the Warship Production Superintendents of their areas for a copy of A.S.E. Specification No. B.141/42 in accordance with the procedure laid down in A.F.O. 790/40.

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

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

2523.—R.D.F. Installations, Types 79M and 279M—Fitting-out Information

(S.D. 0898/42.—28.5.1942.)

A.S.E. Preliminary Specification No. B.150/42 has been prepared to show the method of fitting and wiring R.D.F. installations, Types 79M and 279M.

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

3. Copies of the Specification have also been forwarded to the Warship Production Superintendents, Scottish, East Scotland, Belfast, South Wales, North Eastern, North Western, Humber, Southern and Thames areas. The Principal (Ship) Overseers and Emergency Repair Overseers of all ships approved to be fitted with R.D.F. installations, Types 79M and 279M are therefore to apply to the Warship Production Superintendents of their areas for a copy of A.S.E. Specification No. B.150/42 in accordance with the procedure laid down in A.F.O. 790/40.

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

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

2524.—R.D.F. Type 271—Forced Ventilation

(S.D. 05258/42.—28.5.1942.)

To obviate overheating of the indicator and oscillator units of Type 271 sets the following forced ventilation is to be provided in ships concerned when fitting out for tropical service.

2. Drill twelve $\frac{1}{2}$ -in. diameter holes in the tray carrying the indicator. Connect by any suitable means, a hose or trunk of area not less than two square inches to the local oscillator compartment from the office ventilating air supply. The opening of the local oscillator compartment can be at the back or either side as most convenient. Provide suitable gauze or equivalent in the air supply to the oscillator compartment.

3. The above applies only to Mark II panels, i.e., those with a serial number preceded with the letters AW. Forced ventilation is already provided in Marks III and IV panels.

2525.—S.R.E.—Use of Unauthorised Broadcast Receivers

(S.D. 481/42.—28.5.1942.)

Cases have recently occurred where A.S.E. representatives, having been called in to investigate defects of the Sound Reproduction Equipment, have found that the trouble has been caused by the connection of unauthorised broadcast receivers to the S.R.E. aerial.

2. It is emphasised that no other equipment of any sort is to be connected to the Sound Reproduction Equipment.

3. Attention is drawn to the danger of using certain types of commercial broadcast receivers at sea, owing to their liability to re-radiate and so enable ships to be located by D/F.

4. No receiver is to be used in sea-going ships unless a certificate is obtained from the manufacturers or their agents that the radiation, when the receiver is attached to an aerial suitable for receiving on any of the frequencies for which it is capable of being used, does not exceed 0.1 microvolts per metre when measured at a distance of one nautical mile.

2526.—Sound Reproduction Equipment—Use of Unsuitable Loudspeakers

(S.D. 306/42.—28.5.1942.)

Cases have occurred where Sound Reproduction Equipment Amplifiers, Pattern 912A and 2608A have been damaged owing to unsuitable commercial loudspeakers having been added to the Sound Reproduction Equipment.

2. The output impedances of Pattern 912A and 2608A Amplifiers is 100 ohms and 20 ohms respectively and are suitable for operating into high impedance loudspeakers only. The impedance of Pattern 4480 and 4481 loudspeakers is approximately 670 ohms when the volume control is set to the "maximum" position.

3. Ships desiring to install speakers in excess of the authorised allowance are to ensure that "High Impedance" models are obtained.

4. Admiralty Signal Establishment is able to arrange purchase of speakers similar to Pattern 4480 at a cost of approximately £2 15s. 0d. each, if requested.

2527.—Foreign Ensigns for H.M. Ships—Demands

(N.S. 012588/42.—28.5.1942.)

Attention is drawn to A.F.O. 1557/40, the provisions of which are not being complied with, and very few foreign ensigns have been returned to storing yards.

2. During war, ships proceeding to stations abroad are to demand only those foreign ensigns which will probably be required for use, and surpluses should be returned when ships arrive back for home service.

(A.F.O. 1557/40.)

2528.—Packing Cases for W/T and R.D.F. Sets—Return

(N.S. 19443/42.—28.5.1942.)

To ensure economy of timber and labour and to make available sufficient packing cases for new W/T and R.D.F. sets, Superintending Naval Store Officers, Area Naval Store Officers, Area W/T Supply Officers and other authorities should arrange for serviceable empty packing cases of the descriptions concerned to be returned to R.N. Store Depot, Howard Town Mill, Glossop.

2. Opportunity of transport by lorries returning to Glossop empty or partly empty should be taken whenever possible, otherwise the cases should be sent by goods train, the original consigning address and distinguishing marks, etc., being obliterated before despatch.

2529.—Fitting of Air Speed Indicators to Instrument Flying Panels

(A.M.R. 354/42.—28.5.1942.)

Difficulty is often experienced when fitting air-speed indicators to instrument flying panels owing to the considerable variation in the depth of these instruments behind the mounting flange. Pipe, No. 2 (Stores Ref. 6A/1011), which connects the static connection of the altimeter to the static connection of the air-speed indicator, is short and comparatively rigid and cannot easily be bent to accommodate variations in depth of air-speed indicators of different makes.

2. Action is therefore being taken to ensure that, on all air-speed indicators provided in future, the pressure and static connections shall end at a fixed distance behind the mounting flange. The standard distance chosen is equal to that which obtains on the deepest air-speed indicators now in production, and instruments which have shallower cases will have the pressure and static connections extended accordingly. A new connecting pipe, which will be known as pipe, No. 2A (Stores Ref. 6A/1389), will replace the present pipe, No. 2 (Stores Ref. 6A/1011), and all new panels will be fitted with the former. It is not proposed to fit retrospectively.

3. As an interim measure, when difficulties are experienced in accommodating pipes, No. 2, No. 2A, or No. 3 (Stores Ref. 6A/1012), to air-speed indicators of different depths, these pipes may be altered to suit by removing a section from the middle of the pipe and inserting a short length of rubber tubing $\frac{1}{8}$ -in. inside diameter by $\frac{1}{16}$ -in. outside diameter, similar to that used to connect the pressure and static connections of the instrument flying panel to the airframe. Care is to be taken that the rubber tubing is not kinked when the pipe is connected up and that the ends are bound so as to prevent leakage.

2530.—Admiralty Approved Drawings—Adherence to

(D. 06838/42.—28.5.1942.)

Instances have occurred in which emergency repair overseers have ignored approved sketches provided by the Admiralty and have carried out work to their own design or in some instances to meet the wishes of the ships' officers.

2. Whilst it is not desired to hamper overseers in any action they may take to get work done speedily, it must be recognised that approved sketches are to be worked to as far as is possible and no general departure is to be made without prior approval.

3. Requests by ships' officers for departures from the general principles and design of approved sketches are not to be acceded to unless it is clear to the overseer that the sketches cannot be worked to, in which case approval is to be sought, by wire if the matter is urgent.

2531.—Watertight Hatches and Doors—Maintenance of
(H.M. Ships.)

(D. 5452/42.—28.5.1942.)

The attention of commanding officers is invited to the urgent necessity of maintaining watertight doors and hatches in an efficient condition.

2. These fittings are to be inspected frequently to ensure that:—

- (i) No distortion of hatches or doors or of their coamings or frames exists.
- (ii) The rubber jointing is in good condition.

(iii) The clips are correctly assembled and properly engage their wedges.

(iv) The leather washer forming the watertight gland in the clip is in a thoroughly satisfactory condition.

3. Where practicable, any defects revealed are to be made good by the ship's staff, but in cases where the work involved is beyond the capacity of ship's staff, it is to be treated as a defect to be made good at the earliest possible opportunity.

4. A.F.O. Diagram No. 130/42 shows the correct method of clip assembly for guidance in connection with paragraph 2 (iii) and (iv) above.

2532.—“Bangor” Class Minesweepers, Steam Driven Type—Fitting for Tropical Service—REPORTS

(M/S. 0243/42.—28.5.1942.)

With reference to A.F.O. 2412/42, reports are to be forwarded to the Admiralty as soon as “Bangor” class minesweepers, steam driven type, have been equipped for tropical service in respect of awnings, engine-room ventilation and table fans:

(A.F.O. 2412/42.)

2533.—Corrosion of Pressure Hull—A. and A.*H.M. Submarines*

(D. 17857/42.—28.5.1942.)

The pressure hull of a new submarine has been corroded through owing to a leaky joint between the muffler tank and the outboard exhaust trunking. Particular attention is required to ensure gas tight joints of muffler tanks and trunking and to keep the pressure hull in the vicinity under close observation. Attention is invited to A.F.O. 4066/41.

2. An item is to be inserted in the next lists of As. and As. classified ‘A,’ to cover the work involved in the fitting of 10 lb. doubling plates to the pressure hull in way of joints of muffler tanks and outboard exhaust trunking.

(Admiral (S), 5.12.41, No. 2256/S.M.727.)

(A.F.O. 4066/41.)

2534.—Secondary Lighting—Operating Theatres*H.M. Ships in which a Medical Officer is Borne*

(N.S./M.D.G. 38193/41.—28.5.1942.)

Experience has shown the necessity for the provision of independent secondary lighting for use in operating theatres or sick bays in H.M. Ships in the event of a complete failure of the ship's lighting arrangements.

2. Allowances will be made to ships on the basis of:—

Pattern 16034, Headlamps, complete, 3 No. ...	} per Medical Officer borne.
Pattern 17069, Floodlights, 200 watt, watertight, 1 No.	

3. Ships concerned in commission should demand numbers required from their storing yards. For ships of new construction, supplies should be arranged by storing yards in the usual manner.

4. The allowance of headlamps, Pattern 16034, is additional to any quantities already held for emergency repair parties, in accordance with A.F.O. 4515/40.

5. The Sea Store Establishments concerned will be amended.

(A.F.O. 4515/40.)

2535.—Ventilation of Mess and Cabin Spaces—A. and A.*"C" and "D" Class Cruisers*

(D. 06165/42.—28.5.1942.)

An item, Classified "A," is to be included in the next lists of As. and As. for "C" and "D" class cruisers to cover the work of fitting punkah louvres to the ventilation systems of the mess and cabin spaces.

2. Arrangements have been made for typical drawings to be prepared at Devonport.

*(This Order is to be retained until complied with.)***2536.—Aluminium Silicon Alloy Ventilation Valves***H.M. Ships*

(D. 5985/42.—28.5.1942.)

Experience has shown that when aluminium silicon alloy ventilation valves are fitted at the weather deck, corrosion of the aluminium alloy may lead to difficulties in working the valves.

2. In new construction ships' ventilation valves in fabricated steel or G.M. (B.S.S. 900/1) are to be fitted at weather deck positions provided no delay in completion of the ships is involved.

3. Future specifications are being amended accordingly.

4. For ships in service the aluminium silicon alloy ventilation valves fitted at weather deck positions are to be examined and if necessary replaced by fabricated steel or G.M. (B.S.S. 900/1) valves.

*(A.F.Os. 2226/38 and 1843/40.)***2537.—Enclosure of Main Switchboards—A. and A.***("Tribal," "J," "K" and "N" Classes Destroyers.)*

(D. 06537/42.—28.5.1942.)

The item of As. and As. for the total enclosure of the main switchboard in the above-mentioned classes of destroyers, has now been approved, classification "A."

2. The work is to be carried out in accordance with Dev. M.C.D. Drawing A.9329, copies of which are being supplied to all repair authorities.

*(This Order is to be retained until complied with.)***2538.—After Compass—Position of***"Dance" Class Trawlers*

(D. 6126/42.—28.5.1942.)

It has been reported that the position of the after compass on the after casing of "Dance" class trawlers is unsatisfactory owing to the proximity of the ammunition lockers, Holman projector, etc.

2. The possibility of effecting a re-arrangement, entailing only a small amount of work, of such items as are within 6 ft. of the compass is, therefore, to be investigated.

3. If a satisfactory simple re-arrangement cannot be made the compass is to be removed.

*(C.O., H.M.S. "Tango", letter, dated 23.3.42.)**(This Order is to be retained until complied with.)***2539.—Fuelling and Defuelling of Aircraft in Catapult Ships**

(D. 6472/42.—28.5.1942.)

With reference to paragraph 3 of C.A.F.O. 1516/41 it has come to notice that some catapult ships in commission have not yet demanded their allowance of "Y" pieces and adaptors for defuelling purposes.

2. In view of the importance of having satisfactory arrangements for rapid fuelling and defuelling of aircraft, Commanding Officers of ships which still require these fittings should demand them without delay.

3. If any other arrangements have been fitted by the ship's staff, full details, amplified by a diagram should be reported to the Admiralty (Director of Air Materiel) in order that they may be considered for standard adoption.

*(C.A.F.Os. 1168a/40, 1430/40, 2351/40 and 1516/41.)***2540.—Degaussing—Instructions and Information concerning Ships with Defective D.G. Installations**

(S.D.G. 57/42.—28.5.1942.)

The following instructions and information relating to the action to be taken in connection with passing ships over D.G. ranges and dealing with ships having defective D.G. installations are issued primarily for the guidance of local naval authorities.

D.G. RANGES—PRECAUTIONS WITH REGARD TO ENEMY MINES AND SWEEPING OPERATIONS.

2. (i) Passing ships over a range with the D.G. current switched off is part of the normal procedure of ranging. Local naval authorities should, therefore, give due warning to the D.G. Range Officer concerned, and to the S.I.D.G. (if any) of the area, whenever minelaying in the vicinity of a range is suspected, and should prohibit runs with D.G. switched off until such time as they are satisfied that such runs can be safely carried out.

(ii) The D.G. Range Officer should always be notified when minesweeping in the vicinity of a range is to take place.

ACTION IN THE CASE OF UNSAFE SHIPS

3. The action to be taken in the case of any ships deemed to be unsafe from a D.G. point of view will remain in the discretion of the local naval authority, subject to the observance of the directions set out below:—

A.—H.M. SHIPS CLASSIFIED BY D.G. STAFF AS UNSAFE

(i) When a ship is classified as unsafe as a result of a D.G. range test or for any other reason connected with the D.G. equipment, the D.G. authority concerned will report the fact to the following authorities (by signal if necessary):—

C.-in-C. of Command.

Local Naval Authority.

S.I.D.G. (if any) of the Area.

Ship concerned.

Ship's Operational Authority.

Ship's immediate Senior Officer.

Ship's Administrative Authority (if differing from above).

