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ADMIRALTY FLEET ORDERS

ADMIRALTY, S.W.1,
10th June, 1943.

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

A list of these Orders is enclosed.

By Command of their Lordships,

H. V. Markham

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

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

Head of "P" Branch

P1
Mr. G. B. ...
Mr. H. G. ...
Mr. S. ...

P2

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ADMIRALTY FLEET ORDERS

No.	Subject.
2582.	Defence Regulations—Orders issued by the Admiralty and other Departments (issued separately on 3rd June, 1943.)

10th June, 1943.

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(Orders marked * have been reprinted for posting on Notice Boards; marked † may be communicated to the Press.)

Section 1

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

2583.—Message of Congratulation to H.M. the King

(M. 1591/43.—10.6.1943.)

The following message was sent to H.M. the King on 2nd June, 1943 :—

"The Board of Admiralty and the officers and men of the Royal Navy and the Royal Marines with humble duty desire to offer to Your Majesty their loyal and sincere congratulations on the occasion of the celebration of Your Majesty's birthday."

The following reply from H.M. was received :—

"I sincerely thank the Board of Admiralty and the officers and men of the Royal Navy and Royal Marines for their kind congratulations on the celebration of my birthday.—George R.I."

*2584.—Victory in Africa—Thanks of Parliament to H.M. Forces

(M. 1717/43.—10.6.1943.)

The following motion was agreed to in both Houses of Parliament on 18th May, 1943 :—

"That this House, at the triumphant conclusion of the operations by land, sea and air which have secured the unconditional surrender of all the enemy remaining in the Continent of Africa, hereby places on record with pride and thankfulness its high appreciation of the services of all ranks of His Majesty's Forces and of the Forces of the Allies operating in that theatre of war, by whose sacrifice, assistance and devotion to duty, sustained by the labours of those at home, this brilliant victory has been achieved."

*2585.—Message of Congratulation on Victory in North Africa

(M. 1596/43.—10.6.1943.)

The following telegram has been received and is promulgated for information :—

"The workers of Fairey Aviation Heaton Chapel Works extend to you and all ranks their warm congratulations and appreciation on the fight and successful issue of their noble efforts in clearing Africa of all Axis contamination, and may this wonderful result be the prelude of the successful conclusion of the war, and would ask that this message be conveyed to all ranks; and we finally pledge ourselves to do all in our power to see that you are supplied with all the necessary arms."

2586.—Defence Regulations—Navigation Order No. 24, 1943

(N.L. 9439/43.—10.6.1943.)

The following Order has been issued under Regulation 43 of the Defence (General) Regulations, 1939 :—

Navigation Order No. 24, 1943

By Command of the Lords Commissioners
of the Admiralty.

In pursuance of the powers conferred on them by Regulation 43 of the Defence (General) Regulations, the Lords Commissioners of the Admiralty hereby make the following Order :—

1. Article 1 (c) of Navigation Order No. 13, 1942, is cancelled and in lieu thereof the following provisions shall take effect.

2. No vessel shall anchor, trawl or fish within an area enclosed by the following limits :—

Brixham :—

From a position 142° distance 1,600 feet from Victoria breakwater head light in an 000° direction for 11·5 cables and thence in a 270° direction to the shore at Goodrington Sands.

3. This Order shall come into force forthwith and may be cited as "Navigation Order No. 24, 1943".

By Command of Their Lordships,

(Signed) H. V. MARKHAM.

Admiralty S.W.1.
28 May, 1943.

(A.F.O. 2720/42.)

2587.—R.N. Air Station, Hinstock—Commissioning as Independent Command

(A. 0868/43.—10.6.1943.)

R.N. Air Station, Hinstock, which is at present under the day-to-day administration of the Commanding Officer, R.N. Air Station, Stretton, is to commission on 14th June, 1943, as an independent command bearing the ship's name "Godwit," with accounts carried in H.M.S. "Blackcap."

2. It will be under the administration of the Flag Officer, Naval Air Stations, and the Commander-in-Chief, Western Approaches will exercise a general supervision over the Station in accordance with C.A.F.O. 1590/39, paragraph 1.

(C.A.F.O. 1590/39, A.F.Os. 4232/42 and 5220/42.)

2588.—Fire-fighting in H.M. Ships—Training

(N./T.S.D. 248/43.—10.6.1943.)

It has been decided to establish schools ashore for the purpose of training all sea-going officers and men in ship fire-fighting. These schools will be known as ship fire-fighting schools in order to avoid any confusion between them and the schools where Passive Defence and Shore fire-fighting is taught.

2. Schools are being established at Portsmouth, Gosport, Chatham and Plymouth. The primary function of these schools will be the training of personnel in the depots and local establishments; they are also for the use of ships based on and refitting at Home Ports.

3. Schools more accessible to personnel of ships in home waters are already established at Lyness and Rosyth, and similar provision is being made for the Fleets Abroad; they are also for the use of establishments adjacent to them.

4. The duration and general form of training will be as follows :—

(a) *One-day preliminary course.*—Lectures and practical use of all equipment (except Salvus Breathing Apparatus) and to include extinction of fires in a smoke-filled compartment.

(b) *Two-day advanced course.*—Lectures, training in Salvus Breathing Apparatus, care and maintenance of equipment, and to include extinction of fires in a two-deck fire hut built to represent the internal section of a fire.

Note.—The Preliminary Course must be completed before taking the Advanced Course.

5. It is intended to train the following numbers simultaneously at these schools :—

(a) At Plymouth, Portsmouth and Chatham—
180 men undergoing the one-day course.
30 men undergoing the two-day course.

(b) At all other schools—
60 men undergoing the one-day course.
30 men undergoing the two-day course.

6. The following personnel are required to take these courses :—

(a) *Preliminary course.*—All sea-going Officers and ratings, including Royal Marines.

(b) *Advanced course.*—Personnel normally attached to the damage control organisation in H.M. Ships, priority being given to Engine Room personnel.

7. Damage control personnel of ships should be given extra practical training at the Fire-fighting Schools whenever opportunity offers.

8. A notation is to be made on the Service Certificates of ratings so trained, as follows :—

Ratings passing preliminary course	...	...	...	P.F.F.
Ratings passing advanced course	...	...	...	F.F.

9. The Engineer-in-Chief will be responsible for the training in these schools; the schools at Portsmouth, Gosport, Chatham and Plymouth will be under the general direction of the Engineer Rear Admirals on staff of Commander-in-Chief. The remaining schools will be under the general direction of the Engineer Officer on the staff of the local Flag Officer-in-Command.

10. The Commodores of the R.N. Barracks concerned will be responsible for detailing personnel to attend the courses in the schools at Portsmouth, Gosport, Chatham, and Plymouth. In this connection the Commodore, R.N. Barracks, Portsmouth, will be responsible for both the Portsmouth and Gosport schools.

H.M. Ships and Establishments and R.M. Depots should apply to the Commodores concerned for vacancies. Notations on service certificates are to be made by the ship, establishment, or depot concerned.

11. Applications for personnel from ships and establishments to attend courses at the remaining schools should be made through the administrative authority concerned, and Commanding Officers are responsible for notations on the Service Certificates of ratings who have been trained, the necessary information being provided by the Officer-in-Charge of the school.

12. Applications for the training of personnel in ships building or refitting elsewhere than at the Home Ports should be made to Rosyth unless a Home Port is more convenient.

*2589.—Enemy Aircraft Shot Down or Damaged by Ship's Gunfire and Naval Aircraft

(G.D. 0691/43.—10.6.1943.)

Casualties to enemy aircraft by ship's gunfire are as follows from 12th April, 1940, to 31st May, 1943 :—

	Confirmed	Probable	Damaged
*By H.M. Ships	539	207	314
*By H.M. Ships and Merchant Ships jointly	121	27	16
By Merchant Ships and Fishing Vessels	102	47	113
	762	281	443
Last reported totals (30th April, 1943)	756	279	439
Increases	6	2	4

*Including units of the Netherlands, Norwegian, Greek, Polish and Free French Naval Forces serving with the Royal Navy.

Brief details of the successes credited to H.M. Ships and Merchant Vessels obtained from reports received during May, 1943, are shown below:—

Confirmed	Probable	Damaged
F.F.S. "Savorgnan de Brazza" (1) H.M.S. "Etruscan," "Exyhane," "Raymond," "War Wing" (1) H.M.S. "Mallard" (1)	<i>H.M. Ships</i> H.M.S. "Staunch," "Capstone," "Earl Essex," "Sutherlandness" (1)	H.M.S. "Bicester" (1) F.F.S. "Savorgnan de Brazza" (1)
<i>H.M. Ships and Merchant Ships jointly</i>		
Force Q and Merchant Ships in Bone Harbour (1)		
<i>Merchant Ships</i>		
M/V "Malayan Prince" (1) Merchant Ships in Algiers Harbour (1)	S/S "Beaulieu" (1)	M/V "Loch Monar" (1) Merchant Ships in Convoy E.T.16 (1)

Enemy Aircraft shot down by Naval Aircraft.—The results are as follows from the beginning of the War to 31st May, 1943:—

	Confirmed	Probable	Damaged
Last reported totals (30th April, 1943)	230 230	39 39	148 148
Increases	—	—	—

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

(C.A.F.O. 1898/40.)

(A.F.O. 2107/43 is cancelled.)

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

2590.—Servant Allowance to Commanders in Shore Establishments

(C.W. 11926/42.—10.6.1943.)

With reference to King's Regulations and Admiralty Instructions, Appendix V, paragraph 1 (c), Servant Allowance at the rate of £60 per annum is payable to officers of the rank or relative rank of Commander who are in appointments on shore in respect of which command money is payable under K.R. & A.I., Amendment 1/43, Appendix I, Part 3 (11), and subject to the general conditions of K.R. & A.I., Appendix V.

2. Payment of Servant Allowance under this Order does not establish any entitlement to the alternative provision of a servant in kind from service sources in lieu of the money allowance.

3. This Order is retrospective to 9th February, 1942.

4. Any special authority for the payment of Servant Allowance in appointments outside the scope of this Order is unaffected.

(K.R. & A.I., Appendix V, and K.R. & A.I., Amendment 1/43.)

2591.—R.N.R. and R.N.V.R. Officers (ex T.124)—Increments of Pay

(D.N.A. 7570/43.—10.6.1943.)

It is notified that, although ex-T.124 officers on transfer to the R.N.R. or R.N.V.R. are allowed to count time served under T.124 agreement for the purposes of seniority and promotion, provided there has been no break in service, such T. 124 time is not reckonable in the R.N.R. or R.N.V.R. for increments of pay, which are awarded solely in respect of mobilised service in the Reserves on Naval rates of pay.

2. Officers affected by this Order will, therefore, receive progressive pay when the necessary qualifying service on Naval rates of pay has been completed.

3. The necessary authorities will be issued by the Director of Navy Accounts (Branch 4), and no increased rate is to be paid until such authority is received.

(R.N.R. Regulations (Officers), Article 150(2)).

(A.F.O. 3451/40—not in annual volume.)

2592.—Officers of Royal Canadian Navy and Reserves on Loan to Royal Navy—Additional Seniority

(C.W. 18166/43.—10.6.1943.)

The Minister of National Defence for Naval Affairs is prepared to consider the grant of additional seniority, not exceeding 18 months at any one time, to Lieutenants and Lieutenant-Commanders and officers of equivalent rank of all branches who have proved themselves by meritorious War service to be exceptionally efficient officers and thus suitable for advancement.

2. Recommendations should be made by Commanding Officer of the R.N. ship or establishment concerned and forwarded through normal administrative channels to Admiralty for transmission to Captain Commanding Canadian Ships and Naval Service Headquarters, Ottawa. Recommendations should be submitted in respect of officers of the R.C.N., R.C.N.R., and R.C.N.V.R. and the units of time of advancement recommended should be six months, twelve months or eighteen months.

2593.—Results of Examination for Paymaster Sub-Lieutenant, R.N.—September, 1942

(C.W. 23067/43.—10.6.1943.)

The following table shows the results of the examination for the rank of Paymaster Sub-Lieutenant, R.N., held in September, 1942 :—

SUCCESSFUL CANDIDATES

Name	Ship's Office work	Capt's. Secretary work	N.D.A. and C.M. Procedure	Victualing and Naval Stores	Type-writing	Coding and Cyphering	Foreign Language	Optional Subject	Professional Report	Total	Class
Maximum marks...	300	150	150	400	50	50	100	100	100	1,400	1—1,000
Minimum marks ...	150	75	75	200	20	20	—	—	—	600	2— 800 3— 600
Jones, P. W. P. ...	242	112	135	252	40	39	66	62	78	1,026	First
Stoke, G. A. ...	245	128	129	266	36	46	22	78	73	1,023	First
Walters, W. A. ...	241	115	126	271	41	24	65	53	84	1,020	First
Bell, H. P. G. ...	254	118	118	231	40	33	82	45	63	984	Second
Stephens, D. A. P. ...	199	100	139	270	39	35	53	60	89	984	Second
Le Mesurier, J. L. ...	222	103	117	253	37	48	52	55	84	971	Second
Harris, R. W. ...	231	91	116	258	33	40	72	42	85	968	Second
Allan, R. K. ...	245	95	115	235	39	40	51	71	75	966	Second
Wade, O. E. J. ...	221	92	132	229	47	27	70	46	91	955	Second
Tammadge, A. R. ...	203	105	133	261	35	30	69	47	68	951	Second
Beal, M. A. W. ...	215	105	127	230	34	49	65	45	79	949	Second
Dean, H. K. ...	229	106	120	249	27	34	29	63	90	947	Second
Goodman, J. H. ...	242	89	117	222	32	20	72	69	82	945	Second
Bradbury, T. H. ...	216	92	114	294	40	30	72	—	78	936	Second
Weston, C. A. W. ...	232	98	124	235	40	27	48	50	81	935	Second
Reilly, J. S. T. ...	216	111	131	211	36	40	64	51	66	926	Second
Rice, G. R. ...	190	96	112	259	31	24	93	45	76	926	Second
Tower, B. ...	237	94	124	221	39	23	58	53	69	918	Second
Header, I. B. ...	187	85	132	287	27	28	50	41	80	917	Second
Willis, R. C., R.C.N. ...	185	103	126	253	40	40	35	44	86	912	Second

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Watson, J. B. ...	192	95	130	256	25	30	78	34	68	908	Second
Willis, D. A. A. ...	202	102	121	262	34	26	48	37	71	903	Second
Hassard-Short, J. A. ...	197	102	122	200	37	40	58	56	81	893	Second
Scott, D. C. R. ...	199	82	119	224	31	42	54	55	79	885	Second
Joinson, D. ...	230	108	129	201	35	46	48	37	50	884	Second
Cole, A. R. ...	201	87	128	242	28	40	72	—	82	880	Second
Manwaring, J. H. ...	222	82	113	212	26	26	52	45	66	844	Second
Plunkett, H. M. O. ...	196	78	109	200	40	20	66	60	66	835	Second
Giles, C. P. ...	197	75	78	215	30	35	56	42	70	798	Third
Taylor, H. J. ...	196	87	95	200	25	44	50	30	69	796	Third
Fryer, D. W. P. ...	161	101	102	200	25	33	48	40	85	795	Third
Holligan, M. ...	196	79	103	200	25	20	74	—	84	781	Third
Eckford, P. J. ...	188	76	118	213	25	20	—	55	74	769	Third
Lidgey, M. A. R. ...	178	77	120	207	25	23	58	—	65	753	Third
<i>Re-examined Candidate</i>											
Fawcett, J. C., R.C.N. ...	244	102	—	—	—	—	—	—	—	—	—

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2594.—Results of Examination for Paymaster Sub-Lieutenant R.N.—January, 1943

(C.W. 23068/43.—10.6.1943.)

The following table shows the results of the examination for Paymaster Sub-Lieutenant, R.N., held January, 1943.

Successful Candidates

Name	Ship's Office Work	Captain's Secretary work	N.D.A. and C.M. Procedure	Victualling and Naval Stores	Typewriting	Coding and Cyphering	Foreign Language	Optional Subject	Professional Report	Total	Class		
											1-1,000	2- 800	3- 600
Maximum marks ...	300	150	150	400	50	50	100	100	100	1,400			
Minimum marks ...	150	75	75	200	20	20	—	—	—	600			
Tyndall, J. G. R. ...	288	110	117	245	47	45	56	48	76	1,032	First		
David, G. C. ...	260	98	127	237	41	40	70	62	80	1,015	First		
Marshall, A. J. D. ...	266	87	128	236	42	40	50	67	80	996	Second		
Henton, A. I. P. ...	239	95	120	220	40	42	70	60	80	966	Second		
Hemsted, A. W. ...	257	110	123	206	46	33	57	46	80	958	Second		
Erskine, J. T. M. ...	243	100	112	218	21	43	65	56	80	938	Second		
Prall, G. G. ...	266	87	83	213	40	33	63	45	70	900	Second		
Thornton, P. G. E. ...	228	76	109	236	42	25	60	5	70	851	Second		
Grace, J. D. C. ...	262	75	98	200	42	32	47	30	63	849	Second		
Wade, F. E., R.C.N. ...	241	100	99	201	25	21	18	63	42	810	Second		

2595.—Personnel Serving under Agreement T. 124 and Variants—Compensation for War Injuries and Detention—Amendment to Table of Equated Naval Ranks

(P.M./N. 11948/43.—10.6.1943.)

The following modifications in the equated table of Naval ranks of ratings as set out on page 240 of the Appendix to the Navy List (December, 1942) have been approved.

Catering Department

Ship's Cook (including ratings signed as "2nd Cook and Ship's Cook") ...	Petty Officer
Cook ...	Leading Rating
Assistant Cook (rated as such) ...	A.B.
Storekeeper in vessel carrying 200 hands and over ...	Petty Officer
Storekeeper in vessel carrying under 200 hands ...	Leading Rating

***2596.—Advancement to Petty Officer Writer (Temporary)**

(N. 12291/43.—10.6.1943.)

As from 1st June, 1943, advancement to Petty Officer Writer (Temporary) will be by Depot roster. The reference to Petty Officer Writer is therefore to be deleted from the list, in A.F.O. 6376/42, of ratings to which advancement is made by Commanding Officers.

(A.F.O. 6376/42.)

2597.—Advancement of Naval Shipwright Apprentices

(N. 12027/43.—10.6.1943.)

It has been represented that applications are frequently being received for the accelerated advancement to Acting Shipwright, 4th Class, in accordance with K.R. & I. A., Appendix XVII, Part I, No. 70, of Shipwrights, 5th Class, who entered the Royal Navy after serving only four years in H.M. dockyards instead of the normal period of five years.

2. It is promulgated for information that such accelerated advancement has been suspended and will only be re-introduced as and when Shipwright Apprentices again perform a full (five years) apprenticeship in the dockyards.

(K.R. & A.I., Appendix XVIII, Part I, No. 70.)

2598.—Paid Acting Non-Substantive Ratings—Conditions of Award by Captain

(N. 28506/42.—10.6.1943.)

With reference to K.R. & A.I., Article 423, clause 1, it has been decided to extend the authority to grant acting non-substantive ratings conferred upon Captains of sea-going ships away from their manning ports to Captains of other ships and establishments, and to withdraw the restriction imposed in the case of vacancies created by an alteration in complement.

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

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

(A.F.O. 2478/43 is cancelled.)

2599.—V/S and W/T Qualifying Courses, 1943—Extension

(N. 12747/43.—10.6.1943.)

In view of the forthcoming introduction of new V/S and W/T procedures, it has been decided to lengthen the qualifying courses for W/T 2, V/S 2, W/T 3, and V/S 3 Higher Standard by one week and A.F.O. 6256/42 is to be amended as follows:—

Paragraph 3. Amend to read:—

For W/T 2 ...	9 weeks.
For V/S 2 ...	7 weeks.
For W/T 3 and V/S 3 ...	6 weeks.

Paragraph 6. Cancel and substitute:—

W/T 2	Commences	V/S 2	Commences
No. 7 ...	21st June, 1943.	No. 5 ...	21st June, 1943.
No. 8 ...	19th July.	No. 6 ...	9th August.
No. 9 ...	23rd August.	No. 7 ...	27th September.
No. 10 ...	20th September.	No. 8 ...	15th November.
No. 11 ...	25th October.		
No. 12 ...	22nd November.		
No. 13 ...	27th December.		
W/T 3	Commences	V/S 3	Commences
No. 10 ...	7th June, 1943.	No. 5 ...	7th June, 1943.
No. 11 ...	5th July.	No. 6 ...	19th July.
No. 12 ...	19th July.	No. 7 ...	30th August.
No. 13 ...	16th August.	No. 8 ...	11th October.
No. 14 ...	30th August.	No. 9 ...	22nd November.
No. 15 ...	27th September.		
No. 16 ...	11th October.		
No. 17 ...	8th November.		
No. 18 ...	22nd November.		
No. 19 ...	20th December.		

(A.F.O. 6256/42.)

(Admiralty General Message 834A is cancelled.)

2600.—W.R.N.S.—Third Officers and Acting Third Officers—Rates of Pay

(C.W. 16488/43.—10.6.1943.)

As some doubt has arisen regarding the rates of pay of Third Officers and Acting Third Officers, W.R.N.S., authorised by A.F.Os. 5759/42 and 696/43, it is notified that all Third Officers should receive the rates laid down for Third Officers, and all Acting Third Officers the rates laid down for Acting Third Officers, irrespective of whether the normal six months' period in the Acting rank (A.F.O. 5758/42) has been completed or not.

2. Confirmations of Acting Third Officers are promulgated in the Daily List of Appointments, and the date of confirmation as Third Officer as notified in the Daily List is to be taken as the date from which the officer is eligible for the increased rate of pay.

(A.F.Os. 5758/42, 5759/42 and 696/43.)

2601.—W.R.N.S.—Officers and Ratings, Deceased—Disposal of Effects

(V./D.N.A. 14211/42.—10.6.1943.)

The provisions of Article 1769, K.R. & A.I., are to apply to the effects of deceased Officers and ratings, W.R.N.S., subject in the case of ratings to the modifications of A.F.O. 17/42 so far as they are appropriate. Such effects should be disposed of as quickly as possible in order to avoid the risk of their being later destroyed by enemy action while still in Naval custody.

