

ADMIRALTY FLEET ORDERS

No. Subject.

11th June, 1942

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 2812. Naval Aircraft—Universal Amendment List to all Appendices "A" and Weight Sheet Summaries—Wireless Schedule.
 2813. O.U. and B.R. Publications—Distribution during May, 1942.
 2814. O.U. 6242—Handbook of Electrical Fire Control Instruments—Reduced Establishment.
 2815. B.R. 370—Establishment of Naval Stores for H.M. Mooring Vessels—Reprint.
 2816. B.R. 625—Ordnance Board Ballistic Tables, 1940, Part I—The Air Resistance Function of the Standard Projectile, 5/10 C.R.H. Cylindrical Base. B.R. 625A—Ordnance Board Ballistic Tables, 1940, Part II—Air Resistance Tables for the Standard Projectile, 5/10 C.R.H. Cylindrical Base. The Primary Ballistic Functions—Issue.
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Section 1

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

2720.—Defence Regulations—Order Issued by the Admiralty

(N.L. 7323/42.—11.6.1942.)

The following Admiralty Order made under Defence Regulations is promulgated for information:—

Navigation Order No. 13, 1942

In pursuance of powers conferred on them by Regulation 43 of the Defence (General) Regulations, 1939, the Lords Commissioners of the Admiralty hereby make the following Order:—

1. No vessel shall anchor, trawl or fish within any of the following areas:—
 - (a) EXMOUTH.—In an area enclosed by the following:—
 - (i) On the south by a line from Conger Rocks in a 226° direction for 5½ cables, thence in a 300° direction 6·2 cables to the opposite shore.
 - (ii) On the west by a line 184° from the Customs House to Warren Point.
 - (b) TORQUAY.—In an area enclosed by the coast and the following:—
 - (i) Petit Tor and a line of bearing 240°.
 - (ii) Corban Point and a line of bearing 150°.
 - (c) BRIXHAM.—In an area enclosed within the following lines:—
 - (i) From the seaward end of Victoria Breakwater by a line in a 236° direction to the shore.
 - (ii) From the seaward end of Victoria Breakwater by a line in a 056° direction 1·5 cables.
 - (iii) Thence by a line in a 326° direction for 2·3 cables.
 - (iv) Thence by a line in a 236° direction to the shore.

2. This Order shall come into force forthwith and may be cited as Navigation Order No. 13, 1942.

By Command of their Lordships,
 (Signed) H. V. MARKHAM.

Admiralty, S.W.1.
 23rd May, 1942.

2721.—Defence (General) Regulations (Isle of Man), 1939—Order Issued by the Admiralty

(N.L. 5651/42.—11.6.1942.)

An Order has been issued entitled Navigation (Isle of Man) Order No. 2, 1942, in the same terms as Navigation Order No. 10, 1942, but applicable to the territorial waters of the Isle of Man.

(A.F.Os. 610/42 and 840/42.)

2722.—H.M. Ships Lost—Procedure for Paying Off and Disposal of Survivors

(M. 05900/42.—11.6.1942.)

The following procedure is to be followed when one of H.M. ships or vessels in commission is lost.

2. Where the date of the loss is definitely known, orders for formally paying off the ship from that date are to be issued by the Commander-in-Chief under whom the vessel was operating. Copies of the Order should be forwarded to the Admiralty and to the Commander-in-Chief of the manning port.

3. Where the date of loss is not definitely known, the date of loss will be decided and the paying-off orders issued by the Admiralty. The naval authority under whom the vessel was operating should, however, forward his recommendations as to the date on which the vessel should be regarded as formally paid off.

4. Action to pay off H.M. ships lost should be taken as soon as possible after the loss, but the orders should be issued confidentially.

5. *Disposal of survivors.*—The senior naval officer of the port to which the survivors are taken should forward to the Secretary of the Admiralty (C.W. Branch) as soon as possible a duplicate list of the addresses to which the officers proceed and the officers should be instructed to report any changes direct to the Admiralty.

In the case of T.124X officers the duplicate list should be forwarded to the Admiralty (for D. of S.T.). If landed abroad the list should show whether the officers are being returned to the United Kingdom or, alternatively, their disposal.

6. Naval ratings (if landed at a port in the United Kingdom) should be sent to their depôts with the least possible delay with a view to fresh kits being issued, etc.

If landed at a port abroad their disposal (in the absence of specific instructions from the Admiralty) will be at the discretion of the Commander-in-Chief under whom their ship was operating.

7. T.124X ratings should normally be sent to H.M.S. "Mersey" and a duplicate list forwarded to the Admiralty (for D. of S.T.), but if landed abroad the list should show whether ratings are being returned to the United Kingdom or, alternatively, their disposal.

8. T.124 personnel must be returned to H.M.S. "Mersey" if originally engaged in the United Kingdom, but to the port of engagement if engaged abroad.

9. It is important that all lists respecting personnel serving on T.124 and variants thereof should include the names of any discharged to hospital in order to facilitate the accurate compilation of casualty returns.

(A.F.O. 2118/42 is cancelled.)

2723.—Warship Weeks—Ships Adopted

(M. 1878/42.—11.6.1942.)

With reference to A.F.O. 4826/41, the following ships have been adopted by the specified areas in Greater London as a result of successful warship week campaigns for week ended 28th March.

Name of Ship.	Adopting Area.
H.M.S. "Boreas"	Southall
H.M.S. "Bulldog"	Batterséa
H.M.S. "Cairo"	Wandsworth
H.M.S. "Crane"	Bethnal Green
H.M.S. "Deptford"	Deptford
H.M.S. "Despatch"	St. Marylebone
H.M.S. "Diomedé"	Lambeth
H.M.S. "Durban"	Finsbury
H.M.S. "Fantome"	Friern Barnet
H.M.S. "Farndale"	Southgate
H.M.S. "Formidable"	Westminster
H.M.S. "Greenwich"	Greenwich
H.M.S. "Hotspur"	Tottenham
H.M.S. "Ibis"	Stoke Newington
H.M.S. "Impulsive"	Hornsey
H.M.S. "Intrepid"	Uxbridge
H.M.S. "Isis"	Edmonton
H.M.S. "Kempfenfelt"	Hammersmith
H.M.S. "M.T.B. 34"	Ashford
H.M.S. "Meteor"	Lewisham
H.M.S. "Middleton"	Hayes and Harlington
H.M.S. "Opportune"	Brentford and Chiswick

Name of Ship.	Adopting Area.
H.M.S. "Orchis"	Feltham
H.M.S. "Otway"	Chelsea
H.M.S. "Oxlip"	Yiewsley and West Drayton
H.M.S. "P.54"	Staines
H.M.S. "P.212"	East Ham
H.M.S. "Panther"	Poplar
H.M.S. "Partridge"	Ealing
H.M.S. "Pathfinder"	Kensington
H.M.S. "Penn"	Camberwell
H.M.S. "Petard"	Paddington
H.M.S. "Poppy"	Potters Bar
H.M.S. "Quadrant"	Bermondsey
H.M.S. "Quail"	Islington
H.M.S. "Quality"	Harrow
H.M.S. "Quentin"	Southwark
H.M.S. "Quiberon"	West Ham
H.M.S. "Quickmatch"	St. Pancras
H.M.S. "Quilliam"	Hampstead
H.M.S. "Racehorse"	Hackney
H.M.S. "Redoubt"	Willesden
H.M.S. "Relentless"	Fulham
H.M.S. "Rocket"	Stepney
H.M.S. "Saumarez"	Twickenham
H.M.S. "Sonnet"	Sunbury
H.M.S. "Tartar"	Finchley
H.M.S. "Thrasher"	Shoreditch
H.M.S. "Traveller"	Leyton
H.M.S. "Troubridge"	Walthamstow
H.M.S. "Undaunted"	Barking
H.M.S. "Urania"	Heston and Isleworth
H.M.S. "Urchin"	Ilford
H.M.S. "Ursa"	Hendon
H.M.S. "Whelp"	Wembley
H.M.S. "Wizard"	Wood Green
H.M.S. "Woolwich"	Woolwich
H.M.S. "Zulu"	Ruislip—Northwood.

(A.F.O. 4826/41.)

2724.—Opening of R.N. Aircraft Training Establishment, Watford

(A/AMR.424/42.—11.6.1942.)

Premises at Watford, which have hitherto been known as "Watford II", have been taken over by the Admiralty for the accommodation of Air Fitters undergoing preliminary technical training before they proceed to the R.A.F. School at Hednesford. The training is given in the Government Training Centre known as "Watford I" which is under the control of the Ministry of Labour, but the Naval administrative staff of "Watford II" will be responsible for the supervision of the training of Naval trainees by the Ministry of Labour instructors.

Amended accordingly
AFO 237/43. The establishment will be known as the R.N. Aircraft Training Establishment, Watford, and it will open and be placed under the administration of the Rear Admiral, Naval Air Stations, as from Tuesday, June 9th. The accounts will be carried on the books of H.M.S. "Daedalus".

3. All communications intended for the establishment should be addressed to:—
The Officer-in-Charge,
R.N. Aircraft Training Establishment,
Hempstead Road,
Watford, Herts.

2725.—Naval Aircraft—Categories, Scales of Equipment—Reporting Movements, Loss and Damage—Returns

(A.M. 4051/42.—11.6.1942.)

This Order is divided into seven parts as follows and supersedes A.F.O. 2647/40 :—

- I. A description of aircraft categories (including aero-engines). (Special attention is drawn to paragraph 3.)
- II. Scales of equipment to be fitted in, or held for, First Line, Training and Reserve Aircraft.
- III. Procedure for reporting movements of Naval Air Squadrons or Flights.
- IV. Procedure for reporting movements of individual aircraft and aero-engines on allotment by Admiralty or local Administrative Authority.
- V. Procedure for reporting fortnightly and monthly the state of Naval aircraft.
- VI. Procedure for reporting loss or damage to aircraft and aero-engines.
- VII. List of Forms used for allotments and for reporting movements, loss or damage to aircraft and aero-engines, state of Naval aircraft, and air operational work by H.M. ships.

PART I

AIRCRAFT CATEGORIES (Including Aero-Engines)

1. *Initial Equipment Aircraft (abbreviation I.E.)*.—The complement of aircraft, approved by the Admiralty, that may be used at any one time.

2. *Allocated Reserve Aircraft (abbreviation A.R.)*.—Aircraft allocated by the Admiralty to the control of Administrative Authorities at Home and Abroad for replacement of I.E. aircraft lost or unserviceable.

These reserves are allocated to :—

- (a) First Line ; or
- (b) Training,

and may only be transferred from First Line to Training or vice versa to meet urgent requirements. All such transfers are to be reported to Admiralty as soon as they are made.

3. *Training and Ancillary Squadrons*.—(A) *At Home*—In future, the number of aircraft in Training and Ancillary Squadrons is to consist of the authorised I.E. plus an attached reserve normally equal to 50 per cent. of the I.E. The attached reserve is to be allotted by Administrative Authorities from Training A.R.

The term "Training Squadron Aircraft" (abbreviation "T.S.A.") is to be used to cover the I.E. and attached reserve.

The attached reserve is to be regarded as an integral part of Training and Ancillary Squadrons for maintenance and flying purposes. *No more than the authorised I.E. is, however, to be flown at any one time.* Requirements of personnel and Squadron equipment will be based on the I.E. only. Exchanges within the T.S.A. complement may be made at the discretion of the Squadron Commander. No allotment action is necessary.

To replace T.S.A. aircraft lost, damaged beyond squadron repair resources, or due for major inspection or overhaul, a reserve of 15 per cent. of the I.E. is authorised. The term "Training Reserve Aircraft" (abbreviation "T.R.") is to be used to distinguish this additional reserve.

(B) *Abroad*—For Training and Ancillary Squadrons abroad, and allocated reserve of 100 per cent. of the authorised I.E. will normally be maintained.

No "T.R." is to be held for Training and Ancillary Squadrons abroad.

Note.—The Admiralty decides the numbers of A.R. aircraft to be held under the control of the administrative authority for First Line and Training respectively. Distribution of A.R. aircraft between Naval Air Stations and Naval Air Sections within their Command is to be made at the discretion of administrative authorities. First Line A.R. aircraft are not held for any particular ship or squadron, except with Admiralty approval and exchanges with First Line I.E. or replacements of lost aircraft are made at the discretion of the Administrative Authorities.

4. *Pooled Reserve Aircraft (abbreviation P.R.)*.—Aircraft not in "Initial Equipment" or "Allocated Reserve".

This reserve is under Admiralty control.

5. *Pools of Reserve Aircraft*, consisting of First Line A.R. aircraft, are disposed at places abroad where maintenance facilities exist. The types, numbers and disposition of such aircraft are decided by the Admiralty ; but redistribution of aircraft between Reserve Pools within their command may be made at the discretion of Commanders-in-Chief.

The strength and composition of these Reserve Pools is arranged with a view to providing replacements for ships expected to remain on the Station and emergency replacements for other ships within the Command. Aircraft beyond the repair capacity of the ship and *local* workshops are to be retained on board, if possible, until a more favourable opportunity for exchange occurs at a place where repairs can be made, or where facilities exist for despatch to a repair establishment.

The administrative procedure for reporting movements of Squadrons and individual aircraft and the issue of allotments is described in Parts III and IV.

PART II

SCALES OF EQUIPMENT TO BE FITTED

The standard Appendix "A" for the airframe is a detailed summary of the items of equipment together with any alternative items where applicable, which may be fitted to a standard airframe of the type.

The items enumerated in the Standard Appendix "A" are in three separate categories, viz., C.C. (Contractors' Supply and Fitting), S.C. (Service Supply and Contractors' Fitting), and S.S. (Service Supply and Service Fitting).

In addition there are certain special items of equipment not included in the Appendix "A", authorised to be carried in or fitted to the aircraft for special duties.

2. The following are the scales to which aircraft may be completed (*see* paragraph 4).

(a) *Normal Scale*.—All C.C. and S.C. items of equipment of the Appendix "A", together with S.S. items of equipment, details of which will be supplied by Director of Stores.

(b) *Training Scale*.—As for normal scale, except that only those items are fitted to the aircraft as are necessary for the particular training duties upon which it is engaged, in accordance with C.A.F.O. 1146/42.

Note.—Any equipment provided but not required to be fitted is to be set aside on the station, tabbed with the serial number of the aircraft. Such equipment is to accompany the aircraft on transfer to another station, or be returned to Store Depot on becoming surplus to station requirements (e.g., removal of aircraft from charge) ; (*see also* A.F.O. 5300/41).

3. In addition to the equipment described in paragraph 2, there are "Special Scale" items of equipment not intended to be fitted in *each* aircraft. This equipment is provided in limited quantities and is supplied as Squadron Mobile Equipment, or carried in H.M. Ships, or at R.N. Air Stations to be used as directed by the Admiralty.

4. Aircraft are to be equipped as follows :—

(a) First Line I.E. and "Pool" Squadrons—to normal scale.

(b) Training I.E. and T.S.A.—to training scale.

(c) Reserve aircraft.

(i) First Line to normal scale.

(ii) Training—to normal scale (except where otherwise ordered by Admiralty Fleet Order.)

(iii) Pooled—to normal scale.

PART III

ADMINISTRATIVE PROCEDURE FOR REPORTING MOVEMENTS OF NAVAL AIR SQUADRONS AND FLIGHTS

When a movement of First Line or Training Squadrons or Flights has been ordered, it is to be reported, on completion, to the Admiralty, and locally as the Administrative Authority may direct.

2. This order applies to movements between Ship and Air Station, between Air Stations at home and abroad.

Reports are *not* required of temporary movements in the course of operations flying unless the local Administrative Authority considers that Admiralty should be informed.

3. Reports to Admiralty are to be made by signal, or by post if signal communication is impracticable.

The following are the responsible authorities for making reports:—

- (a) *On arrival at a Naval Air Station.*—The Commanding Officer of the Station of arrival.
- (b) *On arrival at a R.A.F. or Allied Air Station.*—The Senior Officer of the Squadron arriving.
- (c) *On embarkation.*—The Commanding Officer of the Ship concerned. When W/T silence is in force the Commanding Officer of the Station of departure if a Naval Station and the Squadron Commander from a R.A.F. or Allied Air Station.

Arrival reports are to commence with a reference to this Admiralty Fleet Order and (Abroad only) the Authority for the movement.

Following are specimen signals:—

To: Admiralty (R) R.A.N.A.S. From Yeovilton.
A.F.O. 2725/42. 900 Squadron 12 Fulmar arrived

To: Admiralty (R) C. in C. Med., C.O.N.A.S., GREBE.
From: "Carrier".
A.F.O. 2725/42 C. in C. Med. 1147/4
905, 906 and 907 Squadrons
12, 9 and 9 Swordfish embarked.

PART IV

Administrative procedure for reporting the movements of individual aircraft and aero-engines on allotment by the Admiralty or local Administrative Authority.

The authority for moving individual aircraft or aero-engines from one category to another as defined in Part I of this Order is an "Allotment", Form A.5 (issued by the Admiralty D.A.M.) or Form A.8 (issued by the local Administrative Authority).

2. The Admiralty (D.A.M.) controls movements *to or from*:—

- (a) Pooled Reserve.
- (b) Naval Commands Abroad.
- (c) Contractors.

3. The Administrative Authority (*At Home* the Rear Admiral, Naval Air Stations; *Abroad* the Commander-in-Chief or the Senior Naval Officer to whom this authority may be delegated by the Commander-in-Chief) controls the issue *to or from*:—

Initial Equipment and Allocated Reserve within *approved complements* of First Line or Training Squadrons within his command.

4. Arrivals and departures of individual aircraft and/or aero-engines on allotment under paragraphs 2 and 3 are to be reported as follows:—

- (a) *At Home.*—By Form A.7 from Ship(s) and Air Station(s) concerned, to Admiralty (D.A.M.) and as the local Administrative Authority may direct.
- (b) *Abroad.*—By signal from the Ship(s) or local Administrative Authority concerned to Admiralty (D.A.M.).

Note.—In order to limit the report of a movement under 4 (b) to one signal, the arrival of the aircraft and/or engine is to be reported by the receiving unit only, stating the source of supply, or by local Administrative Authority if the latter so directs.

To: Admiralty (R) C. in C., E.I. From "Carrier".
A.F.O. 2725/42 Swordfish K.1234 Engine 19056
Anchor Bay to I.E. 900 Squadron.

To: Admiralty (R) C. in C. South Atlantic. "Ship"
From: F.O. in Charge, Simonstown.
A.F.O. 2725/42 Walrus W.2828 Engine 12345
Wynberg to "Ship".

To: Admiralty (R) C. in C. South Atlantic
From: F.O. in Charge, Simonstown.
A.F.O. 2725/42 Swordfish K.7890 Engine 19056
Swordfish K.7891 Engine 19057 from U.K. to A.R.
Wingfield.

PART V

PROCEDURE FOR REPORTING THE STATE OF NAVAL AIRCRAFT

Form A.10 (Revised 1942) is to be rendered on the first Tuesday in each month, or as soon as possible thereafter, by H.M. Ships, Naval Air Stations and Repair Yards to the Admiralty (D.A.M.) in *triplicate*, by the quickest means.

2. *Abroad.*—H.M. Ships, Air Stations and Repair Yards are to signal *twice monthly*, on the first and third Tuesday of each month, a condensed summary of information as compiled, monthly, on Form A.10.