Admiralty (if ship is in U.K. waters).

(ii) Commanding officers of H.M. ships are responsible for taking such action as they may consider requisite and, when necessary, should consult the local naval authority and their own operational authorities.

(iii) The sailing authority must be the responsible authority for deciding whether a ship is safe from a D.G. point of view, after taking into account all the circumstances, including the various depths, etc., which will be encountered en route to the next destination.

B.—MERCHANT SHIPS CLASSIFIED BY D.G. STAFF AS UNSAFE

- (i) When a ship is classified as unsafe as a result of a D.G. range test or for any other reason connected with the D.G., and it appears probable that the installation cannot be put right without delay to the ship, the D.G. authority should report the fact (by signal if necessary) to the local naval authority, to the S.I.D.G. (if any) of the area and to the Ministry of War Transport representative (if any).
- (ii) *Action appropriate to ports at home and abroad.*—In deciding upon the action to be taken in any particular case, the local naval authority should take into consideration all relevant factors such as :—
- The urgency of the service for which the ship is required and the ship's normal sailing schedule.
 - The existing situation in regard to the danger from magnetic mines, both in the vicinity of the port of departure and on the route which it is intended that the ship should follow.
 - The views of the local representative of the Ministry of War Transport (if any), who should always be consulted before a merchant ship is detained for D.G. work.
- (iii) *Action appropriate to home ports only.*—When it is not possible, in the first instance, to detain an unsafe merchant ship sailing from one port to another in the United Kingdom, the practicability of diverting her to an intermediate port en route, where the D.G. can be attended to, should be considered, provided this will reduce the risk to which the ship will be exposed.

Where an unsafe ship is bound for a port abroad she should not normally be detained or diverted; in such case, the local D.G. authority will immediately inform the S.D.G. Department, Admiralty, by letter in order that the D.G. authority at the port of destination may be informed as necessary.

- (iv) *Action appropriate to ports abroad only.*—In the case of an unsafe ship sailing from a port abroad direct to the United Kingdom, the local naval authority should inform the Admiralty by signal as follows :—

“S.S. ‘ ’ D.G. is inoperative.”

so that the ship may be diverted to a safe port on arrival.

If the ship is routed via another port abroad where D.G. facilities exist, the local naval authority at that port should be informed by signal that D.G. inspection is necessary, provided that this course is recommended by the local D.G. authority.

Note.—The local D.G. authority should not make such a request if it is possible for him to hand to the master of the ship a sealed note addressed to the D.G. authority at a future port of call abroad, containing recommendations as to the D.G. repairs required before the ship enters dangerous waters.

MERCHANT SHIPS ABROAD REQUIRING ADJUSTMENT OR REPAIR OF D.G. INSTALLATION

4. At ports abroad, recommendations concerning the adjustment, inspection or repair of D.G. installations of merchant ships are addressed to the local naval authority, who should take action to ensure that the necessary adjustment or repairs are carried out without undue delay to shipping, having in mind the considerations set out in paragraph 3B above.

5. In no case should delay to a merchant ship be incurred solely on account of D.G. without the consent of the local representative of the Ministry of War Transport where such exists. In the case of tankers, any delay must be reported forthwith to the Admiralty by signal; delay to other classes of ships, if expected to exceed seven days, must be reported similarly.

6. No information concerning the degree of protection afforded by their D.G. installation should ever be given to merchant ships.

(C.A.F.O. 87/41 is cancelled.)

2541.—D.G. Equipment—Fitting of Rudder Post Loops and S.A. Frame Magnets—A. and A.

105-ft. Motor Minesweepers

(S.D.G. 102/42.—28.5.1942.)

The following amendment is to be made to A.F.O. 2416/42 :—

Paragraph 2, first line :—

Delete Classification “A”: Substitute Classification “A*”.

(A.F.O. 2416/42.)

2542.—D.G. Equipment of Small Vessels—Supervision of H.M. Trawlers, Drifters, Whalers and Miscellaneous Small Craft

(S.D.G. 151/42.—28.5.1942.)

It has recently been observed that in several small vessels the D.G. equipment has been defective without the ships' officers being aware of the fact.

2. The attention of senior officers of bases is drawn to the following points :—

- The need for periodical inspection of D.G. equipments to ensure effective care and maintenance.
- The entering of major defects or alterations on the appropriate lists prior to a vessel refitting.
- The need for instructing ships' officers in the use and adjustment of D.G. equipment.

(A.F.O. 5083/41.)

2543.—Securing Gear for Aircraft—Pamphlet and Revised Outfits

All vessels carrying Aircraft

(A.M. 4456/42.—28.5.1942.)

The tabulated outfits of securing gear listed in A.F.O. 3055/40 have been revised in a simplified form as detailed in this order.

2. In view of considerable unnecessary damage caused due to ignorance of the authorised methods of attaching securing gear to heavy naval aircraft in sea stowages, it has also been decided to issue an explanatory pamphlet on approved aircraft securing arrangements. In this publication the tables will be accompanied by a diagrammatic sketch of each lay-out and removable aircraft fitting. It will be entitled “Pamphlet on Securing Gear for Naval Aircraft in Aircraft Carriers, Catapult Ships and Freighters,” and will also contain comprehensive notes and instructions on the design, fitting and reason for the gear. Copies will be issued without demand to all concerned.

3. As soon as a lay-out for securing gear has been tested and approved arrangements will be made for removable aircraft attachment fittings to be manufactured by the aircraft firm or sub-contractor concerned and for the standard securing cables to be made up to the necessary lengths by R.N. Store Depôt, Coventry.

4. The gear is then stored by R.N. Store Depôt, Stafford, for issue in sets as laid down in the ensuing tables.

5. The Admiralty is arranging for initial outfits to ships to be supplied without demand. In the case of newly constructed or commissioned catapult ships, the outfit will be forwarded to the flight at the Naval Air Station at which it is formed, in order that the gear may be checked and cared for until the aircraft ratings and aircraft are embarked.

6. In the case of aircraft-carriers, freighters, or lighters, the initial outfits are supplied direct to the ship unless other arrangements are required.

7. Replacements for items of securing gear are to be demanded by ships concerned direct from R.N. Store Depôt, Stafford.

8. If a special lay-out of securing gear is required which is not shown in the ensuing tables, action to supply will be initiated by the Admiralty (D.A.M.).

9. Unserviceable or surplus items of securing gear are to be returned to the R.N. Store Depôt, Coventry.

10. *Outfits of securing gear are to be supplied to catapult ships as follows :—*

- (a) For each Walrus aircraft carried and One set of Table 1 per aircraft.
in addition the following gear :

- (b) For ships with E.II.H. or E.III.H. One set of Table 2.
catapults.
- (c) For ships with D.I.H. or D.II.H. One set of Table 3 and two sets
of Table 4.
catapults.
- (d) For ships with D.III.H. or D.IV.H. One set of Table 3 and two sets
of Table 5.
catapults.

Ships with catapults other than the above types are treated as special cases.

Table 6 and later tables contain the outfits for various types of aircraft in deck stowages, as required for aircraft carriers, freighters and lighters.

11. *Types of catapult fitted, or to be fitted in ships.*

E=Extending. D=Double acting. S=Slider. H=Heavy. L=Light. T=Turret.

Notes.—“E” and “S” types are mainly fitted on revolving turntables.

“L” types will only accommodate Seafox, or light type aircraft.

“D” types are fixed athwartships, and are fitted in conjunction with hangars.

S.II.L.	“Emerald”			
S.III.L.	“Enterprise”			
E.II.T.	“Rodney” (centre line)			
E.III.T.	“Resolution” (side type)			
S.II.L.	{ “Queen of Bermuda” “Asturias” “Cantor” } Non-rotating			
S.III.L.		“Alcantara”		
E.III.T.2		“Kent”		
E.II.H.	{ “Shropshire” “Devonshire” “Sussex” “Norfolk” }			
E.III.H.		{ “Ajax” “Leander” “Achilles” “Hobart” “Australia” “Canberra” “Albatross” }		
		D.I.H.	{ “Cumberland” “Suffolk” “Berwick” “Birmingham” “Sheffield” “Glasgow” “Newcastle” “Liverpool” “Manchester” “Belfast” “Pegasus” }	
		D.II.H.	{ “Malaya” “Warspite” }	
		D.III.H.	{ “Queen Elizabeth” “Valiant” “King George V” “Duke of York” “Howe” “Anson” }	
		D.IV.H.	{ “Kenya” “Nigeria” “Mauritius” “Trinidad” “Jamaica” “Gambia” “London” “Uganda” }	

12. The following tables are included in this order:—

Table 1—Walrus Aircraft. Steadying Equipment and Control Surface Locks.

Catapult Ship Stowages.

Table 2—Walrus (Spread and Folded) on Revolving type Catapults.

Table 3—Walrus (Spread) on Deck type Catapults.

Table 4—Walrus (Folded on Loading Bogie) on D.I.H. or D.II.H. type Catapults.

Table 5—Walrus (Folded on Catapult Trolley) on D.III.H. or D.IV.H. type Catapults.

Deck Stowages—Hangar Securing Gear.

Table 6—Walrus (Folded).

Table 7—Swordfish (Folded).

Table 8—Albacore (Folded).

Table 9—Fulmar (Folded).

Table 10—Martlet (Spread, Folded or Wings Off).

Table 11—Hurricane (Spread or Wings Off).

Table 12—Seafire (Spread, Folded or Wings Off).

Table 13—Barracuda (Folded).

Table 14—Kingfisher (O.S.2.U.) Provisional arrangement.

13. Tables for Sea Otter and later types of aircraft will, with the above, in due course be included in the pamphlet referred to in paragraph 2 and in Aircraft Stores Establishments.

Table 1.—WALRUS AMPHIBIANS IN CATAPULT SHIPS AND EXPOSED DECK STOWAGES
AIRCRAFT STEADYING EQUIPMENT AND CONTROL SURFACE LOCKS

(Outfits to be supplied for each aircraft irrespective of the outfits of ship securing gear detailed in the ensuing tables.)

Item No.	Ref. Letter on D.A.M. Drg. No. S.11/42	Stores Reference	Part No. or Makers' Drg. No.	Description	Remarks	No. per Aircraft
1	A	26B/30331	23679/183	Stirrup link } steadying tackle, Group Ref. 26B/30329 Pendants }	This group (Drg. No. 23679/Sheet 31) fits over slot in retractable spool spigot for attachment of steadying tackles.	2 2 4
2	B	26B/30330	23679/197			
<i>Control Surface Locks</i>						
3	C	26B/30373	23679/Sheet 44	Strut flap locking group ...	Will dispense with need for items 6, 7 and 8 if sea trials are successful.	2
4	D			Elevator contour board, anti-gun blast.		1
5	E			Rudder contour board, anti-gun blast.	Consists of a yoke fitting which locks the rudder to the fin.	1
6	F	26B/30372	22364/Sheet 62	Strut elevator locking group ...		2
7	G	26B/30374	22364/Sheet 61	Strut rudder locking group ...		1
8	H	26B/11588	22323/Sheet 10	Bar rudder locking top group ...		1

Table 2.—WALRUS AMPHIBIANS IN CATAPULT SHIPS
SECURING GEAR FOR AIRCRAFT SPREAD AND FOLDED ON REVOLVING (E or S) TYPE CATAPULTS.
Removable Aircraft Fittings and Struts

Item No.	Ref. Letter on D.A.M. Drg. No. S.8/42	Stores Reference	Part No. or Makers' Drg. No.	Length (approx.)	Description	Remarks	No. per aircraft
1	A	26B/30354	23679/Sheet 20		Shackle at bow	For attachment of nose cables	1
2	B	26B/30352	23679/Sheet 36		Lug group hauling back gear	For attachment of hauling back cables at retractable spigots.	2 sets
3	C	26B/30361	22379/Sheet 44F		Strut securing catapult front group.	To support main plane folded	2
4	D	26B/30362	22379/Sheet 44R		Strut securing catapult rear group.	To support main plane folded	2
5	E	26B/11604	22379/225 ...		Lug securing on catapult ...	For attachment of lower ends of struts C and D.	4
<i>Standard Securing Cables</i>							
				ft. in.			
6	F	27H/1438	518/6A ...	15 0	Cables at nose of hull ...	—	2
7	G	27H/1451	518/6C ...	14 6	Cables at front of wing tip floats (spread and folded).	Spring incorporated	4
8	H	27H/1452	518/7C ...	16 6	Cables at rear of wing tip floats (spread).	Spring incorporated	2
9	K	27H/1446	518/1C ...	8 0	Cables at rear of wing tip floats (folded).	Spring incorporated	2
10	L	27H/1852	518/2E ...	4 6	Hauling back cables (front)...	—	2
11	M	27H/1855	518/5E ...	9 3	Hauling back cables (rear) ...	—	2
12	N	27H/1439	518/7A ...	16 6	Cables at rear of hull ...	—	2
Admiralty shackles, Pattern No. 5341, for attachment of cables at deck link plates							10

Table 3.—WALRUS AMPHIBIANS IN CATAPULT SHIPS
SECURING GEAR FOR AIRCRAFT SPREAD ON DECK (D) TYPE CATAPULTS
Removable Aircraft Fittings

Item No.	Ref. Letter on D.A.M. Drg. No. S.13/42	Stores Reference	Part No. or Makers' Drg. No.	Length (approx.)	Description	Remarks	No. per aircraft
1	A	26B/30354	23679/Sheet 20	—	Shackle at bow	For attachment of nose cables	1
2	B	26B/30352	23679/Sheet 36	—	Lug group hauling back gear	For attachment of hauling back cables at retractable spigots.	2 sets
<i>Standard Securing Cables</i>							
				ft. in.			
3	C	27H/1436	518/4A ...	11 3	Cables at nose of hull ...	—	2
4	D	27H/1448	518/3C ...	9 9	Cables at front of wing tip floats.	Spring incorporated	2
5	E	27H/1449	518/4C ...	11 3	Cables at rear of wing tip floats.	Spring incorporated	2
6	F	27H/1852	518/2E ...	4 6	Hauling back cables (front)...	—	2
7	G	27H/1855	518/5E ...	9 3	Hauling back cables (rear) ...	—	2
8	H	27H/1435	518/3A ...	9 9	Cables at rear of hull ...	—	2
Admiralty shackles, Pattern No. 5341, for attachment of cables at deck link plates							8