(K.R. & A.I., Article 1769.)

(A.F.Os. 17/42, 110/42 and 5380/42.)

2602.—W.R.N.S.—Ratings Special Duties (Linguist)—Conditions of Service

(N. 28760/42.—10.6.1943.)

The following conditions governing the entry, pay and advancement of W.R.N.S. ratings of the Special Duties (Linguist) category have been approved for ratings who enter the category on and after the 24th June, 1943.

2. *Entry.*—Ratings will be entered as W.R.N.S. (General Duties) and will receive unspecialised rates of pay during training at Mill Hill and the R.N. Training Establishment, Southmead.

3. *Pay.*—The lower specialised rate of pay will be granted on completion of training at Southmead. After three months' satisfactory service on the lower specialised rate, ratings will be eligible for higher specialised pay.

4. *Advancement.*—(a) *From Wren to Leading Wren.*—Approximately six months after receiving lower specialised pay, ratings will be eligible to attend a refresher course and, if successful, will be rated Leading Wren (subject to V.G. conduct) at Southmead, on completion of the course. Instructions for ratings to undergo the course will be issued from Southmead.

(b) *From Leading Wren to Petty Officer Wren.*—After six months' service as Leading Wren (subject to V.G. Conduct and also to recommendation (see paragraph 5 below)).

The Acting Petty Officer rate will continue to be granted on completion of training to those who enter the category before the 24th June, 1943, and such ratings will, as hitherto, be eligible for confirmation as Petty Officer Wren on completion of the refresher course at Southmead.

(c) *Petty Officer Wren to Chief Wren.*—After six months' service as Petty Officer Wren and on qualifying in Morse (whichever is the later) irrespective of complement vacancies (subject to V.G. conduct and also to recommendation (see paragraph 5 below)).

In addition, a limited number of advancements to Chief Wren (Linguist) will be made from time to time, by selection from Petty Officer Wrens (Linguist) who have completed at least one year as Petty Officer Wren (Linguist) and who are recommended as being outstandingly suitable for advancement to Chief Wren on account of their powers of leadership, etc., in addition to their linguistic ability. Petty Officer Wrens (Linguist) of the required seniority who are regarded as possessing these qualities may be recommended by Station Officers through the Superintendent W.R.N.S. (Chief Officer at Dover) to Southmead, where the list from which the selection is made will be maintained. The actual selection will be made at the Admiralty. Periodically, Southmead will enquire of Superintendents W.R.N.S. (Chief Officer at Dover) whether particular ratings on the list are still recommended.

5. When a rating becomes qualified by service for advancement to Petty Officer Wren (Linguist) or for normal advancement to Chief Wren (Linguist) (i.e. with Morse qualification), notification of this will be sent from Southmead to the appropriate Station Officer. The Station Officer will then forward a recommendation (or non-recommendation) for advancement (with conduct sheet) through the Superintendent W.R.N.S. concerned (Chief Officer at Dover) to the Commanding Officer of the base ship on the books of which the personnel of the station are borne for pay. He will authorise the advancement and notify Southmead accordingly.

Ratings not recommended by station officers or whose recommendations are not endorsed by the Superintendent W.R.N.S. (Chief Officer at Dover) are to have their advancement delayed for a minimum of two months (longer if considered necessary) from the date of the notification from Southmead (Southmead being informed). In such cases, the notification is to be returned by the Superintendent, W.R.N.S. (Chief Officer at Dover) to Southmead, with a suggested date on which the rating should again be brought forward for advancement. A note that the advancement has been withheld until the date suggested, and pending further notification from Southmead, is to be attached to the rating's conduct sheet.

6. *Records and Drafting.*—Service Certificates of Special Duties (Linguist) W.R.N.S. ratings, are to be forwarded to the R.N. Training Establishment, Southmead, where they will, in future, be retained. It has also been decided that the drafting records of these ratings are to be maintained at Southmead and that the Officer-in-charge, R.N. Training Establishment, Southmead, is to be the drafting authority. A.F.O. 1901/43 (Appendix) is to be amended accordingly.

(A.F.O. 1901/43.)

2603.—W.R.N.S.—V/S and W/T—Scale for Higher Rates

(N. 22121/41.—10.6.1943.)

The following rules have been approved for the provision of leading rates and above in both the V/S and W/T categories of the W.R.N.S. :—

(a) One third of the total number of complement posts for leading and lower rates taken over by W.R.N.S. ratings are to be held by leading rates. Wrens borne supernumerary for training or experience are to be disregarded in computing the number of leading rates allowable.

(b) When 12 or more W.R.N.S. ratings are borne in complement posts, 1 P.O. Wren is to be substituted for 1 Leading Wren allowable under (a) but this is not additional to total numbers. Thus, a staff of 12 W.R.N.S. W/T Operators would comprise 1 P.O. Wren, 3 Leading Wrens and 8 Wrens.

(c) Where a W.R.N.S. rating relieves a naval C.P.O. or P.O., 1 P.O. Wren is to be allowed but this is not in addition to the P.O. Wren allowable under (b).

(d) No advancements are to be made to Chief Wren unless such posts in W.R.N.S. complements are specifically authorised by the Admiralty.

(C.-in-C., *Nore's* 1293/1213, 16.3.43.)

(A.F.O. 700/43.)

2604.—W.R.N.S.—(1) Uniform of Ratings on Discharge or Promotion—Disposal (2) Plain Clothes Gratuity—Forfeiture

(N. 25249/42.—10.6.1943.)

Subject to the modifications set out below, the rules laid down in K.R. & A.I., Article 1879, are applicable to the uniform kits of W.R.N.S. ratings promoted to officer rank or discharged.

2. *Deserters.*—So far as possible, all articles of uniform kit forming part of the gratuitous issue are to be appropriated. It is to be understood that there is no authority to demand the return of a W.R.N.S. deserter's kit but every reasonable effort should be made to recover it. Private effects and items of uniform not included in the gratuitous issue may not be withheld from the rating. Underwear purchased with the authorised grant is also to be recovered, if possible, from deserters with less than two years' service. No recovery is to be made from those with two years' service or more.

3. *Discharge for Misconduct.*—This is to be regarded as embracing the following causes of discharge for the purpose of applying the provisions of the regulations quoted :—

(a) Article 1602, clause 2(e).—Deserted. Dismissed H.M. Service. S.N.L.R.

(b) Article 1879—Dismissed H.M. Service. S.N.L.R.

4. Uniform clothing withdrawn from W.R.N.S. ratings, including deserters, is to be taken on charge by the Accountant Officer, and, if in new condition and unworn, it is to be utilised for kitting up new entries or for repayment issue in the ordinary way. If worn but otherwise in good condition and fit for further use, it is to be cleaned and subsequently utilised for repayment issue at two-thirds of the ordinary prices.

Local arrangements are to be made on the best terms obtainable for the cleaning of the clothing, the cost being charged to Vote 2M.

Articles not in sufficiently good condition to be dealt with as above, are to be returned to a victualling yard for disposal in the usual way.

(K.R. & A.I. Articles 1602 and 1879.) (A.F.Os. 348/42, 3372/42, 5646/42 and 921/43.)
(A.F.Os. 4521a/40—not in annual volume—1252/42 and 3442/42 are cancelled.)

✓ 2605.—W.R.N.S.—Character and Efficiency Assessments

(N.L. 1942/43.—10.6.1943.)

The character and efficiency of ratings W.R.N.S. are to be assessed and recorded on Certificates of Service on the occasions laid down in K.R. & A.I., Article 605, Clause 4. A note is to be inserted on page 2 of all such certificates as follows:—"Assessments on promotion (except to officer) and transfer were abolished on 18.6.42".

2. The responsibility for the assessments will rest with the Commanding Officer, but before making the assessments he is invariably to consult the W.R.N.S. Officer-in-Charge and the head of the department to which the rating belongs.

3. Character assessments are to be recorded as:—

"V.G."

"Good."

"Fair."

and efficiency assessments as:—

"Above average."

"Average."

"Below average."

4. In awarding character assessments the Commanding Officer is always to exercise his discretion within the following limits:—

(a) A higher character assessment than "Good" is not to be awarded to a Wren who, during the period for which her character is being assessed, has been punished in any of the following ways:—

(i) Disrated for misconduct.

(ii) Deprived of one or more Good Conduct Badges.

(iii) By deductions of pay for improper absence on more than two occasions or amounting to more than 14 days' pay in the aggregate. (See Note.)

(b) A higher character assessment than "Fair" is not to be awarded to a Wren who, during the period for which her character has been assessed, has been punished:—

(i) By dismissal.

(ii) On two or more occasions by either of the punishments (a) (i) or (ii) above, (e.g., disrating after deprivation of a badge on a previous occasion).

(iii) By one of punishments (a) (i) or (ii) above, in addition to (a) (iii), unless on the same occasion.

(iv) By deductions of pay for improper absence on more than three occasions or amounting to more than 34 days' pay in the aggregate. (See Note.)

Note.—At the discretion of the Commanding Officer, absences of 3 hours or less may be ignored for the purposes of character assessments.

5. A higher character assessment than "Good" is not ordinarily to be awarded to any rating W.R.N.S. who is discharged "Deserted" or "Services no longer required".

6. A higher character assessment than "Good" is not to be awarded to a rating W.R.N.S. who has been convicted by the Civil Power, provided this penalty has been approved by the Commander-in-Chief or other Flag Officer on Form S.273.

7. Character assessments of ratings W.R.N.S. lower than "Very Good" which were awarded prior to the issue of specific instructions on 18th June, 1942 (A.F.O. 2849/42), and which it is clear from the conduct sheet were not given advisedly, may now be re-assessed by the Commanding Officer under authority of this A.F.O. Doubtful cases are to be submitted to the Admiralty.

8. In making assessments of efficiency the Commanding Officer is to be guided by the general rules laid down for Naval personnel in Article 607, K.R. & A.I. The terms for the W.R.N.S. are intended to correspond with the first three indicated in that Article; the fourth is omitted, as any Wren who warrants this marking should be put forward for discharge under A.F.O. 5646/42.

(K.R. & A.I., Articles 605(4) and 607.)

(A.F.O. 5646/42.)

(A.F.O. 2849/42 is cancelled.)

*†2606.—Naval Salvage Money—Distribution

(D.N.A. 3A./T.D. 1728/41; D.N.A. 3A./N.L. 1547/41.—10.6.1943.)

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

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

Award for the salvage of S.S. "Broompark" by H.M.S. "La Malouine" during the period 21st to 25th September, 1940:—

	£	s.	d.
2nd Class	40	5	0
5th Class	20	2	6
6th Class	15	1	11
8th Class	10	1	4
9th Class	8	1	0
10th Class	6	0	10
11th Class	5	0	9
12th Class	3	0	5

Award for the salvage of S.S. "Empire Ptarmigan" by H.M.R.T. "Champion" on 27th and 28th July, 1941:—

	£	s.	d.
3rd Class	40	15	0
6th Class	20	7	6
7th Class	16	6	0
8th Class	13	11	8
9th Class	10	17	1
11th Class	6	15	10
12th Class	4	1	7

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

2607.—Navy List—Notification of Errors

(C.W. 21036/43.—10.6.1943.)

In view of the present difficulties in maintaining the accuracy and the regular publication of the Navy List (O.U. 5513), any errors or omissions should be reported in accordance with the instructions shown on page ii, paragraph 1 thereof. In this connection it should be borne in mind that changes which become operative after the closing date of the Navy List under review, as indicated on the fly leaf, should not be reported.

2. Commanders-in-Chief, Flag Officers and Commanding Officers are to ensure that these instructions are carried out within their Commands.

2608.—Complement Amendment

Armed Merchant Cruisers.

(N.3382/43.—10.6.1943.)

The following *amendment* is to be made to the scheme of complement of armed merchant cruisers, issued with Admiralty letter N./P.M.8828/40 of 9th June, 1941, and already amended by A.F.Os. 1235/42 and 1791/43 and Admiralty letters N.24151/41 of 22nd October, 1941, and N./D.N.O.(W.O.)161/42 of 30th April, 1942:—

Delete existing section (viii) of note (e).

Insert new section (viii) to note (e) as follows:—

“(viii) For each twin or single Oerlikon mounting fitted, *add* 1 A.B. (A.A.3)”.

(A.F.Os. 1235/42 and 1791/43.)

2609.—Coastal Forces Craft and Maintenance Staffs—Complement—Amendment

(N. 2553/43.—10.6.1943.)

The following *amendment* is to be made to the scheme of complement of H.M. Coastal Craft and the table of Coastal Force Maintenance Staffs, issued with Admiralty letter N/D.P.S. 157/42/M of 8.3.43:—

H.M. Coastal Craft (Manned on a General Service basis)

Motor Torpedo Boats—“D” Type

Insert: New note (p) *against* A.B. or Ord. Smn. and S.T.—

(p) In boats fitted with 4 torpedo tubes, *add* 1 A.B. (S.T.).

Coastal Force Maintenance Staffs

In Motor Torpedo Boats “D” Type Column—

Insert: (e) *against* the numbers of A.B. (L.T.O.), A.B. (S.T.) and A.B. (Q.O. (L.C.)) allowed

Add: New note—

(e) For flotillas composed of vessels numbered 697–723 inclusive, *add* 1 A.B. (Q.O. (L.C.)).

For flotillas composed of vessels numbered 724 onwards, *add* 2 A.B. (L.T.O.), 1 A.B. (S.T.) and 1 A.B. (Q.O. (L.C.)).

2610.—Specialisation in Torpedo Branch—Volunteers

(C.W. 13943/43.—10.6.1943.)

A.F.O. 619/42 is to be *amended* as follows:—

Paragraph 4 (ii). *Cancel* and *substitute*:—

“Executive officers R.N.V.R. between the ages of 23 and 35 who:—

(a) Are of the confirmed rank of Lieutenant

(b) Are in possession of a full Watchkeeping Certificate

(A.F.O. 3237/41, paragraph 5 (a))

(c) Have had a minimum of six months' sea experience as officers

(d) Have an adequate experience in electrical engineering to enable them to take the same course as R.N. officers

(e) Are recommended to specialise by their Commanding Officers.”

(A.F.Os. 3237/41, 619/42 and 1787/43.)

2611.—Extra Pay (Coastal Craft)

(N. 11117/43.—10.6.1943.)

With reference to A.F.O. 1754/42, payment of Coastal Craft Pay, either at full or half rates, is not to be made to officers and men of 72-ft. Harbour Defence Motor Launches when they are engaged on Harbour Defence Duties.

Such personnel are entitled to hard-lying money at the rates laid down in A.F.O. 1887/42 only when the conditions of K.R. & A.I., Article 1638, are fulfilled; for example, when employed on escort duties.

2. Air Sea Rescue Craft are entitled to hard-lying money as laid down in A.F.O. 4255/42.

(A.F.Os. 1754/42, 1887/42 and 4255/42.)

***2612.—Electrical Mechanics—Service in Submarines**

(N. 11997/43.—10.6.1943.)

Electrical Mechanics of suitable ability can be accepted for service in submarines. The names of volunteers for this service should be forwarded similarly to those of any other type of rating.

2613.—Officiating Ministers of Religion

(C.E.54340/43.—10.6.1943.)

Roman Catholic.

Bo'ness Rev. J. MacGeown, 'St. Mary's, Bo'ness, West Lothian.

R.M. Training Group, } Rev. O. R. Rowlands, Brodawal, Towyn.
Towyn, N. Wales. } Rev. P. Collins, St. Tudwal's Church, Barmouth.

2. The usual facilities are to be afforded.

2614.—Combined Leave and Railway Tickets—Non-availability for Travel to Ireland or Isle of Man

(N. 11195/43.—10.6.1943.)

Reports continue to reach the Admiralty of cases where D.N.A. Forms 811 and 822 have been issued for leave journeys to Northern Ireland, Eire and the Isle of Man. This causes much avoidable clerical work and inconvenience at embarkation ports, and may result in personnel being delayed en route.

2. Care is to be taken that D.N.A. Forms 811 and 822 are issued only for the journeys specified in A.F.O. 4263/42, and *not* for journeys to Northern Ireland, Eire or the Isle of Man.

3. Special steps are to be taken to bring this order to the notice of Commanding Officers of small ships.

(A.F.Os. 4263/42 and 6013/42.)

***2615.—Reduction of Travel—Combination of Week-end and Long Leave**

(N/D.P.S.398/43/P.—10.6.1943.)

Owing to the urgent necessity for limiting passenger traffic by rail, especially on long journeys, consideration should be given to combining week-end leave and long leave whenever this can be done without serious interference with the work and routine of ships and establishments.

This should always be done in the case of men proceeding on leave to Ireland and outlying islands unless there are exceptional reasons for not doing so.

(A.F.O. 538/42 is cancelled.) ? Wrong quote

2616.—Reports of Accidental Deaths and Serious Injuries

(P.M. 1392/43.—10.6.1943.)

Attention is drawn to K.R. & A.I., Article 1136, paragraph 4, which lays down that where a formal board of enquiry cannot be held to investigate the circumstances of an accidental death or serious injury, a full and detailed report of the occurrence is to be forwarded to the Admiralty.

2. In connection with such accidents, questions of negligence or misconduct on the part of the person killed or injured frequently arise, and if reports are incomplete or obscure there is liable to be delay in dealing with claims and failures of justice may ensue. Senior officers are, therefore, to ensure that this provision is properly complied with.

3. When a Report or Board of Enquiry on an injury or accident is forwarded to the Admiralty, it is to be stated in every case whether or not a Hurt Certificate has been issued. Should a Hurt Certificate have been withheld on the score of contributory negligence or misconduct, full reasons for withholding it are to be included in the report.

4. Cases in which there is a doubt as to whether a Hurt Certificate should be issued or not are to be referred to the Admiralty for decision in accordance with Article 1419 (4) K.R. & A.I.

(A.F.Os. 527/41—not in annual volume—and 1555/43 are cancelled.)

***2617.—Wives and Families of Naval and Civilian Personnel Stationed Abroad—Overseas Travel**

(C.W. 15952/43.—10.6.1943.)

In view of the necessity of using available shipping space for essential war services, currency difficulties in non-sterling areas, lack of suitable accommodation overseas and the increasing difficulty of providing passages back to the U.K. for families and the complications arising therefrom, it has been decided that, except in very exceptional cases, facilities for overseas passage from the U.K. will not be afforded by the Admiralty and that exit permits to leave the country will not be granted to wives and families of naval and civilian personnel who are appointed or drafted for service anywhere abroad on or after 1st July, 1943, whether they are entitled to free passage or desire to proceed at their own expense.

2. Wives and families of personnel who have already made application for priority and received Admiralty approval will be allowed to proceed to North America at private expense as and when opportunities for passage are available. Opportunities for wives to proceed to other stations abroad to which passages have not hitherto been banned are rare and it cannot be seen at present when such passages will be available for applicants whose names are already on the waiting list.

(S.B.N.O. W.A. No. 228/196/2, 19.3.1943.)

(B.A.D. Washington No. N. 2360/42, 28.12.1942.)

(A.F.O. 1310/40—not in annual volume—is cancelled.)

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

2618.—Guns, Machine, Browning, 0.5-in (American Colt), Model M.2, Watercooled, with 36-in. and 45-in. Barrels—Modification of Ammunition Chests

(A.S./G₂ 80/42.—10.6.1943.)

The ammunition chests provided for the above gun have a large roller in the top portion. Ammunition is not to be placed on this roller (A.F.O. 1537/42), trials having established that the roller is liable to cause stoppages by preventing the ammunition from unflaking freely.

2. The roller is to be removed and the holes are to be blanked off to make the chest watertight. The roller is fixed by a short axis pin screwed in from either side through a brass bush which pin is retained by a screwed pin through the spindle of the roller. The roller is to be removed in the following manner:—

(a) The screwed pins through each end of the spindle between the flanges of the roller which are 180° to each other are to be removed by means of a screwdriver.

- (b) The axis pins are to be unscrewed from either side and withdrawn.
- (c) The roller is to be removed together with the two washers between the inner surfaces of the brass bush and the roller spindle on each side.
- (d) The holes in the brass bushes are to be blanked off by sweating a brass plate approximately $\frac{1}{16}$ -in. thick and of diameter $1\frac{1}{2}$ -in. on the outside end of the bush.
- (e) The half-inch hole immediately below the drum axis on one side of the top portion is also to be blanked off by sweating in a small brass plug and/or extending the plate described in 2 (d) above.

3. The work in paragraph 2 above should be carried out by ships' staffs both in H.M. Ships and in D.E.M.S. so far as facilities permit. Work beyond the capacity of ships' staff should be carried out by base staffs or Royal Naval Armament Depots.

4. Where time permits, ammunition chests are to be similarly modified before issue from Royal Naval Armament Depots.

5. Rollers and other parts so removed are to be returned to Royal Naval Armament Depots.

(A.F.O. 1537/42.)

(A.F.O. 3115/42 is cancelled.)

2619.—Guns, Q.F., 40 mm., Mark IV—Modification to Buffer

(A.S. 5882/43.—10.6.1943.)

The following modification is approved:—

Gun Q.F. 40 mm., Mark IV.

Part affected Buffer.

Nature of modification ... The lead seal and locking wire between the filling and emptying plugs should be removed and scrapped.

By whom to be done ... Staffs of H.M. Ships, Bases and Armament Supply Department.

Degree of urgency ... As convenient.

2. Guns manufactured in the future will not incorporate the seal and locking wire.

2620.—Guns and Mountings—2-pdr., Mark XIV and 2-pdr., Marks XI and XII on Mark IX Mounting

(G.—10.6.1943.)

I.—GENERAL

The following order embodies all A.F.Os. and C.A.F.Os. affecting the above guns and mountings which are in force on June 1st, 1943, except those mentioned in paragraphs 3 and 4.

2. General orders as regards maintenance, lubrication, cold weather precautions, the use of muzzle covers, etc., will be found in A.F.Os. 1024–1025/43, to which special attention is drawn since their contents are not repeated in this order.