The following information is required and a specimen signal is shown:—

I. Aircraft.

- (a) Type.
- (b) Squadron Number followed by the I.E. strength.
- (c) Number of A.R. aircraft held. If no reserves are held "A.R.Nil" is to be shown.
- (d) Number of I.E. detached, giving location. Aircraft so detached are not to be included in the numbers reported under (b).

II. Spare Engines.

- (a) Type.
- (b) Number held.

III. Serviceability of Aircraft and Spare Engines.

Aircraft shown under I (b), (c) and, if known, (d) above are to be categorised as follows:—

- S—Serviceable or likely to be so within 48 hours;
- X—Unserviceable and likely to be so for more than 48 hours; but can be made serviceable from local resources;
- Y—Unserviceable and cannot be made serviceable locally but considered worth repair elsewhere.
- N.E.—Aircraft and/or engines received cased or "shaken" and not yet erected.

Note.—Aircraft categorised Z (see Part VI, paragraph 2) need not be included. Specimen Signal:—

From: Air Station to Admiralty (R) Commander-in-Chief.
A.F.O. 2725/42, Part V.
One (a) Swordfish. (b) 900 Squadron 9S2X. (c) 5X2Y. (d) IX at Grebe.
*Two (a) Pegasus III. (b) 4S2X.
(a) Merlin XXX. (b) 6S2Y.

3. Directions to be followed in compiling Form A.10 (Revised 1942) are given on the Form itself.

PART VI

PROCEDURE FOR REPORTING LOSS, DAMAGE OR DETERIORATION OF AIRCRAFT OR AERO-ENGINES AT HOME OR ABROAD

Loss, damage or deterioration of aircraft or aero-engines is to be reported to the Admiralty *by signal* and repeated to the local Administrative Authority (R.A.N.A.S. at Home, C.-in-C. of the Station Abroad) as soon as possible after the occurrence. A reference should be made in the text of the signal or postagram to this A.F.O. and the appropriate symbol X, Y or Z should be used. The information required under paragraph 2 below will, if the accident requires a report under A.F.O. 2476/42 (Flying Accidents), be included in the signal required under that order and no further signal should be made.

2. The following information is to be given :—

- (i) Type of aircraft, airframe and engine Nos.
- (ii) Squadron No.
- (iii) Name of parent ship or Air Station.
- (iv) Brief description of the circumstances attending the loss, damage, or deterioration, followed by the symbol S, X, Y or Z to indicate the condition of the airframe and engine.
 - S—Serviceable.
 - X—Can be made serviceable by local resources.
 - Y—Cannot be made serviceable locally but is considered worth repair elsewhere.
 - Z—Is likely to be struck off charge.

When the symbol is Y, the R.A.N.A.S. at Home or the local Administrative Authority abroad, is to issue disposal instructions to the Ship or Air Station concerned. If the airframe and/or engine cannot be repaired at an Establishment within his Command the Administrative Authority is to request disposal instructions from the Admiralty.

3. In cases where the airframe and/or aero-engine is Category "Z", Forms A.9 in quadruplicate, with Survey report where necessary, endorsed with a reference to the signal or postagram reporting the incident are to be prepared and dealt with as soon as possible as follows :—

- (i) By H.M. Ships and by Naval Air Stations abroad, four copies are to be forwarded to the Administrative Authority, who is to forward two copies to the Admiralty (for D.A.M.) endorsed with his recommendation or decision. One copy bearing his recommendation or decision is to be sent by the Administrative Authority to the ship or station concerned.
- (ii) By Northern Naval Air Stations at Home, four copies are to be forwarded to the Commodore, Donibristle, who is to forward three copies endorsed with his recommendation or decision to R.A.N.A.S. for transmission of two copies after scrutiny to the Admiralty (for D.A.M.). One copy bearing his recommendation or decision is to be sent by Commodore, Donibristle, to the station concerned.
- (iii) By other Naval Air Stations at home, four copies are to be forwarded to the R.A.N.A.S., who is to forward two copies endorsed with his recommendation or decision to the Admiralty (for D.A.M.). One copy bearing his recommendation or decision will be sent by R.A.N.A.S. to the station concerned.
- (iv) Forms A.9 raised in respect of Naval aircraft stationed at R.A.F. Stations are to be forwarded as detailed above (i.e., to the appropriate Naval administrative Authority) through the Commanding Officer of the R.A.F. Station.

4. Minor damage, repairable locally, not involving injury to personnel or property nor the result of a technical defect or forced landing may be dealt with under local Administrative arrangements without report to the Admiralty, except when caused by a flying accident, when the provisions of A.F.O. 2476/42 apply.

PART VII

FORMS USED IN REPORTING THE STATE OF NAVAL AIRCRAFT, AIR AND OPERATIONAL WORK, ALLOTMENTS, MOVEMENTS, LOSS OF OR DAMAGE TO AIRFRAMES AND/OR AERO-ENGINES

Form A.5.

Admiralty allotment of airframes and/or aero-engines, used in the circumstances described in Part IV. Ships or Air Stations and Administrative Authority concerned in the movement will be included in the distribution as arranged by Admiralty (D.A.M.).

Form A.7.

Report of arrival or departure of aircraft or aero-engines as described in Part IV. One copy is to be sent to the Admiralty (D.A.M.) and locally as the Administrative Authority directs.

Form A.8.

Local allotment by the Administrative Authority used in the circumstances described in Part IV. One copy is to be sent to the Admiralty (D.A.M.) and one to each of the ships or air stations concerned in the movement.

Form A.9.

Report of airframes and/or aero-engines lost or damaged beyond economical repair whose removal from charge has been approved or for which removal authority is sought. This form is to be rendered in the event of a complete loss of an airframe and/or engine by enemy action and as directed in Part VI, paragraph 3, above.

Form A.10 (Revised 1942).

Monthly Return of Airframe and/or aero-engines by serial numbers, is self-explanatory. Three copies are to be forwarded direct to the Admiralty (D.A.M.) by H.M. Ships, Naval Air Stations and Units holding Naval aircraft.

The Supplement to Form A.10 is required in duplicate by the Admiralty (D.A.M.R. and D. of S., Harrogate, copy to each). *Vide* C.A.F.Os. 1611/41, 216/42 and 561/42.

Form S.423 (Carriers) and S.423 (a) Catapult Ships.

Monthly Return of Air Work and Air Operations by H.M. ships to be forwarded to date p.m. the first Tuesday in each month as follows :—

3 to Admiralty,
1 to R.A.N.A.S.,

and locally as the Administrative Authority may require.

Form A.21 (superseding R.A.F. Form 1022).

Defect report on aircraft, aero-engines or air equipment. Instructions for rendering this form are given in A.F.O. 4628/40.

Form A.25 (superseding R.A.F. Form 765c).

To be rendered in all cases of flying accidents (*see* A.F.O. 2476/42).

(C.A.F.Os. 1611/41, 216/42, 561/42 and 1146/42; A.F.Os. 4628/40, 5300/41 and 2476/42.)

(A.F.O. 2647/40 is cancelled.)

2726.—Consular Appointments

(M. 2382/42.—11.6.1942.)

The British Vice-Consulate at San Antonio, Chile, has been reopened as from 6th February, 1942, with Mr. Richard B. D. Grant as Vice-Consul.

2. The status of the British consular post at Ismailia has been raised to that of a Consulate-General for the duration of the war. Mr. H. A. D. Hoyland, M.B.E., assumed charge as Consul-General on 24th April, 1942.

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

2727.—Lieutenants Promoted Direct from Warrant Officer—Qualification as (A/S) Officers

(C.W. 19020/42.—11.6.1942.)

With reference to paragraph 10 of A.F.O. 1874/42, Lieutenants promoted from Boatswain (A/S) will be eligible for full qualification as (A/S) specialists subject to the following conditions:—

- Must volunteer to become (A/S) specialists.
- Must have served one year at sea (not necessarily in a specialist appointment) and have proved themselves to be satisfactory Lieutenants, and be recommended for specialisation.
- Must be selected by the Captain, H.M.S. "Osprey" for duty as anti-submarine specialists.

2. Officers who qualify as specialists as above will be eligible for Specialist Allowance at the rate of 2s. 6d. a day as prescribed in K.R. & A.I., Article 1566, and Appendix I, Part 3.

(K.R. & A.I., Article 1566, and Appendix I, Part 3.)

(A.F.O. 1874/42.)

2828.—Warrant Officer Provisionally Selected for Promotion to Lieutenant

(C.W. 6521/42.—11.6.1942.)

With reference to paragraph 2 (a) of A.F.O. 1499/42, Mr. H. B. Spiller, Boatswain, R.N., was also provisionally selected for promotion to Lieutenant, but was, at that time, missing and his selection could not be promulgated.

2. This Officer has now returned to duty and will accordingly be promoted on satisfactory completion of courses.

(A.F.O. 1499/42.)

2729.—Examination for Paymaster Sub-Lieutenant, January, 1942—Results

(C.W. 17973/42.—11.6.1942.)

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

Candidate.	Ship's Office.	Captain's Sec.'s Work.	N.D.A. and C.M.P.	Victa. and Naval Stores.	Typewriting.	Coding and Cyphering.	Foreign Language.	Optional Subject.	Prof. Report.	Total.	Class
											1-1000
											2- 800
											3- 600
Maximum Marks ..	300	150	150	400	50	50	100	100	100	1400	
Minimum Marks ..	150	75	75	200	20	20	—	—	—	—	
C. J. Allen ..	206	104	131	302	37	34	58	71	70	1013	
R. L. Cook ..	243	110	108	271	35	22	69	53	80	991	
J. R. Gregory ..	258	75	117	251	38	31	44	39	87	940	
K. H. Marshall ..	180	94	103	287	41	27	72	32	82	918	
H. Sayer ..	237	109	121	325	41	34	62	70	73	1072	
J. R. Tournay ..	160	91	101	273	49	31	64	73	78	920	
R. S. Warren ..	226	89	95	276	42	22	77	75	67	969	
W. M. Winn ..	230	134	111	266	44	30	55	48	81	999	

2730.—Midshipmen—Form E.190

(C.W. 15417/42.—11.6.1942.)

The attention of Commanding Officers is called to the need for the completion of the Record and Certificates of Midshipmen (Form E.190). At the last examination of Midshipmen in Seamanship it was found that in many cases the certificate regarding Engine Room Duties had not been completed in any way, no certificate or other notation of Navigation Observations (A.F.O. 391/41) or Boats and Signals had been entered and no Former Service marks had been given.

2. It is emphasised that Midshipmen themselves are responsible for obtaining all the certificates, etc., required throughout their service, and they should be allowed access to the Forms E.190 to enable them to ensure that this has been done.

(A.F.O. 391/41.)

*2731.—Promotion of R.N.V.R. Officers

(C.W. 19833/42.—11.6.1942.)

With reference to A.F.O. 3237/41 the regulations for the promotion of R.N.V.R. Officers are to be amended, with effect from 1st September, 1942, to read as follows:—

No. 9 (vii) (Sub-Lieutenant R.N.V.R. to Lieutenant R.N.V.R.)—

- Attained the age of 30.
- Hold the confirmed rank of Sub-Lieutenant.
- Completed 9 months service as Sub-Lieutenant including probationary time.
- Obtained a W/K certificate—where officers have not had an opportunity of qualifying for a watchkeeping certificate owing to the exigencies of the service, this requirement may be dispensed with if they are certified by their Commanding Officers as competent to carry out in an efficient manner the duties upon which they are employed. These officers will be promoted to *Acting* Lieutenant.
- Recommended by Commanding Officer.

No. 11 (i) Sub-Lieutenant (E) R.N.V.R. to Lieutenant (E) R.N.V.R. Entered for Special Maintenance Duties.

- Attained the age of 30.
- Hold the confirmed rank of Sub-Lieutenant (E).
- Completed 9 months service as Sub-Lieutenant (E) including Probationary time.
- Recommended by Commanding Officer.

No. 16 (iii) Paymaster Sub-Lieutenant R.N.V.R. to Paymaster Lieutenant R.N.V.R.

- Attained the age of 30.
- Hold the confirmed rank of Paymaster Sub-Lieutenant.
- Completed 9 months service as Paymaster Sub-Lieutenant including Probationary time.
- Recommended by Commanding Officer.

No. 22 (iii) Sub-Lieutenant (Sp) R.N.V.R. to Lieutenant (Sp) R.N.V.R.

- Attained the age of 30.
- Hold the confirmed rank of Sub-Lieutenant (Sp).
- Completed 9 months service as Sub-Lieutenant (Sp) including Probationary time.
- Recommended by Commanding Officer.

2. The present regulations will continue to apply to officers commissioned before 1st September, 1942.

(A.F.O. 3237/41)

2732.—Promotion of R.N.V.R. (A) Officers

(C.W. 19833/42.—11.6.1942.)

Officers entered into the Air Branch of the R.N.V.R. for ground duties, other than for air engineering duties, after the 1st September, 1942, will, if 30 years of age or over, be eligible for promotion to Lieutenant (A) R.N.V.R. under the following regulations:—

- Attained the age of 30.
- Hold the confirmed rank of Sub-Lieutenant (A).
- Completed 9 months' service as Sub-Lieutenant (A) including probationary time.
- Recommended by Commanding Officer.

2. The present regulations will continue to apply to officers commissioned before the 1st September, 1942.

3. The promotion of officers entered for air engineering duties will continue to be governed by the regulations laid down in section 13 of A.F.O. 3237/41.

(A.F.O. 3237/41.)

2733.—Allied Liaison Officers Embarked in H.M. Ships

(M./C.W. 15765/42.—11.6.42.)

For the duration of the war all Allied Liaison Officers embarked in H.M. ships are to be treated in the same manner as Army Officers and R.A.F. Officers, viz. as passengers. The allowances laid down in K.R. & A.I., Article 1696, should be credited to the mess.

*2734.—Promotion from the Lower Deck to Permanent Commissions (Executive Branch)

(C.W. 14938/42.—11.6.1942.)

The undermentioned promotions to the rank of Acting Sub-Lieutenant, R.N., have been made, to date 1st May, 1942 :—

Blease, John, A/P.O. (Ty.)	...	...	D/JX.153397
Chalmers, Andrew Thomas, A/P.O. (Ty.)	...	...	P/JX.151092
Fletcher, Leonard Bertram, A/P.O. (Ty.)	...	...	P/JX.142204
Henley, Philip Ernest, A/P.O. (Ty.)	...	...	P/JX.150582
Lamb, John Raymond, A/P.O. (Ty.)	...	...	P/JX.282089
Perry, Norman (A/P.O. (Ty.)	...	...	P/JX.150539
Robinson, James Herbert, A/P.O. (Ty.)	...	...	D/JX.153263
Simmons, Kenneth Charles (A/P.O. (Ty.)	...	...	D/JX.154792

(A.F.O. 3289/40.)

*2735.—Promotion from the Lower Deck to Permanent Commissions (Air Branch)

(C.W. 14938/42.—11.6.1942.)

The undermentioned promotion to the rank of Sub-Lieutenant (A), R.N., has been made, to date 1st May, 1942 :—

Davey, Jack, P.O. Airman FAA/FX.80152

2. The following candidates, who are not qualified Rating Pilots or Observers, will also be promoted to Sub-Lieutenants (A) with seniority of 1st May, 1942, subject to satisfactory completion of the qualifying course for Pilots :—

Bayne, Allan Millar Cameron, A/P.O. Airman	...	...	FAA/FX.76845
Blake, Reginald Howard Watson, A/P.O. Airman	...	...	FAA/FX.82405
Cole, Douglas Jack, A/P.O. Airman	...	...	FAA/FX.75148
Green, Allen Thomas, A/P.O. Airman	...	...	FAA/FX.76655
Humphreys, Eric Allan, A/P.O. Airman	...	...	FAA/FX.75613
Wills, Norman Charles, A/P.O. Airman	...	...	FAA/FX.77510

(A.F.Os. 848/40 and 3573/40.)

2736.—Chief Engineman—Inclusion in Complements

Trawlers

(N. 10276/42.—11.6.1942.)

As from the date of this order one Chief Engineman is allowed in the complement of all steam vessels of 650 L.H.P. and all motor vessels of 500 B.H.P. When no Chief Engineman is borne the rating paid as Charge Engineman is to be granted the acting rate of Chief Engineman whilst so paid.

(A.F.Os. 3717/40, 338/42.)

2737.—Wiremen (M/S)—Change of Port Division

(N. 11869/42.—11.6.1942.)

It has been represented that ships and establishments generally have failed to appreciate the necessity for action upon paragraph 15 of A.F.O. 865/42.

2. Commanding Officers should, therefore, cause a scrutiny to be made of all Service documents appertaining to Wiremen (M/S) (including pay accounts and Sailor's Pay and Identity Books), to ensure that the Port Division of these ratings is correctly shown as "Chatham".

3. Amendments to Service Certificates, etc., should be endorsed "A.L.N. 16146/40".

(A.F.O. 865/42.)

2738.—Standardization of Part I New Entry Course

(N. 7894/42.—11.6.1942.)

In future, all ratings entering the Royal Navy are to undergo the full Part I disciplinary course. The only exception will be V/S and W/T ratings, who receive their technical training in a Naval establishment. The disciplinary course for these ratings will last two weeks.

2739.—Training in Aircraft Recognition—Library Grant

(G.D. 0324/42.—11.6.1942.)

The following amendments are to be made to the list given in A.F.O. 239/42 :—

Add :—

H.M.S. "Beaver III"	H.M.S. "Minos II"
H.M.S. "Canopus"	H.M.S. "St. George"
H.M.S. "Cochrane"	H.M.S. "Skirmisher"
H.M.S. "Midge"	H.M.S. "Wasp"

Delete :—

H.M.S. "Britannia II". Amend to read :—H.M.S. "Eaglet II".

2. Library grants for these establishments are effective from 1st April, 1942.

3. This amended list shows those ships and establishments able to give instruction in aircraft recognition.

(A.F.Os. 3461/41 and 239/42.)

2740.—H.M. Ships "Cornwall," "Dorsetshire" and "Hermes"—Reconstruction of Accounts

(D.N.A. 8425/42.—11.6.1942.)

A.F.O. 2469/42 is to be amended as follows :—

1st paragraph, sub-paragraph (b), for . . . 1st January, 1941 . . . read . . . 1st January, 1942 . . .

(A.F.O. 2469/42.)

*2741.—New Zealand Personnel—Applications to Return for Service in the Far East or New Zealand Waters

(N. 9235/42.—11.6.1942.)

Applications from New Zealand personnel to return for service in the Far East or New Zealand waters are to be dealt with in accordance with the policy laid down in A.F.O. 1244/42.

(A.F.O. 1244/42.)

2742.—Army Instructional Films

(M.D.G. 2839/42.—11.6.1942.)

A.F.O. 1256/42 is to be amended as follows :—

Under B.R.209—"The Mosquito and Malaria" and B.R.210—"The Housefly".

Delete H.M.S. "Phoebe", substitute H.M.S. "Phoenix".

(A.F.Os. 2685/41 and 1256/42.)

✓ 2743.—Private Motor Vehicles used on Official Business—Revised Scheme of Mileage Allowance for Naval and Civil Personnel—REPORTS

(C.E. 4404/42.—11.6.1942.)