Table 4.—WALRUS AMPHIBIANS IN CATAPULT SHIPS
SECURING GEAR FOR AIRCRAFT FOLDED ON LOADING BOGIE IN HANGAR (SHIPS WITH D.I.H AND D.II.H
CATAPULTS)

Removable Aircraft Fittings and Struts

Item No.	Ref. Letter on D.A.M. Drg. No. S.14/42	Stores Reference	Part No. or Makers' Drg. No.	Length (approx.)	Description	Remarks	No. per aircraft
1	A	26B/30354	23679/Sheet 20	—	Shackle at bow	For attachment of nose cables	1
2	B	26B/13313	23679/Sheet 21	—	Strut securing front group ...	To support main planes at lower wing locks when folded.	2
3	C	26B/30370	23679/Sheet 14	—	Strut securing on loading bogie (rear group).	Supports from deck which clamp over rear catapult spools.	2
4	D	26B/13312	23679/61 ...	—	Plate deck fitting	To be welded to deck for attachment of struts, B and C.	4
<i>Standard Securing Cables</i>							
5	E	27H/1435	518/3A ...	ft. in. 10 9	Cables at nose of hull ...	—	2
6	F	27H/1433	518/1A ...	7 0	Cables at rear struts (C) ...	—	2
7	G	27H/1445	518/3B ...	5 6	Cables at wing tip floats (front and rear).	Rear cables from each float are crossed under hull.	4
8	H	27H/1434	518/2A ...	9 6	Loading bogie securing cables	To secure bogie to hangar deck.	4
Admiralty shackles, Pattern No. 5341, for attachment of cables at deck link plates							12

Table 5.—WALRUS AMPHIBIANS IN CATAPULT SHIPS
SECURING GEAR FOR AIRCRAFT FOLDED ON CATAPULT TROLLEY IN HANGAR (SHIPS WITH D.IIIH AND D.IVH
CATAPULTS)

Removable Aircraft Fittings and Struts

Item No.	Ref. Letter on D.A.M. Drg. No. S.15/42	Stores Reference	Part No. or Makers' Drg. No.	Length (approx.)	Description	Remarks	No. per aircraft
1	A	26B/30354	23679/Sheet 20	—	Shackle at bow	For attachment of nose cables	1
2	B	26B/13313	23679/Sheet 21	—	Strut securing front group ...	To support main planes at lower wing locks when folded.	2
3	C	26B/13312	23679/61	—	Plate, deck fitting	To be welded to deck for attachment of struts B.	2
4	D	26B/30352	23679/Sheet 36	—	Lug group hauling back gear	For attachment of hauling back cables at retractable spigots.	2 sets
<i>Standard Securing Cables</i>							
5	E	27H/1434	518/2A ...	ft. in. 9 0	Cables at nose of hull ...	—	2
6	F	27H/1433	518/1A ...	7 6	Cables at rear of wing tip floats.	To be crossed under hull ...	2
7	G	27H/1852	518/2E ...	4 6	Hauling back cables (front)...	—	2
8	H	27H/1855	518/5E ...	9 3	Hauling back cables (rear) ...	—	2
9	K	27H/1435	518/3A ...	10 6	Cables at rear of hull ...	—	2
Admiralty shackles, Pattern No. 5341, for attachment of cables at deck link plates							6

Table 6.—WALRUS AMPHIBIANS IN AIRCRAFT CARRIERS OR FREIGHTERS
HANGAR SECURING GEAR FOR AIRCRAFT FOLDED IN A DECK STOWAGE

Removable Aircraft Fittings

Item No.	Ref. Letter on D.A.M. Drg. No. S.4/42	Stores Reference	Part No. or * Makers' Drg. No.	Length (approx.)	Description	Remarks	No. per aircraft
1	A	26B/30354	23679/Sheet 20	—	Shackle at bow	For attachment of nose cables For attachment of cables D. and E. (Modification Walrus I/341).	1
2	B	—	30979/Sheet 91	—	Clamp on rear Catapult spools		2
<i>Standard Securing Cables</i>							
				ft. in.			
3	C	27H/1445	518/3B ...	7 3	Cables from nose of hull ...	—	2
4	D	27H/1443	518/1B ...	3 9	Centre cables at spool clamps	—	2
5	E	27H/1445	518/3B ...	6 0	Front and rear cables at spool clamps.	—	4
Admiralty shackles, Pattern No. 5341, for attachment of cables at deck link plates							8

* Vickers Armstrong (Supermarines), Ltd.

Note.—If the stowage is open to weather, a set of control surface locks as detailed in Table 1 will be required.

Table 7.—SWORDFISH SHIP-PLANE (FOLDED) IN DECK STOWAGE—HANGAR SECURING GEAR

Removable Aircraft Fittings

Item No.	Ref. Letter on D.A.M. Drg. No. S.5/42	Stores Reference	Part No. or * Makers' Drg. No.	Length (approx.)	Description	Remarks	No. per aircraft
1	A	—	D.37962 ...	—	Shackle	For attachment to lug adjacent to front catapult spool to take centre cables E.	2
2	B	26A/39736	F.S.105/1 ...	—	Quick release pin	For use with shackle A ...	2
3	C	—	F.S.109 ...	9-in.	Q.R. pin cord attachment ...	For use with shackle A ...	2
<i>Standard Securing Cables</i>							
				ft. in.			
4	D	27H/1434	518/2A ...	9 3	Cables from nose of fuselage...	Loop ends at deck. Attachment shackles are permanently fitted to aircraft.	4
5	E						
6	F	27H/1444	518/2B ...	4 5	Centre cables Cables at rear of fuselage ...	Loop ends attach to shackle A Loop ends at deck. Attachment shackles are permanently fitted to aircraft.	2
Admiralty shackles, Pattern No. 5341, for attachment of cables at deck link plates							6

* Fairey Aviation Co., Ltd.

Note.—Control locking boards (contour boards) to protect control surfaces in open weather stowages, are supplied separately. (C.A.F.O. 1926/41.)

Table 8.—ALBACORE SHIP-PLANE (FOLDED) IN DECK STOWAGE—HANGAR SECURING GEAR
Removable Aircraft Fittings

Item No.	Ref. Letter on D.A.M. Drg. No. S.6/42	Stores Reference	Part No. or * Makers' Drg. No.	Length (approx.)	Description	Remarks	No. per aircraft
1	A	—	C.58690 ...	—	Shackle at bulkhead, No. 3 Group.	Can remain fitted in flight ...	2
2	B	—	B.75392 ...	—	Clamp on front catapult spool	For attachment of cables K and M.	2
3	C	—	D.76709 ...	—	Shackle on front catapult spool.	For attachment of cables L ...	2
4	D	—	A.G.S.916, Mk. D	—	Pin for shackle ...	For use with shackle C ...	2
5	E	—	D.75567/X.1 ...	—	Lanyard, ball, chain ...	For use with shackle C ...	2
6	F	—	F.S.105/17 ...	—	1-in. diam. × ½-in. split ring	For use with shackle C ...	2
7	G	—	C.75340 ...	—	Ring on sternpost ...	Can remain fitted in flight ...	1

Standard Securing Cables

Item No.	Ref. Letter	Stores Reference	Part No.	Length (approx.)	Description	Remarks	No. per aircraft
8	H	27H/1434	518/2A	8 6	Cables from nose of fuselage...	From shackles A ...	2
9	K	27H/1445	518/3B	5 3	Front cables at spool clamps	—	2
10	L	27H/1433	518/2A	8 6	Cable at shackle on catapult spool.	—	2
11	M	27H/1436	518/4A	11 5	Rear cables at spool clamps	—	2
12	N	27H/1444	518/2B	4 0	Cables from rear of fuselage...	From ring G ...	2
Admiralty shackles, Pattern No. 5341, for attachment of cables at deck link plates ...							10

* Fairey Aviation Co., Ltd.

Note.—Control locking boards (contour boards) to protect control surfaces in open weather stowages, are supplied separately. (C.A.F.O. 1926/41.)

Table 9.—FULMAR SHIP-PLANE (FOLDED) IN DECK STOWAGE—HANGAR SECURING GEAR
Removable Aircraft Fittings

Item No.	Ref. Letter on D.A.M. Drg. No. S.7/42	Stores Reference	Part No. or * Makers' Drg. No.	Length (approx.)	Description	Remarks	No. per aircraft
1	A	—	(C) F.I/23 ...	—	Lug at wing latch (port) ...	For attachment of cables H ...	1
2	B	—	(C) F.I/24 ...	—	Lug at wing latch (starboard)	For attachment of cables H...	1
3	C	—	(B) F.I/1 ...	—	Clamp at front catapult spool (port).	For attachment of cables K and L.	1
4	D	—	(B) F.I/2 ...	—	Clamp at front catapult spool (starboard)	For attachment of cables K and L.	1
5	E	—	(C) F.Q/25 ...	—	Rear handling tube ...	For attachment of cables M...	1
6	F	—	(D) F.I/15 ...	—	Shackles at rear handling tube	For attachment of cables M...	2

Standard Securing Cables

Item No.	Ref. Letter	Stores Reference	Part No.	Length (approx.)	Description	Remarks	No. per aircraft
7	G	27H/1434	518/2A	8 9	Cables from nose of fuselage	Loop end at deck ...	2
8	H	27H/1445	518/3B	7 7	Cables from lugs at wing latch	Q.R. at deck ...	2
9	K	27H/1444	518/2B	4 6	Front cables at spool clamps	Q.R. at deck ...	4
10	L							4 4	Rear cables at spool clamps...	Q.R. at deck ...
11	M	27H/1443	518/1B	3 6	Cables from rear of fuselage	Loop end at deck ...	2
Admiralty shackles, Pattern No. 5341, for attachment of cables at deck link plates ...							10

* Fairey Aviation Co., Ltd.

Note.—Control locking boards (contour boards) to protect control surfaces in open weather stowages, are supplied separately. (C.A.F.O. 1926/41.)

Table 10.—MARTLET SHIP-PLANE (SPREAD, FOLDED OR WINGS OFF) IN DECK STOWAGE—HANGAR SECURING GEAR

Removable Aircraft Fittings

Item No.	Ref. Letter on D.A.M. Drg. No. S.2/42	Stores Reference	Part No. or * Makers' Drg. No.	Length (approx.)	Description	Remarks	No. per aircraft
1	A	—	C.92802 ...	—	Bearing tube ...	} Tube through fuselage and its associated equipment, for attachment of rear cables L.	1
2	B	—	C.92196 ...	—	Bearing tube shackles ...		2
3	C	—	D.92194 ...	—	Shackle pins ...		2
4	D	—	C.92195 ...	—	Locating sleeves ...		2
5	E	—	D.75567 ...	—	Lanyard ball chain ...		2
6	F	—	FS.105 ...	—	Split ring ...		2

Standard Securing Cables

7	G	27H/1434	518/2A ...	ft. in. 8 6	Cables from nose of fuselage...	—	2
8	H	27H/1447	518/2C ...	8 4	Cables from main planes ...	Spring incorporated. <i>NOT</i> required when aircraft is secured folded or wings off.	2
9	K	27H/1435	518/3A ...	10 10	Cables from undercarriage wheel hub.	—	2
10	L	27H/1433	518/1A ...	7 7	Cables at bearing tube ...	—	2
Admiralty shackles, Pattern No. 5341, for attachment of cables at deck link plates ...							8

* Grumman Aeronautical Corporation (Blackburn Aircraft Co.'s drawings).

Note.—Control locking boards (contour boards) to protect control surfaces in open weather stowages, are supplied separately. (C.A.F.O. 1926/41.)

Table 11.—HURRICANE SHIP-PLANE (SPREAD OR WINGS OFF) IN DECK STOWAGE—HANGAR SECURING GEAR

Removable Aircraft Fittings

Item No.	Ref. Letter on D.A.M. Drg. No. S.1/42	Stores Reference	Part No. or * Makers' Drg. No.	Length (approx.)	Description	Remarks	No. per aircraft
1	A	—	B.113137 ...	—	Tube ...	} Tube through fuselage and its associated equipment, for attachment of rear cables M.	1
2	B	—	A.11319 ...	—	Shackle ...		2
3	C	—	A.113141 ...	—	Sleeve ...		1
4	D	—	ASTD696/2H	—	Quick release pin ...		1
5	E	—	ASTD309/61	—	"D" tube ...		1
6	F	—	(3-cwt. bomb cable)	6-in.	Quick release pin cable ...		1
7	G	—			Split ring (1½) ...		1

Standard Securing Cables

8	H	27H/1435	518/3A ...	ft. in. 9 4	Cables from front wing roots	—	2
9	K	27H/1433	518/1A ...	7 3	Cables from rear wing roots	—	2
10	L	27H/1449	518/4C ...	12 6	Cables from wing tips ...	Spring incorporated. <i>NOT</i> required when aircraft is secured wings off.	2
11	M	27H/1443	518/1B ...	2 9	Cables at rear of fuselage ...	At bearing tube (A) ...	2
Admiralty shackles, Pattern No. 5341, for attachment of cables at deck link plates ...							8

* Hawker Aviation Co.

Note.—Control locking boards (contour boards) to protect control surfaces in open weather stowages are supplied separately. (C.A.F.O. 1926/41.)

Table 12.—SEAFIRE SHIP-PLANE (SPREAD, FOLDED OR WINGS OFF) IN DECK STOWAGE—HANGAR SECURING GEAR
Removable Aircraft Fittings

Item No.	Ref. Letter on D.A.M. Drg. No. S.3/42	Stores Reference	Part No. or * Makers' Drg. No.	Length (approx.)	Description	Remarks	No. per aircraft
1	A	—	34079/Sheet 3	—	Wing tip securing assembly ...	Quick release hooks and links (AGS. 960 and 206) to be removed from cables E, the hooks being incorporated in this assembly. (Not required when aircraft is secured folded or wings off.)	2
2	B	—	—	—	—	Soft eyes of cables F are fitted to arrester hooks. No special fitting supplied.	1
<i>Standard Securing Cables</i>							
3	C	27H/1433	518/1A ...	ft. in. 8 0	Front cables from under-carriage.	—	2
4	D	27H/1435	518/3A ...	10 6	Rear cables from under-carriage.	—	2
5	E	27H/1447	518/2C ...	9 3	Cables from main planes ...	Spring incorporated. <i>NOT</i> required when aircraft is secured folded or wings off.	2
6	F	27H/1443	518/1B ...	3 3	Cables from rear fuselage ...	At arrester hook ...	2
Admiralty shackles, Pattern No. 5341, for attachment of cables at deck link plates ...							8

* Vickers Armstrong, Ltd.