3. Orders as regards the life and exchange of 2-pdr., Mark XIV barrels will be found in A.F.O. 2101/43, which deals with the 2-pdr., Mark VIII.

4. Modifications to 2-pdr., Mark XIV equipments have been ordered in the following A.F.Os. :—

5268/41, 5519/41, 893/42, 1136/42, 2876/42, 4627/42, 5898/42, 1326/43, and 1816/43.

5. The remainder of this order is divided into the following parts :—

II 2-pdr., Mark XIV.

III 2-pdr., Mark XIV recoil system and air bottles.

IV 2-pdr., Marks XI and XII on Mark IX Mounting.

V Cancellation of previous orders.

Part II.—2-pdr., XIV

1. *Canvas Covers.*—Canvas covers are available from the Gun Mounting Overseer, Ordnance Works, Coventry, for issue on demand.

Depots responsible for fitting mountings on board should demand the covers for issue with the mountings.

Where mountings are already fitted on board, demands should be forwarded to the most convenient depot, which in turn will demand covers from Coventry for issue to ships.

2. *Reports of Failures.*—Reports of failures have been received in which no gun numbers have been quoted.

Owing to the considerable number of modifications to these guns, it is necessary to know the register numbers of guns which fail, in order to ascertain which modifications are incorporated in the guns in question.

Gun numbers are, therefore, invariably to be quoted in all such reports.

3. *Loading Tray Shaft.*—In order to prevent a foul between the loading tray shaft on the gun and the rear edge of the trunnion "Y" piece, orders were issued in December, 1941, for a limit stop to be improvised and fitted and for the rear edge of the trunnion "Y" piece to be eased away in the wake of the loading tray shaft on the lines illustrated in A.F.O. Diagram 540/41 (Drawing G.R.5895), the work being done by ship's staffs or where this was not possible by dockyards or repair depots at the earliest opportunity.

Mountings which had left the manufacturers before issue of the order should be modified by fitting out depots before being fitted on board.

4. *Loading Tray Stop Bush.*—Trouble has been experienced in some early 2-pdr., Mark XIV guns, due to longitudinal expansion of the bush, stop, loading tray. This causes it to ride up out of its housing, thereby expanding the diameter of its ends and causing the stop to foul the loading tray guide plate.

Where such expansion occurs, the ends of the bush, stop, loading tray, should be cut back till it fits correctly in its housing.

These rubber stops must not be painted or oiled.

5. *Sights.*—In July, 1941, orders were issued for the sights on earlier guns, Reg. Nos. 4870–4889 inclusive, to be exchanged for those of a later pattern at the first opportunity by staffs of R.N. Armament Depots or Officers-in-Charge of Armament Supply.

Later pattern sights differ from the older ones in that the cross wires with small circle in the centre are replaced by plain crosswires.

R.N. Armament Depots and Officers-in-Charge of Armament Supply should demand the necessary new pattern sights from the Officer-in-Charge, R.N. Armament Depot, Lincoln, when required.

Old pattern sights should be forwarded to Officer-in-Charge, Lincoln, after exchange has been effected.

6. *Mesothorium Tubes Fitted to Sights.*—It has been found that Mesothorium tubes which are at present fitted to the sights of Q.F., 2-pdr., Mark XIV guns are liable to fracture during cleaning, transport, etc.

Painting the edges of the segmental divisions of the foresight, which carry these tubes, with good quality luminous paint, will provide a satisfactory substitute.

This method of illuminating the sight should be used, in future, when the Mesothorium tubes fracture.

Luminous strontium blue green paint No. 480 is to be demanded from the nearest Naval Store Officer.

7. *Semi-Permanent Stops.*—It has been found that in certain classes of ships carrying 2-pdr., Mark XIV mountings (formerly referred to as 40 mm. R. R. mountings), a semi-permanent stop is a requirement.

As the requirement is not general, such stops, where necessary, are to be provided by local resources.

A.F.O. Diagram 87/42 gives particulars of a semi-permanent stop which has been found to meet requirements and can be fitted in place without difficulty. It is of fabricated construction.

The diagram also shows a bearing indicator consisting of a pointer which registers with a scale painted round the pedestal.

In ships where these fittings are considered to be a requirement, arrangements should be made for the work to be carried out by Dockyards or Repair Depots. Ships' staffs should give all assistance in their power and should undertake the painting of the bearing racer.

8. *Spare Parts.*—Demands for spare parts are not to be made to the gun makers.

All spares for 2-pdr., Mark XIV guns are to be obtained through Royal Naval Armament Depots or Officers-in-Charge of Armament Supply.

9. *Washers.*—To assist in maintenance of Q.F., 2-pdr., Mark XIV guns three complete sets of washers are supplied for each gun mounted.

Ships should demand from the nearest N.A. depot or O.C.A.S. to whom details of the washers allowed have been sent.

10. *Cleaning Rods.*—Rods cleaning Q.F., 2-pdr., Mark XIV guns Mark I are provided by conversion of Rods cleaning Q.F., 2-pdr., Mark II* gun Marks I or II, in accordance with N.O.D. 2175/63.

When "Rods, cleaning, Q.F., 2-pdr., Mark XIV guns, Mark I" are not available for supply to ships, the following are issued in lieu:—

Rod, brush, cleaning, Q.F., sub-calibre, and Marks VIII and	} one per gun.
XIV 2-pdr., guns, Mark I	
Tube extension, cleaning, brush, rod, Q.F., 2-pdr., Mark XIV gun, Mark I	

The use of the former item is being extended to include Q.F., 2-pdr., Mark XIV guns.

PART III.—2-PDR., MARK XIV. RECOIL SYSTEM AND AIR BOTTLES

1. *Recoil System.*—(a) All 2-pdr., Mark XIV, gun recoil cylinders are to be kept filled with the special buffer fluid which should be demanded from the local Superintending Naval Store Officer—

- 50 per cent. G.S. mineral oil.
- 45 per cent. paraffin.
- 5 per cent. land oil.

(b) The recuperator should be charged at 400 lb./sq. in. and is to be marked by stencil "CHARGE TO 400 LB. PER SQ. IN."

(c) (i) Without a high standard of maintenance this equipment will not give efficient functioning owing to the light construction necessary to reduce deck stresses to a minimum.

(ii) It is of primary importance to maintain the recoil and recuperator gear in a thoroughly efficient state owing to the fact that short recoils give rise to failures in extraction of cartridge cases and excessive recoils will cause damage to the weapon and render it unserviceable.

(iii) The utmost care should be taken to see to the correct positioning of the recuperator piston and ensure that 400 lb./sq. in. of air is present in the recuperator (see (xv) and paragraph 2 (b)).

(d) Great care is required in assembly and removal of the compressed air bottle hose to ensure that the non-return air charging valve is undamaged so avoiding any loss of air pressure. The union nut threads of the air bottle hose pipe are not common to both the non-return air charging valve and the male connection of the air bottle.

(e) The recoil of the gun must not be less than 16½ in. or more than 17½ in. with the recuperator charged to 400 lb. per square inch air pressure when fired at horizontal.

Should the gun not recoil within these figures the adjustable orifice on the recoil cylinder must be adjusted as necessary.

(f) In the event of the correct setting for the adjustable orifice not being known, it should be set two turns open with the recuperator charged to 400 lb. per square inch, necessary adjustment being made to the adjustable orifice as found necessary by firing the gun and measuring the recoil.

(g) The recoil cylinder must be kept free from air. To ascertain whether it is free of air and full of buffer fluid, release the recuperator air pressure and remove union body from front end of recuperator. Insert a steel rod, pressing it against

the head of the recuperator piston which should not move. Should it feel spongy, then there is air in the system which must be removed by dismantling the system and refilling as described below.

- (h) Method of filling or topping up the recoil cylinder with buffer fluid.
 - (i) Remove the barrel nut.
 - (ii) Remove the serrated nut securing striker housing arm to the breech block, using the special long tube spanner with serrated head, pushing in the serrated locking collar while at the same time unscrewing.
 - (iii) Withdraw and remove barrel, breech ring and body to the rear.
 - (iv) Release air pressure from the recuperator by pressing in the air valve at the extreme front end.
 - (v) Remove cradle bridge piece at the front end of cradle.
 - (vi) Disconnect the cradle cross piece which is approximately 20 in. from the rear end of the cradle by removing four bolts.
 - (vii) Slide recoil system from cradle to the front.
 - (viii) Remove the recuperator union body (air charging valve) and ensure that the recuperator piston is within $6\frac{1}{2}$ in. from the outside edge of the union body hole.
 - (ix) Place recoil system in a horizontal but inverted position with the filling plug end slightly higher to ensure that the air will run to the hole and escape, then remove the filling plug situated 4.85 in. from rear bottom end of the recoil cylinder.
 - (x) Ensure that the breech block return cylinder is in its extreme extended position and the breech rod is pushed right in, then fill with buffer fluid, getting rid of all air bubbles as far as possible.
 - (xi) Replace filling plug and stand system on end of recuperator in a vertical position.
 - (xii) Remove breech rod gland nut and ease up gland housing and fill right up with buffer fluid.
 - (xiii) Replace housing and gland nut.
 - (xiv) Again place recoil system in a horizontal inverted position with the filling hole slightly higher than the front end of recoil cylinder and remove filling plug. When re-assembling the recoil and recuperator system following filling or topping up with buffer fluid, the recuperator should be immediately charged with about 50 lb./sq. in. air pressure. This ensures that when replacing the recoil unit in the cradle the position of the floating piston is not altered.
 - (xv) Insert a steel rod through union body hole in the front end of the recuperator and push the recuperator piston until a length of $8\frac{3}{4}$ in. of rod is inside the recuperator. This causes the fluid to overflow ensuring the removal of all air and that the correct amount of fluid remains in the recoil cylinder. Replace filling plug.
 - (xvi) Assemble the gun in the reverse order.
 - (xvii) Finally charge the recuperator with 400 lb. per square inch air pressure.

Note.—When charging or checking the air pressure in the recuperator the breech block should be in the firing position and locked.

2. *Floating Piston and Adjustment of Recuperator.*—(a) An improved floating piston incorporating two glands has been approved for the recuperator and recoil system for Q.F. 2-pdr. Mark XIV guns.

This piston is described as Mark II.

(b) The recuperator air pressure for use with this piston should be 400 lbs. sq. in., and its method of assembly as directed in paragraph 1 is similar to that for the existing floating piston now described as Mark I, except that the distance from the end of the air recuperator cylinder should be $9\frac{1}{8}$ in., and not $8\frac{3}{4}$ in. as with the Mark I.

(c) Guns coming into supply will be fitted with Mark II pistons at the earliest opportunity.

(d) The positioning of this Mark II piston may be checked by means of a small pocket compass needle indicating, with reference to a mark on the exterior

of the air recuperator cylinder; the forward end of the piston should be aligned with this mark when correctly assembled, with recoil buffer filled and a pressure of 400 lbs. sq. in. in the recuperator cylinder.

(e) As the Q.F., 2-pdr., Mark XIV gun is liable to failure in its proper functioning under cold conditions, the air pressure in the recuperator cylinder may be reduced to 375 lbs. sq. in. if necessary, provided that the adjustable orifice is required to be opened in excess of 5 turns.

(f) When testing the gun for functioning, the gun should not be depressed during firing for adjustment of the adjustable orifice.

(g) Great care is necessary to ensure that the topping up or lowering of the air pressure to 400 lbs. sq. in., or 375 lbs. sq. in. respectively, is carried out when the floating piston is correctly positioned.

(h) Frequent resort to topping up air pressure to 400 lbs. sq. in. is an indication that air is passing over the floating piston, and if the loss of air pressure is found to be greater than 50 lbs. sq. in. steps must be taken to re-position the floating piston as indicated in paragraph 1.

(i) When successive topping up of air pressure exceeds a total of 50 lbs. sq. in. since last ascertainment of the position of the floating piston, readjustment as indicated in paragraph 9 is essential.

(j) It is advisable to check the position of the floating piston periodically by release of air pressure and measurement through the air charging valve hole in the recuperator cylinder. This is not necessary where Mark II floating pistons fitted with magnetic detector rings for positioning are in use. The Mark II piston should not, however, be out of position by more than $\frac{1}{2}$ in. either side of the reference mark.

(k) If pistons are found by measurement to be in excess of $9\frac{1}{2}$ in. from the end of the air recuperator cylinder with the air charging valve removed, it is a sure indication of loss of oil in the recoil cylinder and this must be replenished before further firings are carried out.

(l) It is essential that the breech block should be in the forward position in the breech opening when this test is carried out or air pressure is being tested or adjusted.

3. *Improvements.*—Later issues of guns differ from early equipments in that they are fitted with self-cocking breech mechanism and embody several modifications for the improvement of its performance.

4. *Air Bottles.*—(a) The working and test pressures for the 10 cubic ft. air bottles supplied in the spare parts chest of Q.F., 2-pdr., Mark XIV guns are:—

Test pressure	...	...	...	3,000 lb. per sq. in.
Working pressure	...	...	...	1,800 lb. per sq. in.

This information is stamped on bottles now being supplied, also the register number and date of last test. Any bottles which at present do not bear these details should be tested and stamped when they next require recharging.

(b) Wherever possible, ships and bases should make their own arrangements for recharging bottles. Where this is not possible, R.N. armament depôts should arrange for bottles to be recharged and tested when necessary at the nearest dockyard or torpedo depôt. Recharged air bottles containing grit have been found, and care must be taken when recharging to avoid the introduction of such foreign matter, as serious damage to the guns will result if this reaches the gun recuperators when topping up. A limited number of spare bottles is available, and if any are required to be held at Bases, R.N. Depôts, etc., demands should be forwarded to D.A.S. (Branch "A"), Admiralty.

(c) The regulations for periodical test, custody of History Sheets, etc., are contained in the Engineering Manual (B.R.16), clauses 301 and 310 (7). Application for History Sheets for bottles already in service should be made to Naval Armament Supply Officer, Milford Haven, quoting the register number of the bottles. History Sheets will in future be supplied in strong envelopes for attachment to air bottles.

(d) Air bottles are allowed to H.M. ships in the proportion of one per gun.

H.M. ships, etc., mounting this weapon and which operate or will operate outside Home waters are to be supplied with one additional air bottle per gun. Ships concerned should demand from the nearest R.N. Armament Depot or Officer-in-Charge Armament Supply, before leaving England, where possible.

To preserve the History Sheets which accompany air bottles, strong envelopes, suitably printed, are available.

H.M. ships should demand any envelopes required from the nearest R.N. Armament Depot.

History Sheets of air bottles issued in future will be enclosed in an envelope and wired to the bottle.

Part IV—2-pdr., Marks XI and XII on Mark IX Mounting

1. *Sights*.—Reports have been received which indicate that the existing peep rearsights on 2-pdr. sub-calibre, Mark IX mountings are unsatisfactory during firing, owing to excessive vibration of the sight bracket.

The peep rearsights are therefore to be replaced by bead rearsights (see A.F.O. Diagram 83/42) and the use of the bracket and sorbo pad, which forms the forehead rest, dispensed with.

The work is to be treated as a defect item, to be carried out at the first convenient opportunity.

The redundant parts, together with the 2 in No. spare forehead rests supplied per mounting, are to be returned to the nearest dockyard.

2. *Platform*.—All 72-ft. H.D.M.Ls. with 2-pdr. Mark XI guns forward are to be fitted with a light gun platform of wooden construction as shown on Drawing D.N.C.28A/A/5.

The platform is to be fitted in all boats under construction subject to no delay in completion.

For boats in commission fitted with 2-pdr. Mark XI guns, commanding officers should insert an item Classification "A" in their next list of As. and As., to cover the work involved, which should be carried out at the earliest opportunity.

Print copies of Drawing D.N.C.28A/A/5 may be obtained from D.N.C. Department, Bath.

3. *Extension to Elevating Handle*.—In order to assist the gun-layer to control the gun on the Mark IX mounting at high elevations an extension piece was ordered to be fitted on the lower end of the elevating handle in December, 1941, the item being treated as a defect.

The fitting consists of a length of 1-in. internal diameter pipe bent and shrunk on as shown in A.F.O. Diagram 525/41.

4. *Wire Brushes*.—Wire brushes are supplied for cleaning the chambers of Mark XI and XII guns in the proportion of one per gun mounted.

5. *Flash Eliminators*.—Flash eliminators are to be fitted to all Q.F. 2-pdr., Marks XI and XII guns.

Guns mounted in Mark IX mountings, when fitted with flash eliminators will require a balance weight fitted to the mounting to preserve the balance of the guns in elevation. The balance weight is to be bolted on to the right-hand handle bar at a position approximately 20½-in. from the centre line of the trunnions. The final position of balance is to be obtained by trial in each case.

Balance weights for the L.A. gun and H.A. gun are 24½-lbs. and 14-lbs. respectively, and the type of gun is to be clearly specified when demands for balance weights are sent in.

The work of fitting balance weights and flash eliminators (by means of securing screws) is to be carried out by ships' staffs.

H.M. ships should demand flash eliminators (with securing screws) and balance weights, as required, from the nearest R.N. Armament Depot or O.C.A.S.

Balance weights are a Vote 8 item, but to ensure issue is made with each flash eliminator, Armament Supply Officers should obtain by intermediate demand and account for them in the normal manner

Part V.—Cancellation of Previous Orders

The following Orders embodied in the different parts of this Order are cancelled.

II. *C.A.F.O. 1133/41	III. A.F.O. 1700/41
*A.F.O. 2255/41	A.F.O. 640/42
*A.F.O. 3043/41	A.F.O. 641/42
A.F.O. 3561/41	A.F.O. 1382/42
A.F.O. 5269/41	A.F.O. 2032/42
A.F.O. 5518/41	A.F.O. 2752/42
A.F.O. 33/42	A.F.O. 2886/42
A.F.O. 770/42	IV. *C.A.F.O. 2209/41
A.F.O. 1662/42	*A.F.O. 5389/41
A.F.O. 1913/42	A.F.O. 1660/42
A.F.O. 2504/42	A.F.O. 3276/42
A.F.O. 4118/42	A.F.O. 591/43
A.F.O. 2142/43	

* Not in annual volume.

2621.—Gun Mountings, 4-in., C.P. XXIII—Unit Graduations on Deflection Dial (D.N.O. (W.O.) 93/43.—10.6.1943.)

The deflection on the sight of the above mounting is graduated in units.

2. For low angle fire the unit equals 1 knot of enemy speed at 6,000 yards and equals 1½ knots of own or enemy speed at 2,000 yards.

3. Using local control, the unit can be treated as the equivalent of a knot.

2622.—Gun Mountings—20 mm., Twin, Mark V, 0.5-in., Mark V, 2-pdr., Marks XV and XVI—Hydraulic Unit—Recuperator Filler Caps

Coastal Force Bases and Ships Concerned

(G. 2693/43.—10.6.1943.)

To prevent the possible loss of recuperator filler caps, each cap is to be secured to the axis bolt of the operating handle by a length of chain, pattern No. 329A, of approximately 6 in. The chain is to be attached to the crown of the filler cap by a 2 B.A. screw.

2. The work is to be carried out by ships' staffs and Coastal Force base staff concerned.

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

2623.—Aircraft—Ammunition, Pyrotechnics—Signals, Distress, Two-star Red— Introduction of Mark II

(G. 04476/42.—10.6.1943.)

Signals, distress, two-star red, Mark II, will be introduced shortly. The Mark II is similar in appearance to the Mark I, but the design of the igniter and method of filling have been changed to give more reliable functioning.

2. These signals will be packed 192 per box B.411, Mark I/A.

3. The following alternative method of firing may be found easier with numbed fingers or when wearing gloves:—

Hold the signal firmly in one hand with the top of the signal directed away from the body; unscrew and remove the metal cap; unfold the firing ring. Grip the ring firmly between thumb and forefinger, twist the ring through 180°. This releases the striker and fires the cap. Immediately, hold the signal vertically at the full upward extent of the right arm.

4. Air Publication 1661E will be amended in due course.

(A.P. 1661E.)

2624.—Shrapnel Shell and Rounds 4.7-in. and Below

(A.S. 6521/43.—10.6.1943.)

It has been found that with the above shell the shalloon disc which seals the end of the central tube is liable to become detached. Care should therefore be taken when unplugging or unfuzing these shell, and should the shalloon disc have moved, any powder which has escaped should be returned to the central tube and the shalloon disc re-attached by means of shellac adhesive made up in proportions 1½ lb. shellac to 1 pint methylated spirit. When this is done, any powder

residue should be cleaned off with a very soft brush from inside nose of shell and the plug or fuze coated with luting before insertion, as detailed in ammunition handbook.

2. *N.A. Depots Only*.—D.A.S. message 071949B, May, of limited circulation, refers.

2625.—D.G. Circuits—Omission of Visual Polarity Indicator and Lamp Box for use with High Voltage Systems

H.M. Yachts, Trawlers, Drifters, Motor Minesweepers and Requisitioned War Vessels

(S.D.G.356/42.—10.6.1943.)

New Construction and Future Conversion.—The installation of Visual Polarity Indicators (V.P.I.—A.P. 19161) and Lamp Boxes (A.P. 19162) in accordance with A.F.O. 3936/41 is to be discontinued in future conversion or New Construction Vessels.

2. Unless the ship's lighting dynamo is controlled by a circuit breaker incorporating a reverse current feature, automatic cut-outs are always to be fitted to all battery charging circuits, in accordance with A.F.O. 1952/41.

3. In lieu of the Lamp Box (A.P. 19162) an indicating lamp fitting similar to A.P. 17046 but without push-button is to be fitted on the bridge, supply to the lamp being taken from across the "M" coil. A suitable red filter stencilled "M" should be fitted to the lamp. Supply is to be a shipbuilder's liability.

4. *Vessels in Commission*.—Vessels already fitted with Visual Polarity Indicators and Lamp Boxes should retain them until fitted with reverse current breakers or cutouts as at paragraph 2 above, after which the Visual Polarity Indicators and Lamp Boxes, on becoming defective, are to be replaced by pilot lamps modified as in paragraph 3. The fitting of these pilot lamps should be carried out by ships' staffs, dockyard assistance being rendered as necessary.