In view of the forthcoming abolition of the basic petrol ration the regulations for the payment of mileage allowance to naval and civilian personnel who use their private motor vehicles on official business in the United Kingdom have been revised. The undermentioned arrangements will accordingly apply as from 1st July, 1942, and will continue to operate while the petrol restrictions to be imposed on that date remain in force. The new scheme will not apply to motor cycles. The basic petrol ration for motor cycles will not be abolished until 31st October, 1942, and until then the rate of 2½d. a mile for authorised journeys on official business will continue to be paid and further instructions will be issued as to the rate payable after that date. The rate for motor assisted bicycles or similar vehicles will also continue to be 1½d. a mile. Separate instructions will be issued concerning the payment of mileage allowance to voluntary workers (e.g. M.T.C., W.V.S., etc.).

2. As from 1st July, 1942, car owners will not be eligible to receive mileage allowance for using their vehicles on official business unless their names are included in the list of "authorised users".

3. The list of "authorised users" will be restricted to personnel whose use of their private cars is essential for official purposes and whose mileage on official business is expected to be at least 2,000 a year from the date on which their names are placed on the list. Car requirements must be reviewed with the greatest care before recommendations are made to include a car owner's name in the list of authorised users and every effort must be made to reduce the use of cars to a minimum. Some form of rationing of cars may have to be introduced, but it is hoped that heads of establishments, etc., will restrict the use of cars sufficiently to avoid this becoming necessary. The fact that an officer has hitherto been paid mileage allowance for 2,000 or more miles a year is not in itself sufficient to justify his inclusion in the list of authorised users and the continued use to that extent must be essential and not merely convenient. Hitherto it has been convenient for private cars to be used on official business by officers whose annual official mileage is less than 2,000, but in present circumstances some restriction in use must be effected, and in future such officers cannot be permitted to use their private cars unless there is cause to expect an annual official mileage of at least 2,000. No exception may be made to this rule without prior Admiralty approval. Cars must not be used for journeys which can be made just as well by public conveyance. Special consideration should be given where a long point-to-point journey, followed by a moderate amount of cross-country mileage, is involved. The saving of petrol is of such importance that the use of a car should not be permitted merely because the overall cost by this means is less than the overall cost, including subsistence, of making the journey by rail, etc., plus, if necessary, a hired car.

4. Where the foregoing conditions are satisfied requests to be placed on the authorised list of users should be forwarded to the Admiralty (D.N.A. (2)), Bath, through the usual service channels. Applications should state whether—

- (a) the officer will not get petrol for private purposes; or
(b) the officer will get or intends to apply for petrol for private purposes;

and for those in category (a) must be accompanied by the officer's car registration book. The make, registration number and horse power of the car should be stated in all applications.

LICENSING OF CAR

5. (i) If placed on the list of authorised users officers in category (a) will not license their cars, but will be issued with an O.H.M.S. certificate by the Director of Navy Accounts, who will retain the car registration book while the certificate is in force. This certificate, particulars of which are given in the Appendix to this order, will be displayed on the car instead of an excise licence, and will be valid for official journeys only. It will require renewal annually.

(Note.—Officers already holding an annual licence will require to surrender it to the licensing authority before 1st July, 1942, if they wish to obtain refund for that month.)

(ii) Officers in category (b) will continue to license their cars.

INSURANCE

6. Officers in both categories must effect adequate insurance, including third party insurance, as at present. Insurance against damage to or loss of the car is not insisted on, but it should be clearly understood that the Admiralty cannot accept liability for damage sustained by the vehicle. Insurance policies or insurance certificates should be examined by the senior officer recommending the inclusion of an applicant's name in the list of authorised users, and a statement that this has been done should accompany the recommendation. Care should be taken to ensure that the policy covers the use of the car on official business, and that the reference in the policy to passengers will be regarded by the insurance company as covering official passengers, for whom an additional allowance under paragraph 8 of this order may be payable. In this connection reference should be made to Treasury Circular No. 4/34 (See Home Dockyard Regulations (Addendum No. 3)), Appendix IV (B) and A.F.O. 2205/37, Section V, and Appendix E) regarding the general undertaking given by certain insurers.

The possibility of securing a special type of insurance policy for officers coming under category (a) is being investigated. If such policies become available the monthly allowances referred to below would be revised.

ALLOWANCES PAYABLE

7. Officers on the list of authorised users will be eligible for an annual allowance plus a flat rate of mileage allowance as follows—

H.P. of Car	Annual Allowance			Mileage Allowance
	£	s.	d.	
Up to and including 8 h.p.	20	0	0	2½d. a mile
Over 8 and up to and including 10 h.p.	22	10	0	2½d. a mile
Over 10 and up to and including 14 h.p.	25	0	0	3d. a mile
Over 14 h.p.	27	10	0	3½d. a mile

Payment of the annual allowance should be claimed in quarterly instalments in arrear. Officers on the authorised list of users are eligible for this allowance, irrespective of the actual official mileage performed in the quarter and payment may be continued during leave or sick leave.

On change of appointment application should be made through the head of the new establishment to remain on the list of authorised users, and unless, this is approved the officer's name will be removed from the list and he will be eligible for payment of only the proportion of the annual allowance up to the date of leaving his previous appointment. In such circumstances if an O.H.M.S. certificate has been issued it must be surrendered forthwith to the Director of Navy Accounts who will return the car registration book to the car owner.

Heads of establishments, departments, etc., should constantly review their car requirements and report at once if it ceases to be necessary for an officer to remain on the list of authorised users.

PASSENGER ALLOWANCES

8. When one or more official passengers are carried an allowance of ¼d. per mile may be paid (not ½d. per passenger) in addition to the mileage allowance stated above.

HOME-TO-DUTY JOURNEYS

9. When it is necessary for the officer to bring his car to, or near to, the office or other place of duty when an official journey has to be made, the mileage between his home and place of duty may be included in the official mileage, but the claim should be abated at the rate of 1½d. a mile for the home-to-office, etc., portion unless the officer holds a season ticket for journeying between the two places, but authorised users in category (b) can only be allowed to count such journeys as official journeys for mileage allowance purposes if their private ration of petrol does not cover such home-to-office travel.

Where an authorised user who lives at a distance from his place of duty is required frequently to visit that place before or after official journeys, consideration should be given to garaging the vehicle near to the place of duty. Where appropriate the rent of the garage may in such circumstances be refunded if the officer is unable to terminate his own garage arrangements.

APPENDIX

O.H.M.S. Certificates in lieu of Excise Licences

The certificates are issued under the powers conferred by Defence Regulations 72 (5) and are in the form specified in Schedule G to the Emergency Powers (Defence) Road Vehicles and Drivers Order, 1941, S.R. & O. No. 304. If a vehicle displaying a certificate in lieu of an excise licence is used for any purpose other than H.M. Service, the certificate is no protection to the user, who is liable to penalties for using a vehicle without a licence. If his third party insurance only covers official use, he would also be committing the serious offence of driving without insurance.

A note to this effect appears on the back of the certificate and every care should be taken to ensure that holders are aware of the position.

A certificate is not valid for more than one year from the date of issue, and it must be surrendered to the issuing officer if and when the holder is no longer entitled to it.

(H.D.R. Art. 1163 (13) and Appendix IVB.)

(A.F.O. 2205/37, Section V, and Appendix E) (not in Annual Volume.)

(A.F.Os. 26/42, 85/42 and 1254/42 and 1322/42 are cancelled.)

***2744.—Distribution of Cigarettes and Tobacco at Pre-Budget Prices**

(V. 21015/42.—11.6.1942.)

In accordance with the Government decision arrangements are now in force whereby Service personnel are enabled to purchase cigarettes at pre-Budget prices.

2. The privilege is extended to the Navy, Army and Air Force, the Women's Auxiliary Services including Q.A.R.N.N.S., V.A.Ds., and comparable Dominion and Allied personnel. The Home Guard, Merchant Navy and Civil Defence Services are not included in this scheme.

3. Supplies available for sale at pre-Budget prices will be limited to the total amount sold through canteens before the Chancellor's Budget statement, and it is expected that 35-40 cigarettes, or the equivalent amount of tobacco per head per week, will be available at the outset. Tobacco will be available instead of cigarettes on the scale of 1 oz. of tobacco for 30 cigarettes if the supplies of pipe tobacco permit.

4. N.A.A.F.I. will act as the central buying and distributing agency for the scheme set out below.

5. Supplies of cigarettes and tobacco at pre-Budget prices will be available at the following canteens:—

- (i) At N.A.A.F.I. canteens and officers' messes in Fleet establishments, camps, bases, and H.M. ships where supplies are duty paid.
- (ii) At recognised canteens organised by philanthropic bodies and affiliated to C.V.W.W.
- (iii) At Service canteens organised in accordance with Article 632, K.R. and A.I.
- (iv) At N.A.A.F.I. and certain recognised philanthropic canteens affiliated to C.V.W.W. at railway stations, etc.
- (v) From mobile canteens organised by N.A.A.F.I. and certain recognised philanthropic bodies affiliated to C.V.W.W.
- (vi) At canteens conducted in Naval establishments by private firms, e.g., in requisitioned camps.

6. Where a unit is served by more than one canteen (either N.A.A.F.I. or C.V.W.W.) the allocation of cigarettes and tobacco, on the basis referred to in paragraph 3 above, will be shared between the canteens.

7. The privilege applies essentially to the place of selling and personnel can only obtain their cigarettes and tobacco at pre-Budget prices from the sources mentioned above. Only personnel in uniform will be served at these prices. Canteens at which cigarettes and tobacco are sold at pre-Budget prices are forbidden to sell these articles at post-Budget prices. No allocation of cigarettes and tobacco at pre-Budget prices can be made to independent canteens.

8. The despatch by post of cigarettes and tobacco by N.A.A.F.I. to individuals, or groups of individuals, cannot be undertaken.

(Admiralty Message (Home) 2001, 11th May, 1942.)

2745.—Queen Alexandra's R.N. Nursing Service—Employment after Marriage

(C.E. 467/42.—11.6.1942.)

A member of Queen Alexandra's R.N. Nursing Service who continues to serve without a break on marriage may retain her existing service conditions for the duration of the war.

2. A member who has resigned on marriage and re-enters the Service later, is to be transferred to Queen Alexandra's R.N. Nursing Service Reserve and is to enter the scale at the point which she had reached on the permanent scale or at the minimum of the Reserve scale, under the conditions specified in A.F.O. 2028/41, if more favourable.

(A.F.O. 2028/41.)

2746.—Family Welfare Cases—Investigation in Liverpool District

(N. 11734/42.—11.6.1942.)

Consequent on the appointment of Captain E. Elgood, O.B.E., V.D., R.N.V.R., as Command Amenities Liaison Officer on the staff of the Flag Officer-in-Charge, Liverpool, opportunity now exists for the investigation of family welfare cases of ratings living in the vicinity of the port.

2. Accordingly, A.F.O. 352/42 is now cancelled.

(A.F.O. 352/42 is cancelled.)

†2747.—Admiralty Surgeons and Agents

(C.E. 7325/42, C.E. 7187/42, C.E. 5856/42, C.E. 6323/42.—11.6.1942.)

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

Place	Name	Address	Remarks
Appledore, Devon.	Mr. J. G. Youngman, F.R.C.S., L.R.C.P.	Cross House, Northam, North Devon. (Tel.: Northam 2.)	Temporary, <i>vice</i> Mr. D. R. Ainsworth.
Carlisle ...	Mr. D. A. Knight, M.B., Ch.B.	12, Portland Square, Carlisle. (Tel.: No. 510.)	Temporary.
Pontefract, Yorks.	Mr. G. Burnett, M.B., Ch.B., F.R.C.S. (Edin.).	The Long House, The Mount, Pontefract, Yorks. (Tel.: No. 8.)	—
Highbridge	Mr. J. F. E. Burns, L.R.C.P. & S.	The Lodge, Highbridge, Somerset. (Tel.: Highbridge 30.)	—

2748.—Officiating Ministers of Religion

Gravesend and Campbeltown

(C.E. 53969/42, C.E. 54179/42.—11.6.1942.)

The undermentioned appointments of Officiating Ministers to Roman Catholic personnel of the Royal Navy have been approved:—

Gravesend Rev. J. McNally, B.A.,
St. John's, Milton Road,
Gravesend.

with effect from 1st January, 1942.

Campbeltown Rev. J. Webb,
St. Kieran's,
Campbeltown, Argyll.

2. The usual facilities are to be afforded.

2749.—M.185—List of Foreign Invalids Embarked

(M.D.G. 27055/42.—11.6.1942.)

Attention is drawn to K.R. & A.I., Art. 1400, regarding the transmission to the Medical Director-General of a nominal list of all invalids embarked, to be accompanied, in the event of an invalid dying during the passage, by the original statement of case (M.188), stating details of the symptoms and treatment given.

AF0 924/43 ✓2750.—Foreign Currencies—Disposal of Surplus

(D.N.A. 8973/42.—11.6.1942.)

Considerable amounts of foreign currency continue to be brought home in H.M. ships, with consequent difficulty in disposal. Attention is, therefore, directed to K.R. and A.I., Article 1783, clause 3, and to the need for making every effort to ensure that local currency is disposed of before leaving a foreign station.

2. Any foreign currency which is unavoidably brought back to this country in H.M. ships as part of the balance of public money, and which is not likely to be required again in the near future, should be sent to the Base Accountant Officer, Greenock, for disposal. Such transfers should be of not less value than £20 sterling and should be treated as transfers of cash, using the official rate of exchange (where applicable).

3. Foreign currency of less value than £20 sterling should be changed at the local bank on the best terms obtainable. The loss or charges so incurred will be allowed as a charge to Public Funds.

4. The Base Accountant Officer, Greenock, should inform the Director of Navy Accounts if the foregoing instructions result, at any time, in his acquiring stocks of any currency of which he is unable to dispose.

*(A.F.O. 127/42 is cancelled.)***2751.—Royal Naval Sailing Association—W.R.N.S. Officers' Eligibility**

(E.F.O. 1027/42.—11.6.1942.)

*(Included in the Notice Board Issue only.)***Section 3.—G., T., N., E., etc., & STORES; HULL, EQUIPMENT & FITTINGS****2752.—Guns, Q.F., 2-pdr., Mark XIV—Envelopes for Air Bottle History Sheets**

(A.S. 17298/41.—11.6.1942.)

To preserve the history sheets which accompany air bottles for Q.F., 2-pdr., Mark XIV guns, strong envelopes, suitably printed, are available.

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

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

2753.—Guns, 0.303-in. Browning Aircraft—Breeching

(G. 014461/41.—11.6.1942.)

The instructions contained in Air Publication 1641 C, Vol. II, Part 3, Sect. I, Chapter 1, paragraphs 70–78, for adjusting the cartridge head space when assembling 0.303-in. Browning aircraft guns are being reviewed in order to facilitate correct adjustment which is of extreme importance for successful operation of the gun; incorrect breeching is a frequent cause of stoppage.

2. Pending the issue of an amendment of the Air Publication, the procedure laid down in paragraphs 75–78 should be modified as follows:—

75. Assemble the barrel, barrel extension and breech block (with the parts removed as above) into the gun and ensure that they are in the forward position and the barrel right home.

Note.—It is most important that these parts are assembled in the gun to ensure that the barrel and barrel extension are in the same line as when actually firing.

76. Hold the barrel extension steady and test the breech block for movement in a fore-and-aft direction; if any movement takes place, remove the components and screw up one more notch.

77. Repeat operations described in paragraphs 75 and 76 until end play has been eliminated. To test for elimination of end play screw barrel up one more notch. If end play has been eliminated conditions as at paragraph 78 will have been reached.

78. If the position of the barrel extension relative to the face of the trunnion block indicates that the recoiling parts have not gone fully forward the gun is overbreeched and the components must be removed and the barrel unscrewed one notch and tested for closing as before.

*(Air Publication 1641C, Vol. II, Part 3.)***2754.—Guns, Machine, Oerlikon 20-mm. Mark I—Spare Barrels—Allowance**

(A.S. 6842/42.—11.6.1942.)

Barrels, Mark I or II only, are suitable for Mark I 20-mm. Oerlikon machine guns. Mark III or III* barrels cannot be assembled in Mark I guns as the locking slot is not provided.

2. To ensure that spare barrels of the correct type are available for Mark I guns when required, one barrel (Mark I or II) will in future be allowed spare for each Mark I gun mounted. Vessels mounting Mark I guns should demand spare barrels in accordance with this allowance from the nearest R.N. Armament Depot. Naval Proportion Books will be amended. It should be noted that this allowance is applicable to Mark I Oerlikon guns only.

3. The types of Oerlikon machine-gun barrels in supply and the guns for which they are suitable are shown below:—

Mark of barrel	Mark of gun for which suitable
Mark I	Mark I only.
Mark II	Mark I and II and U.S. Mark IV only.
Mark III-III*	Mark II and U.S. Mark IV only.

2755.—Gun Mountings—4.7-in. C.P. Twin Mark XIX Elevating and Training Friction Gear—Belleville Washers*Ships, Dockyards and Repair Establishments concerned*

(G. 1516/42.—11.6.1942.)

Reports from sea indicate that the belleville washers which maintain compression on the friction discs may become fatigued and allow an unacceptably large run-down or throw-off when the guns are fired or brought up suddenly in training. This condition may not become obvious when the static test described in A.F.O. 1720/40 is carried out.

2. The belleville washers should be tested for fatigue by removing the set of 3 washers and the adjusting collar and applying a load of:—

(1) 4.5 tons for elevating gear.

(2) 9.8 tons for training gear,

under which the dimension "A" shown on A.F.O. diagram 142/42 should be 2.0-in. If the actual dimension varies greatly from this and cannot be adjusted by varying

the thickness of the adjusting collar by means of washers, the belleville washers should be replaced by the spare set carried in the "C" spares.

3. Attention is also directed to the importance of maintaining the 2.0-in. dimension (shown on drawing 19078.GB) from the base of the shaft nut to the face of the clamping plate. The shaft nut must be screwed down on to the shoulder of the shaft.

(A.F.O. 1720/40.)

2756.—Gun Mountings, 2-Pdr., Mark V, VI and VII—Eyeshooting Sights

Ships concerned

(G. 05666/42.—11.6.1942.)

It has been reported that the base length of the sights for 2-pdr., Mark V, VI and VII mountings may be incorrect, due to misinterpretation of drawing No. 38840G.B. supplied by Messrs. Vickers Armstrongs, Barrow, with H.V. sight conversion parts.

2. Ships concerned should check the base lengths at the first opportunity and correct, if necessary, the correct length for H.V. being 18.7 in. from the forward side of the back-sight holder to the centre line of the foresight, as shown on C.A.F.O. Diagram 166/41 issued with C.A.F.O. 883/41.

(C.A.F.O. 883/41 and C.A.F.O. Diagram 166/41.)

(This Order to be retained until complied with.)

2757.—Gun Mountings, French—75-mm., 37-mm. and 8-mm. Hotchkiss—Provision of Shields

Ships, Dockyards and Overseers concerned

(G. 04897/42.—11.6.1942.)

A number of shields of $\frac{3}{4}$ -in. and $\frac{1}{2}$ -in. D.1, H.T. plating have now been manufactured for the following French mountings:—

75-mm. 1897 model on 1916 mounting ... approx. weight—310 lb.

37-mm. 1925, single ... approx. weight—320 lb.