Note.—Control locking boards (contour boards) to protect control surfaces in open weather stowages are supplied separately. (C.A.F.O. 1926/41.)

Table 13.—BARRACUDA SHIP-PLANE (FOLDED) IN DECK STOWAGE—HANGAR SECURING GEAR
Removable Aircraft Fittings

Item No.	Ref. Letter on D.A.M. Drg. No. S.18/42	Stores Reference	Part No. or * Makers' Drg. No.	Length (approx.)	Description	Remarks	No. per aircraft
1	A	—	AGS.914, Mk. C	—	Shackles at nose ...	Can remain fitted in flight ...	2
2	B	—	AGS.916, Mk. C	—	Pins for nose shackles ...	Can remain fitted in flight ...	2
3	C	—	B.75392 ...	—	Clamps on front catapult spools.	—	2
4	D	—	CG/I/1 ...	—	Shackle at sternpost ...	Can remain fitted in flight ...	1
5	E	—	AGS.916, Mk. G	—	Pin for stern shackle ...	Can remain fitted in flight ...	1
<i>Standard Securing Cables</i>							
6	F	27H/1435	518/3A ...	ft. in. 10 0	Cables from nose of fuselage	Crossed under nose from shackles A.	2
7	G	27H/1444	518/2B ...	6 6	Front cables at spool clamps	—	2
8	H	27H/1435	518/3A ...	10 0	Rear cables at spool clamps	—	2
9	K	27H/1444	518/2B ...	4 0	Cables from rear of fuselage...	At shackle D ...	2
Admiralty shackles, Pattern No. 5341, for attachment of cables at deck link plates ...							8

* Fairey Aviation Co., Ltd.

Note.—Control locking boards (contour boards) to protect control surfaces in open weather stowages, are supplied separately. (C.A.F.O. 1926/41.)

Table 14.—KINGFISHER (O.S.2U) SHIP-PLANE OR FLOATPLANE
SECURING GEAR FOR AIRCRAFT SPREAD OR WINGS OFF. (PROVISIONAL)

Removable Fittings

Item No.	Ref. Letter on D.A.M. Drg. No. S.17/42	Stores Reference	Part No. or * Makers' Drg. No.	Length (approx.)	Description	Remarks	No. per aircraft
1	A	None now supplied	—	—	Strut securing main plane ON CATAPULT ONLY.	Not now supplied as part of equipment but can be made and fitted by ship's staff if desired.	2
2	—		—	—	—		—
3	—		—	—	—		—

Standard Securing Cables

Item No.	Ref. Letter on D.A.M. Drg. No. S.17/42	Stores Reference	Part No. or * Makers' Drg. No.	Length (approx.)	Description	Remarks	No. per aircraft	
4	D	27H/1434	518/2A	8	Cables from stub wing root	NOT required when wings are on and aircraft is spread. Spring incorporated. NOT required when aircraft is secured wings off. At fixed ring fittings...	2	
5	E	27H/1446	518/1C	7	Cables from wing tips		2	
6	F	27H/1433	518/1A	6	Cables from inside wheel hub		2	
7	G	27H/1443	518/1B	2	Cables from rear of fuselage		2	
								6

Admiralty shackles, Pattern No. 5341, for attachment of cables at deck link plates ...

* Chance Vought aircraft (of United Aircraft Corporation, U.S.A.)

(C.A.F.O. 1926/41 and 2135/41.)

(A.F.Os. 3055/40 and 4078/40; C.A.F.Os. 2706/39 and 2707/39; C.A.F.O. Diagrams 128/39 (1 and 2), 127/39 and 38/38 are cancelled.)

2544.—Aircraft Towing Bridles—Allowance for Aircraft Carriers

(N.S. Air 779/42.—28.5.1942.)

Towing bridles, two sets, as detailed in C.A.F.O. 345/42 and C.A.F.O. 867/42, will in future be allowed to aircraft carriers, except auxiliary carriers.

2. The bridles are to be made up on board in accordance with Drawing No. A.P. 1464/G.108/41.

3. Thimble, open, galvanised, $\frac{7}{8}$ -in. \times $1\frac{1}{2}$ -in., Pattern B.10/1915, is not suitable as an alternative to Pattern B.10/5082, and should not be used.

4. The bridles will be included in B.R. 378; meanwhile existing copies of O.U. 6328 should be amended in manuscript.

(C.A.F.Os. 345/42 and 867/42.)

2545.—Spares for Parachute Harness Quick Release Fittings

(N.S. Air 3494/41.—28.5.1942.)

For some time past the quick release fittings for parachute harnesses, quick release, have been made to a modified design. The latest type fitting is made to drawing 701; the previous type to drawing 703.

2. The following points of difference facilitate identification:—

New Type (Drg. 701).

Old Type (Drg. 703).

- | | | |
|--|-----|----------------------------------|
| (1) "Built-up" construction | ... | Block or "solid" construction. |
| (2) Three screws in baseplate | ... | Four screws in baseplate. |
| (3) Straight lugs on locking pin housing | ... | Locking pin housing is V-shaped. |

3. The spares for the two types are not interchangeable. The relative ranges of spares are set out below:—

Ref. No. for New Type.	Description.	Ref. No. for Old Type.
15A/393	Plunger, locking	15A/204
15A/394	Plunger, operating	15A/238
15A/395	Spring, locking, plunger	15A/207
15A/396	Screw, grub	15A/205
15A/397	Spring, locking, pin	15A/206
15A/398	Pin, locking	15A/151
15A/342	Plate, strap	—
28C/2844	Screw	15A/241
28C/2826	—	—
* or		
15A/343	Screw	15A/240
Nil	Washer, spacing	15A/242
Nil	Screw, back-plate	15A/239

* Ref. 15A/343, screws, instrument head, introduced by A.F.O. 3288/41, will no longer be used. Ref. 28C/2826 will be issued in lieu.

Ref. 15A/242 and 15A/239 are deleted in drawing 701 (new type).

4. It is no longer possible to obtain spares for the old type fitting. Should a part to drawing 703 become unserviceable, it will be necessary to replace the entire item by the new type. Unserviceable fittings of the old design should be returned to No. 6 Repairable Equipment Unit, Henlow, for disposal.

5. Maintenance spares as under will be allowed to catapult ships and carriers.

Ref. No.	Description.	Denomination.	O.U.6327.					O.U.6328.					
			10	11	12	13	14	10	11	12	13	14	
150	15A Fitting, quick release, complete.	No.	1	1	1	1	2	2	2	2	2	2	2

6. The necessary amendments to the A.S.Es. and to A.P. 1086, Part IV, will be made in due course.

(A.F.O. 3288/41.)

2546.—A.R.L. Plotting Tables—Spare Motors*Destroyer Depot Ships and Repair Ships*

(N.S. 12318/41.—28.5.1942.)

One compass control motor, reversing, Type C.C.M., Pattern 831 is to be allowed to each destroyer depot ship and repair ship for use in connection with repairs, etc., to A.R.L. plotting tables.

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

3. The Establishments of Naval Stores concerned will be amended.

*(C.-in-C., H.F., No. 348/H.F.744/13.—18.3.42.)***2547.—Destroyer Motor Boat Davits—Stores Required for***Destroyer Depot Ships*

(N.S. 17047/42.—28.5.1942.)

The undermentioned articles are to be allowed to Destroyer Depot Ships for use in connection with the repair or replacement of Destroyer Motor Boat Davits:—

Subhead and Item.	Pattern No.	Description.	Quantity per ship.
B.8	5184D	Blocks, steel, with P.B. sheaves, treble ...	8
B.10	59	Screws with slips	16
B.10	69	Screws without slips	8
E.13	54	Blocks, I.B., swivel eye with hook, single, without becket.	8
E.13	147	Block, I.B., treble, without becket	8

2. Ships concerned in commission should forward demands to their storing yards or bases accordingly. Supplies should not be hastened in view of the time required by Contractors to deliver.

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

*(R.A. (D), Home Fleet, 9.2.42, No. 142/H.D. 314 and 19.3.42, No. H.D. 314)***2548.—Stretchers, Neil Robertson—Allowances***S.G.B's.*

(N.S. 011745/42.—28.5.1942.)

Two Neil Robertson stretchers, Pattern 475, are allowed to each Steam Gun Boat. Supply to each vessel has already been arranged.

2. Paragraph 2 of A.F.O. 1955/42 is to be amended accordingly.

*(A.F.O. 1955/42.)***2549.—Care of Stores in Minor War Vessels and Requisitioned Premises**

(N.S. 19763/42.—28.5.1942.)

It has been represented that existing instructions are not sufficiently explicit in regard to the periodic mustering of permanent stores (including Owner's) in minor war vessels and requisitioned premises.

2. Under war conditions it is impracticable and undesirable to issue at headquarters detailed instructions which would be applicable to minor war vessels and shore establishments operating under varying conditions at home and abroad, but the general principle to be observed is as follows:—

Permanent stores (including Owner's) should be safeguarded to the maximum extent possible under war conditions and mustered within such periods as local administrative authorities may determine in cases not defined by Admiralty instructions and where the responsible accounting officers are in doubt or difficulty.

2550.—Cylinders and Linings Manufactured in Lead Plate

(G. 901/42.—28.5.1942.)

In order to conserve supplies of tin, certain cylinders and linings, previously manufactured in tinned plate, may in future be made of steel plate, lead coated.

2. This will not apply to such linings, etc., which may come in contact with stores where freedom from lead is essential.

3. When lead plate has been used in the manufacture of a lining, etc., an "L" will be stencilled in white, in an obvious position, drawing attention to the fact that lead plate has been used.

4. Care is to be taken that such cylinders or linings are not used as a temporary or alternative package for any stores where freedom from lead is a requirement.

2551.—Gauge, Depth, Hydrostatic (Fuel Contents Gauge)—Spares*Albacore Aircraft*

(N.S. Air. 5738/41.—28.5.1942.)

Gauge, Fuel Contents, "correct depth" type, Ref. No. 26BC/5801, for Albacore aircraft, is now superseded by Gauge, Depth, Hydrostatic (Fuel Contents Gauge), Ref. No. 6A/1412.

The new type gauge with spares will be allowed to ships and services in accordance with the following scales:—

O.U. 6328E—Albacore A.S.E.

1	2	3	4	10	11	12	13	14	20	21	X	Y	Z
<i>Section 6A</i>													
1412	Gauge, Depth, Hydrostatic (Fuel Contents Gauge).		No.	1	1	2	2		A				
Spares:—													
2182	Dial, large ...	B.184	"	-	-	-	-	-	B	-	-	-	1
2183	Dial, small ...	B.205	"	-	-	-	-	-	B	-	-	-	1
2184	Movement, complete	B.290	"	-	-	-	-	-	B	-	-	-	1
2185	Pointer, Double Scale, large.	L.1118	"	-	-	-	-	-	B	1	-	-	1
2186	Pointer, Single Scale, large.	A.33	"	-	-	-	-	-	B	1	-	-	1
2187	Pointer, small ...	I.809	"	-	-	-	-	-	B	1	-	-	1
<i>Section 6P</i>													
Spares for Hydrostatic Depth Gauge (Fuel Contents Gauge), Ref. 6A/1412:—													
418	Bezel, large ...	B.126	"	1	1	2	3	4	B	1	1	1	
419	Bezel, small ...	B.183	"	1	1	2	3	4	B	1	1	1	
420	Bolt ...	B.121	"	1	1	1	1	1	B	-	-	-	1
421	Bolt, tank, $\frac{1}{2}$ -in. gas thread.)	B.121	"	1	1	1	1	1	B	-	-	-	1
422	Bolt, tank, $\frac{5}{8}$ -in. gas thread.	B.121A	"	1	1	1	1	1	B	-	-	-	1
423	Filter ...	B.121	"	1	1	2	2	3	C	-	-	-	1
424	Glass, large ...	B.126	"	1	2	4	6	8	C	2	2	4	
425	Glass, small ...	B.183	"	1	2	4	6	8	C	2	2	4	
426	Washer, packing, rubber, large.	B.126	"	3	6	12	18	24	C	4	4	8	

1	2	3	4	10	11	12	13	14	20	21	X	Y	Z
	<i>Section 6A—contd.</i>												
427	Washer, packing, paper, large.	B.126	No.	3	6	12	18	24	C		4	4	8
428	Washer, packing, rubber, small.	B.183	"	3	6	12	18	24	C		4	4	8
429	Washer, packing, paper, small.	B.183	"	3	6	12	18	24	C		4	4	8
430	Washer, ½-in., gas, thread.	B.142	"	1	1	2	3	4	C		1	1	1
431	Washer, ¼-in., gas, thread.	B.142	"	3	6	12	18	24	C		4	4	8
432	Washer, ⅝-in., gas, thread.	B.217	"	11	1	2	3	4	C		1	1	1

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

Class "A" Stations and "Unicorn," in accordance with scale laid down in Column X.

Class "B" and "C" Stations, in accordance with scale laid down in Column Y.

R.N. Aircraft Repair Yards, in accordance with scale laid down in Column Z.

2. Arrangements have been made for the following to be supplied to Yards abroad to meet initial requirements, stocks, and reserves:—

Ref. No.	Alexandria	Bermuda	Malta	Trincomalee
6AA/2182	2	—	—	—
6AA/2183	2	—	—	—
6AA/2184	2	—	—	—
6AA/2185	4	—	—	—
6AA/2186	4	—	—	—
6AA/2187	4	—	—	—
6P/418	4	4	2	4
6P/419	4	4	2	4
6P/420	2	2	2	2
6P/421	2	2	2	2
6P/422	2	2	2	2
6P/423	2	4	2	4
6P/424	9	6	4	6
6P/425	9	6	4	6
6P/426	18	18	9	18
6P/427	18	18	9	18
6P/428	18	18	9	18
6P/429	18	18	9	18
6P/430	4	4	2	4
6P/431	18	18	9	18
6P/432	4	4	2	4

3. The following services will be supplied by R.N. Store Depôt (Midland Area), Stafford, without demand, when deliveries are received:—

R.N. Air Station, Piarco, Trinidad.