5. If it is found that the green lamp in the Lamp Box is harmful to night adaptation (A.F.O. 5419/42 refers) it should be suitably shaded or removed.

6. A.F.O. 3936/41, D.G. Specifications and Drawings should be amended accordingly.

(A.F.Os. 2696/40, 1952/41, 3936/41.—not in annual volume—3797/42 and 5419/42.)
(This Order is to be retained until complied with.)

2626.—N.C. Propellant—Landing and Examination of Ammunition—REPORT

(A.S. 7906/43.—10.6.1943.)

All ammunition containing N.C. propellant of Index S.P.D. 1584, and 2397, is to be landed at the nearest Naval Armament Depot as early as is practicable.

On receipt of the ammunition at Naval Armament Depots, the following action is to be taken :—

- (a) All cartridges are to be opened up and a 100 per cent. examination carried out of the charges, an 8-oz. sample from the serviceable propellant of each Index being forwarded to D.I.N.O., Holton Heath, any of the charges containing corroded grains being destroyed.
- (b) Cartridges with propellant in a serviceable condition are to have shells replaced and the rounds held for issue as required.
- (c) Guidance in regard to visual examination is given in Appendix IV—Naval Cordite Regulations.

2. Similar action is to be taken in regard to any ammunition of the above Indexes held in store.

3. On completion of the examination a report is to be forwarded to D.A.S. (Branch B), Bath, giving the quantities of cartridges found, serviceable and un-serviceable.

2627.—Controlled Mines, "L," Marks III and IV and "M," Mark IV Air Pressure Testing—Pump, Hill, Air, St. No. 3333A—Introduction

(A.S. 7175/43.—10.6.1943.)

In order to facilitate the testing of controlled mines embarked on rails in minelayers a modified pump fitted with a 6-ft. hose connection instead of the standard 2-ft. 3-in. hose has been introduced, and the allowance for controlled minelayers has been increased from 1 No. to 2 No. Stamp No. 3333A has been assigned to Pump, Hill, Air, with 6-ft. hose connection.

2. Future supplies of pumps for mine testing to C.M. bases, base ships and controlled minelayers will be fitted with 6-ft. hose, and replacement lengths of hose

are now available for the purpose of modifying pumps St. No. 3333 already held in C.M. bases, etc. The replacement lengths are fitted with metal clips at each end for the purpose of securing the ends of the hose on to the existing fittings of the pump barrel and adaptor respectively.

3. Demands for replacement lengths of hose, and for additional pumps for controlled minelayers, should be made as follows :—

From ships and establishments at home	... On A.S.O., R.N. Mine Depot, Frater, Nr. Fareham, Hants.
From ships and establishments abroad	... On the nearest R.N. Mine Depot.

4. On receipt of the new hose the 2-ft. 3-in. lengths should be returned to R.N. Torpedo Depots for fitment to pumps, air St. No. 3333, which will continue in supply for paravane work.

5. For paravane purposes, however, the two types of pump will be interchangeable.

6. The revised list of Outfit Stores for "L" mines recently promulgated in C.A.F.O. 1086/43 has been brought up-to-date with regard to the description and allowances of the modified pump.

(C.A.F.O. 1086/43.)

2628.—Detonators, No. 25, Mark I—Failures

(A.S. 01712/43/C.—10.6.1943.)

Failures have recently been experienced with Detonators, No. 25, Mark I, of Lot 33, M.E.8/41.

2. Detonators, No. 25, Mark I, of this lot are to be landed by H.M. ships at the nearest N.A. depot as opportunity occurs, and Detonators, No. 25, Marks I or II, or Detonators, No. 6 Briska, for safety fuze fitted with ebonite adapters (A.F.O. 28/41) of proved lots drawn in lieu.

(A.F.O. 28/41.)

2629.—Respirators, Anti-Gas, General Service (Grade C) and Light Type—Chests Spare Parts Nos. 1, 2 and 3 for

(A.S./T. 04292/43.—10.6.1943.)

Consequent upon the introduction of respirators, anti-gas, light type, for use in Naval Service, also to general review of spares supplied in chests, Nos. 1, 2 and 3, to H.M. Ships and Naval establishments for the maintenance of General Service (Grade C) respirators, the following table is promulgated for information and to govern future supplies.

2. The light type respirator consists of :—

- Facepiece, large, normal or small, with container directly attached.
- Haversack.
- Outfit, anti-dimming, Mark VI.

and supplies for the present are limited to R.N. personnel under the control of C.C.O.

3. Future issues of chests, spare parts, Nos. 1, 2 or 3, will be supplied *as stocks permit* as under :—

For H.M. Ships and Establishments with—

- A.—Respirators, General Service, (Grade C) only, as in Part I of table.
- B.—Both General Service (Grade C) and Light Type Respirator as in Parts I and II of table.
- C.—Light Type only as marked "(b)" in Tables I and II.

4. H.M. ships and establishments are to demand as necessary any items required to complete to new scale and for surplus items at present held to be returned to the nearest R.N.A. depot.

5. Haversacks for light type respirators should be painted before issue with a continuous horizontal black line, 1-in. wide, as described in A.F.O. 3782/42 for G.S. haversacks.

6. An identification fibre tally-stamped with name and official number of the owner is to be connected to the container mount for light type by one turn of binding wire. The joint should be opposite the outlet valve unit and a piece of adhesive tape put over the twisted ends which should be laid well back.

7. Proportion Books will be amended in due course.

Item	(a) For Type "C" G.S. Respirator (b) For Light type Respirator	To be Stowed in Chests			Stowage position in Chest	Remarks
		No. 1	No. 2	No. 3		
<i>Part I</i>						
Holders, valve, No. 4	(a)	10	5	2	As now ...	I. With pin retaining nut and cotter pin, for use with I valve guard. II. With pin retaining nut (no cotter pin), for use with I*-V valve guard.
Valves, outlet, No. 2	(a)	40	20	5	As now ...	I. For use with holders, valve No. 4 I (buff coloured). II. For use with holders, valve No. 4 II (green coloured).
Check plate outlet valve	(a)	40	20	5	As now ...	I. For outlet valve No. 2 II.
Plate, retaining	(a)	10	5	2	As now ...	I.
Guards, valve	(a)	10	5	2	As now ...	I. Without cone-shaped captive nut for use with valve holder No. 4 I. I*-V. With cone-shaped captive nut, for use with valve holder No. 4 II.
Keys, securing guard valve (or pin spanner)	(a)	1	1	1	As now ...	For I*-V valve guards with cone-shaped captive nut.
Eyepieces, 2½-in., complete	(a) (b)	40	20	5	As now ...	III. Screw-in type, with lugs or with notches.
Clips, securing eyepiece No. 4 I	(a) (b)	40	20	5	In upper tray	
Nuts and screws for clips, No. 4	(a) (b)	40	20	5	In upper tray	
Discs, eyepieces	(a) (b)	40	20	10	In upper tray	
Washers, rubber, for eyepieces	(a) (b)	40	20	10	In upper tray	
Sleeves, rubber, for clips securing eyepiece No. 4 I.	(a) (b)	80	40	20	In upper tray	
Keys, fixing eyepieces	(a) (b)	1 of each type.	1 of each type.	1 of each type.	As now ...	I. For eyepieces III with lugs. II. For eyepieces III with notches.
Tubes, connecting, long	(a)	20	10	5	As now ...	No 2 II. Long stockinette cover No 3 II. Long, without stockinette cover.

Harness, No 4	(a)	20	10	2	In lower compartment	II and IV. With canvas head pads III. With rubberised canvas head pads.
Loops, steel, with tags	(a) and (b)	240	120	30	In upper tray	II. Loops and tags separate. III. Loops and tags combined.
Webbing, elastic, ¾-in wide (yards) ...	(a)	72	36	9	As now ...	
Blue, marine (in 4-oz tins) ... oz.	(a)	8	8	4	As now ...	
Tape, adhesive, ½-in wide (5-yard reels)	(a)	25	15	5	As now ...	
Tape, pure rubber, ½-in ... yards	(a)	24	12	12	As now ...	
Wire binding, 11-in lengths lengths	(a) (b)	2,000	1,000	250	As now ...	
Anti-dimming outfits	(a) (b)	40	20	5	As now ...	
Jigs, for fixing eyepieces	(a) (b)	One to be supplied to H.M. Ships and Shore Establishments allowed spare parts.			—	I to VI for G.S. VI for Light type. I or II. Not to be packed in spare parts chests.

Part II
To be supplied when Light type Respirators are issued.

Holder, valve, complete with valve outlet check plate and seating.	(b)	20	10	5	In upper tray
Mount container	(b)	20	10	—	In upper tray in lower compartment.
	(b)	—	—	5	
Washers, rubber (A/G detail 442) for mount container.	(b)	20	10	5	In upper tray
Valves, inlet, L.1	(b)	40	20	5	In upper tray
Harness, head, L.2	(b)	20	10	5	In upper tray
Webbing, elastic, 11/16-in., grey, type L (yards)	(b)	30	15	5	In upper tray
Tape, adhesive, 3/8-in. (yards)	(b)	30	15	5	In upper tray
Wire, binding, 13½-in. lengths	(b)	2,000	1,000	250	In lower compartment.
Cork sealing plugs, for outer opening of container.	(b)	80	40	20	As convenient
Cork sealing plugs, for inside of container mount.	(b)	80	40	20	As convenient

Notes.—(i) Labels as above will be printed and such labels are to be amended as necessary when used as packing label inside chest.
(ii) Where alternative Marks are shown in remarks column, Mark supplied to be according to type fitted in respirators held.

2630.—Torpedo Stores—Coupling Screws Standardisation

(A.S. 5059/43.—10.6.1943.)

A.F.O. 5418/42 is to be amended as follows :—

- (i) Paragraphs 4 and 7. *Delete* "forthwith".
- (ii) Paragraph 7. *Add* at end of paragraph: "Demands will be met as soon as supplies from manufacture permit. Owing to unforeseen manufacturing contingencies complete replacement will not be possible until a considerable period has elapsed."

(A.F.O. 5418/42.)

2631.—Boiler Cleaning after Delivery from Contractor*Trawlers, Tugs, B.D.Vs., etc.*

(D/M/S. 0765/42.—10.6.1943.)

It is important that in no case should the first boiler cleaning after the delivery of the above-mentioned vessels from the contractors be allowed to exceed 1,000 hours since first raising steam in contractor's hands.

2. In the case of trawlers, boiler cleaning should not be allowed to interrupt the full normal working up period. If, therefore, 1,000 hours is likely to be exceeded before completion of working up, Administrative Authorities concerned are to arrange for the boilers to be cleaned before the vessel proceeds to the working-up base.

2632.—Boiler Tubes, etc.

(N.S. 18720/43.—10.6.1943.)

With reference to A.F.O. 1156/43, the following additional information and amendments should be noted in respect of the ships named below :—

H.M. Ships "Assurance," "Frisky," "Jaunty," "Prudent," "Restive," "Tenacity," "Barflake," "Birdlip," "Bredon," "Butser," "Dunston," "Portsmouth," "Yestor," "Bonito," "Charon," "Decision," "Dexterous," "Griper," "Dunkery," "Inkpen," "Egilsay," "Ensay," "Filla," "Whalsay," "Unst" and "Whiting."

Insert in Remarks column "all boiler and air heater tubes are straight".

H.M. Ships "Bramham," "Catterick," "Holcombe," "Limbourne."

Amend type of boilers to read "3 Drum small tube fitted with Melesco Super-heaters".

H.M. Ships "Musketeer" and "Quickmatch."

Insert in Remarks column "All tubes are bent".

H.M. Ships "Dunkery," "Inkpen" and "Whiting."

Air heater tubes—*Amend* remark to read "Swelled to 2 $\frac{1}{8}$ -in. at front end 3-in. up".

H.M. Ships "Egilsay," "Ensay," "Filla" and "Whalsay."

Amend thickness of air heater stay tubes to read " $\frac{1}{4}$ -in."

H.M.S. "Meteor."

Amend length of A tubes in auxiliary boiler to read " $8\frac{1}{4}$ -in."

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

(This Order will not be reprinted.)

(A.F.O. 1156/43.)

2633.—Cylinders of Compressed Gas—Precautions

(N.S./N.L. 21157/42.—10.6.1943.)

A serious accident occurred in one of H.M. ships owing to the use of a cylinder containing oxygen for charging a refrigerating machine. This cylinder was one of a number obtained from the United States, which are now in use in H.M. ships and establishments and may not be painted in accordance with the colour scheme adopted in this country and promulgated by A.F.O. 6206/42.

2. These American cylinders have no history sheets, and do not include the British safeguard of providing female connections on oxygen cylinders only to distinguish them from all others, which are fitted with male threads.

3. All gas cylinders now on board are to be examined, and the registered number of each cylinder compared with that shown on the supply note and history sheet, if any. If there is any doubt as to the contents of a cylinder, it should, where possible, be returned to the Superintending Naval Store Officer. Should it be necessary to use the gas from a cylinder the contents of which are doubtful, a test should first be made in the open air, taking due precautions.

4. When compressed gases are supplied to H.M. ships or establishments, the registered number of each cylinder, and the contents, are to be stated on the transit documents as well as on the supply note. On receipt of gas cylinders, the registered number stamped on the cylinder is to be checked with that shown on transit documents and supply note.

5. Should gas be supplied in a cylinder which is not painted in accordance with A.F.O. 6206/42, the name of the gas contained therein should be stencilled on the cylinder.

6. All oxygen cylinders of U.S.A. origin in ships, dockyards, and Naval Store Depots and Bases, should be stencilled with the words OXYGEN in white paint and the white band at present on the cylinders should be painted over black.

(Flag Officer-in-Charge, West Africa, No. 167/394 of 12.2.43.)

(A.F.O. 6206/42.)

2634.—Propellers—REPORTS

L.C.I. (L)

(D. 06390/43.—10.6.1943.)

It has been reported that in a number of L.C.I. (L), sea water has been leaking into the engine gear cases by way of the propeller shafts. Reports of all cases of leakage, together with defects discovered and any action taken to remedy them should be forwarded to Admiralty, Bath.

2. Serious cases of leakage in home-based craft necessitating their being taken in hand to make good the defect should be reported by signal to Admiralty, Bath, to enable a representative to investigate if so desired.

3. Certain cases of leakage have been attributed to the shafts not being properly packed with grease at the time of installation. Two methods of correcting this are as follows :—

(a) To be carried out when ship is in dock, as outlined in General Motors Quad Instruction Manual, Section 20, pages 8, 9, 10, 11.

(b) Temporary method when ship is afloat. *See* Instruction Manual, Section 20, page 9.

(i) Remove grub screw 162 in forward coupling.

(ii) Remove grub screw in intermediate coupling and fit zerk or suitable grease nipple.

(iii) Force grease into intermediate coupling until it runs out of forward coupling grub screw hole. Total capacity of shaft is approximately 15 lb. grease.

(iv) Replace forward coupling grub screw and force additional grease into shaft as in (iii) until slight pressure is felt.

(v) Replace intermediate grub screw.

4. The grease used originally in the installation is Dixon's graphite grease, which should be used if a stock is held on board. If not, grease, G.S., graphited, specification C.S. 1653, should be used. Demands for this grease should be forwarded to Portsmouth Dockyard in respect of home-based craft. Supply is also being arranged for craft based abroad, and details will be promulgated later.

5. Instances of the blades becoming loose in the hubs, owing to excessive end clearance in way of the blade shims have also been reported. As an immediate measure, any excessive clearance should be adjusted to the designed limits of 0.003 to 0.007 in. by fitting replace shims of local manufacture. The shims should be of aluminium bronze, specification D.T.D. 197, or of cold-rolled monel metal.

Arrangements are being made to supply as on-board spares to all craft concerned a set of shims having a range of thickness which will allow ready adjustment of clearance to within the above limits.

6. It should be noted that damage may be caused by sand after beaching. When possible, examination of propellers should be made after exercises.

(*C.-in-C. Mediterranean, 1.3.43, No. 456/MED. (W)/363.*)

2635.—Radiogoniometer S.29, Pattern 5329—Modification—REPORT

Ships Fitted with D/F Outfit F.H.3

(S.D. 0909/43.—10.6.1943.)

A modification is being incorporated in Pattern 5329 Radiogoniometers S.29, now in course of manufacture in order to improve the earthing of the static screen.

2. In the original design the screen was earthed through brushes and slip rings and via ball races, in order to simplify the dismantling of the goniometer.

3. This method of earthing gives rise to intermittent variation of errors in the system, which does not constitute a serious defect but which has a cumulative effect on errors due to other causes.

4. Earthing will now be effected by means of two wires run direct to the bearing housing.

5. Modified instruments (Pattern 5329A Radiogoniometers) will be supplied with new installations of F.H.3 commencing about mid May. Existing Pattern 5329 radiogoniometers in service will be replaced by Pattern 5329A when the vessel concerned is taken in hand for long refit or when the radiogoniometer is defective.

6. Pattern 5329 Radiogoniometers S.29 returned by ships are to be forwarded by the receiving yard to Marconi's W/T Co. Ltd., Chelmsford, for modification to Pattern 5329A and the "Requisition for Survey" (Form S.331) must be sent to the Superintending Naval Store Officer, Haslemere, endorsed with despatch particulars to enable a covering order to be placed.

7. Ships' staffs are not to attempt this modification.

8. Modification of stocks at home should be arranged direct with Messrs. Marconi's by yards and depots concerned. Yards abroad should report stocks to S.N.S.O. Haslemere, who will arrange replacement by Pattern 5329A and subsequent modification of returns of Pattern 5329.

2636.—Asdic Installations, Types 135 and 135 B—Establishment List

(N.S. 18949/43.—10.6.1943.)

A revised Establishment List No. A/S 49 dated 27th April, 1943 (superseding Establishment List No. A/S 49, dated 15th May, 1940) of Naval Stores comprised in Asdic Installations, types 135 and 135B, has been prepared and copies will be distributed to the services concerned by the Suptg. Naval Store Officer, R.N. Store Depot, Copenacre.

2. A revised Supplement to Establishment List No. A/S 49 dated 27th April, 1943 (superseding the Supplement to Establishment List No. A/S 49 dated 15th May, 1940) has also been prepared. This supplement contains a list of stores to be held at Bases as a ready-use stock for the maintenance

of Asdic Installations, types 135 and 135B in vessels and services attached. Copies of the Supplement will be supplied to the authorities concerned by the Suptg. Naval Store Officer, Copenacre, but will *not* be supplied to individual vessels.

2637.—Echo Sounding Equipment—Recorder Scales for "Ship" Sets other than Type 764

(A/S.M. 1579/43.—10.6.1943.)

To enable soundings to be read with the requisite degree of accuracy, glass recorder scales are necessary for the following sets:—

(a) All survey sets.

(b) Navigational and dual purpose sets if the "separation" between hull fittings exceeds 10 ft. In such instances unevenly graduated non-standard glass scales (calibrated for varying "separations" in different ships) are needed for reading shallow water soundings.

2. The sets referred to in paragraph 1 (b) are:—

(a) All sets of sonic type (in which "separations" exceeding 30 ft. are always used).

(b) Type 758 P in certain early "U" class submarines, and Type 758N in "Bonaventure" (where—exceptionally—the hull fittings of these sets of supersonic (M.S.) type had to be sited more than 10 ft. apart).

3. Small "separations" are normally used for sets of supersonic (M.S.) type, and soundings in all depths can then be read with sufficient accuracy, for other than survey work, from the evenly graduated standard *shield* scales. Hence it has been decided that the evenly graduated *glass* scales also provided at present, and the fittings for mounting them, can be dispensed with in recorders of navigational sets (Types 758N, 758P and 758Q), and dual purpose sets (Types 761 and 761P),

4. Glass scales, Pattern A.936 and A.984 already fitted in recorders of existing navigational and dual purpose sets of the above types may, however, be retained. They will also continue to be supplied while stocks last:—

(a) As replenishments for base and depot ship spares to Establishment List A/S 61.

(b) With new sets (until issue commences of new production recorders not provided with fittings for mounting glass scales).

Mounting of Glass Scales

5. In recorders where glass scales must be (or are temporarily being) retained, the following modified method of mounting them is to be adopted to reduce the incidence of fracture by gun shock.

6. The four retaining hooks screwed into the front cover of the recorder are to be overbound with rubber tape, and screwed more deeply in, until the scale is held just clear of the paper (and of the hard surface of the paper tank beneath it) when the front cover is closed. It will then be firmly but resiliently mounted between the four hooks on one side and the two rubber buffers on the other side.

7. The heater element in the spent record tank, and (in survey recorders only) inside the upper of the two paper feed mangle rollers, must also be disconnected. This is necessary since, with the scale no longer resting against the paper, hot air from the heater(s) would cause uneven drying and puckering of the paper before it is drawn clear of the scale. Heater elements will not be fitted in new production recorders.

Note.—Records which it is desired to preserve should be placed between sheets of blotting paper to exclude the light until it is convenient to dry and "fix" them in front of a radiator.

Disposal of Scales in Defective Recorders

8. Glass scales are not supplied with spare recorders. Shield scales will, however, be shipped in all spare recorders except those for the Type 760 dual purpose

set of sonic type. Recorders for the latter set—in contrast to all others which use standard shield scales—need non-standard shield scales (calibrated for varying “separations” in different ships).

9. When returning a recorder for survey the glass scale (if fitted) and the shield scale (if this is an unevenly graduated non-standard one) must therefore always be retained for transfer to the replacement.

Note.—Standard glass and shield scales are pattern numbered items and can thus be distinguished from non-standard glass and shield scales which are serially numbered.

10. With reference to paragraphs 2 (b) and 3, certain early “U” class submarines, “Bonaventure”, and any other ships which may later be fitted with navigational or dual purpose sets of supersonic (M.S.) type needing to use glass scales, must also retain the fittings for mounting the scales since new production recorders supplied as spares will not be provided with these fittings.

11. The relevant establishment lists will be amended in due course.

2638.—Accumulators—Lead Acid Type “D”

(A.M.R. 2449/43.—10.6.1943.)