8-mm. Hotchkiss, twin ... approx. weight—240 lb.

2. These shields are now becoming available at the Gun Mounting Store, Coventry, and ships requiring them should demand them together with a copy of drawing No. G.R.5800 from the Gun Mounting Overseer, quoting this Order as authority.

3. When fitted, Commanding Officers of ships should report to the Admiralty the type and register numbers (if any) of mountings to which the shields have been fitted, together with proposals for topweight compensation, if required.

(This Order to be retained until complied with.)

2758.—Fire Control—Revised Voicepipe Communications for Modified 3-Man Rangefinder Equipments—A. and A.

"J," "K" and "N" Class Leaders and Destroyers

(G. 1925/42.—11.6.1942.)

Consequent upon the fitting of modified 3-man rangefinder mountings for H.A. control purposes and the addition of a 4-in. Mark V gun on H.A. mounting in the ships indicated above, certain voicepipe communications require revision. The revised communications are indicated in A.F.O. diagram No. 146/42.

2. Ships concerned are to insert an item classification B in their lists of As. and As., as follows:—

"To fit revised fire control voicepipe communications and remove communications rendered redundant in consequence."

Flexible leads of voicepipes beneath mountings should be in accordance with A.F.O. 431/41.

3. When the item referred to in paragraph 2 above is carried out additional Mark IV flexible voicepiping and gear will also be required as follows:—

Pattern No.	Description	No. per ship
3277	Officers' headpiece	3
1063	S.W. helmet	3
3302	Breast plate	3
3380	Shoulder strap	3
3266	3 ft. 6 in. length of 2-in. bronze flexible voicepiping	1
3266A	4 ft. 6 in. length of 2-in. bronze flexible voicepiping	1
3246A	Junction piece, 2-way	1
—	15-ft. length of 2-in. bronze flexible voicepiping	1

(A.F.O. 431/41.)

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

2759.—Cartridges, Impulse, for Mark III Holman Projectors, with Brass-bound Cases—Withdrawal of Certain Lots

(A.S./C.I.N.O. 5394/42.—11.6.1942.)

All cartridges, impulse, for Mark III Holman projectors, with brass-bound cases, of Lots 42, 43, 44, 45, 46, 47, 48, 49, 52, 53, 55, 56, 60 and 61 are to be returned to the nearest R.N. Armament Depôt or Officer-in-Charge of Armament Supply and exchanged for cartridges with paper cases dipped after loading.

Naval Armament Depôts and Officers in Charge of Armament Supply only. The cartridges with brass-bound cases withdrawn should be set aside for proof purposes only.

2760.—Barrows, Transporting, Ammunition, Q.F., 4.5-in., Marks I-III Guns

(G. 1426/42.—11.6.1942.)

Ships carrying barrows, transporting, Q.F., 4.5-in., fixed ammunition, which are not required on board, are to land them at the nearest Naval Armament Depôt. When they are landed a report is to be forwarded to D.A.S. (Branch A), Admiralty, Bath, giving the quantity and the place of landing.

(A.F.Os. 224/41 and 2270/41.)

2761.—Torpedoes, 18-in., Marks XII-XII*** Depth Setting Gear—Torque Test

(A.S. 42.—11.6.1942.)

In some 18-in. Mark XII type torpedoes the torque required to turn the depth setting spindle is such that it is practically impossible to change the depth set on a torpedo loaded on to an aircraft by means of the depth altering gear.

The torque varies considerably with the depth set on the torpedo and is greatest at the deeper depths. The torque is also greater when increasing the depth than when decreasing.

The conditions assumed for the standard tests hereunder are depth 40 feet increasing.

2. A torque of 6 lb./ft. is about the maximum the operator can deal with and at this figure the process of changing depth setting is very slow.

3. Steps are being taken to reduce the torque to a figure of not more than $4\frac{1}{2}$ lb./ft. by refitting the depth gears as torpedoes pass through depôts. This is the best that can be guaranteed with the existing depth gear.

4. Separate action will also be taken to improve the efficiency of the depth altering gear in the aircraft.

5. In the meanwhile a torque test should be applied to torpedoes on board as described below, the necessary lever being made on board to A.F.O. Diagram 149/42 (1-2). Any torpedoes in which the figure is higher than 6 lb./ft. should be exchanged at the first opportunity. (This figure will be reduced to $4\frac{1}{2}$ lb./ft. directly torpedoes modified as in paragraph 3 above are available.)

6. Proceed as follows:—

- (a) Set 40 ft. depth.
- (b) Remove the depth index box, cover plate and fit the lever to the square on the end of the depth setting spindle.
- (c) Turn the torpedo over 90° to port so that the vertical fins are horizontal.
- (d) Ship the lever as shown in A.F.O. Diagram 149/42 (1) (Fig. I) and load with weights (w) until the depth spindle just commences to rotate. The lever being 6 ins. long torque = $\frac{1}{2}$ w lb./ft. where w = applied weight in pounds. (The lever's own weight may be neglected.)

7. If the torque obtained exceeds 6 lb./ft. and it is not possible to exchange the torpedo as laid down in paragraph 5 above, the gear may be refitted on board as follows:—

- (e) Remove the three cheese headed screws, Item 1, Fig. 3, and withdraw the depth index wheel gearing and bracket, Items 2 and 3, etc. Remove the gland nut, packing, washer and depth gear spindle, Items 4, 5, 6 and 7 respectively. Replace Items 1, 2 and 3. It should then be possible to turn Item 2 easily with the fingers alone and if this can be done the gearing can be considered satisfactory. If not, the gearing, etc., should be "run in" with grinding paste until the required freedom and ease of working is obtained. After this operation, the gearing must be disassembled, all traces of grinding paste removed and the gear lubricated ready for re-assembly.
- (f) Make a new washer, Item 8, Fig. 4, and modify the existing gland nut, Item 4, as shown in Fig. 5.
- (g) Reduce the diameter of the collar on the depth gear spindle, Item 7, Fig. 3, from 0.78 to 0.63 inches and, if necessary, file the square at the top of this item until it can be pushed into the engaging portion of Item 2 easily by hand.
- (h) Remove all filings, etc. Lubricate and re-assemble Items 6, 7 and 8 as shown in Fig. 3, i.e., with the new washer, Item 8, below the existing gland washer, Item 6.

Re-pack the gland with new 3-strand lampwick, which is to be coated with D.T.D. 143B grease instead of tallow, as formerly used, and refit the modified gland nut, Item 4. The gland nut is only to be screwed down sufficiently to ensure:—

 - (i) That the gland is tight against the specified internal air pressure of 10 lb. per sq. in. in the balance chamber.
 - (ii) that the top of the gland nut does not project above the bottom of the index box, Item 9.
- (j) Re-assemble the index wheel gearing and bracket, Items 1, 2 and 3, etc., in the normal positions shown.

8. After the above instructions have been carried out, the torque test laid down in paragraph 2 is to be reapplied. If the torque then found does not exceed $4\frac{1}{2}$ lb./ft. the gear may be considered satisfactory, but if greater than $4\frac{1}{2}$ lb./ft. torpedoes should be exchanged at the earliest opportunity. After final testing, replace the depth index box cover plate.

9. Future torpedoes will be supplied already tested and modified if necessary.

2762.—Torpedo Firing Levers—Safety Catches

M.T.Bs. and S.G.Bs. fitted with "Exactor" Firing Gear

(T. 429/42.—11.6.1942.)

In order to reduce the tendency for the safety catches on the "Exactor" firing levers in M.T.Bs. and S.G.Bs. to bounce back from the free position, the catch brackets are to be modified as shown in A.F.O. Diagram No. 148/42.

2. The work should be carried out by the depôt staffs.

2763.—Torpedo Strops for Swordfish Aircraft—Spares

(N.S. Air. 426/42.—11.6.1942.)

Spare torpedo strops, Ref. 26A/17204, for Swordfish aircraft will be allowed as follows:—

O.U. 6328 (A)—Swordfish, A.S.E.

1	2	3	4	10	11	12	13	20	X	Y	Z
<i>Section 26A</i>											
17204	Torpedo strops	...	No.	2	4	8	12	A	6	2	-

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

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

R.N. Air Stations, Classes "B" and "C" to the scale laid down in column Y.

R.N. Air Torpedo School, Crail—24.

2. Arrangements have been made for the necessary quantities to be despatched to the following yards abroad to cover requirements for ships and services attached to the stations concerned. Details of the quantities being supplied are being forwarded to (S) Naval Store Officers concerned:—

Alexandria	Gibraltar
Bermuda	Malta
Durban	Simonstown

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

R.N. Air Station, Palisadoes, Jamaica.

R.N. Air Section, Hastings, Freetown.

R.N. Air Section, Dartmouth, Nova Scotia.

Ships and other services concerned should forward demands to their respective store depôts and storing yards to complete to the above scales, quoting this Order as the authority for supply.

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

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

2764.—Heaters, Bathwater, Thermostatic Control—A. and A.

"Triton" Class Submarines

(D. 4726/42.—11.6.1942.)

Thermostatic control is to be fitted to the five-gallon bathwater heaters in the following submarines:—

"Thunderbolt," "Trident," "Tribune," "Taku," "Tigris," "Truant," "Tuna," "Talisman," "Torbay," "Thorn," "Thrasher," "Trusty," "Turbulent".

2. Arrangements are being made by the Admiralty for the supply and delivery to the Superintending Naval Store Officer, Portsmouth Dockyard, of the necessary thermostats (with associated parts for mounting) and contactors for the above purpose (i.e., three thermostats, three contactors and one set of contactor spares for each vessel).

3. The work involved in fitting the thermostats, etc., is to be carried out by Depôt Ships' staff, and an item for this alteration is to be included in the next lists of As. and As. for the vessels concerned.

4. The thermostats, etc., and wiring are to be fitted in accordance with A.F.O. Diagram 145/42 (1-2).

5. The materials required for carrying out the above work are to be obtained from the Superintending Naval Store Officer, Portsmouth Dockyard.

(Admiral (S), 27.12.41, No. S.M. 661.)

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

2765—List of Laying Stores for Controlled Minelayers—Amendment

(N.S. 20571/42.—11.6.1942.)

The list of laying stores for controlled minelayers (including Miners) is to be amended as follows:—

Consumable Stores—Subhead B.5

Amend description:—

Pattern 719—Bulldog grips for 2-in. wire—12 No.

Delete item:—

Pattern 720—Bulldog grips—12 No.

Insert item:—

Pattern 721—Bulldog grips for 1½ in. wire—12 No.

2. Vessels should forward demands for the Bulldog grips, Pattern 721, to their storing yards or bases as necessary, returning thereto the grips, Pattern 720, which are no longer required. Supply to Miners of new construction should be made by storing yards in the usual manner.

3. B.R.372—Establishment of naval stores for Minelaying Lighters will be amended.

(Ref. A.L. N.S.010771/41/32813—18.12.41.)

2766.—Boxes for Magnetic Compasses—Return when Empty

(C.D. 124/42.—11.6.1942.)

The present practice, whereby the boxes in which magnetic compasses are issued to H.M. ships are subsequently retained on board, is to be suspended. The boxes in which the following patterns of compasses have been or are in future supplied to H.M. ships are, therefore, to be returned to the Deputy Naval Store Officer, Admiralty Compass Observatory, Slough, Bucks.:—

Pattern 195	Pattern 195A
Pattern 195TA	Pattern 921
Pattern 188	Pattern 188A
Pattern 28P	Pattern 29P

2767.—Boiler Tubes, Etc.

H.M. Ships "Llandudno" and "Hythe"

(N.S./P. 6272/42.—11.6.1942.)

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

"A."	"B."
"Llandudno"	"Polruan," A.F.O. 3833/41
"Hythe"	"Boston," A.F.O. 2401/42

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

(A.F.Os. 3833/41 and 2401/42.)

(This Order will not be reprinted.)

2768.—Boiler Tubes, etc.

H.M.S. "Quentin"

(N.S./P. 8437/42.—11.6.1942.)

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

Type and No. of boilers	...	Admiralty 3-drum small tube type, with Melesco super-heaters.	2 No.
Total No. of tubes fitted	...	Generator	... .. 8996 No.

Row.	Ext. Dia.	Thickness.	Fitted Length.	No. fitted per Boiler.	Remarks.
	in.	in.	ft. in.		
A	1½	0.128	10 7¼	288	} All tubes are bent.
B	1½	0.128	10 2¼	284	
C	1½	0.116	9 11⅞	444	
D	1½	0.116	9 10⅞	440	
E.1	1½	0.116	9 8¼	444	
E.2	1½	0.116	9 7¼	16	
F	1	0.104	9 5⅞	500	
G	1	0.104	9 5¼	496	
H	1	0.104	9 5⅞	492	
J	1	0.104	9 5¼	488	
K	1	0.104	9 5⅞	484	
L	1	0.104	9 5¼	480	
M	1	0.104	9 6¼	476	
N	1	0.104	9 7¼	472	
O	1	0.104	9 8¼	468	
P	1	0.104	9 9¼	464	
Q	1	0.104	9 10¼	460	
R	1	0.104	10 0¼	456	
S	1	0.104	10 2¼	452	
T	1	0.104	10 4¼	448	
U	1	0.104	10 7¼	444	

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

(This Order will not be reprinted.)

2769.—Boiler Tubes, etc.

H.M. Ships "Lauderdale" "Killegray" and "Scarba"

(N.S./P. 7146/42.—11.6.1942.)

Particulars of the boilers and tubes fitted in H.M. ships under "A" herein are identical with those published in the A.F.Os. quoted against the ships shown under column "B":—

"A"	"B"
"Lauderdale"	"Brocklesby" A.F.O. 2387/41
"Killegray" }	"Gavotte" etc. A.F.O. 571/41.
"Scarba" }	

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

(A.F.Os. 571/41 and 2387/41.)

(This Order will not be reprinted.)

2770.—Boiler Tubes, etc.

H.M.I. Ships "Oudh" and "Bihar"

(N.S. 0672/41.—11.6.1942.)

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

Type and No. of boilers ... Admiralty 3 drum small tube, 2 No.
water tube type.

Total No. of tubes fitted ... Generator ... 2352 No.

Row	Ext. Diam.	Thickness	Fitted Length	No. of Tubes Fitted	Remarks
	in.	W.D.G.	ft. in.		
A	1 $\frac{1}{2}$	116	6 6	132	All tubes are bent.
B	1 $\frac{1}{2}$	116	6 3 $\frac{3}{4}$	132	
C	1	104	6 0 $\frac{7}{8}$	196	
D	1	104	5 11 $\frac{3}{4}$	192	
E	1	104	5 10 $\frac{7}{8}$	188	
F	1	104	5 10 $\frac{1}{2}$	184	All tubes are straight.
G	1	104	5 9 $\frac{3}{4}$	180	
H	1	104	5 9 $\frac{1}{2}$	176	
J	1	104	5 9 $\frac{7}{8}$	172	
K	1	104	5 10 $\frac{3}{8}$	168	
L	1	104	5 11 $\frac{1}{8}$	164	
M	1	104	6 0 $\frac{1}{4}$	160	
N	1	104	6 1 $\frac{1}{4}$	156	
O	1	104	6 3	152	

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

(This Order will not be reprinted.)

(A.F.O. 781/42 is cancelled.)

2771.—Boiler Oil Fuel Sprayer Caps—Cleaning

(D. 6482/42.—11.6.1942.)

Reports have been received that the tangential and exit holes of oil fuel sprayer caps have become damaged on service, resulting in poor atomisation and consequent unsatisfactory burning.

2. Indications are that this damage has been caused when cleaning the sprayer caps, and the attention of ships' officers and overseers is drawn to the necessity of exercising care when handling these caps.

3. A.F.O. Diagram No. 143/42 shows a suitable form of cleaning tool for exit holes. A set of these tools sufficient to suit each size of cap used is to be provided for each boiler room. The tools are to be made of brass and for ships on service are to be made by the ship's staff where facilities exist. In other cases supply is to be obtained from the base or parent ship at the first convenient opportunity. For new construction the tools will be supplied by the contractors.

4. For cleaning holes other than exit holes brass wire only is to be used.

5. Before cleaning, caps are to be soaked in a light mineral oil for as long as time permits, up to 24 hours. After clearing the holes the caps are to be well rinsed in oil and finally wiped with a soft cloth.

2772.—Cockburn-MacNicol Inverted Balanced Manoeuvring Valves—Method of Adjusting and Grinding in

H.M. Ships concerned

(D. 6130/42.—11.6.1942.)

Where the above-mentioned valves are provided with diaphragm adjusting nuts and fitted in the inverted position, the following instructions for adjusting and grinding in are to be adhered to whenever refitting is carried out.

2. It is important that parts are held correctly in the vice and that spanners are properly applied to avoid strain.

Referring to A.F.O. Diagram No. 147/42:—

(A) Initial Adjustment.

- (1) Strip flexible beat of valve, and remove spindle D from large valve lid F.
- (2) Check that diaphragm is flat and made of stainless steel. If either property is in doubt provide new diaphragm in stainless steel.
- (3) Check that under side of diaphragm nut A is flat. If not, machine flat and normal to bore of nut, retaining relief at outer edge.
- (4) Place valve cap B in vice by hexagon, with adjusting nut C in position in B at under side. Insert spindle D and check by marking that shoulder of adjusting nut makes contact with flange of spindle at "x" and is square.
- (5) Replace spindle D in valve cap B and adjust by means of the adjusting nut C so that a straight edge can be laid across in contact with both valve cap at "yy" and collar of spindle at "z". It is essential that shoulder of adjusting nut shall be in contact with collar of spindle when this adjustment is made, and that feather J in spindle D does not foul the bottom of recess in valve cap B. In this position there should be approximately $\frac{1}{32}$ -in. clearance between flange of adjusting nut and shoulder of valve cap at "p". If this is not the case machine adjusting nut C at either "x" or "p" to give the desired clearance.

Mark the adjusting nut at this position and secure with the keep H. This is the working position of the adjusting nut.

- (6) With diaphragm omitted check that valve lid E can be screwed up into contact with valve cap B at "y" and that diaphragm nut A can be screwed up into contact with flange of spindle D at "z".
- (7) Place valve lid E in vice by means of hexagon. Place diaphragm inside valve lid and screw in valve cap B till diaphragm is gripped. Mark position of valve cap with respect to valve lid at surfaces "m". Remove valve cap and diaphragm.
- (8) Place diaphragm nut A in vice, put diaphragm in position and screw in spindle by spanner applied at flats on spindle D till diaphragm is gripped at "z". Mark position of diaphragm nut relative to spindle, and adjust locking arrangements to suit. Remove diaphragm nut and diaphragm from spindle. Replace nut on spindle.
- (9) Place valve lid E in vice and smear redden over whole of interior surface. Insert spindle D with diaphragm nut A locked in position determined by operation (8). Screw in valve cap B to mark determined by operation (7), add locking nut G and pin in steaming position. The spindle can then be moved up and down, the travel being equal to the clearance between end of spindle or back of diaphragm nut, and the interior surface of valve lid.

Determine the clearance by measurement taken between locking nut G and top of flange of adjusting nut C at "r", and obtain a marking at end of spindle and/or on surface of diaphragm nut.

The clearance between end of spindle and valve lid at "q" should be $\frac{1}{16}$ in. and the clearance between surface of diaphragm nut and interior surface of valve lid greater than this amount.