R.N. Air Section, Hastings, Freetown.

4. Ships and other services concerned should forward demands to their respective Store Depôts at Home or Storing Yards Abroad, to complete to the above scales, quoting this order as the authority for supply. Supplies to new Services will be made with their initial outfits of stores.

5. The allowances should be noted in O.U. 6328(E), which will be amended in due course, meanwhile existing copies held by H.M. Ships and Dockyards, R.N. Air Stations and Store Depôts, should be amended in manuscript.

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

2552.—Heater Panels—Withdrawal of allowance

105-ft. Motor Minesweepers

(N.S./C.P. 22434/42.—28.5.1942.)

In view of the danger from fire and risk of injury to personnel arising from the fitting of heater panels, Pattern 19538, in the confined spaces of the officers' cabins in 105-ft. motor minesweepers, these articles will not be fitted in future boats of this type nor in those at present under construction not already so fitted.

2. The allowance to 105-ft. M.M.S. of two-heater panels, Pattern 19538, is hereby withdrawn. Arrangements should be made for the articles to be returned to the nearest dockyard or naval store depôt from vessels so fitted.

3. The Establishment of Naval Stores will be amended.

2553.—Refrigerant Gases—Demands for

Home Yards, Store Depôts and Bases

(N.S. 14338/42.—28.5.1942.)

Future requirements of CO₂, Methyl Chloride, SO₂, NH₃, and Freon, gases are to be demanded by ships and services from the Naval Store Officer, Park Royal, and not from their respective storing yards. The latter are to maintain only a small stock to meet urgent requirements of ships calling at the ports, which cannot wait for supply to be obtained from Park Royal.

2. Other gases will continue to be supplied from storing yards.

3. Devonport will remain the responsible yard for the supply of compressed air cylinders for Holman projectors.

4. Existing demands for refrigerant gases should be transferred to Park Royal.

2554.—Methyl Chloride Gas—Supply Arrangements

Home Yards, Store Depôts and Bases

(N.S. 13185/42.—28.5.1942.)

To make the fullest possible use of cylinders at present available and to ensure timely supply to urgent services of methyl chloride gas, the following procedure is to be adopted forthwith:—

(a) Yards, Store Depôts, and Bases, at home, are to return all empty cylinders direct to Messrs. Imperial Chemical Industries, Ltd., Weston Point, Runcorn, Cheshire, for filling. Similar action should be taken with filled cylinders due for test. Copies of advice notes showing quantities, serial numbers, capacities, whether Admiralty or Contractors' property, and indicating whether empty or containing gas, should be forwarded to Naval Store Officer, R.N. Store Depôt, 307, Elveden Road, Park Royal, London, N.W.10, immediately the cylinders are despatched. The history sheets should be sent to Park Royal for transmission to the overseer. Supplies will be made from the pool thus created; the filled cylinders will not necessarily be the same as those sent to Runcorn for filling.

(b) Orders for refilling are to be placed by Park Royal only.

(c) Attention is drawn to A.F.O. 2553/42 about revised arrangements for supply of refrigerant gases generally.

2. In several instances, cylinders practically full of gas and not due for test have been returned as empty. This practice is not only a contravention of railway companies' regulations and extremely dangerous, but also entails waste of gas and transport and causes the unnecessary withdrawal of such cylinders from circulation for an appreciable period. In this connection, Yards, Store Depôts and Bases are to ascertain whether the cylinders contain gas before sending them to Runcorn for refilling. If the presence of gas is confirmed, the approximate weight is to be ascertained, and cylinders containing gas to the extent of 50 per cent. or more of their capacity are, wherever practicable, to be reissued for use. If sent to Runcorn with less than 50 per cent. of gas still in them, the fact that they do contain gas must be made quite clear to carriers and consignee in advance.

3. Attention is drawn to the railway companies' conditions of carriage on gas cylinders, which are as follows:—

"Empty containers of gas must be blown off and the valve closed gas-tight before the container is handed to the railway company as empty. The valves of containers which have been used for compressed liquefiable gases must be protected with caps unless the containers are packed in cases."

4. Methyl chloride gas cylinders which are the property of Messrs. I.C.I., Ltd., should not be issued to yards abroad or to ships known to be proceeding abroad. Such issues should be confined to Admiralty-owned cylinders.

(*Naval Store Officer, Park Royal, 12.2.42. Sec. 3/1675.*)

(*A.F.O. 2553/42.*)

2555.—Air Speed Indicators, Pattern 556—Modification of

(*N.S. 15744/42.—28.5.1942.*)

Air speed indicators, Pattern 556, are to be modified by the substitution of a spherical type anemometer head in place of the pitot heads at present fitted. When this modification has been carried out, the instruments will be known as air speed indicators, Pattern 556A.

2. A standing contract, dated 4th April, 1942, C.P.4E/32015/42, has been arranged with Messrs. R. W. Munro, Ltd., Cline Road, Bounds Green, London, N.11, and half the indicators, Pattern 556, in stock at Home Yards and Depôts are to be forwarded forthwith to the contractor for modification. The remaining half should be forwarded when adequate stocks of Pattern 556A are held.

3. Supply of indicators, Pattern 556A, to H.M. ships concerned, cannot be arranged until these stocks have been modified, and this may take some months. Demands S.134d should, however, be lodged with Storing Yards so that supply can be made as soon as stocks permit. Yards abroad are to forward demands to the Admiralty, for the modified instruments, to meet actual requirements.

4. On receipt of indicators, Pattern 556A, indicators, Pattern 556, are to be returned to the nearest Dockyard or to R.N. Store Depôts, Stroud, Preston or Clyde Area, as may be most convenient; Yards Abroad forwarding the instruments to England by the most convenient freight.

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

2556.—Vices—Revised Allowances

Flotilla Leaders and Destroyers, including "Hunt" Class

(*N.S. 16609/41.—28.5.1942.*)

The allowances to flotilla leaders and destroyers, including "Hunt" class (as at present shown in the Establishments of Naval Stores B.R.332A and B.R.373) of vices, Patterns C.512 and C.515 (or C.516) have been revised as shown below. The existing allowances of vices of all other patterns remain unchanged:—

	Present.			Revised.		
	Engineer.	Electrical and Torpedo.	Gunnery.	Engineer.	Electrical and Torpedo.	Gunnery.
Flotilla leaders and destroyers except "Hunt" class.	C.512...5 C.515 } ...3 or C.516 }	—	—	C.512...5 C.515 } ...1 or C.516 }	C.515 } ...1A or C.512...1B	C.512...1
"Hunt" class ...	do.	—	C.512..1			

A = not to "L" and "M" classes.

B = "L" and "M" classes only.

2. Except in "Hunts" the vices allowed to the gunnery and electrical and torpedo departments should be fitted in the combined workshop and storeroom for the Ordnance and Electrical Artificers. In "Hunts" these vices should be fitted in the gunner's store and electrical low-power room respectively. Separate instructions have been issued concerning the fitting of a vice bench in the L.P. room of "Hunt" class destroyers (A.F.O. 1922/42).

3. Ships concerned in commission should effect the necessary re-allocation of vices already on board and forward demands to storing yards for the additional Pattern C.512 required. Vices, Pattern C.515 or C.516, held on board in excess of the revised allowances should be surrendered on receipt of the vices, Pattern C.512, demanded. No additional vices, Pattern C.512, are required in "Hunts" but each of these vessels should surrender one of the three Patterns C.515 or C.516 hitherto allowed.

Supply to flotilla leaders and destroyers under construction should be adjusted by storing yards as necessary to agree with the revised allowances.

Supply of the two additional vices, Pattern C.512, to "Laforey", has already been made.

4. The Sea Store Establishments concerned will be amended.

(*S.N.S.O. Portsmouth, Postal Messages 23.8.41, No. 5437 and 29.10.41, No. 7279.*)

(*A.F.O. 1922/42.*)

2557.—Signal Flags—Supply

Aircraft Carriers and Destroyers on Foreign Stations

(*N.S. 012317/42.—28.5.1942.*)

Supply of signal flags, size 3A, introduced for aircraft carriers (except "Argus") and destroyers (except "Tribal" and "Hunt" classes) attached to home commands, should now be extended to similar vessels on foreign stations.

2. Arrangements have been made for the provision of a first stock of the flags at each yard abroad, and demands should be forwarded from ships concerned accordingly. All flags, size 3, on board aircraft carriers and size 4 in destroyers concerned, should be returned to the nearest dockyard on receipt of the new flags.

(*A.F.Os. 4778/41, 5306/41 and 1825/42.*)

2558.—Torches, Switchless—Allowance for Damage Repair Parties

Capital Ships, Aircraft Carriers, Cruisers and Depôt and Repair Ships

(*N.S. 011916/42.—28.5.1942.*)

The following allowances of switchless electric torches, Pattern 4456, have been approved for use of damage repair parties for illumination under water should it be necessary to undertake repairs or adjustments in flooded compartments:—

	Allowance
Capital Ships and Aircraft Carriers	5
Cruisers, Depôt Ships and Repair Ships	3

The torches should be supplied complete with batteries, Pattern 55 and bulbs, Pattern 56A, and are in addition to those at present allowed for diving purposes.

2. Ships in commission should forward demands to their storing yards. Supply to ships of new construction should be arranged by the storing yards in the usual manner.

3. B.R. 359—Establishment of Naval Stores for Electrical and Torpedo Purposes—will be amended.

(*S.N.S.O. Chatham, 2.3.42, Postal Message No. 2069X.*)

2559.—Economy in Rubber—Joints for Water Services

(D. 6363/42.—28.5.1942.)

To economise rubber the use of insertion jointing in fresh and salt water systems is to be discontinued for the duration of the war except as follows:—

- (i) Joints which have to be frequently broken such as access doors to condensers, etc.
 - (ii) Joints on drinking water service pipes.
 - (iii) Where the design is such as to render it exceptionally difficult to make a satisfactory joint using alternative materials.
2. All other water joints should preferably be made either with canvas or hessian soaked in red lead and boiled linseed oil or with red lead, putty and twine.
3. C.A.F. jointing or proprietary brands of jointing which have no corresponding Naval store pattern are not to be used.

2560.—Olive Oil—Substitute for

(N.S. 19397/41.—28.5.1942.)

As olive oil is no longer obtainable for other than medicinal purposes, deodorised ground nut oil, obtainable from Messrs. J. Greatorex & Co., Ltd., 120, Bishopsgate London, E.C.2, may be purchased for all purposes for which olive oil has hitherto been used in the dockyards.

2. The oil should conform to the following specifications:—

“The oil should comply with British Standards Specification, No. 629/1935, for ground nut oil, and should not contain organic acidity in excess of 1 per cent. calculated as oleic acid.”

(Ports. Y.L. 5.1.42, No. 122.)

2561.—Potash, Permanganate—Shortage of

(N.S. 19309/42.—28.5.1942.)

In view of the shortage of permanganate of potash, Pattern 402, the greatest economy should be exercised in its use.

2562.—Air Publications—Distribution During April, 1942

(N.S. Air.—28.5.1942.)

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

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

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

Air Publication No.

Description.

Airframes and Engines

- 1416G.—Vol. II, Part 1—Kestrel XXX Engine—Leaflet No. Z6.
 1416G.—Vol. III, Part 1—Kestrel XXX Engine—Amendment List No. 3.
 1449B.—Vol. II, Part 1—Tiger Moth II Aircraft—Leaflets Nos. B.5, D.3, D.4, J.7, J.8, M.3, N.1, N.2, Z.15, Z.19.
 1449B.—Vol. II, Part 3—Tiger Moth II Aircraft—Amendment List No. 5.
 1451A.—Vol. II, Part 1—Pegasus I, M.3 Engine—Leaflet No. Z.46.
 1451B.—Vol. II, Part 1—Tiger Moth II, L.3 Engine—Leaflet No. Z.46.
 1451C.—Vol. II, Part 1—Pegasus II M.2 and II M.3 Engines—Leaflets Nos. Z.43, Z.44.
 1451D.—Vol. II, Part 1—Pegasus III and VI Engines—Leaflets Nos. D.23, Z.33, Z.34.

Description

Air Publication No.

Airframes and Engines—contd.