With reference to Leaflet A.P. 1095/A.24 in cases where modified accumulators have been issued for fitment to aircraft having unmodified connector lugs, the locating pins in the accumulator terminal stems have been removed.

2. All connector lugs, Ref. 5J/2327 and 5J/2328, should be modified, if not already modified, in accordance with paragraphs 3 (i) and (vi) of the above leaflet. Similarly, locating pins are to be fitted to the terminal stems of all Type “D” accumulators, as required at paragraphs 3 (iii) and (vii).

3. This instruction does not apply to Seafire aircraft, and until such time as a new special connector lug is available, locating pins may be removed from the accumulator terminal stems.

4. This instruction was also promulgated by Admiralty message 656R (issued by the Ministry of Aircraft Production as Special Instruction S.M.119).

2639.—Aircraft Radio—Waterproofing of “W” Type Plugs and Sockets

(A.M. 5021/42.—10.6.1943.)

Where it is found necessary to waterproof “W” type plugs and sockets in aircraft radio installation, this may be done by filling the plug and socket with either lanolin (wool fat) (Naval Pattern 149) or Berry Wiggins’ compound 998 (Stores Ref. 33c/715). In view of the difficulty in packing compound 998 around the plug pins, the following method is recommended.

(a) *Plug.*—The front of the plug is to be half filled with lanolin.

(b) *Socket.*—Unscrew the end ring of the socket to allow of access to the cable form connections to the socket spills. Pack compound 998 firmly around these spills and replace the end ring.

(c) *Assembly.*—Screw the socket on to the plug, thus forcing lanolin into the socket openings. Remove all excess lanolin from the exterior of the plug and socket.

2. In tropical climates, where the temperature exceeds 30 deg. C, it may be found necessary to fill the plug with compound 998, due to the tendency for lanolin to run out under these conditions.

2640.—Naval Aircraft—Boards of Survey—Revised Procedure

(A./A.M.R. 486/43.—10.6.1943.)

Airframes are to be the subject of a Board of Survey in the following circumstances:—

(i) When the airframe becomes due for its third major inspection on a flying hour or time interval basis, and at the end of each subsequent major inspection period until a complete overhaul is undertaken when the airframe starts a new life. At the discretion of the Air Engineer Officer, however, the Board of Survey may be postponed when the airframe becomes due for its third major inspection until not later than the next major inspection. In this case the Air Engineer Officer must certify the airframe state and endorse the airframe log book accordingly.

(ii) At any time when the inspection detailed in the maintenance schedule reveals the necessity for a Board of Survey.

(iii) At any time when the Air Engineer Officer considers the airframe unfit for further service for any reason.

(A.F.Os 3313/39 and 984/40—not in Annual Volume—are cancelled.)

2641.—Addition of Ballast to Correct Permanent List—REPORTS

105-ft. Motor Minesweepers

(D. 07008/43.—10.6.1943.)

Where the above-mentioned vessels are found to have a permanent list, it is approved to fit up to 5 tons of non-magnetic slag ballast between frames, winged out towards the side of the ship as much as possible, to correct the list.

2. Prior to the stowage of the ballast, the surface of the wood is to be cleaned, coated with tar and then dusted with cement. The ballast is then to be cemented in, water-courses being arranged as necessary. Care is to be taken in stowing the ballast that access to the hull skin fittings is not obstructed.

3. On completion of the work of fitting the ballast, a report is to be forwarded stating the longitudinal and vertical position of the ballast and its weight.

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

2642.—Aircraft Cranes—Quick Release Couplings and Strops

(N.S. 18683/43.—10.6.1943.)

The allowances of quick release couplings, Patterns 4980A and 4980B, and strops to aircraft carriers and other ships carrying aircraft have been revised and are now to be as shown in the appendix to this Order.

2. All couplings, Pattern 4980A, and strops, Pattern 4981 and 4984, at present on board aircraft carriers should be returned to the Superintending Naval Store Officer, Portsmouth. Couplings, Pattern 4980A, carried in excess of the revised allowances by ships other than aircraft carriers, and all quick release couplings and strops carried by ships from which catapults are removed should be returned similarly to the Superintending Naval Store Officer, Portsmouth.

Supply to ships of new construction should be adjusted by Superintending Naval Store Officer, Portsmouth, in accordance with this Order.

3. *Portsmouth only.*—Twelve couplings, Pattern 4980A, have been requisitioned for purchase for delivery to Portsmouth, to provide for ships which require this pattern.

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

(A.F.O. 1428/42.)

APPENDIX
Allowances of Quick Release Couplings for Aircraft Cranes

Pattern No.	Description	Aircraft Carriers (all types)	Ships which can operate aircraft of weight in excess of 9,000 lbs.	Ships carrying Aircraft (other than Aircraft Carriers)	H.M.S. "Pegasus"
4980A	Couplings (9,000 lbs.)	—	One	One for each aircraft crane plus one spare per ship.	Four
4981 or 4984	Strops { 4 ft. 0 in. 1 ft. 0 in. }	—	One	One for each aircraft crane plus one spare per ship.	{ Three, Pattern 4981. One, Pattern 4984. Three
4980B	Couplings (14,000 lbs.)	One, if fitted with aircraft cranes.	One for each aircraft crane plus one spare per ship.	—	
5497 or 5498 or 5499	Strops { 1 ft. 0 in. 3 ft. 6 in. 7 ft. 0 in. }	One, if fitted with aircraft cranes.	One for each aircraft crane plus one spare per ship.	—	Three, Pattern 5498.

† Pattern as required (except H.M.S. "Pegasus"). Figures shown in column 2 represent length of each strop when doubled (i.e. half the perimeter).

2643.—Aircraft General Stores, Sections 28, 28A, 28B and 28C—Insertion of Allowances in "Type" Series of A.S.Es.

(N.S. Air 4041/43.—10.6.1943.)

To secure the most economical distribution of stocks of Aircraft General Stores, falling under Sections 28, 28A, 28B, and 28C, those items which are appropriate to particular types of aircraft will, in future, be included in the A.S.E. pertinent to the type, and deleted from BR.378, where they now appear.

2. Amendments to the A.S.Es. will be made by A.F.O. "P" series.

3. Stocks on board Carriers and Catapult Ships are to be adjusted to conform to the revised scales, or to quantities equal to six months' anticipated requirements, based on actual past expenditure, whichever are the higher.

2644.—Aircraft Radio—Sockets, Type 359—Waterproofing

(A.C.R.D. 321/43.—10.6.1943.)

It has been found in Service that conditions of high humidity cause considerable reduction in insulation resistance between the leads of socket, Type 359.

2. To overcome this defect the leads should be dried and treated with varnish, resin, synthetic seplane (Stores Ref. 33B/106) in the following manner:—

(i) Remove the insulating cover, metal ring, and rubber washer.

(ii) Using a No. 38 drill bore a hole in the position shown in A.F.O. Diagram No. 177/43 to enable the varnish to penetrate to the interior of the socket.

(iii) Place the socket and leads in moderate heat for about half an hour to remove any absorbed moisture.

(iv) Pour a quantity of the synthetic resin varnish into a suitable container about 3-in. diameter × 4-in. deep.

(v) Immerse the leads and lower part of the socket in the varnish to the level shown in A.F.O. Diagram No. 177/43 and leave soaking for about 2 minutes. Care is to be taken that no varnish is allowed to cover the metal strips at the point where they make contact with the plug.

(vi) Withdraw the assembly from the solution and allow to drip until it is free from excess varnish.

(vii) The impregnated assembly must be allowed to dry naturally for at least 24 hours before installation in an aircraft. The drying process can be hastened, if necessary, by placing the assembly in an oven and maintaining a temperature of about 60° C until dry.

3. All sockets, Type 359, in store should be treated in the manner described and substituted for those installed in aircraft. The latter, when removed from aircraft, must be impregnated before return to stores.

2645.—Alignment of Shafting

L.C.T. (4)

(D. 5690/43.—10.6.1943.)

With reference to the instructions given in A.F.O. 2410/43 for a 10-lb. doubling plate to be fitted between the bottom plating and the shaft bracket of L.C.T. (4), it is essential that the original shaft alignment should be preserved and the following method should be employed:—

Fit new angle lugs for securing the brackets to the hull, holes being marked off and drilled to suit required position of "A" frame.

2. The alignment should be checked by withdrawal of the tail shaft and sighting through.

(A.F.O. 2410/43.)

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

2646.—Armaments—Oerlikon Gun—Fitting—As. and As.

105-ft. Motor Minesweepers

(G. 0337/43.—10.6.1943.)

In continuation of A.F.O. 1068/43 consideration has been given to the remaining vessels of the class, and it is now approved to fit an Oerlikon gun on the upper deck aft in all 105-ft. motor minesweepers fitted with Harland and Wolff, National Gas, Fairbanks Morse and 375 B.H.P. machinery. Arrangements to be in accordance with drawing D.N.C. 29/A/663.

2. In order to compensate for topweight, the protective shelter on bridge deck is to be landed and additional non-magnetic ballast to that already fitted on board, excluding righting ballast, is to be fitted in engine room and under battery flat, making a total quantity of 20 tons per vessel. Precautions for stowage of ballast and stowage arrangements for ammunition to be as in A.F.O. 1068/43.

3. Vessels concerned and details of ballast are as follows:—

(1) *Vessels with Harland and Wolff, National Gas and Fairbanks Morse Machinery*

Vessels and machinery	Ballast already approved and authority	Additional ballast required	Total ballast to be stowed
(a) <i>Harland and Wolff—</i> 2-4, 10-13, 20-21, 32-35, 50, 133-136, 184-185, 207, 214- 215, 232. (b) <i>National Gas—</i> 182, 186-193, 219, 265-266. (c) <i>Fairbanks Morse</i> 209, 211.	15 tons non-magnetic ballast <i>vide</i> A.F.O. 1601/43.	5 tons per ship.	20 tons non-magnetic per ship.

(2) *Vessels with 375 B.H.P. Crossley, Petters, and Ruston and Hornsby Machinery*

Vessels and machinery	Ballast already approved and authority	Additional ballast required	Total ballast to be stowed
(a) <i>Crossley—</i> 174, 230, 270, 272, 274, 277-278. (b) <i>Petters—</i> 260, 263 (c) <i>Ruston and Hornsby—</i> 267, 269.	10 tons non-magnetic ballast <i>vide</i> A.L. P.105/43, dated 22/1/43	10 tons per ship.	20 tons non-magnetic per ship.

4. This is an approved A. and A. item, Classification "A", for the above vessels only.

(A.F.Os. 1068/43 and 1601/43.)

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

2647.—Arresting Gear in Aircraft Carriers—Centre Wire Spans

(P./N.S.AIR. 4035/43.—10.6.1943.)

The present approved practice is for the main reeving wire of arresting gear to be of right-hand lay and for the centre spans to be of left-hand lay. This practice was introduced when swivels were abolished with a view to avoiding the accumulation of turns in the main reeving.

2. Experience has shown:—

(a) That if the main reeving is carefully carried out so as to avoid any original twist in the wire, little, if any, trouble due to twisting is likely to arise with the main wire, whether the centre span is of left-hand lay or right-hand lay or whether the end connections are swivels or otherwise.

(b) That if the centre span is of left-hand lay there is a danger of the main reeving becoming unravelled when the wires are subjected to the high tensions associated with fast landing speeds.

3. It has, therefore, been decided that when the present stocks of left-hand lay ropes are exhausted, all centre spans should be of right-hand lay.

2648.—Bilge Suction Valve and Mud Boxes—Resiting—A. and A.

A/S, M/S. Trawlers of "Tree," "Dance," "Shakespearian" and "Isles" Classes

(D. 6477/43.—10.6.1943.)

Consequent on the permanent closing of the watertight door between the engine and boiler room approved in A.F.O. 5195/42, the bilge suction valves and mud boxes are to be resited on the aft side of the engine-boiler room bulkhead so that they will be under the control of the engine man.

2. Where this has not already been done, an item Classification "A*", to cover the work involved, is to be included in the next list of As. and As. for the vessels concerned.

(A.F.O. 5195/42.)

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

2649.—C.S.A. Apparatus, L.P. Type, and Acid Filling Gear—Modifications Required to Certain Sets

(D. 7108/43.—10.6.1943.)

Certain batches of L.P. C.S.A. apparatus and acid filling gear manufactured at Portsmouth Dockyard were made with bungs of 2½-in. diameter over the screw thread, instead of 2⅞-in. diameter in accordance with standard details for C.S. acid storage drums. This was done because it was found that the majority of the drums then available at the yard, and used for checking the fit of the apparatus, actually had bungs of 2⅞-in. diameter.

2. It was also found at the same time that the depth of the drums varied from the standard dimensions, and in some instances the internal acid discharge pipe bottomed before the bung was screwed home.

3. It now appears clear that such variations from standard dimensions are only liable to occur in older drums, and those more recently issued are made to the correct dimensions. Accordingly, sets of apparatus now being manufactured have bungs of 2⅞-in. diameter. These sets will be suitable for use with drums having oversize bungs, as screwing down on the lead washer will make the joint tight.

4. The length of the internal acid discharge pipe in new sets is also being made 16¼-in. from the bottom of the bung to the bottom of the filter, instead of 18-in. as previously, in order to make the sets suitable for drums of less than standard depth.

5. To ensure that the sets of apparatus referred to in paragraph 1 above are suitable for use with drums of both standard and non-standard dimensions, holders of sets received from Portsmouth in the last twelve months should check the diameters of the bungs and length of acid discharge pipes, and either modify the dimensions where necessary, in accordance with paragraphs 3 and 4 above, or return the apparatus to Portsmouth for this purpose.

2650.—Demands from H.M. Ships for Naval Aircraft Stores

(N.S. Air 12454/42.—10.6.1943.)

With reference to A.F.O. 70/43, the classification "IV (*Stock*)" should not be inserted on demands for Naval aircraft stores rendered by H.M. Ships on active service.

2. *Priority II (a)* should be applied to normal replenishments where particular urgency does not exist, but where supplies are required at the earliest possible date, as, for instance, by ships operating away from home waters, the classification *I (b)*—I.O.R. should be applied.

(A.F.O. 70/43.)

2651.—Discs—Compass Comparison—Pattern 69

M.G.Bs. and M.T.Bs. (*All Types*)

(N.S. 21383/43.—10.6.1943.)

M.G.Bs. and M.T.Bs. (all types) are to be allowed one compass comparison disc, Pattern 69.

2. Coastal Force bases should forward demands as necessary to the Naval Store Officer, Admiralty Compass Observatory, Slough, to complete attached craft concerned to the new allowance, and to provide one spare per flotilla. Supply will be made, without demand, to new construction craft by the storing yards concerned.

3. It is not anticipated that supplies will be available until September, 1943.

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

(C.O., H.M.S. "Midge," unnumbered reference dated 29.3.43.)

2652.—Electric Cable, Pattern 13839—Introduction of

(N.S. 18309/43.—10.6.1943.)

Electric cable, Pirelli, Type 116 has been assigned Pattern No. 13839, and added to the Rate Book of Naval Stores under Subhead F.1C/1 (page 1198), for use in the fitting of certain W/T and R.D.F. equipment.

2. Arrangements have been made for an initial purchase of 1,000 yards for delivery to R.N. Store Depot, Glossop.

3. All demands for this cable are to be forwarded to the Superintending Naval Store Officer, Haslemere.

2653.—Flying Clothing and Ancillary Equipment

(A.E. 3181/43.—10.6.1943.)

Initial supply of all flying clothing and its ancillary equipment is made as follows:—

(a) *Pilots* are provided with an outfit of flying clothing, including helmets fitted with speaking tubes and earpieces before leaving H.M.S. "St. Vincent" for the Elementary Flying Training Schools or flying training in the United States of America. Complete helmets with telephone fittings, viz., ear pieces, plugs, leads, microphone masks and (in the case of Fighter Pilots) oxygen masks, will be supplied at R.N. Barracks, Lee-on-Solent, to Pilots on their return from the Service Flying Training Schools and before they proceed for further flying training. These fittings will be supplied in the United States of America to American trained pilots who do not return to the United Kingdom.

(b) *Observers* are to be supplied with flying clothing at R.N. Air Station, Eastleigh, before being drafted to their respective "O" courses. Pupils proceeding to Observer Schools in the United Kingdom are to be supplied with a full flying kit; pupils proceeding to Observer Schools abroad are to be supplied with a limited kit suitable for local tropical conditions. These pupils will receive the balance of their full flying kit at R.N. Barracks, Lee-on-Solent, on their return after qualifying as Observers.

(c) *Telegraphist Air Gunners* to be trained at R.N. Air Station, Worthy Down, will receive full flying kit on arrival at that station. Telegraphist Air Gunners to be trained in Canada will receive full flying kit at R.N. Barracks, Lee-on-Solent, on completion of their preliminary training. Extra warm clothing necessary in Canada is being provided from Royal Air Force sources at the Royal Canadian Air Force Station Yarmouth, Nova Scotia.

2. Officers and ratings are personally responsible for bringing to notice any deficiencies in their flying kits and steps are to be taken to ensure that the kits of all flying personnel proceeding abroad are complete.

3. Officers and ratings will be held responsible for the proper care and custody of articles of flying clothing supplied to them on personal loan and are to be charged with the value of any item which they are unable to produce or satisfactorily account for or which are damaged by their neglect. The charges are to be assessed as laid down in K.R. & A.I. Article 1883 and A.F.O. 137/43.

4. Flying clothing in need of repair which cannot be effected locally should be withdrawn and returned to a Victualling Yard or Depot for repair before the damage is irreparable. The fullest possible use is to be made of local resources for carrying out repairs.

5. When new patterns of items of Flying Clothing are introduced items of older pattern are to continue to be used until worn out unless instructions to the contrary are given by the Admiralty.

6. *Demands.*—(a) *At Home.*—Demands from H.M. Ships and Establishments for flying clothing supplied by Victualling Department are to be sent to

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

or

The Officer-in-Charge,
H.M. Naval Victualling Sub-Depot,
(Southern Area),
Guildford, Surrey,

or

The Victualling Store Officer,
H.M. Naval Victualling Depot,
Jamestown, Dunbartonshire,

in accordance with the instructions in A.F.O. 231/43 (pages 3, 6 and 7).

Demands for items dealt with as naval stores are to be sent to the appropriate R.N. Store Depot.

(b) *Abroad.*—Small stocks of Vote 2 flying clothing and equipment are maintained at victualling yards abroad (except Gibraltar), and requirements by ships and shore establishments abroad are to be demanded from the local victualling yard. The estimated requirements for initial issues of *new* items will be automatically shipped to yards abroad to whom demands should be forwarded.

Demands for items dealt with as naval stores are to be sent to the appropriate storing yard.

(c) When forwarding demands, the full description, reference numbers, and sizes (where applicable) of the articles required should be quoted.

7. *Allowances of flying clothing and ancillary equipment.*—(a) *Aircraft carriers and catapult ships* (see Appendices I and II).

(b) *Naval Air Stations.*—Besides any requirements for kitting up new entries, small stocks may be maintained to provide for casual replacement and to meet temporary loan issues.

8. *Accounting.*—(i) Flying clothing is to be accounted as loan clothing and articles issued on personal loan (see paragraph 1), either as an initial issue or in replacement are to be removed from the Accountant Officer's store charge.

(ii) Initial issues of Vote 2 items only are to be shown on Form S. 1054—*Flying Clothing—Initial Personal Loan Issues*—which is to be signed by the recipients, certified by the Accountant Officer and forwarded into office in support of the Loan Clothing Account.

(iii) *Flying Clothing Cards*—(a) All issues and returns of Flying clothing both Vote 2 and Vote 8 stores on personal loan (other than exchanges necessitated by fair wear and tear), are also to be recorded on Form S. 1055, "Flying Clothing Card." This card is to be retained by the individual to whom it is issued and is to be produced on the occasion of all issues and returns of Flying Clothing. All issues are to be signed for by the recipient and all returns for by the recipient and all returns by the Accountant Officer receiving the equipment. Exchanges of flying clothing are *not* to be recorded on the card.

In the event of an officer or rating being unable to produce this card it will be assumed that his flying clothing has been completed to scale and subsequent issues will be on repayment.

Articles lost on active service through the exigencies of the war or whilst actually flying, or destroyed in a flying accident, will be replaced free provided a certificate, signed by the Officer Commanding the unit in which loss or damage occurred, is produced.

When an officer or rating ceases to be employed on flying duties this card, duly completed as regards articles withdrawn, is to be forwarded into office with the Loan Clothing Account. The reference to A.F.O. 1798/42 on Form S. 1055 should be amended to the number of this order.

(b) When an officer or rating is transferred to another ship or establishment his card is to be scrutinised by the new Accountant Officer to ensure that no unauthorised flying clothing is held.

(c) The ledger accounts of flying personnel are to bear the notation "Flying Clothing." This notation is also to be made on transfer lists to indicate to the Accountant Officer of the new ship or establishment that the officer or rating is in possession of flying clothing and that his flying clothing card should be examined.

(d) Arrangements are to be made for all old flying clothing cards to be withdrawn and replaced by the revised forms S. 1055, (September 1942) by 30th June, 1943. After that date the rules for issue of replacement items given in paragraph 8 (iii) (a) above and on form S. 1055 are to be adhered to without exception; prior to that date they are to be followed whenever practicable.

(e) A notation is to be made in the Naval Pay and Identity Book (Form S. 43A) when the revised flying clothing card is issued.

(f) Demands for Forms S. 1055 should be forwarded to R.N. Store Depot, Park Royal, N.W.10.

(iv) *Flying clothing held on personal loan charge* is always to be withdrawn from an officer or rating on termination of flying duties, the Vote 2 items being taken on charge in the Loan Clothing Account and the Vote 8 items in the Naval Store Account. This will serve to augment the small maintenance stock held at stations concerned. The clothing card, duly completed as regards articles withdrawn, is to be forwarded into office with the Loan Clothing Account.

(v) *Temporary loan issues.*—Loan issues of items of Flying clothing may be made to persons other than naval flying personnel who, in the course of duty are called upon to fly. Such loan issues are to be made for the occasion only, unless the borrower is called upon to fly at frequent intervals. Flying clothing so loaned is to be withdrawn when the occasion for its use no longer exists, or when the borrower is transferred from the ship or establishment.