Adjust if necessary by machining end of spindle or back of diaphragm nut. Should clearance at "q" be appreciably greater than $\frac{1}{16}$ in. this must be restored by machining valve lid E at "y" and repeating operations (6), (7) and (9).

- (10) With all the above adjustments completed place diaphragm nut A in vice, place diaphragm on top with a thin coat of varnish where held at "z" and "y", and screw in spindle D to grip diaphragm. Lock diaphragm nut to spindle.

Place valve lid E in vice, place spindle assembly into valve lid so that diaphragm seats at outer edge, and screw in valve cap B complete with adjusting nut C still locked in the working position, until diaphragm is gripped at "y" and marks made in operation (7) coincide. Secure with keep K.

Add locking nut G and reassemble and secure spindle D in large valve lid F.

(B) Grinding in.

- (11) Remove keep from adjusting nut C and screw in two cants (approximately 0.020 in.). Re-secure with keep and harden down lock nut G, making the whole flexible beat solid with spindle D.
- (12) Check dimension between faces of valve lids with dimension between faces of seats. If these are not approximately the same, one or other valve seats or lids should be machined.
- (13) Grind in valve until all faces are bearing correctly *and are flat*. After finishing remove all traces of overlap on either side of ground surface. This is important as valve lid faces are wider than seat faces.
- (14) Slack back lock nut G and secure in steaming position with split pin. Release adjusting nut C and take back two cants. Re-secure with keep. Valve is then ready for assembly in chest.

With this procedure when diaphragm is flat distance between faces of valve lids will be 0.020 in. greater than distance between faces of seats.

When the valve is inverted, as in its normal position in the chest, the diaphragm will be deflected downwards owing to the weight of the flexible beat, by an amount greater than 0.020 in. in large valves and less than 0.020 in. in small valves.

Small valves will therefore be tight at the flexible beat when cold and with no pressure difference across the valve, whilst for the same conditions the largest valves will be open at the flexible beat by amount of the weight deflection, less 0.020 in. When under steam, however, a small pressure difference across the valve is sufficient to close the flexible beat, and this is assisted by the differential expansion between valve and chest.

After the instructions for initial adjustment have once been followed there should be no need to repeat operations (1) to (10) for any subsequent grinding required.

3. A copy of these instructions is to be placed in the Engineer Officers' Notebook in ships where the manoeuvring valves are of this type.

4. For valves fitted in the horizontal position existing instructions for adjustment for grinding are to be adhered to.

2773.—W/T Transmitters Type TW12—Introduction of Crystal Control

(S.D. 0895/42.—11.6.1942.)

In order to obtain reliable frequency stability, arrangements for crystal control of W/T transmitters type TW12, on the M.F. and H.F. ranges, have been made as a ship's or base staff alteration.

2. A.F.O. Diagram 151/42 (A.S.E. drawing No. 33993) gives the necessary particulars for fitting crystal and resistance holder, panel and switch to enable quick changeover from master to crystal control.

A general view of components in position and circuit wiring diagram is given in Figs. 1 and 2. The wiring in Fig. 1 should correspond with that shown in Fig. 2, the components and diagram having been lettered for that purpose.

Two resistances, JM and KN, are used in parallel to avoid risk of overheating and for item 40 (*vide* handbook S83) a 500-ohms resistor of the same type is substituted (resistance 500 ohms 20 watts, Pattern 2798).

A set of typical readings taken after modification is given in Table 1. A dummy aerial of resistance 15 ohms on the I.F. and 19 ohms on the MF range was used.

When using crystal control, the readings on magnifier feed ammeter (item 30) should increase when the magnifier drive condenser is tuned to the crystal frequency. Final tuning of this circuit for maximum aerial current can be carried out after a reading has been obtained in aerial ammeter (item 52). Anode tap position should be selected to give maximum aerial current with magnifier feed current of not more than 110 milliamps.

The loss of power on the MF range due to increased bias is small and is slightly less than the output shown in test calibration chart in SS.83 handbook (Fig. 18).

On the H.F. range the reduction in output is of the order of 0.5 to 1 d.b.

FITTING INSTRUCTIONS

The crystal and resistance holders are carried on a paxolin panel, which is mounted directly underneath master drive condenser (mag. drive) and parallel to side edge of shelf. The end of the panel carrying the crystal holder fits between the first and second pair of insulated bushes, the resistance end of the panel just clears the grid leak resistance of the master valve (item 11).

The hole in side of the set for inserting crystals should line up with crystal holder. Wiring between crystal/master switch and panel should be completed before final fixing of these components and lengths of lead left for connecting to items 10-11 and 12 after final fitting.

DETAILS OF WIRING. (See A.F.O. Diagram 151/42.)

- (1) Connect the master valve grid lead to points A and G, removing it from point B to do so.
- (2) Connect point B to points E, J, K and R.
- (3) Connect point H to point C and point D to point L.
- (4) Connect point F to point O and disconnect the original lead between item 10 and items 11 and 12.

FIXING THE UNIT POSITION

Insert the crystal in its socket and place the unit so that the crystal holder is central in the rectangular hole and projecting between $\frac{1}{4}$ in. and $\frac{1}{2}$ in. through it. The fixing holes should then be marked and drilled.

The unit is positioned by inserting the crystal in its socket and placing the unit so that the crystal holder is central in the rectangular hole and projects between $\frac{1}{4}$ in. and $\frac{1}{2}$ in. The position of the fixing holes for the unit are then marked and drilled. It is desirable to arrange a swivelling metal arm bolted to the side of the set. This arm is placed over the crystal holder to keep it in position.

STORES

3. The following stores will be required for modifying each transmitter type TW12 to admit of crystal control:—

Pattern No.	Description	Quantity
W5137	Crystal control unit for transmitter TW12	1
2798	Resistance, 500 ohms 20 watts	2 (includes 1 spare)
W2922	Slow motion dial—or Marconi equivalent as fitted to M335 B transmitter ...	1 If not already fitted.

Sets of the above stores will be supplied by S.N.S.O., Haslemere, without demand to the following C.-in-Cs. at home to meet requirements already stated by them:—

		<i>Sets of stores to be supplied</i>
C.-in-C., Western Approaches	...	150
C.-in-C., Devonport	... ..	75
C.-in-C., Portsmouth	... ..	160
C.-in-C., Dover	... ..	75
C.-in-C., Nore	... ..	347
C.-in-C., Rosyth	... ..	116

Officers in Charge of bases abroad are to report by signal (repeated to A.S.E. and S.N.S.O., Haslemere) the number of sets of the above stores they require for modifying transmitters type TW 12 under their control together with the frequencies for which crystals should be supplied.

4. Establishment List No. M.4 will be amended.

2774.—H/F Attachments for TW.12 W/T Sets

(N.S. 19367/42.—11.6.1942.)

Early supplies of H/F attachments were deficient of Pattern M370 box, stowage, owing to non-availability. Adequate stocks are now held, and ships still requiring this item to complete should forward demand to the Superintending Naval Store Officer, Aldworth House, Haslemere.

2775.—Accumulators, Pattern W.2044—Transfer to Subhead F.1A I

(N.S. 19230/42.—11.6.1942.)

Accumulators, Pattern W.2044, are to be dealt with under Subhead F.1A/I and arrangements should be made to transfer stocks from F.2A accordingly.

2. The necessary amendments to the Rate Book will be made.

2776.—Transport Boxes for Echo Sounding Recorders

(N.S. 10229/42.—11.6.1942.)

To facilitate handling and to prevent damage to echo sounding recorders whilst in transit, a transport box, Pattern A1924, has been designed to accommodate all types of recorders. This box will shortly be coming into service.

2. In the interests of national economy, it is essential that these boxes be returned by services in home waters to the nearest Dockyard or Naval Store Depot for onward transmission to R.N. Store Depot, Bath, immediately the recorders are removed and fitted on board.

2777.—Naval Aircraft—Slips, Bomb Release, Single Hook Type, Mark IA, Mark IIIA, Mark IIIB and Mark III*—Introduction

(A.M. 5062/42.—11.6.1942.)

The undermentioned items are hereby introduced:—

<i>Stores Ref.</i>	<i>Nomenclature.</i>	<i>Detail.</i>
	Slips, bomb release:—	
	Universal:—	
	Single hook:—	
11A/1348	Mark IA	Fitted with Tufnol bearings.
11A/1349	Mark IIIA	Fitted with Tufnol bearings.
11A/1993	Mark IIIB	Fitted with Tufnol bearings.
11A/692	Mark III*	Fitted with needle roller and ball race bearings.

2. (i) The Mark IA release slip is an alternative to the Mark I (Stores Ref. 11A/487).

(ii) The Mark IIIB release slip is an alternative to the Mark II (Stores Ref. 11A/498) and the Mark IIA (Stores Ref. 11A/1409) and supersedes the Mark 11A in designation.

(iii) The Mark IIIA and Mark III* release slips supersede the Mark III (Stores Ref. 11A/504), which is obsolescent.

3. Mark IA, Mark IIIA and Mark IIIB release slips have been introduced to facilitate production.

4. Preference is to be given to the fitting of Mark IA and Mark IIIA release slips in bomb gear carried in naval aircraft.

5. All stocks of Mark IIA release slips (Stores Ref. 11A/1409) are to be re-marked Mark IIIB (Stores Ref. 11A/1993).

2778.—Fire Fighting in H.M. Ships—Asbestos Suits for Action Fire Parties

Cruisers and Above

(N.S./C.P. 97498/41.—11.6.1942.)

A gift has been made to the Admiralty through the British War Relief Society in U.S.A. of a number of asbestos flame-proof suits.

2. These suits are of a light pattern designed with a view to facilitating movement. They are very different from the heavy R.A.F. pattern suits at present issued, and should in no way be regarded as a substitute for the R.A.F. pattern suit. They are intended for use by action fire and repair parties for rescue work, or to cope with such emergencies as the opening or closing of valves, etc., situated in compartments which may be unapproachable otherwise owing to fire.

3. Each equipment consists of a one-piece suit lined with calico, a helmet, and a pair of gloves. In order to avoid confusion with any other type of flameproof suit, they are marked with a letter A on the left breast.

4. Certain modifications to the equipment are being carried out by Messrs. Bell's Asbestos Co., Ltd., and when these are completed the suits will be issued on demand to H.M. ships (*Cruisers and above*) on the following basis:—

Capital ships and A/C carriers	... ..	2
Cruisers	... ..	2

5. Attention is drawn to the general instructions on the use of flame-proof suits given in the appendix to A.F.O. 1970/40 which deals with the R.A.F. pattern suit.

6. In addition to the above-mentioned instructions, strict attention should also be paid to the following:—

(i) It should be understood that the use of these light-type suits is strictly limited to a period of not more than 20 seconds, assuming that the wearer is in a fire with broken flame all around him.

(ii) The helmet apron should be tucked inside the collar of the suit, and the tightening tape fitted to the apron of the helmet should not be used to tighten it around the neck.

(iii) It is advisable that the wearer should be dressed in woollen clothing such as a sweater or jumper, as this has an appreciable effect in increasing protection against burns.

7. After modification the suits will be despatched as follows:—

Rosyth.	R.N. Store Depot, Burslem.	R.N. Store Depot, Carry Bridge Mill, Colne, Lancs.
62	50	50

8. Shipment of the following quantities should be arranged as soon as the suits are received:—

Alexandria—24 No.—by Superintending Naval Store Officer, Mersey Area.

Durban—16 No.—by Superintending Naval Store Officer, Midland Area.

(A.F.O. 1970/40.)

2779.—Firefighting Facilities—Allowances of Hoses and Branch Pipes

H.M. Destroyers and Leaders

(D. 012482/40.—11.6.1942.)

The following allowances of hoses and branch pipes for firefighting purposes in the above-mentioned ships have been approved:—

Class.	Branch Pipes.				Hoses.	
	1520.	1521.	Fyrex or Equiva- lent.	Oilfyre	No. 3 × 40 ft.	No. 2 × 20 ft.
"Esses" ...	7	2	4	4	9	7
"Wairs" ...						
"Veas" ...						
"Scott" and "Shakespeare" Classes.						
"Saguenay" ...						
"Skeena" ...	9	2	4	4	9	9
"A" and "B" Classes						
"Amazon" ...	12	2	4	4	9	12
"Ambuscade" ...						
"C" and "D" Classes	10	2	4	4	9	10
"E", "I" and "Havant" Classes.						
"Duncan" ...	10	2	4	4	9	10
"Faulknor" ...						
"Inglefield" ...	14	2	4	4	9	14
"Tribals" ...						
"J", "K", and "N" Classes	13	4	4	4	11	14
"L" and "M" Classes						
"O" and "P" Classes	13	4	4	4	11	13
"Q" and later Classes						
"Hunts" (29 ft. beam) ...	12	3	4	4	8	19
"Hunts" (31 ft. 6 in. beam) ...						
1940 "Hunts" ...	14	4	4	4	8	19

(C.in-C., H.F., 19.9.40, No. 1536/H.F. 997.)

2780.—Fitting of Foam Equipment for Fire-fighting—REPORTS

Tugs and Harbour Service Craft

(D. 18663/41.—11.6.1942.)

A fire which occurred in a tidal basin illustrated the necessity of tugs and harbour service craft being fitted with foam making appliances.

2. Where this has not already been done, local arrangements are to be made to obtain the outfits required, including adaptors, on the following basis:—

Tugs.

- 1 "inline" inductor unit.
- 1 No. 10 foam branch pipe.
- 40 gallons of foam compound.

Drifters and Trawlers.

- 1 Knapsack tank.
- 1 No. 2 foam branch pipe.
- 20 gallons of foam compound.

3. Reports are to be furnished stating the craft so fitted, together with details of the items supplied to each vessel.

4. Demands for requirements which cannot be met locally for harbour service craft at bases abroad should be forwarded under subhead B.8 to the Director of Stores, quoting this Order.

2781.—Naval Aircraft—Fluorescine Bags for Waistcoats, Life-saving, Stole Pattern—Oiled Silk for

(N.S. Air 553/42.—11.6.1942.)

The fluorescine bag mentioned in A.F.O. 3578/40, cancelled by A.F.O. 1798/42, is to be wrapped in a piece of oiled silk, 12 in. by 9 in., before securing the flap over the bag. The object of limiting the size of the oiled silk is to ensure that the wrapping will fall away from the bag when in water.

2. Aircraft carriers are to forward demands to their respective store depôts (at home) or storing yards (abroad) for sufficient oiled silk, Ref. 22A/484, to meet their immediate requirements plus 60 yards per vessel for maintenance purposes. It is estimated that no vessel's immediate requirements will exceed 40 yards.

3. The following quantities will be supplied to yards abroad:—

Alexandria	60
Bermuda	12
Durban	360
Gibraltar	240
Simonstown	180

4. O.U. 6328 will be amended; meanwhile all copies of the establishment held by ships, shore establishments, depôts, dockyards, etc. should be altered in manuscript.

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

2782.—Models of Aircraft—Additions

(N.S. 19596/42.—11.6.1942.)

Models of the following aircraft have been added to the set detailed in the Appendix to A.F.O. 1176/42:—

British.	German.
Lightning	A.R.196
	F.W.190
	H.E.177

2. The undermentioned numbers of each are being obtained from the Air Ministry for delivery as shown :—

Rosyth.	Chatham.	Portsmouth.	Devonport.
400	800	600	500

3. Ships and establishments should obtain supplies in the usual manner.

4. Shipment of the following numbers of each should be arranged from the yards named as soon as supplies are available :—

To.	No.	From.
Gibraltar	5	} Devonport.
Freetown	4	
Alexandria	100	} Chatham.
Bermuda	5	
Simonstown	30	Portsmouth.

Note.—Yards abroad should forward telegraphic demands to the Admiralty for any further quantities required.

5. The models have not yet been produced and supplies should not be hastened for the present.

6. The composition to date of the set of models for recognition training is as shown in the Appendix to this Order.

APPENDIX.

British.	British.	German.	Italian.
Airacobra I	Liberator	A.R.196	C.A.N.T. Z.1007
Anson	Lightning	Dornier 17	Fiat B.R.20
Albacore	Manchester I	Dornier 18	Fiat G.50
Albemarle I	Martlet	*Dornier 217	Macchi M.C.202
Beaufighter	Maryland I or II	F.W.190	
Beaufort	Mosquito	F.W. 200K	
Blenheim IV	Mustang I	Heinkel III	
Blenheim IF	Roc	Heinkel III, Mark V	
Boston	Skua	Heinkel 113	
Botha	Spitfire	Heinkel 115	
Buffalo	Spitfire III	Heinkel 177	
Catalina	Stirling I	Junkers 52	
Chesapeake	Sunderland	Junkers 87K	
Defiant	Swordfish	Junkers 88	
Fulmar	Tomahawk	Messerschmitt 109	
Hampden	Typhoon	Messerschmitt 110	
Halifax I	Walrus		
Hudson	Wellington		
Hurricane	Whirlwind		
Lancaster I	Whitley		
Lerwick			

(A.F.O. 1176/42.)

2783.—Wind Gear in H.M. Ships

(N.S. 13886/42.—11.6.1942.)

Wind speed and direction transmitter, Pattern 3201, and resistance box, Pattern 3205, have been superseded by transmitter, Pattern 3200, and resistance box, Pattern 3199. (Subhead F. 3.)

2. When a transmitter Pattern 3201 is replaced in H.M. ships by Pattern 3200, the resistance Pattern 3199 is also to be issued, resistance Pattern 3205 being returned to store.

3. Transmitters, Pattern 3201, with resistances, Pattern 3205, may, however, be issued until stocks are expended.

4. The Sea Store Establishments concerned will be amended.

2784.—Allen's 30 kW Steam-driven Generators—Oil Pump Suction—A. and A.

"Bangor" Class Minesweepers.

(D. 6117/42.—11.6.1942.)

Experience on service in "Bangor" Class Minesweepers fitted with Allen's 30 kW steam-driven generators, has shown that the heeling of the ship when turning causes the oil pump fitted in the sump of the generator to lose its suction, the suction branch of the pump being fitted on the outboard side of the crank chamber.

2. The oil pump suctions are therefore to be modified on the lines of A.F.O. Diagram No. 150/42.

3. Commanding officers of ships concerned are to include an item, Classification A, in their lists of alterations and additions, as follows :—

"The suctions of forced lubrication oil pumps of Allen's 30 kW steam-driven generators to be modified in accordance with A.F.O. 2784/42."

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

2785.—Sparking Plugs for Rolls Royce Merlin Engines

(N.S. 16670/42.—11.6.1942.)

A new type of sparking plug, Lodge No. 777/21, has been evolved for use in Rolls Royce Merlin Engines as fitted in certain M.G.Bs.

2. The advantages of this type over the present sparking plugs used in the Merlin engines are :—

- (1) Increased life.
- (2) Increased periods between cleaning.
- (3) Better starting.
- (4) Less oiling at low revolutions.

3. This type of plug is, therefore, to be adopted and a new standing contract has been arranged with Messrs. Lodge, under C.P. 39338/41. Existing contracts for the following types have been cancelled, and no further orders are to be placed :—

K.L.G., Type RC5.
Lodge, Type RS5/1.

(A.F.O. 4786/41.)

2786.—Troughs, Wood, for Ammunition Boxes

(N.S. Air 748/42.—11.6.1942.)