- 1451F.—Vol. II, Part 1—Pegasus XX Engine—Leaflets Nos. C.13, C.15, D.15, D.16, F.6, Z.27, Z.28.
 1451G.—Vol. II, Part 1—Pegasus XX Engine—Leaflets Nos. D.13, D.14.
 1451H.—Vol. II, Part 1—Pegasus XVIII Engine—Leaflets Nos. D.16, D.17, D.18, Z.18.
 1451A.—Vol. III, Part 1—Pegasus I M.3 Engine—Amendment List No. 18.
 1451B and C.—Vol. III, Part 1—Pegasus II Engine—Amendment List No. 16.
 1451E.—Vol. III, Part 1—Pegasus X Engine—Amendment List No. 9.
 1451G.—Vol. III, Part 1—Pegasus XX Engine—Amendment List No. 7.
 1451H.—Vol. III, Part 1—Pegasus XVIII Engine—Amendment List No. 5.
 1491A.—Vol. II, Part 1—Mercury VI S Engine—Leaflet No. Z.45.
 1491B.—Vol. II, Part 1—Mercury VIII and IX Engines—Leaflets Nos. D.24, D.26.
 1491C.—Vol. II, Part 1—Mercury XII Engine—Leaflet No. H.4.
 1491D.—Vol. II, Part 1—Mercury XV and XX Engines—Leaflets Nos. A.1, D.12, D.14, M.6, Z.16.
 1491B.—Vol. II, Part 2—Mercury VIII and IX Engines—Amendment List No. 3.
 1491B.—Vol. III, Part 1—Mercury VIII and IX Engines—Amendment List No. 15.
 1491D.—Vol. III, Part 2—Mercury XV and XX Engines—Amendment List No. 9.
 1500.—Vol. II, Part 1—Gipsy Major Engine—Leaflet No. E.2.
 1500.—Vol. III, Part 1—Gipsy Major Engine—Amendment Lists Nos. 17–18.
 1511B.—Vol. II, Part 1—Tiger VI Engine—Leaflet No. H.9.
 1511D.—Vol. II, Part 1—Tiger VIII Engine—Leaflet No. H.7.
 1511D.—Vol. III, Part 1—Tiger VIII Engine—Amendment List No. 8.
 1515A.—Vol. II, Part 1—Walrus Aircraft—Leaflets Nos. Z.38 (A.L. 1), Z.42, Z.43.
 1515B.—Vol. II, Part 1—Walrus II Aircraft—Leaflet No. Z.2.
 1517.—Vol. II, Part 1—Swordfish Aircraft—Leaflets Nos. H.5 (A.L. 1), K.12, M.32, Q.17, Q.18, Z.33 (A.L. 2), Z.41 (A.L. 1), Z.46.
 1517.—Vol. III, Part 1—Swordfish Aircraft—Amendment List No. 4.
 1526A.—Vol. II, Part 1—Cheetah IX—Leaflet No. E.5.
 1526B.—Vol. II, Part 1—Cheetah X—Leaflet No. E.3.
 1526A.—Vol. III, Part 1—Cheetah IX—Amendment List No. 16.
 1527A.—Vol. II, Part 1—Battle I, Towed Target and Trainer—Leaflet No. Z.43.
 1532A.—Vol. II, Part 1—Harrow Aeroplane—Leaflet No. J.15.
 1564A.—Vol. I and Pilot's Notes—Hurricane I Aircraft—Amendment List No. 47.
 1564A.—Vol. II, Part 1—Hurricane I Aircraft—Leaflets Nos. A.21, F.8, F.9, F.10, Drawing J.24 (A.L. 1), J.26, M.20, P.33, Z.30 (A.L. 1), Z.43 (A.L. 1)—Initial Distribution.
 1564A.—Vol. III, Part 1—Hurricane I Aircraft—Amendment List No. 10.
 1565E.—Pilot's Notes—Spitfire V Aircraft—Additional Initial Distribution.
 1565E.—Vol. I—Spitfire V Aircraft—Amendment List No. 10.
 1565E.—Vol. II, Part 1—Spitfire V Aircraft—Initial Distribution.
 1565E.—Vol. III, Part 1—Spitfire V Aircraft—Amendment List No. 10.
 1570A.—Vol. II, Part 1—Skua I Aircraft—Leaflets Nos. B.6, M.13, P.6, Z.25.
 1571A.—Vol. II, Part 1—Roc Aircraft—Leaflets Nos. Z.20 (A.L. 1), Z.22.
 1577A.—Vol. II, Part 1—Henley I Aircraft—Leaflet No. M.4 (A.L. 2).
 1578A.—Vol. I—Wellington 1A, 1, 1C Aircraft—Amendment List No. 1, Special Distribution.
 1582C.—Vol. II, Part 1—Lysander III Aircraft—Leaflets Nos. F.2, F.3, M.11, Q.3.
 1589B.—Vol. II, Part 1—Perseus X and XA Engine—Leaflets Nos. B.4, D.15, Z.15.
 1589C.—Vol. II, Part 1—Perseus XII Engine—Leaflet No. B.4.
 1589C.—Vol. II, Part 2—Perseus XII Engine—Amendment List No. 3.
 1590A.—Vol. II, Part 1—Merlin I Engine—Leaflet No. Z.10—Special Distribution.
 1590B.—Vol. II, Part 1—Merlin II, III and V Engines—Leaflets Nos. B.3, C.5, C.6, H.7, Z.10.
 1590C.—Vol. II, Part 1—Merlin IV Engine—Leaflets Nos. C.4, Z.9.

Description

- Air Publication No.* *Airframe and Engines—contd.*
- 1590D.—Vol. II, Part I—Merlin VIII and XXX Engines—Leaflets Nos. C.3, D.2, H.2, Z.6.
- 1590E.—Vol. II, Part I—Merlin X Engine—Leaflets Nos. C.4, D.5, H.4.
- 1590G.—Vol. II, Part I—Merlin XX Engine—Leaflets Nos. C.1, D.1, H.1, H.2.
- 1590J.—Vol. II, Part I—Merlin 45 Engine—Initial Distribution.
- 1593B.—Vol. II, Part I—Gipsy Queen II Engine—Leaflet No. E.1.
- 1665A, Vol. I—Albacore I Aircraft—Amendment List No. 25.
- 1665A.—Vol. II, Part I—Albacore I Aircraft—Leaflets Nos. C.14, C.15, F.4, H.9, H.2 (A.L. 3), H.5 (A.L. 1), H.8, H.9, J.10, J.10 (A.L. 1), J.12, M.9, N.3 (A.L. 1), N.3 (A.L. 2), P.7 (A.L. 1), P.9, Q.5, Q.6, Z.6 (A.L. 2), Z.21 (A.L. 1), Z.22, Z.22 (A.L. 1), Z.23, Z.24.
- 1669A.—Vol. I and Pilot's Notes—Master I Aircraft—Amendment Lists Nos. 35 J and Slips for A.L. 34.
- 1669A.—Vol. I—Master I Aircraft—Amendment Lists Nos. 32, 33 and Slips A.L. 34.
- 1669A.—Vol. II, Part I—Master I Aircraft—Leaflets Nos. Z.24, Z.30.
- 1669A.—Vol. II, Part I—Master I Aircraft—Amendment List No. 4.
- 1707A.—Vol. II, Part 1—Taurus II Engine—Leaflets Nos. D.9 (A.L. 1), D.16, D.17, Z.14, Z.15.
- 1707B.—Vol. II, Part 1—Taurus IIA Engine—Leaflets Nos. D.14, D.17, Z.15.
- 1708A.—Vol. II, Part 1—Proctor I and II Aircraft—Leaflets Nos. D.5, Z.15.
- 1708A, B, C.—Vol. II, Part 2—Proctor I, II and III Aircraft—Initial Dist. with A.L. 1 to Vol. II, Part 2B.
- 1708A.—Vol. III, Part 1—Proctor I and II Aircraft—Amendment List No. 5.
- 1717D.—Vol. II, Part 1—Cyclone G.205A Engine—Amendment List No. 2.
- 1760A.—Vol. II, Part 1—Fulmar I and II Aircraft—Leaflets Nos. B.6, O.2, Z.12.
- 1760A.—Vol. II, Part 3—Fulmar I and II Aircraft—Air Ministry, Initial Dist.
- 1763A.—Vol. II, Part 1—Dominie Aircraft—Leaflet No. P.4 (A.L. 1).
- 1763A.—Vol. II, Part 2—Dominie Aircraft—Initial Dist. Errata Slip.
- 2031A.—Vol. II, Part 1—Martlet I Aircraft—Leaflets Nos. B.1, C.1, J.4, P.1, P.3, Q.1, Z.8 (A.L. 1).
- 2031B.—Vol. II, Part 1—Martlet II Aircraft—Leaflet No. Z.3 (A.L. 1).
- 2035A.—Vol. II, Part 1—Chesapeake Aircraft—Leaflet No. M.2.
- 2035A.—Vol. II, Part 2—Chesapeake Aircraft—Amendment List No. 1.

General Publications

- 958.—Vol. I—King's Regulations and Air Council Instructions for the Royal Air Force, 2nd Edition—Amendment List No. 108.
- 958.—Vol. I, King's Regulations and Air Council Instructions—Special Dist. with A.L. 3. 1... 109 incorporated.
- 970.—Vol. I—Design Requirements for Aeroplanes for the Royal Air Force—Checking Lists.
- 1086 and 1086A.—Vol. I—Quarterly Price List—Amendment List No. 29.
- 1086.—Vol. I, Part 3A—Wireless Telephone and Telegraph Stores—Amendment List No. 2.
- 1086.—Vol. I, Part 3—Electrical Stores—Amendment List No. 1.
- 1086.—Vol. I, Part 5—Armament Stores and Explosives—Amendment Lists Nos. 2-3.
- 1095.—Vol. II, Part 1—Electrical Equipment Manual—Leaflets Nos. F.13, L.19, (A.L. 1).
- 1112.—Vol. I—Extracts from King's Regulations and Air Council Instructions affecting Promotion, Mustering, and Trade Tests of Airmen—Amendment List No. 6.
- 1181.—Part 1, B. Section 3—Starting System for Aero Engines—Amendment List No. 4.
- 1181.—Vol. II, Part 2—Starting System for Aero Engines—Amendment List No. 2, 3, 4, 5.
- 1181.—Vol. II, Part 1—Starting System for Aero Engines—Leaflet No. Z.9.
- 1182.—Vol. I, Parts 1 and 2—Safety Equipment Manual—Amendment List No. 4.
- 1182.—Vol. I, Part 3—Safety Equipment Manual—Preliminary Issue No. 4—Special Distribution.

*Air Publication No.**Description**General Publications—contd.*

- 1186A.—Section 10, Chapter I—Royal Air Force Signal Manual—Special Initial Distribution.
- 1186.—Vol. II, Part 1—Royal Air Force Signal Manual—Part IV (Instruments)—Leaflet No. B.56.
- 1243.—Vol. II, Part 1—Royal Air Force Training Manual—Part 2 (Bomb Sights, etc.)—Leaflet No. F.72.
- 1275.—Vol. I—Instrument Manual—Amendment Lists Nos. 51-52.
- 1275.—Vol. III, Part 1—Instrument Manual—Amendment List No. 2.
- 1374.—Vol. II, Part 1—Aero Engines, Magnetos—Leaflet No. P.3.
- 1374.—Vol. III, Part 1C—Aero Engine Magnetos, B.T.H. Type "C"—Amendment List No. 4.
- 1374.—Vol. III, Part D—Aero Engine Magnetos—Amendment List No. 5.
- 1374.—Vol. III, Part 1K—Aero Engine Magnetos, B.T.H. Type C.S.E., Duplex Magneto Units, and C.D.H. 12 Duplex Distributor Heads—Amendment List No. 4.
- 1374.—Vol. III, Part 1Q—Aero Engines Magnetos, Rotax Type "N.S.E."—Amendment List No. 2.
- 1374.—Vol. III, Part "S"—"Simms"—Amendment List No. 3.
- 1464A.—Vol. I—Engineering Manual for the Royal Air Force, General Principles, Workshop Layout and Practices—Amendment Lists Nos. 16, 30 31, 32, 33.
- 1464B.—Vol. I—Engineering Manual for the Royal Air Force, General Aerodrome, Aircraft and Workshop Equipment—Amendment Lists Nos. 35-38.
- 1464.—Vol. II, Part 1—Engineering Manual for the Royal Air Force—Leaflets Nos. B.92, C.37 (A.L. 7), D.166 (A.L. 1), D.167 (A.L. 1), D.180, D.181, G.108 (A.L. 3), G.119, G.120.
- 1464B.—Vol. III, Part 8, Section 42U—Engineering Manual for the Royal Air Force, General Aerodrome, Aircraft and Workshops' Equipment—Amendment List No. 2.
- 1480A.—Vol. I—Silhouettes of Royal Air Force Aircraft—Amendment Lists Nos. 80-81.
- 1480B.—Vol. I—Silhouettes of German Aircraft—Amendment Lists Nos. 22-23.
- 1480C.—Vol. I—Silhouettes of Italian Aircraft—Amendment Lists Nos. 16-17.
- 1480D.—Vol. I—Silhouettes of French Aircraft—Amendment List No. 5.
- 1480E.—Vol. I—Silhouettes of Russian Aircraft—Appendix to A.L. 5.
- 1480F.—Vol. I—Silhouettes of Jap Aircraft—A.L. 8 and Marker Cards, A-D and E-J.
- 1480G.—Vol. I—Silhouettes of Netherlands East Indies Aircraft—Amendment Lists Nos. 2-3 and Marker Cards, A-D.
- 1480I.—Vol. I—Silhouettes of U.S.A. Aircraft—Amendment List 8, Appendix to A.L. 8, and Marker Cards, A-J.
- 1510.—Vol. I—Royal Air Force Manual Defence against Gas—A.L. No. 21.
- 1510.—Vol. I—Royal Air Force Manual Defence against Gas—Additional Initial Distribution.
- 1512.—Vol. II, Part 1—"Queen Bee" Rigging and Maintenance Notes—Leaflet No. Q.8.
- 1519.—Vol. I—Air Pump Units—Initial Distribution.
- 1519.—Vol. II, Part 2—Air Pump Units—Amendment List No. 2.
- 1519.—Vol. II, Parts 2 and 3 combined—Air Pump Units—Special Initial Distribution.
- 1519.—Vol. III, Part 1, Section 2—Air Pump Units—Amendment List No. 8.
- 1519.—Vol. III, Part 1, Section 3—Air Pump Units—Amendment List No. 1.
- 1538.—Vol. I—Adjustable and Variable Pitch Airscrews—Amendment List No. 24.
- 1538D.—Vol. I—De Havilland Hydromatic Variable Pitch Airscrews—Initial Distribution with Gummed Labels and Covers.
- 1538.—Vol. II, Part 1—Adjustable and Variable Pitch Airscrews—Leaflets Nos. B.54 (A.L. 2), C.27, C.30.
- 1538.—Vol. III, Part 1—Adjustable and Variable Pitch Airscrews—Amendment Lists Nos. 19-20.
- 1641B.—Vol. I—Vickers Guns, Mark I—Amendment List No. 6.
- 1641C.—Vol. II, Part 3—Browning Guns, Mark II—Amendment List No. 7.

General Publications.—contd.