9. *Storage, etc.*—The instructions contained in Air Publication 830, Vol. II are the followed as far as practicable.

10. *Assembly and operation of the waistcoat, life saving, yellow.*

The assembly of the life-saving waistcoat (Ref. No. 445-446) is carried out in the same manner as with the old type, except for the CO₂ bottle and operating lever, which is done in the following manner:—

Screw the cylinder into the body of the operating lever firmly but without forcing. *If it is forced in the slightest way it will fracture the half-bored-out copper screw that seals the bottle, thus discharging the bottle.*

Insert the cylinder and body into the wing of the stole (i.e. rubber buoyancy tube) so that the rubber neck of the stole encircles the body of the operating lever and the screw clip can encircle the rubber neck. The screw of the clip should be cut down to 7/16 inch before fitting, and filed smooth to avoid abrasions on jacket or stole. With operating lever turned foremost, tighten clip, bedding rubber in groove provided.

Insert the handle of lever through the opening in the jacket and tie body with the cord provided on the inside of the jacket. Secure the flaps to the jacket by the buttons.

To operate jerk open the protecting flap. Down lever as far as it will go whilst retaining the cylinder with the left hand. This severs the copper stem and discharges bottle into stole.

Care should be taken to avoid breaking seal by harsh treatment (i.e. sitting on or packing carelessly) and periodically to test for looseness of bottle screw in the lever body.

11. To ensure that the gas cylinders are fully charged with gas before being issued and fitted to the stoles, each cylinder is to be carefully weighed and checked with the tare weight marked on the shoulder of the cylinder. When fully charged, the weight should be 8 grammes above the tare weight. Cylinders which are found to be below the required weight are defective and are not to be used for fitting to stoles, but are to be returned to the victualling depot from which they were issued.

12. The following should be noted when using chemically heated clothing:—

(1) The gauntlets, gloves and mittens should be worn together, and the ankle containers should be worn round the ankle inside the flying boots. The gauntlets and ankle containers are fitted with pockets into which the heater pads can be inserted. When a teaspoonful of water is poured into the pads enough heat is generated for a flight of six hours. Each heater pad should last for about six flights provided water is added each time.

(2) Socks, chemical, are to be inserted above, or substituted for sheep-skin socks. Socks, horsehair, rubberised, are to be placed above the socks, chemical.

(3) Socks are prepared as follows:—

(i) Pour one teaspoonful of water slowly into each of the "V" shaped openings in the chemical refill so that it drips gradually on to the contents.

(ii) Shake the chemical refill thoroughly for three or four minutes to ensure that the water and the contents are well mixed.

(iii) Place the chemical refill in the rubberised fabric, cover and close the flap. The maximum temperature will be reached in twenty to thirty minutes.

(4) The chemical refill should generate heat for approximately six hours. If the heat is not sufficiently intense, the action can be accelerated by cutting further holes in the rubberised cover. The duration of heat will be reduced in proportion.

(5) When not in use, the chemical refill is to be stored in a dry place in the moisture proof wrapper in which it is issued.

(6) For subsequent use, the same procedure is to be followed. The chemical refill should be satisfactory for six occasions. In order that a record may be made of the number of times the chemical refill has been used, a figure 1 is to be marked on the chemical refill each time it is removed from the boot after use.

13. A full flying kit consists of the following :—

Vote 2 Stores

Ref. No.	Item	Qty.	Remarks.
22B/77	Bags, flying, kit ...	1	
22C/435-442	Boots, flying, knee ...	1 pr.	Sizes 5-12.
22C/234-241	Boots, socks for ...	2 prs.	Sizes 5-12.
22C/264-268	Gauntlets, L.H. ...	1	Sizes 8-10.
22C/269-273	Gauntlets, R.H. ...	1	In half sizes.
22C/293-295	Linings, gauntlet ...	1 pr.	
22C/259-263	Gloves, silk... ...	1 pr.	Sizes 8-10 in half sizes.
22C/167 or 22C/826	Goggles, Mark IVB ... Goggles, Mark VII, complete	1 pr.	For all observers and Air Gunners and for pilots not yet equipped with Mark VII goggles.
22C/834	Consisting of :— Frames ... Holders, complete with front and side windows :— Non-Tinted	1	Priority for Mark VII goggles being given to all pilots and then crews of Swordfish Aircraft, 1st Line Squadrons.
22C/838	Left ...	1	
22C/839	Right ...	1	
23A/153	Outfits, Anti-dimming, Mark VI. Holders, complete with front and side windows : Tinted	1	To be issued on loan as required on Foreign Stations only.
22C/840	Left ...	1	
22C/841	Right ...	1	
22C/873	Left ...	1	
22C/874	Right ...	1	
22C/835	Wallets (one pr. for each pr. of tinted windows).	2	
N.101/104	Helmet, flying, tropical ...	1	Available in four sizes. These helmets will be fitted with telephone fittings. Type D (Ref. No. 10A/12143) when stocks fitted with the special telephone fittings (Ref. No. 10A/12088) are exhausted. Telephone fittings Type D should not be substituted on helmets at present incorporating the special fittings.
22C/289-292	Helmet, flying, type B complete with :—	1	
22C/66	Covers, ear ...	1 pr.	
22C/67	Pads, rubber ...	1 pr.	
22C/68	Protectors, face ...	1 pr.	
22C/449-452	Helmet, flying, type C... complete with :—	1	Item 22C/68 is not supplied with this helmet.
22C/66	Covers, ear ...	1 pr.	
22C/67	Pads, rubber ...	1 pr.	
22C/353-359	Suits, flying, collar ...	1	
22C/303-309	Suits, flying, inner ...	1	
22C/360-366	Suits, flying, outer ...	1	

Ref. No.	Item	Qty.	Remarks
22C/445-446	Waistcoat, life-saving (yellow, complete with 22C/72 stole and 1 set of 22C/93 —pads, kapok).	1	(See paragraph 10.) See A.F.Os. 3578/40, 1625/41 and 2781/42 re introduction and use of "Fluorescine" sea marker.
22C/94	Cylinders, gas ...	2	
22C/74	Lever, gas cylinder ...	1	
23/230	Whistle, air-crew metal ...	1	
22C/180	Cap, skull, yellow ...	1	To facilitate sighting by rescue craft.
Vote 8 Stores			
6F/154	Ear pieces, tube, speaking	1 pr.	
6F/162	"Y" piece, with ferrules	1	
10A/8543	Receivers, telephone, Type C	2	Not for fighter pilots.
10A/12401	Receivers, telephone, Type 16.	2	For fighter pilots only.
10A/9697	Telephone fittings, Type C	2	For fitting to helmet, Type B.
10A/12143	Telephone fittings, Type D	2	For fitting to helmet, Type C, and helmet, tropical. In cases where Type C flying caps are found to be fitted with telephone fittings, Ref. 10A/12575, a pair of telephone fittings, Type D, Ref. 10A/12143e) should be demanded from the appropriate Naval Store Officer and the helmet altered for Naval service. Items Ref. 10A/12575 should then be returned to the Naval Store Officer from whom the Type D fitting was received.
28/3326	Clips, ring type (or jubilee clip No. 0).	1	Initially supplied as part of waistcoat, life saving, under Vote 2.
10H/10991	Plugs, telephone, Type 119	1	
10H/10353	Cord, Instrument, Type Q	1	
10H/9003	Masks, microphone, carbon, Type E.	1	For all observers and air gunners and for pilots or T.S.R. aircraft.
10A/12573	Masks, microphone, Type 28 (carbon).	1	
10A/12571	Masks, microphone, electromagnetic, Type 26.	1	All fighter pilots. Replaces 10A/10989, mask, microphone, Type 29, or 10A/1194, mask microphone, Type 21.
10A/12924	Covers, gauze, Type 3 ...	1	All fighter pilots for use when equipped with electromagnetic microphones.
6D/473	Masks, oxygen, Type E ...	1	
6D/624	Masks, oxygen, Type E* ...	1	
6D/644	Masks, oxygen, Type G, with Ref. 6D/528 tubing and Ref. 6D/526 union plug.	1	All fighter pilots, replacing mask, oxygen, Type D.

14. Limited flying kit for observer pupils proceeding to Trinidad consists of the following:—

Vote 2 Stores

Ref. No.	Item	Qty.	Remarks
22B/77	Bags, flying kit	1	Size 8-10-in., half sizes. To be obtained on loan from Piarco (see A.F.O. 3925/42) Available in four sizes. See paragraph 10.
22C/264-268	Gauntlet, L.H.	1	
22C/269-273	Gauntlet, R.H.	1	
22C/259-263	Gloves, silk... ..	1 pr.	
22C/44	Goggles, lightweight	1 pr.	
N.101-104	Helmet, flying, tropical ...	1	
22C/445-446	Waistcoat, life - saving, yellow, complete with stole and pads, kapok.	1	
22C/94	Cylinders, gas	2	
22C/74	Lever, gas, cylinder	1	
23/230	Whistle, air-crew, metal ...	1	
N. Pattern	Blulette combination suit	1	

Vote 8 Stores

6F/154	Ear pieces, tube speaking	1 pr.	Initially supplied as part of waistcoat, life - saving, under Vote 2.
6F/162	" Y " piece, with ferrules	1	
10A/8543 or	Receivers, telephone ...	2	
10A/12401	Receivers, telephone, Type 16.	2	
10H/10991	Plugs, telephone	1	
10H/10353	Leads, telephone, Type Q	1	
10H/9003	Masks, microphone, carbon, Type E	1	
28/3326	Clips, ring type (or jubilee clip No. 0).	1	

15. Certain items of ancillary equipment are allowed as squadron mobile equipment. These are as follows:—

Vote 8 Stores

Ref. No.	Item	Qty.	Remarks
10A/12573	Mask, microphone, Type 28 (carbon).	(a)	(a) One per pilot of American Fighter aircraft fitted with American W/T equipment.
6D/473	Mask oxygen, Type E ...	(b)	(b) One per member of back seat personnel in two seater fighters, and for Barracuda aircraft, 3 per aircraft.
6D/624	Mask, oxygen, Type E* ...		
6D/644	Mask, oxygen, Type G ...		
10A/12571	Mask, microphone, Type 26 (electro-magnetic).	(c)	(c) For back seat personnel of two-seater fighters (one per I.E.).

16. In addition to the items mentioned in the previous paragraph, certain equipment is available for use in very cold weather flying conditions. This is:—

Ref. No.	Item	Qty.	Remarks
	Suits, flying, thermally insulated:—		
22C/320	Jackets	1	Available in sizes 4, 5, and 7,
22C/321			
22C/323			
22C/328	Trousers	1 pr.	
22C/329			
22C/331			
22C/425-427	Gauntlet, flying, 1940 pattern (chemically heated) L.H.	1	Available in sizes, small, medium and large.
22C/428-430	Gauntlet, flying, 1940 pattern (chemically heated) R.H.	1	
22C/431-433	Gloves, chamois	1 pr.	Sizes, 8, 8½ and 9.
22C/434	Mittens	1 pr.	
22C/454	Containers, ankle (chemically heated).	1 pr.	
22C/453	Pads, heater, chemical ...	12 pads with each pr.	These are for use with gauntlets or containers, ankle.
22C/557-564	Socks, chemical	1 pr.	Sizes, 5-12.
22C/565-572	Refills	12 per pr. socks	
22C/549-556	Socks, horsehair, rubberised	1 pr.	Sizes, 5-12.

(a) The above equipment may be used by personnel operating from carriers and catapult ships in northern waters, or engaged on operational or fleet requirement work from shore stations if, in the opinion of the Commanding Officer, its use is justified. It is not intended that thermally insulated suits should replace the ordinary pattern flying suits in general use.

(b) Thermally insulated suits may also be issued on loan to instructors at air stations who have to spend long hours in exposed positions while conducting training programmes under winter conditions. They are to be withdrawn when the occasion for their use no longer exists.

(c) Small stocks will be supplied to aircraft carriers against emergency. (See A.S.E. allowances in Appendix II to this A.F.O.)

APPENDIX I
Allowances of Flying Clothing and Ancillary Equipment to Aircraft Carriers and Catapult Ships
Aircraft Stores Establishment (B.R. 378)

2653

Admiralty Pattern Number or R.A.F. Reference Number	Description	Denomina- tion of Quantity	Mobile Equipment								Articles in use	Workshop Equipment		Maintenance Stock							
			Catapult Ships			Carriers						Cata- pult Ships	Car- riers	Catapult Ships			Carriers				
			1	2	6	1	7	6	7	12				1	2	6	1	2	3	4	
			A/c.	A/c.	A/c.	to	to	to	to	to				Squad.	Squad.	Squad.	Squad.	Squad.	Squad.	Squad.	
2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20			
22B/77	Bags, flying kit ...	No.	—	—	—	—	—	—	2	6	—	—	—	—	—	2	4	6	8		
22C/435-442	Boots, flying, knee ...	Pairs	—	—	—	—	—	—	2	10	—	—	2	2	6	6	6	9	12		
22C/234-241	Boots, socks for ...	Pairs	—	—	—	—	—	—	2	10	—	—	2	2	6	6	6	9	12		
22C/264-268	Gauntlets, L.H. ...	No.	—	—	—	—	—	—	2	10	—	—	6	6	12	6	6	9	12		
22C/269-273	Gauntlets, R.H. ...	No.	—	—	—	—	—	—	2	10	—	—	6	6	12	6	6	9	12		
22C/293-295	Linings, gauntlets ...	Pairs	—	—	—	—	—	—	2	10	—	—	6	6	12	6	6	9	12		
22C/259-263	Gloves, silk ...	Pairs	—	—	—	—	—	—	2	10	—	—	6	6	12	6	6	9	12		
22C/167	Goggles, Mark IVB ...	Pairs	—	—	—	—	—	—	2	10	—	—	6	6	12	6	6	9	12		
22C/826	Goggles, Mark VII ...		—	—	—	—	—	—	—	2	10	—	—	2	2	6	6	6	9	12	
N.101-104	Helmet, flying, tropical ...		No.	—	—	—	—	—	—	2	6	—	—	2	2	6	2	4	6	8	
22C/289-292	Helmets, flying, type B ...	No.	—	—	—	—	—	—	2	10	—	—	2	2	6	6	6	9	12		
22C/66	Covers, ear ...	Pairs	—	—	—	—	—	—	2	10	—	—	2	2	6	6	6	9	12		
22C/67	Pads, rubber ...	Pairs	—	—	—	—	—	—	2	10	—	—	2	2	6	6	6	9	12		
22C/68	Protectors, face ...	No.	—	—	—	—	—	—	2	10	—	—	2	2	6	6	6	9	12		
22C/449-452	Helmet, flying, type C (complete)	No.	—	—	—	—	—	—	2	10	—	—	2	2	6	6	6	9	12		
22C/353-359	Suits, flying, collar ...	No.	—	—	—	—	—	—	2	10	—	—	2	2	6	6	6	9	12		
22C/303-309	Suits, flying, inner ...	No.	—	—	—	—	—	—	2	10	—	—	2	2	6	6	6	9	12		
22C/360-366	Suits, flying, outer ...	No.	—	—	—	—	—	—	2	10	—	—	2	2	6	6	6	9	12		
22C/445-446	Waistcoats, life-saving, yellow ...	No.	—	—	—	—	—	—	2	15	—	—	3	3	8	6	6	9	12		

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22C/72	Stoles ...	No.	—	—	—	—	—	—	—	—	—	—	3	3	8	6	6	9	12
22C/93	Pads, kapok ...	Sets	—	—	—	—	—	—	—	—	—	—	3	3	8	6	6	9	12
22C/94	Cylinders, gas ...	No.	—	—	—	—	—	—	2	15	—	—	3	3	8	6	6	9	12
22C/74	Levers, gas cylinder ...	No.	—	—	—	—	—	—	2	15	—	—	3	3	8	6	6	9	12
28/3326	Clips, ring type ...	No.	—	—	—	—	—	—	—	—	—	—	2	2	6	6	6	9	12
23/230	Whistle, air-crew, metal ...	No.	—	—	—	—	—	—	2	15	—	—	3	3	8	6	6	9	12
22C/780	Caps, skull, yellow ...	No.	—	—	—	—	—	—	2	15	—	—	3	3	8	12	12	12	12
6F/154	Earpieces, tube, speaking ...	No.	—	—	—	—	—	—	2	10	—	—	2	2	6	6	6	9	12
6F/162	"Y" piece, with ferrules ...	No.	—	—	—	—	—	—	2	10	—	—	2	2	6	6	6	9	12
10A/8543	Receivers, telephone ...	Sets	—	—	—	—	—	—	2	6	—	—	2	2	6	2	4	6	8
10A/12401	Receivers, telephone, type 16 ...		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
10A/9697	Telephone fittings, type C (for helmet, type B) ...		—	—	—	—	—	—	—	2	6	—	—	2	2	6	3	6	9	12
10A/12143	Telephone fittings, type D (for helmet, type C) ...	Sets	—	—	—	—	—	—	2	6	—	—	2	2	6	3	6	9	12
10H/10991	Plugs, telephone, type 119 ...	No.	—	—	—	—	—	—	2	6	—	—	2	2	6	4	4	6	8
10H/10353	Cord, instrument, type Q ...	No.	—	—	—	—	—	—	2	6	—	—	2	2	6	4	8	12	16
6D/473	Masks, oxygen, type E, or E† ...	No.	—	—	—	—	—	—	—	—	—	—	—	—	—	4	8	10	12
or 624	Masks, oxygen, type G ...		{ (lb) (c) (ka) (ka) }	—	—	—	—	—	—	6	—	—	—	—	—	—	—	—	—
or 644	Masks, oxygen, type G ...		{ (ka) (ka) }	—	—	—	—	—	—	6	—	—	—	—	—	—	—	—	—
10A/12571	Masks, microphone, type 26 (electro-magnetic).	No.	—	—	—	—	—	—	—	6	—	—	—	—	—	2	2	3	3
10A/9003	Masks, microphone, type E (carbon).	No.	—	—	—	—	—	—	2	6	—	—	1	1	3	2	4	6	6
10A/12573	Masks, microphone, type 28 (carbon).	No.	—	—	—	—	—	—	—	—	—	—	—	—	—	2	2	3	3
10A/12924	Covers, gauze, type 3 ...	No.	—	—	—	—	—	—	—	—	—	—	—	—	12	24	36	48	

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(c) 3 per aircraft. (lb) for Barracuda aircraft only.
 (ka) 1 per member of back seat personnel in 2-seater fighter aircraft.
 (fb) 1 per pilot of American fighter aircraft.

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APPENDIX II
Allowances of Special Cold Weather Flying Equipment to Aircraft Carriers
Aircraft Stores Establishment (B.R. 378)

Admiralty Pattern Number or R.A.F. Reference Number	Description	Denomination of Quantity	Mobile Equipment				Articles in use		Workshop Equipment		Maintenance Stock							
			Cata-pult Ships		Carriers		Cata-pult Ships	Carriers	Cata-pult Ships	Carriers	Cata-pult Ships			Carriers				
			1 A/c.	2 A/c.	6 A/c.	1 to 6	7 to 12	Cata-pult Ships	Carriers	Cata-pult Ships	Carriers	1 A/c.	2 A/c.	6 A/c.	1 Squad.	2 Squad.	3 Squad.	4 Squad.
2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
22C/320	Suits, flying, thermally insulated:—	No.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
22C/321	Jackets (sizes 4, 5 and 7)	No.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
22C/323	...	...	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
22C/328	...	...	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
22C/329	Trousers (sizes 4, 5 and 7)	No.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
22C/331	...	...	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
22C/425-430	Gauntlets, flying, 1940 pattern (chemically heated).	Pairs	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
22C/431-433	Gloves, chamois ...	Pairs	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
22C/434	Mittens ...	Pairs	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
22C/454	Containers, ankle, chemically heated.	Pairs	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
22C/453	Pads, heater, chemical ...	Dozen	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
22C/557-564	Socks, chemical ...	Pairs	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
22C/565-572	Refills, socks, chemical ...	Dozen	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
22C/549-556	Socks, horsehair, rubberised ...	Pairs	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

(A.F.Os. 1359/39, 1073/40, 3578/40 and 1625/41—not in annual volume—2781/42, 3925/42, 5213/42, 70/43, 137/43 and 231/43.)
(A.F.Os. 72/42, 1798/42, 2068/42, 2801/42, 2916/42, 4056/42, 4791/42, 4792/42, 5701/42, 6053/42, 6202/42, 6327/42, 207/43 and C.A.F.O. 2429/41 are cancelled.)

2654.—Oxygen Economisers, Mark II, not Fitted with Pressure Plate Stops—Replacement

(N.S. Air 1327/43.—10.6.1943.)

It has been reported that a number of Oxygen Economisers, Mark II, Reference 3D/479, having serial numbers *outside* the ranges mentioned in paragraph 2 of A.F.O. 1241/43, have been returned for fitting of pressure plate stops, presumably because they did not have two screw or rivet heads in the centre of the cover. Such economisers are fitted with pressure plate stops moulded integrally with the inside of the cover.

2. Ships and services are therefore to ensure that only economisers having serial numbers *within* the ranges mentioned in paragraph 2 of the above-mentioned A.F.O. are returned for fitting of pressure plate stops.

(A.F.O. 1241/43.)

2655.—Oxy-Acetylene Equipment—Requirements at Yards and Bases Abroad

(N.S. 012928/43.—10.6.1943.)

It has been decided that wherever possible all future requirements of oxy-acetylene welding and cutting equipment, welding rods, fluxes, strip brazing spelter, etc. (with the exception of gas cylinders), for H.M. Yards and Bases abroad shall be obtained locally.

2. A list of the branches of the British Oxygen Company's organisation is issued as an appendix to this order.

3. All future requirements from Naval Authorities in or near any of the areas enumerated should be demanded from the nearest (Superintending) Naval Store Officer as indicated thereon, who should arrange for the materials required to be obtained by local purchase as necessary from one of the branches or agencies named.