The above mentioned item has been introduced for use with bomb trollies. Ref. 4G/1444, and will be allowed on the scale of one trough per bomb trolley held.

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

Alexandria, 8 ; Simonstown, 3 ; Durban, 4.

3. The following services will be supplied from R.N. Store Depôt, Stafford, without demand :—

	Troughs, Wood.
	4G/1628
R.N. Air Station, Piarco	6
R.N. Air Station, Palisadoes, Jamaica	2
R.N. Air Section, Hastings, Freetown	3

4. Other services concerned should forward demands to their respective store depôts at home or storing yards abroad, to complete to the above allowance, quoting this order as the authority for supply.

5. The Establishment of Stores for R.N. Air Stations will be amended.

2787.—Rubber Economy—Omission of Non-Slip Rubber Matting*Motor Boats*

(D. 6744/42.—11.6.1942.)

M.T.Bs., M.Ls., etc., not already fitted with rubber matting are to be fitted with tread strips or coated with non-slip deck paints of approved make.

2. Existing rubber matting is not to be renewed but replaced by wooden tread strips or non-slip deck paints.

*(A.F.Os. 2177/41, 2860/41, 63/42 are cancelled.)***2788.—Rubber Economy—Discontinuance of Latex Deck Covering***"Fitzroy" Class*

(D. 6744/42.—11.6.1942.)

In ships of the "Fitzroy" class where latex composition has not already been laid on wood decks, the deck planking is to be recaulked, and if considered necessary to ensure water-tightness, painted and covered with linoleum. The linoleum should be well secured to the deck by a suitable waterproof adhesive.

2. In ships of this class in which latex decks have already been fitted, the latex is to be removed when it becomes defective and the decks treated as above. No latex is to be used for carrying out repairs to these ships.

*(A.F.O. 62/42 is cancelled.)***2789.—Bottom and Boot-topping Compositions***H.M.S. "Manchester"*

(D. 6336/42.—11.6.1942.)

Blacklock and MacArthur's bottom and boot-topping compositions are the approved compositions for H.M.S. "Manchester", and are to be applied to the ship when next docked.

2. The hull is to be scraped off as much as possible in the time available.

*(This Order is to be retained until complied with.)***2790.—Bottom and Boot-Topping Compositions***H.M.S. "Newcastle"*

(D. 296/42.—11.6.1942.)

Moravia bottom and boot-topping compositions are the approved compositions for H.M.S. "Newcastle" and are to be applied to the ship when next docked.

2. The hull is to be scraped off as much as possible in the time available.

*(This Order is to be retained until complied with.)***2791.—Life-Saving Equipment—Improvements**

(N.S. 210/42.—11.6.1942.)

Reports have been received in the Admiralty of the experiences of survivors from one of H.M. ships torpedoed and sunk in the South Atlantic, 72 of whom were rescued after existing on 6 carley floats and one flotanet for 3½ days.

2. These reports contain recommendations for improvements in the rafts and their equipment and methods of overcoming the difficulties experienced, and, while some of these improvements have been adopted generally, the following other

examples are promulgated for the information of Commanding Officers of ships on detached service and for adoption of such as are considered suitable, using ships' resources:—

(a) Much injury and several deaths were caused by the bites of small voracious fish attacking from inside the rafts. It is recommended that gratings and nettings of the rafts should be made small enough to keep out these fish.

Barracuda also attacked by jumping into the rafts, and a canvas screen secured to the roping round the raft would assist in preventing this, and also act as a wind and spray screen.

(b) As a means of keeping together and attracting the attention of ships, each raft should have a flag and stave fitted with 3 or 4 guys. The flag should be kept in a water-tight bag as protection against oil fuel and should be of material suitable to catch rain water.

(c) It was found that after some time men were unwilling to nurse their paddles, and it is recommended that the handles be fitted with a cod line which can be tied to the outside of the float when not in use.

2792.—Canvas Hoses—Gaiters to Prevent Chafing*H.M. Ships, Auxiliaries and All Yards*

(N.S. 21425/41.—11.6.1942.)

To prolong the life of canvas hoses in use in H.M. Ships and Fleet Auxiliaries, gaiters consisting of short lengths of old canvas hose, approximately 12 inches in length and fitted with eyelets for lacing are to be used:—

(1) For protection of hoses in positions where they may be subjected to heavy wear and tear, e.g. where passing through watertight doors or over hatch coamings.

(2) To reinforce hoses where they have become chafed.

2. The gaiters are to be made by ships' staffs from old canvas hose. New canvas is not to be used for this purpose. In the event of old hose not being available on board, application should be made to the ship's storing yard for the quantity required.

3. Attention is also drawn to the hose darning sets provided for the repair of small holes.

*(Portsmouth Yard Letter No. 2361—7th March, 1942.)**(A.F.O. 1837/40.)***2793.—R.N. Air Personnel—Tool Kits**

(N.S. Air. 5898/41.—11.6.1942.)

The range of tools shown in A.F.O. 5080/41 and 491/42 which are supplied at Crown expense to R.N. Air Artificers, Apprentices, Fitters, and Mechanics has been under review, and, in view of the difficulties experienced in meeting requirements of hand tools for all services, the kits will, in future, be constituted as detailed in Appendix I hereto. Tool kits now held in stock and those in the possession of R.N. personnel are to be adjusted to conform to the new scales.

2. As far as practicable it is intended, in due course, to supply only R.A.F. patterns of tools for tool kits.

3. The tools withdrawn from the kits will in future be provided as Mobile and Workshop Equipment. Particulars of these tools, together with revised allowances, are shown in Appendix II, and those recovered in accordance with paragraph 1 should be utilised to complete to the revised allowances.

4. Hitherto ratings employed on W/T and R.D.F. maintenance duties have been supplied with type "D" kits, which, however, are not fully suitable for radio work. A new kit, designated type "F", has been introduced for these ratings, and particulars are included in Appendix I.

5. The procedure detailed in A.F.O. 5080/41 for equipping R.N. Air personnel is to be observed.

APPENDIX I

R.A.F. Section and Ref. Number.	Admiralty Pattern No.	Description.	Denomination.	Type "A".	Type "B".	Type "C".	Type "D".	Type "E".	Type "F".
<i>Naval Patterns</i>									
<i>Subhead B.—Item 10</i>									
29/1277	83	Locks, pad, 1½-in. ...	No.	1	1	1	1	1	1
<i>Subhead B.—Item 11</i>									
1A/3873	7	Awl blades ...	"	—	1	—	1	—	—
21	84	Handles for ...	"	—	1	—	1	—	—
<i>Calipers :—</i>									
315 } and 316 }	109	Internal and external, steel, 4½-in.	"	1	1	1	—	—	—
or 324 } and 326 }									
440 } or 409 }	3879	Spring, C.A.V., inside, 6-in.	"	1	1	1	—	—	—
621 }									
	3878	Spring, C.A.V., outside, 6-in.	"	1	1	1	—	—	—
440 } or 409 }	1485	Chisels, chipping, C.S., ½ in.	"	1	1	1	1	—	—
621 }									
	3884	Dividers, spring, 5-in. ...	Prs.	1	1	1	1	—	—
<i>Drills :—</i>									
1C/2407	2A	Hand, single pinion ...	No.	1	1	1	1	—	1
<i>Files, cast steel :—</i>									
1A/901	310	Half round taper, bastard, 6-in.	"	—	—	—	1	—	—
923	78	Round taper, bastard, 8-in.	"	—	—	—	—	—	1
1052	320E	Half round taper, second cut, 10-in.	"	1	1	1	—	—	—
1118	330	Half round taper, smooth, 8-in.	"	1	1	1	1	—	—
910	386	Hand, bastard, one safe edge, 10-in.	"	1	1	1	—	—	—
908	382	Hand, bastard, one safe edge, 6-in.	"	—	—	—	—	—	1
1058	394D	Hand, second cut, one safe edge, 6-in.	"	1	1	1	—	—	—
1124	400	Hand, smooth, one safe edge, 6-in.	"	1	1	1	1	—	1
2738	120	File cleaners ...	"	1	1	1	1	—	1
1B/4110	780	Gauges, feeler ...	"	1	—	1	1	—	—
<i>Hammers, engineers :—</i>									
1327	C612	Ball pane with handle, 8-oz.	"	—	1	1	1	1	1
1328 } or 1329 }	C614	Ball pane ...	"	1	—	—	—	—	—
1358 }									
	C620	Crosspane, with handle, 4-oz.	"	—	1	—	—	—	—

R.A.F. Section and Ref. Number.	Admiralty Pattern No.	Description.	Denomination.	Type "A".	Type "B".	Type "C".	Type "D".	Type "E".	Type "F".
<i>Naval Patterns—contd.</i>									
<i>Subhead B.—Item 11—contd.</i>									
<i>Needles :—</i>									
1634	715	Cast steel, mattress, 9-in.	No.	—	3	—	—	—	—
1617	718	Cast steel, sewing, No. 5, Sharps.	"	—	6	—	—	—	—
1704	2392	Palms, seaming ...	"	—	1	—	—	—	—
<i>Pliers :—</i>									
1773 } or 1805 }	1398	Electricians, 7-in., insulated handle.	Prs.	1	1	1	1	1	1
1796 } 1707 }									
	467	Bellhangers, 6-in. ...	"	—	—	—	—	—	—
	987	Round nose, 4-in. ...	"	—	—	—	1	—	1
	4	Prickers, S.S., with beech handle, 6-in. length.	No.	1	1	—	—	—	—
<i>Punches :—</i>									
	1835	Nail or pin, ⅜-in. ...	"	1	1	1	1	—	1
	1836	Round, cast steel, ½-in.	"	1	1	1	—	—	—
	1834	Round, cast steel, ½-in.	"	1	1	1	1	1	—
<i>Rules :—</i>									
	1B/2124	Engineers, steel, 6-in.	"	1	1	1	—	—	—
	2125	Engineers, steel, 12-in.	"	1	—	1	1	—	1
	2121	Boxwood, four fold, 2-ft.	"	—	1	—	—	—	—
	1C/2141 } or 1C/5582 }	Saws, frames, hack, adj. "Eclipse," for saws, 8-in. to 12-in.	"	1	1	1	—	—	—
	4314								
<i>Screwdrivers, cast steel :—</i>									
	5321	Cabinet, 8-in. ...	"	—	—	—	—	—	1
	2163	With beech handle, 6-in. long.	"	1	1	1	1	1	—
	3193	Watchmakers, 8-in. ...	"	—	—	—	—	—	1
	2176	Watchmakers, 3-in. × ⅜-in.	"	—	—	—	1	—	1
<i>Spanners :—</i>									
	2220	Steel, adj. small (King Dick), No. 1 size.	"	1	1	1	1	1	1
	2249	M.S., doubled ended, angle between head and shank, 30° for ⅜-in. and ⅞-in. B.S.W. and ⅞-in. and ½-in. B.S.F. nuts.	"	1	—	1	—	—	—
<i>Tubular box, "Apollo" :—</i>									
	2229	⅜-in. × ⅜-in. ...	"	1	1	1	—	—	—
	5033	½-in. × ⅞-in. ...	"	1	1	1	—	—	—
	5034	⅜-in. × ⅞-in. ...	"	1	1	1	—	—	—
	2298	Squares, steel, 4-in. stock, 6-in. blade.	"	1	1	1	—	—	—
1A/31	3885	Tommy bars, ⅝-in. dia.	"	1	1	1	—	—	—

R.A.F. Section and Ref. Number.	Admiralty Pattern No.	Description.	Denomination.	Type "A".	Type "B".	Type "C".	Type "D".	Type "E".	Type "F".
<i>Naval Patterns—contd.</i>									
<i>Subhead B.—Item 11—contd.</i>									
1E/3634	693	Turnscrews ...	No.	—	—	—	—	1	—
3635	694	Turnscrews ...	"	—	—	—	—	1	—
<i>Subhead E.—Item 11.</i>									
1A/241	C345	Brush, flat, squirrel, $\frac{1}{2}$ -in.	"	—	—	—	—	—	2
256	C279	Brush, sash, tool, No. 6	"	—	—	—	—	—	1
<i>Subhead E.—Item 12.</i>									
1B/1396	763	Handles, ash or hickory, for files, ferruled.	"	2	2	2	2	—	2
139	765	Handles, ash or hickory, for files, ferruled.	"	2	2	2	2	—	—
<i>Subhead F.—Item 1A.</i>									
2247	6502	Spanner, D.E., $\frac{3}{8}$ -in. \times $\frac{1}{16}$ -in.	"	1	1	1	—	1	—
<i>R.A.F. Pattern.</i>									
<i>Section 1A.</i>									
3864	—	Bars, tommy, $3\frac{1}{2}$ -in. \times $\frac{3}{16}$ -in.	"	—	—	—	—	1	—
Boxes, tool:—									
3717	—	Small ...	"	1	1	1	1	1	1
2740	—	Chisels, chipping ...	Set	1	1	1	—	—	—
Drifts, copper:—									
633	—	$6\frac{1}{2}$ -in. \times $\frac{1}{4}$ -in. ...	No.	—	—	—	—	1	—
Files:—									
1140	—	Smooth, round, 6-in. ...	"	—	—	—	1	—	—
<i>Section 1B.</i>									
4406	—	Nippers, diagonal, cutting, 5-in.	Prs.	—	—	—	1	—	1
1602	—	Needles, circular, $1\frac{1}{2}$ -in., circumference.	No.	—	3	—	—	—	—
4107	—	Pliers, sleeve, fixing ...	Prs.	—	—	—	1	—	—
Punches:—									
1821	—	Centre, 4-in. ...	No.	1	1	1	1	—	1
<i>Section 1C.</i>									
Screwdrivers:—									
3190	—	Instrument makers ...	Set	—	—	—	—	—	1
5923	—	Screw positioner combination.	No.	—	—	—	1	—	—
2187	—	Scribers fitters, 7-in.	"	1	1	1	—	—	—

R.A.F. Section and Ref. Number.	Admiralty Pattern No.	Description.	Denomination.	Type "A".	Type "B".	Type "C".	Type "D".	Type "E".	Type "F".
<i>R.A.F. Pattern—contd.</i>									
<i>Section 1C.—contd.</i>									
Spanners:—									
5383	—	Box, 2 B.A., single ended.	No.	—	—	—	—	1	—
5579	—	Box, 0 B.A. \times 2 B.A., double ended, 9-in. long.	"	1	1	1	1	—	1
5580	—	Box, 4 B.A. \times 6 B.A., double ended, 9-in., long.	"	1	1	1	1	—	1
5054	—	Single ended, 4 B.A.	"	—	—	—	—	—	1
2244	—	Double ended, $\frac{3}{16}$ -in. \times $\frac{1}{8}$ -in.	"	1	1	1	—	—	—
2245	—	Double ended, $\frac{1}{4}$ -in. \times $\frac{3}{16}$ -in.	"	1	1	1	—	1	—
5438	—	Folding (2 B.A., 4 B.A., 6 B.A.).	Sets	1	—	—	1	1	1
2590	—	Thimbles, tailors ...	No.	—	1	—	—	—	—
3594	—	Tweezers, electricians ...	"	—	—	—	—	—	1
<i>Section 1E.</i>									
5028	—	Cans, oil, M.G., Mark I...	"	—	—	—	—	1	—
3616	—	Drifts, No. 5 ...	"	—	—	—	—	1	—
<i>Section 1H.</i>									
6	—	Cleaners, contact, No. 1	"	—	—	—	—	—	2
7	—	Gauges, feeler, No. 1 (2-18 mils.).	Set	—	—	—	—	—	1
10	—	Pliers, adj. No. 1, Duck bill, bent, $5\frac{1}{2}$ -in.	No.	—	—	—	—	—	1
12	—	Screwdrivers, instrument, No. 1, $2\frac{1}{2}$ -in. \times $\frac{1}{8}$ -in.	"	—	—	—	—	—	1
23	—	Spanners, flat, No. 3 ($\frac{3}{8}$ -in. \times $\frac{5}{16}$ -in.).	"	—	—	—	—	—	1

APPENDIX II

O.U. 6328

X Y Z

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
<i>Section 1A.</i>																				
	Brushes, engine, cleaning ...	C.302	No.	8	16	24														
2751	Clamps, toolmakers, 3½-in. ...	C.540	"	3	3	3			2	2	3	4								
745	Drills, twist, 1/8-in. ...	2056	"													1	3			
747	Drills, twist, 3/32-in. ...	2046	"													6				
749	Drills, twist, 1/8-in. ...	2034	"													6				
751	Drills, twist, 3/32-in. ...	2026	"													4				
753	Drills, twist, 1/8-in. ...	2016	"													2				
755	Drills, twist, 7/16-in. ...	2006	"													3				
757	Drills, twist, 1/4-in. ...	2004	"													2				
938	Files, 3-square, bastard, 5-in. †	1	"	1	1	1										3				
				4	8	12			1	1	1	1				2	2			
1156	Files, 3-square, smooth, 5-in. †	B.11/26	"	2	2	2										2				
				2	4	6			1	1	1	1				2				
				1	1	1														
931	Files, square, bastard, 8-in. ... †	B.11/36	"	4	8	12			1	1	1	1				2				
				2	2	2														
932	Files, round, taper, bastard, 8-in. †	B.11/78	"	4	8	12			1	1	1	1				2				
				2	2	2														
908	Files, bastard, H.S.E., 6-in. ... †	B.11/382	"	8	16	24			2	2	2	2				2				
1061	Files, second cut, H.S.E., 10-in. †	B.11/394F...	"	2	4	6			2	2	3	3				2				
1143	Files, smooth, round, 10-in. ...		"													2				
				1	1	1														
947	Files, warding, cut one side, 4-in. †	592...	"	4	8	12			3	3	4	4				2				

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<i>Section 1B.</i>																				
1325	Hammers, fitters, ball pane, 4-ozs. †	B.11/C.611	"	1	2	3			1	1	1	2				2			16	
1340	Hammers, hide faced, No. 1 ... †	—	"	2	4	6			1	1	1	2				8	2			
				3	3	3														
1341	Hammers, hide faced, refills ...	—	No.						3	3	3	4						7		
				1	2	3														
1641	Nippers, end cutting, 5½-in. long. †	1448	Prs.	2	2	2			1	1	2	4						6	2	
	Pliers, round, 6-in. ... †	986...	"	2	4	6			1	1	1	1								8
	Pliers, long flat nose, 6-in. ... †	3605	"	2	4	6			1	1	1	1								7
				1	2	3														
2126	Rules, engineers, steel, 24-in. †	4269	No.	2	2	2			1	1	2	2						6	2	8
<i>Section 1C.</i>																				
5583	Saw, hack, blades, 12-in., 18†	B.11/C.788	"	36	36	36			36	72	108	144						24		288
	T.P.I.			36	72	108														
2143	Saw, hack, blades, 12-in., 32†	B.11/C.791	"	36	36	36			36	72	108	144						24		288
	T.P.I.			36	72	108														
2177	Screwdrivers, watchmakers, 1/16-in. × 6-in. †	B.11/3063	"	2	4	6			1	1	1	1								
				2	2	2														
5035	Spanner, 1/2-in. × 5/8-in., box ... †	3864	"	3	6	9			2	2	2	2						6		13
				3	3	3														
5383	Spanner, box, 2 B.A., single ended. †	828...	"	2	4	6			2	2	2	2						8	3	15
				3	3	3														
5384	Spanner, box, 4 B.A., single ended. †	—	"	2	4	6			2	2	2	3						8	3	15
				3	3	3														
5054	Spanner, single ended, 4 B.A. †	—	"	2	4	6			2	2	2	3						7	4	8
				2	2	2														
5041	Tool, rivetting, 3/32-in. dia. rivet	—	"															5	3	
5039	Tool, rivetting, 1/8-in. dia. rivet	—	"															5	3	
2615	Vices, hand, 8-oz. ... †	C.518	"	2	4	6			2	2	2	2						2	18	
2141	Saw, hack, adjustable, 12-in. †	B.11/4314...	"																	2