- 1641F.—Vol. 1—Hispano 20 mm. Guns, Marks I and II—Initial Distribution with A.Ls. 1-4, Incorporated and A.Ls. 5-6.
- 1641F.—Vol. II, Part 1—Hispano 20 mm. Guns, Marks I and II—Leaflets Nos. D.2, F.1, J.2, K.3, K.4, M.2—Additional Initial Distributions.
- 1641G.—Vol. I—Belt and Magazine Loading Machines—Amendment List No. 6.
- 1641L.—Vol. III, Part 1—American Machine Guns—Amendment List No. 2.
- 1641N.—Vol. II, Part 3—American Machine Gun Firing Control Mechanisms—Amendment Lists Nos. 9, 10, 11, 12.
- 1646.—Vol. II, Part 2.—Crossley 30-100 h.p. (F.E.T.) 6-wheeled Chassis—A.L. 2, with Appendix 1 and Diagrams 1 and 2—Special Distribution.
- 1659C.—Vol. II, Part 1—Boulton and Paul Gun Turrets—Leaflet No. H.2.
- 1661C.—Vol. I—Bomb Components—Amendment List Nos. 8-17 incl.
- 1661E.—Vol. I—Pyrotechnics—Amendment Lists Nos. 30-35 incl.
- 1661F.—Vol. I—Miscellaneous Cartridges—Initial Distribution with A.Ls. 1-4.
- 1661G.—Vol. I—Demolition, Explosives, and Associated Stores—Initial Distribution with A.L. 1, Gummed Labels, Covers, Laces.
- 1668A.—Vol. II, Part 3—Instructional Equipment for Armament Bombing—Amendment List No. 10.
- 1668B.—Vol. II Part 1—Instructional Equipment for Armament Gunnery—Leaflet No. B.2.
- 1668C.—Vol. I—Instructional Equipment for Armament Turretry—Amendment List No. 12.
- 1670.—Vol. III, Section 8—Technical Vehicles—Amendment List No. 3—Special.
- 1749.—Vol. II, Part 1.—Aircraft Cine Cameras (Gunnery) and Ancillary Equipment—Initial Distribution.
- 1803.—Vol. III, Part 1
Part 2, Section 2
Part 3, Section 2
Part 4, Section 2
Part 9, Section 2 } Aeroplane Hydraulic Equipment—Special Initial Distribution.
- 1854.—Vol. II, Part 2—60 Foot Pinnace (Gardner 6.L.W. Diesel)—Amendment Lists Nos. 1, 2, 3.
- 1928.—Vol. I—Notes on German Air Force—Additional Initial Distribution.
- 2103.—Vol. II, Part I—Starters, Electric Inertia American Eclipse, Series II, Types 426, 427, 428, 429—Leaflet No. 3.
- 2006.—Vol. I—Bedford 4-wheel drive, 3-ton Tender—Amendment List No. 1—Special Distribution.
- 2110.—Vol. I—Curtis Electric Propellers—Special Initial Distribution.

Appendices "A"

- 977.—Roc Aircraft—Amendment List No. 48.
- 992.—Dominie W/T—Amendment Lists Nos. 25-26.
- 1036.—Battle Towed Target—Amendment List No. 21—Special Distribution.
- 1044.—Walrus Aircraft—Amendment Lists Nos. 56-61 inclusive.
- 1058.—Magister I Aircraft—Amendment List No. 11.
- 1065.—Fulmar Aircraft—Amendment Lists Nos. 69, 70, 71, 72.
- 1070.—Swordfish Aircraft—Amendment Lists Nos. 52-66 inclusive.
- 1084.—Lysander III Aircraft—Amendment List No. 33. Special.
- 1111.—Albacore Aircraft—Amendment Lists 47-50, 50-59, 60-63 inclusive.
- 1144.—Proctor II Aircraft—Amendment Lists Nos. 12, 13, 14, 15.
- 1189.—Spitfire V.B Aircraft—Amendment Lists Nos. 19-37 inclusive, 38-41 inclusive. Special.
- 1209.—Hurricane Aircraft—Amendment Lists Nos. 24, 25, 26, 27, 28.
- 1216.—Proctor III Aircraft—Amendment List No. 4.
- 1234.—Lysander Target Tower—Amendment List No. 2—Special Distribution.

Air Diagrams

- 1225.—Sheets 1-4, Issue 1—Special Distribution.
- 1316.—Issue No. 2 (Supersedes Issue No. 1)—Special Distribution.
- 2101.—Issue No. 2—Special Initial Distribution.
- 2139.—Sheet No. I, Issue 1—Special Initial Distribution.
- 2143.—Special Initial Distribution.

Weight Sheet Summaries

- 767.—Fulmar—Addendum No. 4.
- 831.—Walrus I—Initial Distribution.
- 839.—Tiger Moth II—Addendum No. 1—Special Distribution.

A.F.I.

- 981.—Gladiator II—Amendment Lists Nos. 9, 10.
- 1044.—Walrus—Amendment Lists Nos. 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56.

Miscellaneous

- Provisional Armament Publication No. 3, 2nd Edition—Initial Distribution.
- Tee EMM, No. 13, April, 1942—Initial Distribution.
- Standard Transfer Checking List, No. 128 (Hurricane) (Supersedes No. 15)—Initial Distribution.
- Provisional Armament Publication, No. 2, Amendment List No. 1—Special Air Force List, March to April, 1942—Initial Distribution.
- Provisional Armament Publication, No. 5—A. List No. 2.
- Provisional Armament Publication, No. 16—Initial Distribution—Special.
- Provisional Armament Publication, No. 18—Initial Distribution—Special.
- Notes on Seafire, Marks IB and IIC—Initial Distribution—Special.

Section 4

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

- 2563.—R.F.As. under repair at Commercial Yards in the United Kingdom
(N.S. Fuel 11763/42.—28.5.1942.)

In future, when R.F.As. are in hand for repair at commercial yards in the United Kingdom, the yard number allotted by the ship repairers will be used instead of the ship's name in all communications. These identification numbers will have the same significance as the job numbers allocated to H.M. ships under repair.

2. The number will be communicated confidentially by Admiralty letter to the Naval authorities and dockyards concerned. When forwarding demands for stores which are required to be despatched to the repair yard, Masters of R.F.As. are to forward a separate confidential letter requesting that the stores be addressed to The Master, Ship No. () c/o (repairing firm). The name of the vessel and not the number must appear on the demands.

- 2564.—Victualling Stores—Supply from Yorkshire Area
(V.20123/42.—28.5.1942.)

With reference to Note B of the Appendix to A.F.O. 517/42 and to paragraph 2 of A.F.O. 1583/42 supply of clothing and mess gear to ships and bases in the Tyne Area, including Tees, from the Yorkshire Area, will commence as from the date of this Order.

(A.F.Os. 517/42, 938/42 and 1583/42.)

- 2565.—Butter (Contract C.P. 34347/38.)—Increased Prices for Certain Packings
(C.P. 11790/42.—28.5.1942.)

The contractor's prices for supplies of butter under the above contract in the following packages are increased by 2s. per cwt. for orders placed as from the dates shown:—

24 × 1 lb. unlined cases (wood or fibre-board) on and from 3rd November, 1941.

48 × 1 lb. unlined cases (wood boxes) on and from 1st January, 1942.

2. These rates should not be confused with the issue prices laid down in A.F.O. 4141/41 and the prices for issues to repayment services laid down in A.F.O. 1713/42, both of which remain unaltered until further notice.

(A.F.Os. 58/41, 4141/41 and 1713/42.)

2566.—Dry Malt Extract for Breadmaking

(V. 3634/41.—28.5.1942.)

In view of the difficulty in obtaining adequate supplies of hops, and the need for economy in freight and storage space, supplies of *dry malt extract* suitable for use without hops have been obtained and are available for issue to H.M. Ships and Establishments with bakeries from H.M. Victualling Yards and Depôts at home. Supplies will also be available in the near future at Gibraltar.

2. Dry malt extract is packed in fibreboard cases, each containing 4 × 7 lb. lever lid tins. For bread-making purposes, 60 oz. of the extract should be regarded as the equivalent of the 9 lb. of malt and 3½ oz. of hops allowed for producing 1,000 lb. bread. (B.R.5, Manual of Naval Cookery, Chapter VIII.)

3. H.M. ships and establishments with bakeries should, for the present, use dry malt extract for approximately one-third of their requirements of yeast, normally made from malt and hops, and demands for dry malt extract and malt and hops should be framed accordingly.

4. The following instructions for the use of dry malt extract in the preparation of yeast, which are the result of satisfactory trials, are promulgated for information and guidance.

5. *Preparation of 1 gallon of yeast (without the use of hops).*—Dissolve 1¼ lb. of dry malt extract in 1 gallon of water (temperature 100° F.). Add one pint of yeast which has been preserved from a previous brewing (*vide* Note below) or 1 oz. of fresh healthy compressed yeast if available. Allow to stand for at least 24 hours, keeping the temperature as uniform as possible between 70° F. and 80° F. The yeast, while fermenting, should be freely exposed to the air and stirred at intervals. It will then be ready for use in the same manner as yeast prepared from crushed malt and hops (*vide* B.R.5, Manual of Naval Cookery, Chapter VIII).

Note.—On the first occasion it is recommended that a preliminary brew should be prepared as follows: Dissolve 2 oz. of the dry extract in 1 pint of water (temperature 100° F.) and add 1 oz. of compressed yeast, or half a pint of a previous brew of malt and hops. Allow to stand at a temperature of 70° F.—80° F. for about 18 hours, stirring at intervals to aerate the liquor.

One pint of this liquor should be used as above to induce fermentation

6. *Keeping qualities of dry malt extract.*—The dry extract will keep quite well, provided it is protected from damp. It will, however, absorb moisture rapidly from the atmosphere, and it is therefore *important that the tins should not be opened until actually required for use, and that, if the whole of the contents of a tin are not required, the lever lid should be immediately and securely replaced on the tin.*

7. B.R.5, Manual of Naval Cookery (1936), Chapter VIII, pages 182 and 192, will be amended in due course.

(B.R.5, Manual of Naval Cookery (1936) Chapter VIII.)

2567.—Provision Sacks—Preservation and Return

(V. 2242/42.—28.5.1942.)

The shortage of sacks suitable for re-packing provisions (flour, sugar, oatmeal, peas, beans, vegetables, bread, etc.), is now acute and it is imperative that every effort should be made to preserve all sacks in which provisions have been supplied in a serviceable and clean condition and return them when empty for further use.

2. *All such sacks received in H.M. Ships and Naval Establishments are therefore to be kept in the best possible state of preservation and returned when empty at every convenient opportunity to the nearest victualling yard or depôt.*

3. Potato, vegetable and bread sacks should, whenever practicable, be returned to the contractors by whom they were supplied: if this is impracticable, they should be returned as under paragraph 2.

4. Sacks which have contained provisions are *not* to be used for other purposes.

5. Commanding Officers should take steps to ensure that this order is fully complied with.

(A.F.O. 2540/41.)

2568.—Diagnosis of Venereal Disease

(M.D.G. 17621/42.—28.5.1942.)

In order to comply with A.F.O. 2232/42, Medical Officers in ships which have not been supplied with a bacteriological case should demand Microscopic Slides, 24 No., from the most convenient issuing R.N. Medical Depôt.

(A.F.O. 2232/42.)

Section 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE**2569.—Amendments to Books**

(E.F.O.—28.5.1942.)

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

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

A.F.O. P.242/42.—B.R. 17—R.N. Field Service Pocket Book—Amendment.

P.243/42.—B.R. 119(6)—Silhouettes of French, Portuguese and Spanish Merchant Vessels—Amendment No. 1.

P.244/42.—B.R. 159—R.N. Handbook of Field Training—Amendment No. 4.

P.245/42.—O.U. 5225 (3)—Home Dockyard Regulations—Addendum No. 3 (1939)—Amendment No. 12.

P.246/42.—O.U. 5484—Block Sketch Cards of Italian War Vessels—Amendment No. 2.

P.247/42.—O.U. 5485—Handbook of Depth Charges and Equipment—Amendment No. 16.

P.248/42.—O.U. 6378—Description of Torpedo Tube T.C. Arrangements and Tube Drill and Maintenance in "Town" Class Destroyers—Amendment No. 6.

(A.F.O. 2439/42.)

2570.—A.M.S.Is.

(E.F.O.—28.5.1942.)

There is no issue of Admiralty Merchant Shipping Instructions for distribution with this issue of A.F.Os.

(A.F.O. 2440/42.)

2571.—A.F.Os.—Supply to M.M.Ss.

(E.F.O. 28/42.—28.5.1942.)

The following scale of supply of Admiralty Fleet Order publications is to apply to Motor Minesweepers:—

	A.F.O.	C.A.F.O.	"S" Series.	Notice Board Edition.	A.F.O. Index.	K.R.
S.O. of each M.M.S.						
Flotilla ...	2	2	2	1	2	1
Each M.M.S.	—	—	1	1	—	—

2572.—Establishment of Office Machinery

Flotilla Leaders, Destroyers and Ex-American Cutters

(Sta. 12190/42.—28.5.1942.)

The establishment of Office Machinery, as laid down in B.R.1, for Flotilla Leaders and Destroyers is to be amended as follows:—

Captains (D) *Afloat* ... 4 typewriters, 1 Ormig and 1 Gestetner duplicator
Destroyers ... 1 typewriter.

Senior Officers of Flotillas administered from Shore Offices, and Destroyers allowed a rating of the Writer Branch in the Complement, are allowed one additional typewriter.

Ex-American Cutters ... 1 typewriter, plus 1 additional for Senior Officers of Escort Groups.

2. All machines surplus to the above are to be landed for return to the R.N. Store Depôt, Elveden Road, Park Royal, N.W.10, particulars of the makes and factory numbers being reported to the Keeper of Stationery & Printing, Admiralty, S.W.1.

2573.—B.R. 291—Tables showing Particulars in Regard to Naval Ordnance, 1942—Issue

(G. 961/42.—28.5.1942.)

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

	<i>Copies</i>
Commanders-in-Chief	1 each.
Flag Officers-in-Charge and Naval Officers-in-Charge, Home and Abroad	1 each.
Battleships, battle cruisers, cruisers, aircraft carriers, seaplane carriers, A.A. ships, auxiliary A.A. ships, auxiliary aircraft carriers, Fleet Air Arm supply and repair ship, destroyer depôt ships, submarine depôt ships, monitors	2 each.
Auxiliary fighter catapult ships, flotilla leaders, repair ships, auxiliary fleet repair ships, destroyers, anti-aircraft destroyers, sloops, corvettes, river gunboats, minelayers, auxiliary minelayers, ocean boarding vessels, armed merchant cruisers, surveying ships, minesweepers	1 each.
Naval Air Stations	2 each.
Loan Libraries	1 each.
Admiralty Staff Library	2
<i>Dockyards:—</i>	
Portsmouth	12
Chatham	12
Devonport	12
Sheerness	12
Rosyth	6
Malta	12
Gibraltar	6
Simonstown	6
Bermuda	6
Alexandria	6
H.M.S. "EXCELLENT"	120
Captain, H.M. Gunnery School, Devonport	12
Captain, H.M. Gunnery School, Chatham	10
Adjutant-General, R.M.	15
Official Secretary, Commonwealth of Australia	100
Secretary, Navy Office, Wellington, N.Z.	15
Ministry of Supply, S.S.2.B (for C.I.A., C.S.R.D., C.S.A.D., A.I., C.S.O.F., S.O.B., S. of Experiments, Shoeburyness)	7

	<i>copies</i>
Commandant, Artillery College, Woolwich	2
Canadian Authorities	50
India Store Department	18
B.A.D., Washington	2
Officer Commanding Troops, St. Helena	1
Inspectors of Naval Ordnance at Out Stations	As necessary.
Armament Depôts and Establishments	As necessary.
R.N. Torpedo Factory, Greenock	1
R.N. College, Greenwich	4
G.M.E.O., H.M.S. "Dunluce Castle"	1

2. B.R. 291 supersedes O.U. 5416/1932, copies of which should be disposed of in accordance with the instructions in Form O.U.2A—O.U. Catalogue.