4. Authorities in areas not included in the appendix should continue to forward all demands for this equipment to the Director of Stores, Admiralty, London, S.W.

Area.	(S). N.S.O.	Contractor.	
South Africa	Simonstown	African Oxygen & Acetylene (Pty.), Ltd. (i) Victoria Road, Salt River, Capetown. (ii) Paterson Road, Port Elizabeth. (iii) Maydon Road, Congella, Durban.	
West Africa	Freetown ...		West African Oxygen & Acetylene, Ltd., c/o United Africa Co., Ltd., Lagos.
East Africa...	Kilindini ...		(i) Exors. of Adriana Maia (Agent), Lourenco Marques. (ii) Smith, Mackenzie & Co. (Agents), (a) Lindi, (b) Dar-es-Salaam, (c) Tanga. (iii) East African Oxygen & Acetylene Co., Ltd., c/o Smith, Mackenzie & Co., Mombasa.
Egypt ...	Levant ...	(i) War Department Compressed Gas Depot, (Major Owens), 9, Sh. Madrab el Nishab, Garden City, Cairo. (Works at Cairo, Alexandria and Port Said.)	
Sudan ...		(ii) El Saker (Agents), Haifa.	
Palestine ...		The Indian Oxygen & Acetylene Co., Ltd., Head Office : 28, Barakhamba Road, Connaught Circus, New Delhi.	
India ...	Colombo ...	(i) 48, Diamond Harbour Road, Calcutta.	
Ceylon ...		(ii) Byculla Bridge, Bombay.	
		(iii) Tatapuram P.O., Erna Kulam, Cochin.	
		(iv) 11/29, Chatnath Buildings, Mount Road, Madras.	
		(v) Skippers Road, North, Colombo.	
		(vi) B. R. Hermann & Mohatta, Ltd. (Agents), Karachi.	

2656.—Pointers, Pattern 4140—Allowance
"Hunts," Types III and IV
 (N.S. 20762/43.—10.6.1943.)

Two pointers, Pattern 4140, for bridge screen, for use with torpedo deflection sight, Mark III*, Pattern 4609, are to be allowed to each "Hunt" class destroyer of Types III and IV.

2. Supplies to ships concerned should be made without demand by Superintending Naval Store Officer, Portsmouth.

3. B.R.373—Establishment of Naval Stores for "Hunt" Class Destroyers—will be amended.

2657.—Rapid-hardening Cement for Ships for Damage Control Purposes
 (N.S. 20297/43.—10.6.1943.)

With reference to A.F.O. 1642/43, rapid-hardening cement for damage control purposes is to be issued to ships in 28 lbs. airtight metal containers, instead of in paper bags.

(A.F.O. 1642/43.)

2658.—Sparking Plugs for Marine Engines
 (N.S. 35978/42.—10.6.1943.)

The type of sparking plug for the Ford B 24 horse power engine, unscreened, shown as "R.30" in column 3 of the Schedule in A.F.O. 1372/43, should read "A.30".

(A.F.O. 1372/43.)

2659.—Steering Gear Defects—A. and A.
L.C.T. (4)

(D.P.3699/43.—10.6.1943.)

Reports indicate that the steering gear in the above craft becomes stiff and unworkable, probably owing to the following causes:—

(a) The longitudinal bending of the craft causing the shafting to become stiff.

(b) Setting down of the deck over the steering gear causing the gearing to mesh too deeply.

2. The following modifications are to be carried out:—

(a) The short shaft carrying the bevel wheel and universal coupling at the fore end of the fore and aft shafting is to be extended and an additional bearing bracket fitted at the nearest frame abaft the bevel wheel bracket.

(b) An additional bearing bracket is to be fitted about midway between the bulkheads in each compartment.

(c) Stauffer lubricators are to be fitted to all bearings.

(d) The flanged expansion couplings in the fore and aft shafting are to be omitted and expansion universal joints fitted in lieu at each bulkhead.

(e) A channel pillar is to be fitted between the deck and the steering gear support in the vicinity of the vertical portion of the shaft between the steering gear and the underside of the poop deck.

3. In new construction vessels the work is to be carried out provided delay in completion of the vessel is not involved.

4. The Commanding Officers of vessels in service should include an item Classification "A" in their lists of As. and As. to cover the work involved.

(C.C.O., 23.2.43, No. A.L.B. 1592/43.)

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

2660.—Telemotor System Accumulator Bye-pass Device in Submarines
"O," "P," "R" and Later Classes

(D. 012627/43.—10.6.1943.)

It has been approved as an alteration and addition for the above-mentioned vessels that the accumulator bye-pass devices be replaced by an improved type.

2. The Commanding Officers of vessels in hand for refit when this A. and A. is being implemented are to return the accumulator tops to Messrs. Vickers-Armstrongs, Barrow, for the new bye-pass to be fitted, quoting contract C.P. 89298/41.

3. The returned accumulator tops will be accompanied by new springs for the pump bye-pass and care is to be taken that these springs are fitted to the pump bye-passes when the new accumulator bye-pass device is installed.

4. After installation of the new type accumulator bye-pass device and new spring to pump bye-pass, it should be confirmed by trial that the accumulators can be fully charged by the pumps starting with zero pressure in the telemotor system and accumulators fully discharged.

2661.—Woodworker's Vice—Allowances
Sloops

(N.S. 18832/43.—10.6.1943.)

One Woodworker's vice, Pattern C.526, is to be allowed to each Sloop in which a Shipwright or a Joiner Rating is borne.

2. Ships concerned, in commission, should demand the vice from their storing yards. Supply to Sloops under construction is an Admiralty liability and should be arranged in the usual manner.

3. B.R.368—Establishment of Naval Stores for Sloops, Minesweepers, etc.—and the List of Particulars, Form D.129—will be amended.

(A.S.C.B.S. 299/4, 6.4.43.)

Section 4

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

2662.—Officers' White Stockings (Cotton and Wool)

(V. 4743/42.—10.6.1943.)

Supplies of officers' white stockings (cotton and wool) are now available for issue from Service stocks on repayment.

2. Stock sizes are as follows—

Sizes	1	2	3	4
Length of foot:	10-in.	10½-in.	11-in.	11½-in.

3. Pending further notice, the issuing price to officers on foreign stations and to officers serving in ships in home waters which are regularly sea-going will be 1/11d. a pair. The issuing price to officers serving in shore establishments and in ships which are not regularly sea-going at home will be 2/3d. a pair.

4. The necessary additions are to be made to A.F.Os. 2227/41 and 514/42 (Appendix 1).

(A.F.Os. 2227/41—not in annual volume—514/42 and 734/42.)

**2663.—New Accounting System for Provisions and Clothing in H.M. Ships
 and Establishments with Accountant Officers**

(V. 259/43.—10.6.1943.)

A.F.O. 2339/43 is to be amended as follows:—

Paragraph 7, line 4. *Delete* "Form S.1075" and *substitute* "Form S.1057".

Paragraph 10 (v), line 2. *For* "Spirit Stoppage Book (S.71B)" *substitute* "Spirit Stoppage Book (S.76B)".

(A.F.O. 2339/43.)

2664.—Purchase Tax

(C.P. 10 C/88844/43.—10.6.1943.)

The following officer has been added to the List of Local Officers authorised to make tax-free purchases of chargeable goods:—

Victualling Store Officer,
 H.M. Naval Victualling Depot,
 Cullybackey,
 Co. Antrim.

(A.F.Os. 4619/40, 1451/42 and 4058/42.)

2665.—Maintenance of Quarters for D.E.M.S. Personnel (U.S.A. Term "Armed Guard")

U.S. Merchant Ships

(W.G.F. 330/43.—10.6.1943.)

As the supply of maintenance stores (such as paint, paint brushes, electric lamps, etc.) for the upkeep of quarters for D.E.M.S. personnel (U.S.A. term "Armed Guard") on U.S.A. merchant ships is a U.S.A. Government liability, there is no objection to the supply of such stores from British stocks on reciprocal aid when U.S.A. merchant ships call at U.K. arming ports.

2. Supply should be at the discretion of the local authority, the D.E.M.S. Staff Officer being consulted if necessary.

3. The value of stores issued should be reported in accordance with the terms of A.F.O. 4553/42.

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

2666.—Leather Footwear—Repair of, in Great Britain and Northern Ireland

(P.8678/43.—10.6.1943.)

With reference to A.F.O. 2311/43, a list of Regional Directors and Regional Technical Officers of the Board of Trade is herewith promulgated:—

Region	Regional Directors	Regional Technical Officers	Address
Northern ...	Mr. M. Weber ... 'Phone Newcastle 28831	Mr. G. L. Ellis ...	Watson House, Pilgrim St., Newcastle-on-Tyne.
North-Eastern (East and West Riding)	Mr. G. E. Naylor ... 'Phone : Leeds 30827	Mr. J. W. Cocking	Sheldon House, Queen St., Leeds.
North-Midland	Mr. R. Walters ... 'Phone : Nottingham 41025/6	Mr. F. Wilkinson	Dudley Lodge, Peverill Drive, Nottingham.
Eastern ...	Mr. S. A. Sadler-Forster. 'Phone : Cambridge 56206	Mr. M. E. Draper	G.F.S. House, Park Terrace, Cambridge.
(a) London ...	Capt. S. J. Graham 'Phone : Abbey 3206/7/8	Mr. H. Creswell ...	25 Victoria Street, London, S.W.1.
(b) South-Eastern	Capt. S. J. Graham 'Phone : Tunbridge Wells 2848	Mr. C. T. Ward ...	1, Culverden Gardens, Tunbridge Wells.
Southern ...	Capt. H. W. Weathersbee 'Phone : Slough 22324	Mr. N. J. Conder	Southern Region Board of Trade, c/o Horlicks, Ltd., Slough.
South-Western	Mr. Barry Kay ... 'Phone : Bristol 38446	Mr. J. A. Evans	Hyde Lodge Mansions, Westbury Park, Bristol.
Wales ...	Mr. E. Brunning ... 'Phone : Cardiff 5803/4	Mr. T. H. Binstead	10, Cathedral Road, Cardiff.
Midland ...	Mr. A. D. Carmichael 'Phone : Midland 3076/7	Mr. J. F. Cox ...	Somerset House, 37, Temple Street, Birmingham.
North-Western	Mr. J. Bennett Storey 'Phone : Deansgate 2474	Mr. A. J. Lister-Pollitt.	Arkwright House, Parsonage Gardens, Manchester.
Scotland ...	Mr. R. A. Maclean 'Phone : City 6511	Mr. D. Feeney ...	95, Bothwell Street, Glasgow, C.2.
Northern Ireland	Mr. J. Stewart ... 'Phone : Belfast 28271	Mr. J. H. Rankin	Ministry of Commerce, 31, Linenhall Street, Belfast.

(A.F.O. 2311/43.)

2667.—Fresh Tomatoes—Supply Arrangements, 1943

(V. 112/43.—10.6.1943.)

The arrangements made last year, whereby supplies of fresh tomatoes from the home-grown crop were made available for H.M. ships and establishments at home through the Admiralty vegetable contractors, are being repeated this year. Copies of the relevant amendments to existing contracts will be distributed to all Naval authorities concerned.

2. Supplies will commence to be available generally on the 1st June, 1943, and continue until mid-October, 1943. It is anticipated that the quantities available will permit a total issue to naval personnel, over the whole period, of not more than 5 lb. per head, but owing to transport restrictions and local conditions this quantity may not be obtainable in full at all places.

3. Demanding authorities are to notify their local vegetable contractors as soon as possible of their approximate requirements for the season, and are to give the earliest practicable notice of firm demands, which should be made in duplicate on Form S.549.

4. Supplies are likely to be most plentiful during September. Demands should be framed so that as large a portion of the allocation as can conveniently be used is drawn during that month and the balance spread evenly over the remainder of the period.

5. Supplies of fresh tomatoes are not to be obtained from private firms other than Admiralty contractors. At places at which there is no Admiralty vegetable contract application for supplies should be made to the local Tomato Distribution Association. H.M. ships and establishments which have in the past obtained fresh tomatoes from N.A.A.F.I. may continue to do so.

6. Victualling yards and depots normally handling fresh provisions will carry day-to-day requirements only of fresh tomatoes.

7. The issuing price will be 11d. per lb.

2668.—Return of Old Tyres Used as Fenders

(N.S. 32097/42.—10.6.1943.)

All old tyres from motor vehicles are needed for rubber, etc., salvage, and should not be acquired for fenders on small vessels. Old rope should be obtained from shore establishments, if not available on board, and made up into fenders by the crews of small vessels by hanking the old rope to the required size and seizing with wire to secure, as necessary.

2. Old tyres now in use as fenders by vessels in home waters should be landed for salvage as soon as rope fenders are available for use in replacement.

(Flag Officer-in-Charge Harwich 73/234C, 1.2.43.)

(A.F.O. 2394/43.)

2669.—Chloroform Capsules—Issue

(M.D.G. 5404/43.—10.6.43.)

To assist the removal of wounded men trapped in confined spaces, etc., chloroform capsules are to be issued to all surface ships not carrying a Medical Officer.

2. The capsules will be packed in metal containers containing 6 No. with instructions printed on the tin.

3. The following is the initial scale of issue:—

No. 4 Medicine Chests.	Tins of 6 No.	...	...	2 No.
5 Medicine Chests.	Tins of 6 No.	...	...	2 No.
7 Medicine Chests.	Tins of 6 No.	...	...	1 No.
8 Medicine Chests.	Tins of 6 No.	...	...	1 No.

4. Commanding officers of H.M. ships carrying such Units of Medical Stores should apply for supply to the most convenient issuing medical depot.

5. Supplies are being made without demand to depots.

6. All Medicine Chests issued in future should contain the requisite number of capsules.

2670.—Scale of Medicines, etc., for Service Afloat—Disinfectant Fluid

(M.D.G. 11833/43.—10.6.1943.)

The final paragraph of A.F.O. 2313/43 should be amended to read:—

No amendment is to be made to the quantities of disinfectant fluid allowed to ships in which a Medical Officer is *not* borne.

(A.F.O.2313/43.)

Section 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE

2671.—Amendments to Books

(E.F.O.—10.6.1943.)

The undermentioned amendments (A.F.O. P.321—342/43) to B.R. and O.U. books are available for issue from the R.N. Store Depot, Elveden Road, Park Royal, N.W.10, in accordance with A.F.O. 1268/39, paragraph 3.

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

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

A.F.O. P.321/43.—B.R. 65/37—R.N.V.R. Regulations—Amendment No. 11.

P.322/43.—B.R. 157/33—Naval Electrical Pocket Book—Amendment No. 2.

P.323/43.—B.R. 274/41—Handbook and Drill for 20-mm. Oerlikon Machine Gun, Marks I, II, II U.S.N. and IV U.S.N. on Marks I, IIA and IIIA Mountings—Amendment No. 6.

P.324/43.—B.R. 275/41—Care and Maintenance of A.W. Tubes. Cordite Impulse—D.R., etc., Amendment No. 7.

P.325/43.—B.R. 281/41—Regulations for Maintenance of D.R., etc., Tubes—Amendment No. 8.

P.326/43.—O.U. 5454—Regulations for Maintenance of A.W. Torpedo Tubes—Powder and Air Impulse—Amendment.

P.327/43.—O.U. 5484—Block Sketch Cards of Italian War Vessels—Amendment No. 3.

P.328/43.—O.U. 5503—Notes on Maintenance and Operation of the 16-in. Mark I Triple Mounting—1938—Amendment No. 1.

P.329/43.—O.U. 6090(B)—R.T. No. 503 for 4.7-in. Guns—Amendment.

P.330/43.—O.U. 6090(B)—R.T. No. 504 for 4.7-in. Guns—Amendment.

P.331/43.—O.U. 6090 (B)—R.T. No. 523 for 4.7-in. Guns—Amendment.

P.332/43.—O.U. 6090 (B)—R.T. No. 524 for 4.7-in. Guns—Amendment.

P.333/43.—O.U. 6090 (B)—R.T. No. 526 for 4.7 in. Guns—Amendment.

P.334/43.—O.U. 6090 (B)—R.T. No. 527 for 4.7-in. Guns—Amendment.

P.335/43.—O.U. 6090 (G)—R.T. No. 556 for 5.25-in. Guns—Amendment.

P.336/43.—O.U. 6090 (J)—R.T. No. 397 for 6-in. Guns—Amendment.

P.337/43.—O.U. 6090 (J)—R.T. No. 449 for 6-in. Guns—Amendment.

P.338/43.—O.U. 6213—Handbook for 16-in. B.L., Mark I Triple Mounting—1928—Amendment No. 1.

P.339/43.—O.U. 6304—Pamphlet of Regulations for Maintenance of Q.R. IX, IX* and X Torpedo Tubes—Amendment No. 12.

P.340/43.—O.U. 6332(5)—Care and Maintenance Routines of 21-in. Q.R.E. Torpedo Tubes—Amendment No. 11.

P.341/43.—O.U. 6366—Regulations for Maintenance of 18-in. Duplex Pistols, Marks 1 and 2—Amendment No. 18.

P.342/43.—O.U. 6378—Description of Torpedo Tube T.C. Arrangements and Tube Drill and Maintenance in Town Class Destroyers—Amendment No. 12.

(A.F.O. 2554/43.)

2672.—A.M.S.Is.

(E.F.O.—10.6.1943.)

There are no Admiralty Merchant Shipping Instructions for distribution with this issue of A.F.Os.

(A.F.O. 2555/43.)

2673.—Mails Lost at Sea

(M. 05053/43.—10.6.1943.)

Non-confidential correspondence for the undermentioned ships and authorities has been lost at sea. Duplicates should be forwarded as necessary:—

Letter Mail posted in U.K. between 2nd Nov. and 11th Dec. 1942.

C.-in-C., Mediterranean (now C.-in-C., Levant).

R.A. (L).

R.A., Alexandria.

S.T.O., Alexandria.

C.O. Naval Air Stations, Egypt.

Greek Consul, Alexandria.

N.O. i/c, Suez.

R.A. (D), Mediterranean Destroyer Flotillas.

N.O. i/c, Port Said.

P.S.T.O., Port Said.

N.O. i/c, Syrian Ports.

F.O., Red Sea.

S.N.O., Levant Area.

S.N.O., Haifa.

S.N.O., Mersa Matruh.

F.O.C., 15th Cruiser Squadron.

Capt. (D), 12.

Capt. (D), 22.

Capt. (S) 1; S.O., 19th M.T.B. Flotilla.

H.M. Ships "Canopus," "Canopus II," "Dolphin II," "Grebe," "Medway,"

"Medway II," "Moreta," "Mosquito," "Mosquito I," "Mosquito II,"

"Mosquito III," "Nile," "Pharos," "Phoenix," "Saunders," "Sphinx,"

"Stag."

H.M. Ships and Units, and Allied Vessels operating in the Eastern Mediterranean.

Parcel Mail posted in U.K. between 7th & 11th December, 1942.

Addressed to C.-in-C., Mediterranean (now known as C.-in-C., Levant).

R.A., Alexandria.

N.O. i/c, Syrian Ports.

S.N.O., Haifa.

F.O.C., 15th Cruiser Squadron.

S.O., 15th M.T.B. Flotilla.

H.M. Ships "Canopus," "Grebe," "Medway II," "Mosquito," "Mosquito III,"

"Nile," "Pharos," "Phoenix," "Prometheus," "Saunders," "Sphinx" and

"Stag."

H.M. Ships and Units, and Allied Vessels operating in the Eastern Mediterranean.

2674.—B.R. 367—Anchors, Chain Cables, etc.—Reprint
B.R. 367A—Anchors, Chain Cables, etc.—Introduction

(N.S. 31136/42.—10.6.1943.)

B.R. 367 (instructions as to allowances, working, survey, etc., of anchors, chain cables and associated gear) is being reprinted in two parts, viz.:—

B.R. 367 ... Instructions.

B.R. 367A ... Details of approved allowances and reserves.

2. B.R. 367 will be available shortly, and supplied by the Superintending Naval Store Officer, R.N. Store Depot, Elveden Road, Park Royal, N.W.10, without demand, to the undermentioned :—

	<i>No. of copies each</i>
Commanders-in-Chief	1
Admiral Commanding Reserves	1
Admiral (Submarines)	1
Battleships, battle cruisers, cruisers, aircraft and seaplane carriers, depot and repair ships, special service vessels, hospital ships	2
Patrol boats, monitors, sloops, surveying ships, frigates, corvettes, netlayers, minelayers, minesweepers (including motor minesweepers), destroyers, submarines, river gun-boats, yachts, commissioned tugs, trawlers and whalers (excluding requisitioned vessels)	1
R.F.As. which are <i>not</i> classified in Lloyds Register of Shipping	1
R.N. barracks, R.N. training schools, K.H.M., Cromarty	1
Navigation School, Portsmouth	4
R.N. Colleges	2
Dockyards and naval bases :—	
Chatham, Portsmouth, Devonport and Rosyth	20
Malta	3 (a)
Sheerness, Gibraltar, Bermuda, Simonstown	12
Portland, Alexandria, Durban, Corpach, Lyness, Dover, Free-town, Kilindini	1
Ceylon	3
Naval Store Officers, Sydney, Halifax and Esquimalt	4
Admiral Superintendent, Contract Built Ships	1
Superintending Naval Store Officers :—	
Belfast, Hull, Londonderry, Newcastle, West Riding Area, Carfin	1
Mersey Area, Severn Area, Clyde	3
Base Accountant Officers :—	
Aberdeen, Ardrossan, Barrow, Birkenhead, Dundee, Falmouth, Granton, Grimsby, Hartlepool, Harwich, Holyhead, Kirkwall, Larne, Milford Haven, Newhaven, Stornoway, Swansea, Tynemouth, Yarmouth	1
Warship Production Superintendents :—	
Southern District, Sheffield District, South Wales	3
North West Area, North East Area, Scottish Area	4
Humber, Belfast, London	3
Director General, India Store Department	8
Director of Stores, Admiralty (for distribution to departments)	36

(a) Provisional allowance.

3. Copies should not be supplied to yard craft. The copies supplied to Captains and Commanders of Dockyards, Victualling Yards, Armament Depots, etc., should be made available for reference by Masters as necessary.