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1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	
<i>Section 1A.</i>																					
2751	Brushes, engine cleaning ...	C.302	...	No.	2	2		2	1	1											
745	Clamps, toolmakers, 3½-in. ...	C.540	...	"									2								
747	Drills, twist, 1/16-in. ...	2056	...	"																	
749	Drills, twist, 3/32-in. ...	2046	...	"																	
751	Drills, twist, 1/8-in. ...	2034	...	"																	
753	Drills, twist, 5/32-in. ...	2026	...	"																	
755	Drills, twist, 3/16-in. ...	2016	...	"																	
757	Drills, twist, 7/32-in. ...	2006	...	"																	
938	Drills, twist, 1/4-in. ...	2004	...	"																	
1156	Files, 3-square, bastard, 5-in. ...	1	...	"																	
931	Files, 3-square, smooth, 5-in. ...	B.11/26	...	"	1	1		1	1	1			1								
932	Files, square, bastard, 8-in. ...	B.11/36	...	"	1	1		1	1	1			1								
908	Files, round, taper, bastard, 8-in. ...	B.11/78	...	"	1	1		1	1	1			1								
1061	Files, bastard, H.S.E., 6-in. ...	B.11/382	...	"	2	2		2	1	1			1								
1143	Files, second cut, H.S.E., 10-in. ...	B.11/394F...	...	"	2	2		2	1	1			2								
947	Files, smooth, round, 10-in. ...	—	...	"																	
947	Files, warding cut, one side, 4-in. ...	592...	...	"	2	2		2	1	1			1								
<i>Section 1B.</i>																					
1325	Hammers, fitters, ball pane, 4-ozs. ...	C.611	...	"	1	1		1	1	1			2								
1340	Hammers, hide faced, No. 1 ...	—	...	"	2	2		2	1	1			2								
1341	Hammers, hide faced, refills ...	—	...	"					2	2			3								

1641	Nippers, end cutting, 5½-in. long	1448	...	No.	1	1		1	1	1			2								
	Pliers, round, 6-in. ...	986	...	"					1	1			2								
	Pliers, long flat nose, 6-in. ...	3605	...	"						1			1								
2126	Rules, engineers, steel, 24-in. ...	4269	...	"	1	1		1	1	1			1								
<i>Section 1C.</i>																					
5583	Saw, hack, blades, 12-in., 18 T.P.I. ...	B.11/C.788	...	"	12	12		12	48	48			72								
2143	Saw, hack, blades, 12-in., 32 T.P.I. ...	B.11/C.791	...	"	12	12		12	48	48			72								
2177	Screwdrivers, watchmakers, 3/16-in. × 6-in. ...	B.11/3603	...	"						1	1		1								
5035	Spanner, 1/2-in. × 5/8-in. box ...	3864	...	"	2	2		2	1	1			2								
5383	Spanner, box, 2 B.A., single ended. ...	828...	...	"	1	1		1	1	1			2								
5384	Spanner, box, 4 B.A., single ended. ...	—	...	"	1	1		1	1	1			2								
5054	Spanner, single ended, 4 B.A. ...	—	...	"	1	1		1	1	1			2								
5041	Tool, rivetting, 3/32-in. dia. rivet ...	—	...	"	1	1		1													
5039	Tool, rivetting, 1/8-in. dia. rivet ...	—	...	"	1	1		1													
2615	Vices, hand, 8-oz. ...	C.518	...	"	1	1		1	1	1			1								

(A.F.Os. 5080/41 and 491/42.)

2794.—Portable Cofferdam for Repairing Leaks Near the Waterline

(D. 08047/42.—11.6.1942.)

A portable cofferdam as illustrated and described in A.F.O. diagram No. 144/42 has proved of value in a Royal Dockyard for dealing with leaks in the vicinity of the waterline without dry-docking the ship. The attention of dockyard officers and Commanding Officers of Repair and Depôt Ships is directed to the possibilities of this scheme.

*(Commodore Superintendent, Gibraltar, 1/4/42, No. 245.)***2795.—Test of Lifting Appliances***Mercantile Vessels Requisitioned for Naval Service*

N.L. 6503/42.—11.6.1942.)

An accident involving serious injury to a rating occurred in a merchant ship requisitioned for Naval Service as a result of the parting under load of a steel wire rope forming part of a lifting appliance which had been in regular use both prior to and since commissioning for Naval Service

2. Enquiry revealed that neither the wire nor the lifting appliance in question had been tested in accordance with the instructions contained in Engineering Manual, Articles 40 and 42, neither was there any record in the ship of the date of last test.

3. Attention is drawn to the necessity for strict compliance with the regulations regarding periodical examination and test of all lifting appliances, laid down in K.R. & A.I., Articles 700 and 701. If possible, the dates of last test of all wire ropes and lifting appliances are to be obtained from the ship's officers and/or the shipping company at the time the vessel is taken over. If tests are due or records are not available, tests are to be carried out during the conversion period.

2796.—Electric Cable, Pattern 13349—Introduction

(N.S. 13103/42.—11.6.1942.)

Electric cable, Pattern 13349, has been introduced for use when wiring W/T instruments, and has been added to the rate book of naval stores under subhead FIC.

2. This cable is similar to Pattern 1871A, but it has no braiding over the rubber sheathing.

3. Stock of this cable is being provided at Glossop, and demands should be forwarded to the Naval Store Officer, Haslemere.

2797.—Sparking Plugs for Napier Sea Lion Engines

(N.S. 15707/42.—11.6.1942.)

Owing to the shortage of mica sparking plugs K.L.G. RV7/2 are no longer available.

2. Future requirements of plugs for Napier Sea Lion engines are to be met by issue of type R-ML. 60, obtainable from Messrs. K.L.G. under Standing Contract C.P. 90738, dated 31st January, 1941.

3. No further orders for type RV7/2 are to be placed.

*(A.F.Os. 4786/41 and 1438/42.)***2798.—Timber for Decking***Vessels under Construction and under Repair*

(C.P. 96881/41.—11.6.1942.)

With reference to paragraph 4 of A.F.O. 2079/42, direct requirements by dockyards for decking should be demanded on Admiralty in accordance with the usual practice.

*(A.F.O. 2079/42.)***Section 4****OTHER STORES—NAVAL STORES, VICTUALLING STORES, MEDICAL STORES, CONTRACTS****2799.—Supply of Victualling Stores in the United Kingdom—Procedure Consequent upon Dispersal of Stocks**

(V. 21023/42.—11.6.1942.)

Paragraph 1 of A.F.O. 2432/42 is to be amended to read as follows:—

“Supplies of officers' clothing, flying clothing and W.R.N.S. clothing are now available at Jamestown Victualling Depôt.”

*(A.F.O. 2432/42.)***2800.—Royal Marine Clothing—Stocks to be Maintained in H.M. Ships**

(R.M./V. 2336.—11.6.1942.)

See AFO 2061/40.
K.R. & A.I., Appendix XX, is to be regarded as suspended while the war-time R.M. system of clothing issues is in force, and in future Accountant Officers are to maintain such stocks of R.M. clothing, etc., as are considered necessary to meet replacements of clothing under A.F.O. 2944/39.

2. It will be appreciated that the scales shown in K.R. & A.I., Appendix XX, were, in peace time, supplemented by the annual issues to individuals, forwarded from the man's R.M. headquarters. These annual issues have now ceased under the war-time system, whereby unserviceable articles of kit are exchanged as and when necessary, and it will therefore be necessary for Accountant Officers to maintain larger stocks which will normally have a quicker turnover.

3. Under A.F.O. 2944/39, unserviceable articles of kit are exchanged on the recommendation of the Officer Commanding, R.M. Detachment, and on the authority of the Commanding Officer.

4. Voluntary purchases on repayment are only permitted in cases of chargeable loss in order to complete a man's kit up to the authorised scale, but it must be clearly established that the man is actually deficient of the article in question.

*(K.R. & A.I., Appendix XX.)**(A.F.O. 2944/39.)***2801.—Helmets, Flying Tropical, Naval Pattern, N.101-104**

(V. 2318/42.—11.6.1942.)

The four sizes of the N pattern tropical flying helmet referred to in paragraphs 2 and 3 and Appendices I and II of A.F.O. 1798/42 have been allocated Pattern Nos. N. 101, N. 102, N. 103 and N. 104. N. 101 is the smallest size. A.F.O. 1798/42 should be amplified accordingly.

*(A.F.O. 1798/42.)***2802.—Loan Clothing Establishment***Commissioned Rescue Tugs.*

(V. 2302/42.—11.6.1942.)

The following addition is to be made to the establishment of loan clothing for commissioned rescue tugs:—

Blankets, seamen's, marked ... One spare for 50 per cent. of the number of ratings borne.

2. These blankets are to provide a margin for the use of newly joined ratings whilst the loan blankets which have been in use by their predecessors are being washed, and the necessary quantities are to be demanded from the Victualling Yards in the usual way by the Accountant Officers concerned.

(A.F.O. 62/41.)

2803.—Stretcher Cots, Pattern 474—Introduction of

(N.S. 4012/38.—11.6.1942.)

A new type of stretcher cot has been introduced. This cot has the advantage that a patient landed in it can be placed direct into an ambulance without transfer to another stretcher on arrival ashore, but is not a satisfactory substitute for the existing naval cot for accommodating sick on board, when a cot is needed for this purpose.

2. Pattern No. 474 has been allocated to the cot, which will be dealt with under Subhead E, Item 12. An initial purchase of 400 has been made for distribution as follows:—

Chatham	...	50	Devonport	...	50
Portsmouth	...	50	Rosyth	...	50
Mersey Area	...	100	(of which 20 are to be sent to Gibraltar and 40 to Alexandria).		
Severn Area	...	100	(of which 30 are to be sent to Durban, 30 to Simonstown and 10 to Bermuda).		

3. This stretcher cot should be substituted for 25 per cent. of the existing type of naval cot (Subhead D.4); where the allowance is one, it should replace the existing cot.

4. Ships in commission should demand on their storing yards, returning an equivalent number of canvas cots when stretcher cots are received. Supply to vessels of new construction should be made by storing yards.

5. For ships building by contract, where the supply of canvas cots is a ship-builder's liability; the overseers concerned should arrange for a fair and reasonable abatement.

6. The Sea Store Establishments concerned will be amended.

2804.—Economy in the Use of Drugs and Surgical Materials

(M.D.G. 26411/42.—11.6.1942.)

The supply of silk for surgical purposes is limited and demands for this material are to be reduced to a minimum.

2. Silkworm gut is in extremely short supply and substitutes will have to be accepted.

3. Strict economy is essential in the use of salts of mercury.

4. Attention is again drawn to the necessity for economy in the use of coal tar derivatives. The utmost care is to be taken to avoid the wasteful use of "phenol" disinfectants. The use of aspirin should be restricted to purposes for which its therapeutic value is established.

5. The attention of nursing personnel is to be drawn to the necessity of conserving stocks of glycerine and spirit for essential purposes.

6. The most stringent supervision is to be exercised over the administration of glucose.

(A.F.Os. 3311/41, 3751/41, 4795/41, 5319/41.)

2805.—Empty "Sterivac" Bottles—Return of

(M.D.G. 27179/42.—11.6.1942.)

Empty "Sterivac" bottles are to be returned to the contractor, Messrs. Allen & Hanburys, Limited, Bethnal Green, London, E.2, at the earliest opportunity after use. No charge is made for the bottles when solutions are supplied by the firm, but unless the empty bottles are returned within a reasonable time, a charge of 1s. per bottle will be incurred.

2806.—Degaussing of Neutral Vessels—Procedure for Recovery of Cost of Admiralty Materials

D.E.A./MF. 342/41.—11.6.1942.)

It is important that the present conditions under which neutral vessels may be granted degaussing facilities should be strictly observed in order that there shall be no delay or failure to secure reimbursement of the cost of Admiralty materials, and to avoid any question of Admiralty liability for the cost of the actual work of degaussing.

2. The essentials are that the contract should be made between the owner of a vessel to be degaussed and the ship repair contractor who is to carry out the work and that all cable and other material which is supplied from Admiralty sources should be issued to the ship repairer on repayment and recovered locally.

3. The prices to be charged for supplies of degaussing material for neutral ships are shown in the Appendix hereto. They will be subject to amendment from time to time. Where appropriate they include an element for the cost of making up coils.

4. If for any reason it is not practicable to obtain local payment for supplies of Admiralty materials the full circumstances should be communicated to the Director of Expense Accounts, Admiralty, Bath, immediately, together with the receipt from the ship repairer for the supplies, any correspondence and information as to the name and nationality of the vessel, names and addresses of owners, agents, and degaussing contractors, whether the work is for original installation or repair, date of taking in hand and full description and quantities of materials supplied which, for cable, should include information as to the size and description.

APPENDIX

Prices to be charged for supplies of Admiralty Materials for degaussings of neutral vessels

Description.	At home and obtained locally abroad.		Gibraltar.	Elsewhere abroad.	
	£	s. d.		£	s. d.
CABLE (PRICE PER 1,000 YARDS)					
<i>Old Type Single Core Cable—</i>					
3/036	...	16	0	18	0
3/044	...	16	0	19	0
7/029	...	19	0	22	0
7/036	...	20	0	24	0
7/044	...	26	0	31	0
7/064	...	47	0	56	0
7/083	...	67	0	79	0
19/052	...	71	0	84	0
19/064	...	99	0	117	0
19/085	...	156	0	186	0
127/112	...	1,280	0	1,540	0
<i>Single Core, T.R.S. (660 grade)—</i>					
19/0064	...	126	0	150	0
19/052	...	104	0	123	0
7/064	...	74	0	88	0
7/044	...	45	0	54	0
7/036	...	34	0	40	0
<i>Multicore Cable (T.R.S.)—</i>					
7/19/064	...	705	0	849	0
7/19/052	...	544	0	656	0
7/19/044	...	410	0	494	0
7/7/064	...	352	0	424	0
7/7/044	...	224	0	270	0
7/7/036	...	186	0	224	0

Description.	At home and obtained locally abroad.		Gibraltar.		Elsewhere abroad.	
	£	s. d.	£	s. d.	£	s. d.
<i>Armoured Cable—</i>						
7/19/064	1,057	0 0	1,273	0 0	1,403	0 0
7/19/052	801	0 0	965	0 0	1,063	0 0
7/19/044	705	0 0	849	0 0	936	0 0
7/7/064	544	0 0	656	0 0	723	0 0
19/7/064	1,006	0 0	1,212	0 0	1,335	0 0
19/7/044	675	0 0	810	0 0	893	0 0
19/7/036	576	0 0	685	0 0	765	0 0
<i>Multicore L.A.S. Cable—</i>						
7 core 19/064	897	0 0	1,080	0 0	1,191	0 0
7 core 19/052	653	0 0	787	0 0	868	0 0
7 core 19/044	512	0 0	617	0 0	680	0 0
7 core 7/064	423	0 0	509	0 0	561	0 0
<i>Patt. ANCILLARY EQUIPMENT</i>						
Merchant ship junction boxes	33	0 0	40	0 0	44	0 0
Merchant tanker junction boxes	46	0 0	56	0 0	61	0 0
Merchant ship manifolds ...	14	0 0	17	0 0	19	0 0
Merchant tanker manifolds ...	27	0 0	32	0 0	36	0 0
Engine-room switchboards ...	13	0 0	15	0 0	17	0 0
Moving coil ammeters, 0-120 amps.	4	12 0	5	10 0	6	5 0
<i>Switches—</i>						
100/120 amp. merchant ships or merchant tankers.	8	5 0	10	0 0	11	0 0
60 amp. ditto	7	0 0	8	10 0	9	5 0
30 amp. ditto	7	0 0	8	10 0	9	5 0
Merchant ship glands—bulk- head or junction box.	14	0	17	0	19	0
Tanker bulkhead glands ...	1	3 0	1	8 0	1	11 0
Tanker junction box glands...	1	6 0	1	11 0	1	14 0
Resistance regulators ...	54	0 0	65	0 0	71	0 0
10 kW motor generator set (steam set).	514	0 0	564	0 0	564	0 0
15 kW motor generating set (steam set).	521	0 0	572	0 0	572	0 0
10kW Diesel set	566	0 0	621	0 0	621	0 0
925 Heeling error coils	4	17 0	5	15 0	6	10 0
929 Compass corrector coils ...	3	10 0	4	5 0	4	14 0
930 Reversible magnet holders ...	4	12 0	5	10 0	6	5 0
932 Terminal box	1	15 0	2	2 0	2	6 0
933 Heeling error coils	2	9 0	2	19 0	3	6 0
934 "B" Compass corrector coils	6	10 0	7	15 0	8	10 0
945 Heeling error resistance box	4	17 0	5	15 0	6	10 0
946 Resistance box	6	15 0	8	5 0	9	5 0
949 Resistance box	9	10 0	11	10 0	13	0 0
958 Resistance box	9	10 0	11	10 0	13	0 0
973 Resistance box	4	19 0	6	0 0	6	10 0
100 amp. D.P.S.T. switches	2	5 0	2	14 0	3	0 0
100 amp. fuses	1	2 0	1	7 0	1	10 0
0/100 amp. M.C. ammeters ...	4	16 0	5	15 0	6	10 0
100 amp. S.P.S.T. switches	1	2 0	1	7 0	1	10 0

2807.—Butane Liquid Gas to be Used Instead of Calor Gas

(N.S. 14303/40.—11.6.1942.)

Large quantities of Calor gas have been obtained by yards and Naval bases by local purchase from local agents of the Calor Gas (Distributing) Co., Ltd. in various parts of the country for use in Calor gas installations in small craft.

2. As stated in A.F.O. 2657/39, Butane liquid gas obtainable from Imperial Chemical Industries, Ltd. under an Admiralty standing contract, viz., C.P. 40372/41, dated 19th July, 1941, and now supplied in cylinders holding 32 lb. of gas, should be used in Calor gas equipments. A limited quantity of Admiralty cylinders exists for this purpose, and when there are none of these immediately available, the contractors can supply in their own cylinders, making a higher charge for supply of the gas.

3. The prices charged under the Admiralty standing contract are very much cheaper than those charged for Calor gas by the Calor Gas (Distributing) Co., Ltd., when supplied under local purchase, and for this reason, recourse is not to be had to the latter method of supply, except in case of emergency.

4. In addition to the higher cost of Calor gas, the Calor Gas (Distributing) Co., Ltd. insist that a corresponding number of their own empty cylinders must be returned to the supplying agent whenever a purchase of fresh cylinders of gas is made. If this is not possible, a further charge of 40s. 0d. per cylinder is made, and, on return, only a small portion of the 40s. 0d. is refunded, the remainder being regarded as a hire charge.