2574.—B.R. 618—The Standard Ballistic Atmosphere, January, 1942—Issue

(G. 3182/42.—28.5.1942.)

Copies of the above mentioned book will shortly be issued, without demand by the Naval Store Officer, R.N. Store Depôt, Elveden Road, Park Royal, N.W.10 in accordance with the following establishment viz.:—

<i>Commanders-in-Chief.</i>	<i>Copies.</i>
Home Fleet, The Nore, Portsmouth, Plymouth, Rosyth, Western Approaches, Mediterranean, East Indies, Eastern Fleet, South Atlantic, North America and West Indies. } 1 each	
H.M.S. "Excellent," Portsmouth	2
Captain (G), H.M. Gunnery School	2
Captain (G), R.N. Gunnery School	2
Staff Library, Admiralty	1

Section 6.—SHORE ESTABLISHMENTS

2575.—Non-Industrial Staffs Conditioned to a 42 Hours Week—Credit for Absence Sick or on Approved Leave

(C.E. 53601/42.—28.5.1942.)

As from the first overtime week, or from the first consecutive four-weekly overtime period where this is applicable, beginning after the 16th May, 1942, the credit allowed for overtime purposes in respect of absence sick or on approved leave in the case of staffs conditioned to a 42 hours week will be:—

Monday to Friday	7½ hours a day
Saturday	4½ hours

2. These revised credits will apply in all cases, including those where staffs are normally required to work on Saturday afternoons or on alternate Saturday afternoons.

3. The credits at present allowed to staffs conditioned to a 39 or 44 hours week remain unchanged.

4. No change is made in the normal rule under which annual leave taken on a Saturday counts as a full day's leave.

2576.—Assisted Travel Schemes—Women Part-time Employees—Weekly Contribution

(L. 19270/41.—28.5.1942.)

Women part-time employees at an establishment where an Assisted Travel Scheme, as provided for in A.F.O. 4811/41, is in operation, and who work for three normal working days or on three full shifts a week, will only be required to pay the first 1s. 6d. of their necessary weekly travelling expenses between home and place of employment, instead of the normal 3s. 0d. a week as directed in the above-

mentioned A.F.O. Part-time women employees who work for six half days or six half shifts will be treated similarly.

2. Any necessary adjustment in present arrangements should be effected as from a current date.

(A.F.O. 4811/41.)

2577.—Assisted Trips Home for Admiralty Industrial Employees

(L. 7289/42.—28.5.1942.)

Workpeople who have been transferred away from their homes by the Ministry of Labour and National Service for entry at Admiralty establishments are eligible to receive travelling warrants under the Cheap Travel Scheme for Industrial Workers, instituted by the Minister of Labour and National Service and announced in the House of Commons on 30th April, 1942. The scheme is limited to the period May to 15th September, 1942. The general conditions are set out below :

2. A travelling warrant will be issued to such workers by the Admiralty establishment at which they are employed and will be exchanged at the railway booking office for a return ticket. The worker will be required to pay 7s. 6d. towards the cost of the warrant (*see* paragraph 10).

3. Warrants should be issued only :—

- (1) for a return journey to the nearest point to the worker's destination to which a ticket can be issued by a railway company ; and
- (2) where the return railway fare by the cheapest route exceeds 7s. 6d.

4. In order to be eligible for the special travelling warrant, workers must not have received household removal assistance, or continuing liability allowance, and their dependants must not be living in the same area with them.

5. Eligibility for a special travelling warrant will not be affected by the previous receipt of free warrants in accordance with the Ministry of Labour Circular 7/23 or *vice versa*. It will be necessary for Admiralty establishments to consult the local Employment Exchange on this point.

6. Workers from Northern Ireland and Eire may be issued with warrants only on production of evidence that an exit permit has been granted to enable them to return to Ireland between the 18th May and 15th September, 1942. (Note :— These workers are not normally permitted to return to Ireland more than once in six months).

7. Workers who have been re-transferred may receive a travelling warrant to the place from which they were first transferred by the Ministry of Labour and National Service.

8. If the relatives with whom the worker was living before transfer have moved to another area, a warrant may be issued to enable the employee to travel to the place where they are now residing.

9. Railway warrants (D.N.A. Form No. 833), should be issued to workers eligible, in time to reach them on the day before the date of travel. Warrants should be endorsed "Bulk Travel." If, owing to lack of time or the impracticability of questioning the worker, it has not been possible to verify the applicant's statements by the day in question, the warrant should be issued if the case is *prima facie* in order. Such applications should be verified subsequently, however, in anticipation of a future request for the issue of a warrant.

10. The sum of 7s. 6d. to be contributed by each employee (*see* paragraph 2) is to be collected when the warrant is issued and taken on charge in the Cash Account.

11. Where application has been made by large numbers of workers who desire to travel at the same time, advance notification should be given to the station master by the local Admiralty authorities. So far as may be consistent with existing Admiralty orders, steps should be taken to ensure that workers' trips home are staggered.

12. The scheme should be put into operation immediately. Applications may be received up to and including 8th September, 1942 for forward journeys commencing not later than 15th September, 1942, but not subsequently, since the Ministry of War Transport do not desire to encourage winter travelling.

13. The scheme outlined above can only be effectively operated by co-operation between the Officers of Admiralty establishments and the local Employment Exchange authorities, and it should be made clear to all concerned that the special travelling warrants cannot be issued before reference to the Employment Exchange and entitlement has been established.

14. Admiralty industrial employees now serving on detached duty, or who have been transferred by the Admiralty and who are in receipt of subsistence or lodging allowances, respectively, under the conditions laid down in A.F.O. 4220/41 will continue to be dealt with under existing arrangements. Similarly, employees transferred from their homes by the Ministry of Labour and National Service for entry in an Admiralty establishment who are subsequently sent on detached duty or transferred by the Admiralty elsewhere will be dealt with under the existing Admiralty arrangements *following such transfer, etc.* Generally the Admiralty have authority to grant two *free* travelling warrants to workpeople who have been transferred away from their homes under Admiralty orders and, in addition, consideration is given to the question of granting a further partly free warrant (i.e., a return warrant issued on payment of the appropriate single fare) in any particular case of hardship where an employee had to make a further journey home after using the two free warrants. As regards employees on detached duty and in receipt of subsistence allowance, the pre-war rule whereby the Department has discretion to issue free warrants at intervals of not less than a month has not actually been withdrawn, but under war conditions this discretion has to be exercised with considerable reserve, regard being had to the limitations in the matter of leave and the desirability of restricting travel as much as possible on account of the general transport situation.

(A.F.O. 4220/41.)

2578.—War Risk Allowance Payable to Crews of Yard Craft Serving at Home and under Agreement Abroad—Revision

(L. 6870/42.—28.5.1942.)

The following rates of war risk allowance are to be paid to yard craft personnel, with effect from 1st May, 1942, in lieu of those authorised in A.F.O. 1994/40 :—

1st Class Masters	} 6s. 8d. a day.
1st Class Engineers, and	...	...	...	...
Ratings other than Boys	...	...	...	...
Boys	

2. Payment of the allowance will continue to be made to crews in receipt of sea-going allowance, and not in receipt of sea-going allowance, subject to the conditions laid down in paragraph 4 of A.F.O. 1994/40, and in A.F.O. 3331/41 (which amended paragraph 3 of A.F.O. 1994/40), respectively.

(A.F.Os. 1994/40 and 3331/41.)

2579.—Exceptional Employment Allowance—Payment of to Stokers of Yard Craft

(L. 1979/42.—28.5.1942.)

A.F.O. 3790/40 authorised certain improvements in the rates of the Exceptional Employment Allowance, and waived, for the war period, the requirement contained in Article 150 (3) and (5) Cash Duties Instructions, that the whole of a crew of a Yard Craft must be employed in order to qualify for payment of the allowance, so that individual members of the crew who have unavoidably to remain on board a vessel at the home port after the remainder of the crew had gone off duty and left the vessel are now eligible to receive payment. This decision did not, therefore, vary the rule implied in Article 150, paragraph 10, of the instructions quoted, which precludes the reckoning of the period *before* the crew's arrival, during which a Stoker might be required to attend for the purpose of raising steam, towards the qualifying period of 10 hours after which payment of the allowance may be made.

2. It has now been decided, however, as a war-time measure, that in the case of Stokers of vessels at their home ports who are required to report for duty before the remainder of the crew for the purpose stated, the period of 10 hours referred to shall commence from the time of actual arrival at work.

(A.F.O. 3790/40.)

2580.—Removal of Furniture on Transfer of Industrial and Non-Industrial Staff

(L. 16970/41.—28.5.1942.)

In all cases where the regulations provided for the refund of removal expenses a transferee is not entitled to remove furniture to the new station at public expense until he has secured unfurnished accommodation there. If, for any personal reason, a transferee wishes to undertake this removal *before* he has secured unfurnished accommodation instead of placing the furniture in store at or in the vicinity of the old station he may as a special concession be granted one third of the cost of removal to the new station, the balance being refunded when unfurnished accommodation has been secured.

2. In billeting areas the occupation of the unfurnished accommodation must be approved by the Ministry of Health or the Department of Health for Scotland as a condition of eligibility for the refund of these removal expenses. This reservation will not apply, however, to any industrial employee who is not billeted under the conditions laid down in A.F.O. 821/41.

*(Home Dockyard Regulations, Addendum No. 3, Article 442.)**(A.F.Os. 820/41, 821/41, 4220/41 and 2200/42.)***2581.—Indemnity to Railway Companies in Respect of Servants of Government Departments Injured on Duty**

(C.E. 4264/42.—28.5.1942.)

The indemnity given to Railway Companies to which the Railway Control Order (S.R. & O. 1939, No. 1197) relates, and the London Passenger Transport Board, in respect of injury to servants of Government Departments entering railway property on duty, has now been extended and the terms of the original indemnity set out in A.F.O. 3867/40 are to be amended as follows:—

*Line 4. Insert after "property"—"including any of your vehicles".**Line 13. Insert after "sustained"—"or which may be caused,"**Line 15. Delete "your premises"—substitute "such property".**(A.F.O. 3867/40.)***2582.—Sterling Notes—Regulations governing use on Shore, and Import into Great Britain**

(W.G.F./D.N.A. 4281/42.—28.5.1942.)

Attention is drawn to A.F.O. 2491/42 included in this issue.

*(A.F.O. 2491/42.)***2583.—Admiralty Personnel, Naval and Civilian, Proceeding to or Returning from Abroad—Restrictions on the use of Sterling Notes, etc.**

(D.N.A. 4281/42.—28.5.1942.)

Attention is drawn to A.F.O. 2492/42 included in this issue.

*(A.F.O. 2492/42.)***2584.—Motor Transport Vehicles—Speed Limits**

(N.S./M.T. 266/42.—28.5.1942.)

All drivers of R.N. motor transport vehicles and motor cycles are to comply with the obligation imposed upon them by law to observe the speed restrictions—

- (a) In built-up areas,
- (b) in the Royal Parks,
- (c) in other special areas where a local speed limit is in force,
- (d) applicable during the "black-out" hours.
- (e) applicable to vehicles, which on account of weight or classification, are subject to a maximum speed limit.

2. In non-restricted areas where a speed limit is not imposed by law, the following maximum speed limits are to be observed by all drivers:—

Cars (including utility cars) 10 h.p. and under	...	...	...	40 m.p.h.
Cars (including utility cars) over 10 h.p.	...	...	...	50 m.p.h.
Motor cycles	...	...	...	50 m.p.h.
Vans	...	...	...	35 m.p.h.
Trucks	...	...	...	35 m.p.h.
Coaches	...	...	...	30 m.p.h.
*Other goods-carrying vehicles, not exceeding 3 tons weight unladen	...	...	...	30 m.p.h.
Goods-carrying vehicles exceeding 3 ton weight unladen	...	...	...	20 m.p.h.
All goods-carrying vehicles with independent trailers	...	...	...	20 m.p.h.
Tractors (wheeled) for general haulage	...	...	...	25 m.p.h.
Tractors (tracked) for general haulage	...	...	...	15 m.p.h.
Tractors, Fordson or Allen Taylor (wheeled)	...	...	...	10 m.p.h.
Tractors, Fordson (tracked)	...	...	...	6 m.p.h.

* Plates marked "20" should be removed from vehicles the unladen weights of which are not in excess of 3 tons.

3. These speed limits do not apply to new vehicles for which lower maximum speeds are fixed during "running-in" periods.

4. Under authority of the Motor Vehicles (Variations of Speed Limits) Provisional Regulations, 1940, the speeds shown in paragraph 2 of this order may be exceeded, in cases of urgency, on the orders of a senior officer, but in no circumstances are legal speed limits in built-up areas to be exceeded.

5. It is emphasised that the maximum speed limits promulgated in paragraph 2 of this order do not absolve drivers from their legal obligations at all times to drive with due care, and with regard to prevailing conditions on the road.

6. *The strict observance of the maximum speed limits will achieve economy in petrol and tyre expenditure.*

*(A.F.Os. 3131/39 and 4125/39 are cancelled.)***2585.—Negotiations for Supplies of Electricity to Admiralty Establishments**

(C.P. 34403/42.—28.5.1942.)

In negotiations for supplies of electricity to Admiralty Shore Establishments, described in paragraph 2(b) of A.F.Os. 3959/40 and 314/42, local officers are to obtain wherever practicable, as an alternative to any other proposals put forward by Supply Authorities, an offer on the basis that the Agreement shall be terminable by not less than three months previous notice in writing expiring on any 31st December without any cancellation or continuing charge on or after that 31st December or any payment analogous thereto.

2. The alternative offers are to be forwarded to the Admiralty with Yard Officers' comments for decision.

(A.F.Os. 3959/40 and 314/42.)