4. The printing of B.R. 367A, which will be supplied only to Admiralty Departments, Commanders-in-Chief, H.M. Dockyards, Naval Bases and Depot Ships, will not be possible at present. Requirements should not be hastened.

2675.—Reduced Allowances for B.R. 378 and Suffix Series

R.N. Air Stations at Home and Abroad

(N.S. Air 3681/43.—10.6.1943.)

As a measure of economy the allowances of B.R. 378 series, Aircraft Store Establishments, for R.N. Air Stations, has been reduced from three to one. All copies held in excess of the reduced allowances should be returned forthwith to the R.N. Store Depot, Shepherds Bush, together with the appropriate copies of amendment lists.

2676.—Forms O.369, O.369A & O.370—Introduction of

(Sta. 13477/43.—10.6.1943.)

The following forms are being introduced for use in certain N.A. Establishments and are to be added to Form O.1 :—

O.369—Transport Receipt Record (sheets—printed on medium quality paper).

O.369A—Transport Receipt Record (sheets—printed on thin quality paper for carbon duplicating).

O.370—Daily Receipt Book (Book of 200 sheets).

2. Departmental instructions are being issued regarding the use of these forms.

2677.—“ Official Paid ” Parcel Post Label (S.518 E)—Returns in Connection with

(Sta. 14653/43.—10.6.1943.)

In order to assess the postage charges to be recorded in connection with the despatch of official parcels, bearing the “ Official Paid ” parcel post label (Form S.518 E) returns are to be rendered to the Secretary of the Admiralty (Stationery Branch) on 1st January, 1st April, 1st July and 1st October in each year by establishments using the label, showing separately the number of registered and unregistered parcels despatched during the preceding quarter, or portion thereof.

2. In addition a return is to be rendered forthwith, based on past experience, and covering a period of one month, or other representative period, showing the total number of parcels posted, and the total postage paid, i.e., excluding registration fees.

(A.F.O. 1994/43.)

2678.—Medical Transit Depot—Address

(M.D.G. 25825/43.—10.6.1943.)

The R.N. Medical Transit Depot will be removed from Barnoldswick to Kersal Vale (Messrs' Cusson's Soap Works), Salford, Manchester, 7, as from 25th June, 1943. After that date medical stores should not be sent to Barnoldswick for transit.

2679.—R.N. Air Station, Maydown, Northern Ireland—Postal Address

(A. 0506/43.—10.6.1943.)

The correct postal address of R.N. Air Station, Maydown, is as follows :—

R.N. Air Station,
Maydown,
Londonderry,
Northern Ireland.

2. C.A.F.O. 1023/43 is to be amended accordingly.

(C.A.F.Os. 863/43 and 1023/43.)

2680.—H.M.S. “ Mersey ”—Change of Telephone Number

(M.1634/43.—10.6.1943.)

The telephone numbers of H.M.S. “ Mersey ” have been changed from Liverpool ADVance 7743 and 7744 to Liverpool CENtral 2491 and 2492.

2681.—Certificates of Registry for British Ships—Issue

(T.D./M. 4519/40.—10.6.1943.)

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

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

* The original certificate has been recovered and cancelled.

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

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

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

(A.F.O. 2558/43 is cancelled.)

A.F.O. 2682.—Duty Free Concession for Gift Parcels Sent to the United Kingdom from H.M. Forces Overseas

(M. 01374/43.—10.6.1943.)

All ranks of H.M. Forces overseas are now permitted to send to the United Kingdom four duty-free parcels per year, prepaid at the usual postal rates. The concession is limited to articles purchased and posted abroad.

2. Such parcels must not weigh more than 5 lb. (including packing) or exceed thirty shillings in value; or contain:

- drinkable spirits;
- more than $\frac{1}{2}$ lb. total weight of tobacco including cigars and cigarettes (200 cigarettes or 50 cigars equals $\frac{1}{2}$ lb.) or Service tobacco or any tobacco marked "H.M. Ships only";
- more than half pint scent;
- more than 2 lbs. of any one foodstuff;
- N.A.A.F.I. Stores, other than those of local origin.

3. Supplies of Customs Declaration labels (A.F.W. 5192) for this purpose are to be obtained through the local British Military Authority. In Canada, Australia and New Zealand the Customs Declaration labels are to be obtained from the Military or Army Headquarters at Ottawa, Canberra and Wellington respectively.

4. The officer authorising the issue must sign each label and insert the name of the individual to whom it is issued. The label must also be signed and dated by the sender. Censors are to imprint their stamp in the space provided on the label.

5. The parcels will be released in United Kingdom free of duty and without import licence, subject to Customs examination. Full duty will be charged on contents of parcels contravening the restrictions set out in paragraph 2.

6. This concession applies to all personnel including Women's Auxiliary Services of Navy, Army and Air Force and Dominion, Colonial and Allied personnel serving with H.M. Forces overseas, and in no way limits the number of ordinary non-concession gift parcels which may be despatched.

7. All practicable steps should be taken to prevent abuse of this concession, details of which should be published in local orders.

(A.G.Ms. 651A dated 12th April and 305A dated 23rd February are cancelled.)

Section 6.—SHORE ESTABLISHMENTS

2683.—Income Tax—Minimum Issues of Pay

(D.N.A.5380/42.—10.6.1943.)

With reference to A.F.O.578/43, it has been decided that in future a married woman who claims a higher limit should be required to state:—

- The limit she claims.
- The reason why it would cause hardship if a limit of £2 per week (or £8 per month) only were applied in her case.

2. In determining the limit to be granted, the rule to be followed is that any balance of the limit appropriate to the husband, but not capable of operation in his case having regard to his earnings, may be added to the minimum of £2 per week (or £8 per month), subject to the over-riding maximum of £5 per week (or £20 per month).

3. Normally, the claimant's statement of the circumstances may be accepted. If, in making her claim, the married woman does not give particulars of her husband's earnings or their family circumstances, she should be asked to furnish such information in order that her claim may be considered. Reference to the Chief Inspector of Taxes, Departmental Claims Branch, for verification of earnings or family circumstances should be made only in exceptional circumstances.

Examples:

(a) The application shows that the husband's earnings are £4 per week and that there are three children under 16 years of age. The limit to be allowed to the wife is £3, i.e., the minimum of £2 plus £1 being the amount by which the limit appropriate in her husband's case exceeds his earnings.

(b) In her application the woman states that her husband earns £1 10s. 0d. per week (for this purpose his income should be rounded down to the nearest £) and that they have two children under 16 years of age. The limit to be allowed to the wife is £5, arrived at as follows: Minimum of £2 plus £4 (the amount by which the husband's income falls short of the limit appropriate in his case), i.e., £6, but as this figure exceeds the maximum limit of £5 the claim is restricted to £5 accordingly.

3. The result of the application should be notified to the claimant.

4. Existing cases where the higher limit is being operated should be reviewed. Pending settlement, the higher limit should be continued.

(A.F.O. 578/43.)

**2684.—Claims by Civilian Employees for Hurt Pay or Compensation for Injuries—
Procedure**

(L.5464/43.—10.6.1943.)

Several cases have occurred in which local officers have taken it upon themselves to refuse a claim for Hurt Pay in certain circumstances.

2. Attention of Officers of Yards and other Admiralty Establishments is therefore drawn to the provisions of Article 190(3), Home Dockyard Regulations, which states that Yard Officers have not the right and may not assume the responsibility of finally refusing a claim either for Hurt Pay or Compensation.

3. Notwithstanding that in the opinion of the local Officers the claim is, for some reason, inadmissible, the injured person is entitled to prefer a claim on Form D.263 for the consideration of the Admiralty and the Treasury, and this Form should be submitted to the Admiralty for a decision, *without delay*, with a detailed medical report and other necessary particulars on the prescribed forms D.739b, etc.

(A.F.O. 2991/40.)

**2685.—Apprentices and other Male Juvenile Workpeople in Home Dockyards,
etc.—Revised Scales of Pay**

(L. 4703/43.—10.6.1943.)

The scales of pay of apprentices and other male workpeople in H.M. Dockyards, and other Admiralty Industrial Establishments at Home, where the remuneration of these employees is the same as in the dockyards, are to be revised with effect as from the 20th March last, or from the 21st March in cases where the pay week does not commence on a Saturday :—

	Present Rates			Revised Rates		
	Base	Bonus	Total	Base	Bonus	Total
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
1st year ...	11 0	10 3	21 3	19 0	6 0	25 0
2nd year ...	14 0	11 6	25 6	22 6	7 0	29 6
3rd year ...	19 0	17 0	36 0	31 0	10 0	41 0
4th year ...	24 0	19 6	43 6	37 0	11 6	48 6
5th year ...	29 0	24 0	53 0	45 0	13 6	58 6

Apprentices of 20 years and over to be paid the adult bonus of 21s. 6d. a week.

	Present Rates			Revised Rates		
	Base	Bonus	Total	Base	Bonus	Total
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
15 years of age ...	6 0	10 0	16 0	15 6	5 0	20 6
16 years of age ...	11 0	10 3	21 3	19 0	6 0	25 0
17 years of age ...	14 0	11 6	25 6	22 6	7 0	29 6
18 years of age ...	19 0	17 0	36 0	31 0	10 0	41 0
19 years of age ...	24 0	18 6	42 6	36 0	11 6	47 6

Storehouse and Laboratory Boys

	Present Rates			Revised Rates		
	Base	Bonus	Total	Base	Bonus	Total
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
15 years of age ...	8 0	10 0	18 0	17 6	5 0	22 6
16 years of age ...	13 0	10 3	23 3	21 0	6 0	27 0
17 years of age ...	21 0	11 6	32 6	29 6	7 0	36 6
18 years of age ...	22 0	17 0	39 0	34 0	10 0	44 0
19 years of age ...	29 0	18 6	47 6	41 0	11 6	52 6

Yard Craft Boys

	Present Rates			Revised Rates		
	Base (7 day)	Bonus	Total	Base (7 day)	Bonus	Total
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
15 years of age ...	14 0	10 0	24 0	22 9	5 0	27 9
16 years of age ...	14 7	11 9	26 4	24 6	6 0	30 6
17 years of age ...	15 2	16 0	31 2	28 0	7 0	35 0
18 years of age ...	15 9	19 0	34 9	29 9	10 0	39 9

2. When Board Wages are allowed to apprentices (Article 350 (3) Home Dockyard Regulations) the amount of these wages is in future, and as from the date of the above revision in ordinary pay, to be 29s. 6d. a week inclusive of bonus, irrespective of the year of apprenticeship. No recovery of Board Wages paid since 20th March, where the rate has been greater than that now authorised is, however, to be made, and any apprentice in his third or later year of service who may at the present time be receiving Board Wages payment (vide Article 350 (4) Home Dockyard Regulations) should, subject to continued eligibility for Board Wages, continue to be paid at the existing rate until he resumes ordinary pay.

3. The rate of bonus for apprentices when employed on payment by results will be the same as when employed on time work, except for apprentices in receipt of the adult workmen's bonus (21s. 6d. a week) in whose case the rate of bonus when on payment by results will be the same (15s. 6d. a week) as for adult workmen so employed.

**2686.—Revised Bonus for Men on Payment by Results and Adjustment of
Prices for the Work**

H.M. Dockyards and Other Industrial Establishments at Home

(L. 4321/43.—10.6.1943.)

The following changes in bonus and adjustment of prices in schemes of Payment by Results for workmen so employed in H.M. Dockyards and other Establishments at home, consequent on the changes in bonus and base rates for men on time work in those Establishments which were promulgated in A.F.O. 1997/43, have been agreed on by the Shipbuilding Trade Joint Council and are to be given effect to as shown :—

Schemes of Prices in H.M. Dockyards

The earnings at the present prices in the following Schemes of Prices are in future to be enhanced by the percentages shown. This revision is to be effected as early as practicable.

Description of Scheme	Percentage Enhancement
Shipwrights' (General) Work ...	35
Smiths' work (Sections I to V) ...	35
Ship Fitters' work ...	35
Joiners' work ...	35
Work in Block Mills ...	35
Coppersmiths' work ...	35
Plumbers' work ...	35
Hosemakers' work ...	35
Ropemakers' (males work) ...	35
Riggers' work ...	35
Sailmakers' work... ..	35
Painting and Bricklaying work (Mechanics) ...	35
Painting and Bricklaying work (Skilled Labourers) ...	45
Welding and Burning ...	35
Work in Machine Shops—drilling, punching, shearing, planing and slotting by machinery ...	35
Iron Caulkers' work ...	35
Riveting ...	35
Drilling and Tapping ...	35
Labourers' work ...	50
Sawmillmen and Woodworking Machinists ...	40
Storewrights (Chatham) ...	45
Labourers pressing waste (N.S. Dept.) ...	50
Shipwrights on shipbuilding work, including plating and closing for submarine construction ...	40
Shipwrights on steel shipbuilding work, including plating and closing ...	40

These increases will not apply to allowances of time-pay included as earnings.

2. Adjustments of pay to men on the above piece-work schemes during the interim period between the 20th March last and date of introduction of the enhancement of earnings as described above are to be made as follows :—

- (i) a sum assessed at $\frac{3}{4}$ d. per "straight" hour for all time spent on piece-work during the period, irrespective of grade (adult or non-adult),

(ii) any additional sums under paragraph 8 below which may be due for the period.

3. The Coaling Work Scheme (N.S. Department) and schemes in operation in the Boom Defence Department will be dealt with separately.

4. For piece-work schemes, other than those referred to above, e.g. those in operation in Vote 9 Establishments such as R.N.T.F., Greenock, and the Torpedo Depots at Stoke Canon and Weymouth, instructions will be issued to provide that the average earnings (as ascertained from an examination of the yield of the schemes) will be advanced by the 20s. transferred from the bonus, or by such larger amounts, not exceeding 26s. 8d., as may be necessary to ensure that the revised average earnings represent 133½ per cent. of the revised base rates.

5. The rate of bonus payable in addition to earnings will, simultaneously with the operation of the revised prices of the schemes, be reduced to 15s. 6d. a week.

Job Contracts

6. On and after the 7th June, 1943, new job contracts are to be negotiated on the basis that they should yield to the average worker not less than 133½ per cent. of the new basic rates. Contracts current on 7th June, 1943, are to be terminated on 2nd October, 1943, if they have not then been completed; any work included in the contract remaining to be done is to be revalued on the new basis, and due regard is to be paid in this re-valuation to the percentage earnings of the workmen as a result of their efforts.

7. The bonus payable in addition to earnings under the contract will become 15s. 6d. a week for men employed on contracts negotiated on the new basis.

General

8. The additional time allowances for men on Payment by Results during overtime hours ($\frac{1}{3}$, $\frac{1}{2}$, 1, etc.) in respect of the difference between the actual hours worked and the payable hours for such overtime are to be assessed at rates including the plain time bonus of 21s. 6d.

(A.F.O. 1997/43.)

2687.—National Savings—Local Deduction Scheme for Industrial Employees

(D.N.A.3151/43.—10.6.1943.)

The following supplementary instructions are issued in connection with A.F.O. 2573/43:—

2. It is not practicable to arrange for the purchase of Defence Bonds through the new deduction scheme and workpeople who wish to purchase bonds should be allowed to do so through the Civil Service Voluntary Savings Scheme.

3. With regard to workpeople serving with H.M. Forces, who are subscribing to the Civil Service Voluntary Savings Scheme, the deductions from pay under existing authorities should cease on the completion of the current cycles and the men should be requested to state whether they wish to participate in the new scheme in respect of which it is necessary for the appropriate form of authority for deduction from pay to be completed.

4. With reference to the local audit of the special accounts to be maintained by the cashier—*vide* paragraph 8 of A.F.O. 2573/43—a suitable auditor should be appointed by the savings committee of the establishment. Where such an arrangement is not practicable, e.g., where the accounts in question are maintained at an area cash office responsible for the payment of workpeople employed at various establishments and depots within the area, proposals for carrying out the required audit are to be submitted to the Director of Navy Accounts (Branch 5) for approval, together with information as to the number of subscribers involved.

5. A supply of personal record cards will be issued to all establishments without requisition. Supplies of forms of authority for deduction from pay and of Holders' Cards should be requisitioned from the local officers of the National Savings Committee. Stamps for dating Savings Certificates purchased from credit stocks will be supplied by the local Post Office.

(A.F.O. 2573/43.)

2688.—Dredger Crews—Transfer of Crane Drivers and Deck Hands from Yard Craft to Shore Conditions of Service

(L. 15282/42.—10.6.1943.)

In view of the interchangeability of Drivers of steam cranes and grabs, and Deck Hands between the afloat and shore sections of the Works Department, it has been decided that these grades shall, in future, be graded and paid as Skilled Labourers, the former being included in the numbers of crane and other Drivers in Group 2, Schedule III, Section G, Appendix II, Cash Duties Instructions, and the latter among Skilled Labourers of the General Class, i.e. those referred to in Group I, Schedule I, Section G, of the Instructions referred to.

2. No man is to suffer a reduction in pay in consequence of this decision. In the event of it not being possible to accommodate all the men within the percentages authorised for each rate within the ranges of 40s. to 44s. or 34s. to 38s. as the case may be, those who would otherwise suffer a reduction will be allowed to retain their existing rate on a personal basis until such time as they can be absorbed in vacancies.

3. Cash Duties Instructions will be amended.

2689.—Visits to Aircraft Manufacturing Firms

(C.E./A.D.P. 1450/43.—10.6.1943.)

Some considerable inconvenience and delay is still being caused by non-adherence to the procedure laid down in A.F.O. 4698/41 for obtaining permission for Naval or civilian personnel to visit establishments, contractors' works, or repair organisations under the control of the Ministry of Aircraft Production.

2. Applications, limited to essential visits, must be addressed to the Secretary to the Chief Naval Representative, Ministry of Aircraft Production, Thames House North, Millbank, S.W.1. The following particulars should be given:—

(a) Name and rank of Officer (or composition of party).

(b) Name and address of firm to be visited.

(c) Date and probable duration of visit, and

(d) Specific object of visit, (it is important that this should be clearly stated so that the firm can be in a position to assure the attendance of any experts on the questions involved.)

3. It is essential that this procedure should be followed for every projected visit, all applications apart from specially urgent cases, being made in writing and as much notice as possible given.

(A.F.O. 4698/41.)

2690.—Conveyance of Small Quantities of Explosives and Dangerous Chemicals in Private Cars

(C.E. 7552/43.—10.6.1943.)

Samples up to 100 lb. of Government explosive, as specified in Appendix III of the "Special Regulations for the Conveyance of Government Explosives during the Present Emergency," and samples of chemical defence preparations and dangerous chemicals may be conveyed by road in the private conveyance of an officer (Naval or civilian), provided he is in possession of a certificate signed by or on behalf of the head of his establishment, authorising conveyance in this manner.

2. Where it is in the interests of the Service to facilitate particular operations, trial or experiments, an officer may be permitted under certificate to carry small quantities of such substances in his private car.

3. Certificates for this purpose should be formally and sparingly given, and should be worded as follows. A record of certificates issued should be kept, and names of officers to whom they have been issued should be reported to the Secretary of the Admiralty (N.L. Branch):—

"This is to certify that.....(name and rank)..... serving in the.....Department of the Admiralty, has been authorised when necessary for the purpose of facilitating particular operations, trials or experiments, to convey in his private car small samples of Government explosives as specified in Appendix III of the 'Special Regulations for the

Conveyance of Explosives during the Present Emergency', and samples of chemical defence preparations and dangerous chemicals.

Signed.....

Head of Department "

The certificate should be endorsed by the stamp of the department.

4. An officer so authorised will, in the event of any injury or damage arising from or attributable to the carriage of such substances, be indemnified against any liability so far as such liability proves to be outside the scope of his insurance policy, and in the event of personal injury will be regarded as having been injured on duty.

2691.—Information Regarding Coal Stocks and Requirements

(N.S. Fuel.1075/43.—10.6.1943.)

Small shore establishments using coal and coke for heating, culinary, etc., purposes only, may supply the following information to a coal supplies officer, the secretary of an area emergency committee or a Regional Services director when the information is specially requested. A copy should be forwarded to the Director of Stores, Admiralty.

Weekly estimated summer expenditure	...	...	...	tons
" " winter	"	"	"	tons
Present stock	...	...	...	tons

2. It should be noted that the Ministry of Fuel and Power has agreed to a maximum reserve stock equivalent to eight weeks' winter expenditure at the end of the summer.

3. This order does *not* apply to dockyards, naval bases or other establishments which obtain their supplies of coal direct from *pithead* by rail and/or sea under Admiralty main contracts with the collieries or from dockyard or naval base stocks.

2692.—Disposal of Unserviceable Textiles—Old Cordage, Canvas, etc.

Home Yards and Temporary Naval Store Depots (Including Area Naval Store Depots) and Temporary Naval Bases with Naval Accountant Officers-in-Charge of Naval Stores

(N.S. 22164/43.—10.6.1943.)

Attention is directed to A.F.O. 1131/43, which instructs that unserviceable textile materials, *e.g.*, old cordage, canvas, etc., which have hitherto been sold by tender are to be forwarded to the appropriate Ministry of Supply Depots indicated in the Order.

(A.F.O. 1131/43.)

2693.—Application for Machine Tools and Welding Equipment

(D/P.L.52/43.—10.6.1943.)

All applications for the allocation of machine tools and welding equipment, when made direct to I.M.T.U., should be forwarded on Machine Tool Requirement Form 3A and Welding Machine Requirement Form 3B respectively.

2. The forms, which may be obtained from the R.N. Store Depot, Park Royal, and are numbered D.543 and D.544 respectively, should be rendered in quadruplicate.

3. A convenient stock of forms should be requisitioned according to requirements.

4. The form required by A.F.O.1215/41 is now obsolete.

(A.F.O. 1215/41.)

2694.—Telephone Facilities for the United States Navy in the United Kingdom

(M.05873/43.—10.6.1943.)

Where arrangements are made with telephone managers for the provision of telephone circuits for the United States Navy in the United Kingdom by local naval authorities, it should be clearly indicated in the application that the required facilities are for United States Navy use.