5. In no circumstances are Admiralty- or Imperial Chemical Industry-owned Butane gas cylinders to be sent or returned to agents of the Calor Gas (Distributing) Co., Ltd. for refilling or any other purpose.

6. Any yard, area store depôt or Naval base, having local requirements of Butane or Calor gas, which has not already got a copy of the standing contract with Imperial Chemical Industries, Ltd. referred to in paragraph 2, should apply to the Director of Navy Contracts, Br.5a, Foxhill Hutments, Admiralty, Bath, for a copy, and for the contract to be extended to cover their requirements.

7. In view of the limited numbers of Admiralty Butane gas cylinders available and the higher charges made by the Imperial Chemical Industries, Ltd. for supply of Butane gas in their own cylinders, it is important that all cylinders, as soon as emptied, should be returned at once by ships or services, to their storing yard or base and forwarded promptly by the latter to the Company's works at Billingham, whether refilling is required or not.

8. Attention is drawn to A.F.O. 807/42.

(A.F.Os. 2657/39 and 807/42.)

Section 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE

2808.—Amendments to Books

(E.F.O.—11.6.1942.)

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

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

A.F.O. P.256/42.—B.R. 45—Admiralty Manual of Navigation, 1938, Vol. I—Amendment No. 5.

P.257/42.—O.U. 5531—Regulations for Maintenance of 21-in. Mark VIII—VIII** Torpedoes—Amendment No. 25.

P.258/42.—O.U. 6090 (B)—Range Table No. 405 for 4.7-in. Guns—Amendment.

P.259/42.—O.U. 6090 (B)—Range Table No. 405A for 4.7-in. Guns—Amendment.

P.260/42.—O.U. 6090 (B)—Range Table No. 424 for 4.7-in. Guns—Amendment.

- A.F.O. P.261/42.**—O.U. 6090 (B)—Range Table No. 424A for 4.7-in. Guns—Amendment.
P.262/42.—O.U. 6090 (G)—Range Table No. 418 for 5.25-in. Guns—Amendment.
P.263/42.—O.U. 6090 (G)—Range Table No. 418A for 5.25-in. Guns—Amendment.
P.264/42.—O.U. 6090 (J)—Range Table No. 271 for 6-in. Guns—Amendment.
P.265/42.—O.U. 6090 (K)—Range Table No. 373A for 4-in. Guns—Amendment.
P.266/42.—O.U. 6090 (K)—Range Table No. 373B for 4-in. Guns—Amendment.
P.267/42.—O.U. 6090 (X)—Range Table No. 402B for 4.5-in. Guns—Amendment.
P.268/42.—O.U. 6090 (X)—Range Table No. 402C for 4.5-in. Guns—Amendment.
P.269/42.—O.U. 6090 (Y)—Range Table No. 419 for 14-in. Guns—Amendment.

(A.F.O. 2695/42.)

2809.—A.M.S.Is.

(E.F.O.—11.6.1942.)

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

A.M.S.Is. 221-226/42.

(A.F.O. 2696/42.)

2810.—Official Mail for Vessels Paid Off, Refitting, etc.—Disposal

(M. 2425/42.—11.6.1942.)

Official mail should not normally be addressed to vessels paid off, refitting, converting, fitting out, etc.

2. Where official mail is received for such vessels, and no officer is borne, the Naval Officer-in-Charge at the port or the Resident Naval Officer should open and deal with the correspondence as necessary and it should not be sent to the Depôt.

3. In the case of ships lost official mail should be returned to the sender and not forwarded to the senior surviving officer.

2811.—Dental Officers' Appointment Book—Establishment of New Form M. 181

(M.D.G. 12133/42.—11.6.1942.)

A new form has been established for recording dental appointments in lieu of the normal diaries, which have been discontinued.

2. Each form is a loose sheet, size 10 in. by 8 in., and divided into eight sections, one for each day of the week and one for notes. The forms are perforated on one side and can be laced together. A permanent cover, with laces, is also available.

3. The form has been given the number M. 181, and dental officers should demand requirements of the R.N. Store Depôt, Elveden Road, Park Royal, London, N.W.10.

2812.—Naval Aircraft—Universal Amendment List to all Appendices "A" and Weight Sheet Summaries—Wireless Schedule

(A.M. 4968/42.—11.6.1942.)

All relevant appendices "A" and weight sheet summaries are to be amended throughout to show the word "radio" in lieu of "wireless".

2. This Order should be quoted as the authority for the amendments as the action will not be covered by the ordinary amendment list procedure.

2813.—O.U. and B.R. Publications—Distribution During May, 1942

(N.S. 36/42.—11.6.1942.)

- B.R. 70—March Supplement, Signal Letters of British Ships.
 B.R. 119 (6)—Revised page 7 and additional pages 8–10, Silhouettes of Merchant Vessels (France, Portugal and Spain).
 B.R. 125—Supplements Nos. 12 and 13, Lloyds Register of Shipping.
 B.R. 130—Bradshaws Railway Guide (May edition).
 B.R. 267—Handbook for the Holman Projector, Mark II.
 B.R. 287—Turret Gun Drill for 5.25 in. Q.F. Mark I Guns on Twins HA/LA Mountings, Mark II.
 B.R. 288—Drill for the Smith 3-in. Smooth Bore Lightweight Gun, Mark I.
 B.R. 293—Pamphlet for the Apparatus, Type J.
 B.R. 353—Establishment of Naval Stores for Shallow Draught Gunboats, Insect and Seabird Classes (1942 reprint).
 B.R. 501—Handbook on Norway.
 B.R. 506—Handbook on Morocco.
 B.R. 569—Practical Construction of Warships (Newton).
 B.R. 618—The Standard Ballistic Atmosphere.
 O.U. 5484—Revised page 2A, Block Sketch Cards of Italian War Vessels.
 O.U. 5494A } Amendment No. 82.
 A.P. 1480A } Silhouettes of Aircraft. Royal Air Force.
 O.U. 5494B } Amendments Nos. 22, 23 and 24.
 A.P. 1480B } Silhouettes of Aircraft. German.
 O.U. 5494C } Amendments Nos. 16, 17, 18 and 19.
 A.P. 1480C } Silhouettes of Aircraft. Italian.
 O.U. 5494E } Appendix to Amendment No. 5.
 A.P. 1480E } Silhouettes of Aircraft. Russian.
 O.U. 5494F } Amendments Nos. 9 and 10.
 A.P. 1480F } Silhouettes of Aircraft. Japanese.
 O.U. 5513—Navy List (April Edition).
 O.U. 6090B { New Page 1A to R.T. 254.
 { Revised pages 1 and 11 to R.T. 412.
 { Revised pages 1 and 13 to R.T. 424.
 { Revised pages, 1 and 13 to R.T. 424A.
 { Revised page 1 and additional page 11 to R.T. 441.
 { Revised page 1 and additional page 8 to R.T. 447
 { for Q.F. 4.7-in. Gun.
 O.U. 6090E { Revised page 1 and new page 1A to R.T. 430 and 431
 { for Q.F. 2-pdr. Gun, Mark VIII.
 O.U. 6090Q (1)—O.B. Diagram 98, Sketch No. 77815 and R.T. 533 for U.S., 5-in. 38 Calibre Gun.

Corrections to O.U. and B.R. Publications

- A.F.O. "P" 207 to "P" 210 inclusive—see A.F.O. 2098/42.
 A.F.O. "P" 211 to "P" 232 inclusive—see A.F.O. 2185/42.

Corrections to Signal Publications O.U. and B.R. Series

- C.A.F.O. "S.C." 16—Correction No. 14 to O.U. 5339.
 C.A.F.O. "S.C." 17—Correction No. 13 to O.U. 5516.
 C.A.F.O. "S.C." 18—Correction No. 14 to O.U. 5516.
 C.A.F.O. "S.C." 19—Correction No. 15 to O.U. 5516.
 C.A.F.O. "S.C." 20—Correction No. 4 to O.U. 5536.
 C.A.F.O. "S.C." 21—Correction No. 6 to O.U. 5339A (3).
 C.A.F.O. "S.C." 22—Correction No. 16 to O.U. 5516.

Miscellaneous

- Index to Army Orders.
 Army Orders 32–45 and 67.
 Aircraft Recognition British Planes, E.1 and B.3.
 British Survey, Vol. III, No. 21, and Supplement.
 Leaflet No. 3 Instructions to Conveyance of Explosives.

(A.F.Os. 2098/42, 2185/42 and 2319/42.)

**2814—O.U. 6242—Handbook of Electrical Fire Control Instruments—
Reduced Establishment**

(Sta. 13478/42.—11.6.1942.)

The establishment of O.U. 6242 has been revised as shown below:—

<i>Class of Ship</i>	<i>Revised Establishment</i>
Capital ships	1
Aircraft carriers	
Cruisers	1
Fast minelayers	
Monitors	3
Flotilla leaders	
Destroyer depot ships	1
Fleet repair ships	
Submarine base ships	1
Submarine depot ships	

2. Any copies held by the above in excess of the revised establishment, and by other ships, should be returned to the Naval Store Officer, R.N. Store Depot, Edgware Road, Cricklewood, N.W.10.

3. Form O.U. 2A will be amended on reprint.

2815.—B.R. 370—Establishment of Naval Stores for H.M. Mooring Vessels—Reprint
(N.S. 17714/42.—11.6.1942.)

B.R.370—Establishment of Naval Stores for H.M. Mooring Vessels—has been reprinted and will be distributed to services concerned from the R.N. Store Depot, Park Royal.

2. Copies of the previous (1938) edition and of lists of errata thereto may be disposed of.

2816.—B.R. 625—Ordnance Board Ballistic Tables, 1940, Part I—The Air Resistance Function of the Standard Projectile ; 5/10 C.R.H. Cylindrical Base.
B.R. 625A—Ordnance Board Ballistic Tables, 1940, Part II—Air Resistance Tables for the Standard Projectile ; 5/10 C.R.H. Cylindrical Base. The Primary Ballistic Functions—Issue.

(G. 3765/42.—11.6.1942.)

Copies of the above-mentioned publications will shortly be issued, without demand, by the Naval Store Officer, R.N. Store Depot, Elvedon Road, Park Royal, N.W.10, in accordance with the following establishment, viz.:—

<i>Commanders-in-Chief</i>	<i>Copies.</i>
Home Fleet, The Nore, Portsmouth, Plymouth, Rosyth, Western Approaches, Mediterranean, East Indies, Eastern Fleet, South Atlantic, North America and West Indies.	1 each
H.M.S. "Excellent"	2
Captain (G), H.M. Gunnery School, Chatham	2
Captain (G), H.M. Gunnery School, Devonport	2
Staff Library, Admiralty	1

2817.—Form D. 492—Abolition

(Sta. 10106/42.—11.6.1942.)

The following has been abolished:—

D. 492. Estimate for Wages, Dockyard Writers.

2818.—Form D.707—Abolition

(Sta. 10167/42.—11.6.1942.)

Form D.707, Notice.—Instructions for opening tin-lined cases will not be reprinted, and on stocks becoming exhausted these notices are to be prepared locally, as and when required.

2819.—M.185—List of Foreign Invalids Embarked

(M.D.G. 27055/42.—11.6.1942.)

See A.F.O. 2749/42 under Section 2 of this issue.

(A.F.O. 2749/42.)

2820.—Form O.6—Ammunition Labels—Additions

(A.S./Sta. 14493/42.—11.6.1942.)

Serial Number	Description	Where used	Page in Form O.6 (October, 1941, revision),	Sta. No.
N.312	4 Cartridges, Q.F., 4-in., Marks XVI & XVI* Guns, F.A., H.E. Special with Smoke Boxes, Mark Foil.	Between battens on lid of Box C.199.	8	14493/42
N.707	... Cartridges, Q.F., 4-in., Marks XVI & XVI* Guns, F.A., H.E. Special with Smoke Boxes, Mark Foil.	In recess, top and bottom of Box C.222.	9	14493/42
N.817	2 Cartridges, Q.F., 4.5-in. Gun, F.A., H.E. Special, with Smoke Boxes, Mark Foil.	On lid of Box C.215.	7	14493/42
N.818	1 Cartridge, Q.F., 4.5-in. Guns, F.A., H.E. Special with Smoke Boxes, Mark Foil.	In recess on lid of container.	7	14493/42
N.819	2 Cartridges, Q.F., 4.7-in., Mark VIII (E.M.F.) Guns, F.A., H.E., Special, with Smoke Boxes, Mark Foil.	Between battens on lid of box.	6	14493/42

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

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

2821.—Form O.6—Ammunition Labels—Additions

(A.S./Sta. 14309/42.—11.6.1942.)

Serial No.	Description	Where used	Page in Form O.6 (October, 1941, revision)	Sta. No.
N.705	Cartridges Q.F. blank 4 in., XVI and XVI* guns. Filled 3 lb.	Front of box C.200	4	14309/42
N.706	Cartridges Q.F. blank 3 lb., 4 in. XVI and XVI* guns:— Instructions for filling	Inside lid of box	4	14309/42

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

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

2822.—Form S.322—Deck Log—Amendments to Beaufort Scale and Sea and Swell Scale

(D. of N.—11.6.1942.)

A reprint of Form S.322—Deck Log—has become necessary, and the opportunity has been taken to replace the Beaufort and Sea Disturbance Scales in the frontispiece by the latest versions of these scales.

2. As ships will for some time be continuing to use up old stocks (i.e. the edition revised in October, 1935) and as it is manifestly undesirable to have two different scales in use simultaneously for recording weather observations, all copies of the older editions are to be corrected as shown hereunder before being brought into use.

On page 3 of the introductory notes, cancel everything, including footnotes, below the opening sentence of paragraph 6, "In recording the Force of the Wind and State of the Weather", and substitute:—

Beaufort Number.	Limits of Velocity in Knots.	Mean Equivalent Pressure in Pounds upon a Circular Disc of 1 sq. ft.*	Descriptive Terms.	Coastal Criterion.	Sea Criterion, 1939 (Provisional).	Approximate Equivalent Sea Disturbance Scale in Open Sea.†		
						Code Figure.	Description.	Probable Mean Height of Waves in ft.
0	Less than 1	0	Calm	—	Sea like a mirror	0	Calm (glassy)	—
1	1-3	0.01	Light air ...	Sufficient to give good steerage to fishing smacks with the "wind free".	Ripples with the appearance of scales are formed but without foam crests.	1	Calm (rippled)	1
2	4-6	0.08	Light breeze ...	Fishing smacks with topsails and light canvas, "full and by", make up to 2 knots.	Small wavelets, still short but more pronounced; crests have a glassy appearance and do not break.	2	Smooth	2½
3	7-10	0.28	Gentle breeze ...	Smacks begin to heel over slightly under topsails and light canvas; make up to 3 knots "full and by".	Large wavelets. Crests begin to break. Foam of glassy appearance. Perhaps scattered white horses.			
4	11-15	0.67	Moderate breeze	Good working breeze. Smacks heel over considerably on a wind under all sail.	Small waves, becoming longer; fairly frequent white horses.	3	Slight	5
5	16-20	1.31	Fresh breeze ...	Smacks shorten sail.	Moderate waves, taking a more pronounced long form; many white horses are formed. (Chance of some spray.)	4	Moderate	9
6	21-26	2.3	Strong breeze ...	Smacks double-reef gaff mainsails.	Large waves begin to form; the white foam crests are more extensive everywhere. (Probably some spray.)	5	Rough	14
7	27-33	3.6	Moderate gale...	Smacks remain in harbour and those at sea lie to.	Sea heaps up and white foam from breaking waves begins to be blown in streaks along the direction of the wind. (Spindrift begins to be seen.)	6	Very rough	19

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8	34-40	5.4	Fresh gale ...	Smacks take shelter if possible.	Moderately high waves of greater length; edges of crests break into spindrift. The foam is blown in well-marked streaks along the direction of the wind.	7	High	25
9	41-47	7.7	Strong gale ...	—	High waves. Dense streaks of foam along the direction of the wind. Sea begins to roll. Spray may affect visibility.	8	Very high	31
10	48-55	10.5	Whole gale ...	—	Very high waves with long overhanging crests. The resulting foam in great patches is blown in dense white streaks along the direction of the wind. On the whole the surface of the sea takes a white appearance. The rolling of the sea becomes heavy and shocklike. Visibility is affected.			
11	56-65	14.0	Storm	—	Exceptionally high waves. (Small and medium-sized ships might for a long time be lost to view behind the waves.) The sea is completely covered with long white patches of foam lying along the direction of the wind. Everywhere the edges of the wave crests are blown into froth. Visibility affected.	9	Phenomenal	45 or more
12	Above 65	Above 17.0	Hurricane ...	—	The air is filled with foam and spray. Sea completely white with driving spray; visibility very seriously affected.			

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* Determined at coast stations for a height of 33 ft. above sea level. The Gale Warning Signal in the British Isles is hoisted for winds which may reach force 8 or above.

† Notes.—(a) This table is based on all the available known authorities and observations, and gives average conditions in the open sea, as, for example, in mid-Atlantic.

(b) When estimating the state of sea under other conditions, reference should be made to the Admiralty Manual of Navigation, Volume III, and also to the following:—

(i) As the wave runs into shallower water, it becomes shorter, higher and, therefore, steeper.

(ii) The fetch in miles required to raise waves of the order given in the correlative table varies with the force of the wind, and is probably of the order of $\frac{W^6}{500}$ where W is the force of the wind by Beaufort Scale.

(iii) The size of a wave is limited by the depth of water, and the least depth in fathoms in which a wind will cause a sea according to the table is about $\frac{W^3}{10}$

(iv) The time taken for the wind to raise the sea given in the table depends upon the force of the wind, and the sea and swell already running; for a wind of force 5, a little more than 1 hour is necessary from a state of calm, whereas probably 12 hours is necessary for a wind of force 8.

(v) Waves will be higher than expected if super-imposed on swell, i.e. temporarily in phase with the swell, or approaching shallow water, or due to over-riding.

On page 4.

For "Douglas Sea and Swell Scale" read "Combined Sea and Swell Scale."

Wave Heights. *Cancel* whole paragraph from "The following wave heights," etc., to "8 Precipitous, over 36 feet." (Wave heights are now given in the Correlative Sea Disturbance Scale, opposite.)

In the footnotes below the paragraph referred to above:—

Amend definition of "Short Swell" from "Small" to read "less than 300 feet".

Amend definition of long swell from "or distance is large" to read "is more than 600 feet".

Amend definition of "Low Swell" from "Small" to read "less than 6 feet".

Amend definition of "Heavy Swell" from "great" to read "greater than 12 feet".

Section 6.—SHORE ESTABLISHMENTS

2823.—Private Motor Vehicles used on Official Business—Revised Scheme of Mileage Allowance for Naval and Civil Personnel—REPORTS

(C.E. 4404/42.—11.6.1942.)

Attention is drawn to A.F.O. 2743/42 shown in Section 2 of this issue.

(A.F.O. 2743/42.)

2824.—Travel Concessions—Civilian Non-Industrial Staff

(C.E. 7094/42.—11.6.1942.)

The provisions of Home Dockyard Regulations, Addendum No. 3, Article 1157, Clause 3, and Appendix IVa, Clause 3 (b), second sub-paragraph, concerning the issue of free travel warrants to non-industrial staff are suspended for the duration of the war, and the following instructions supersede those promulgated in A.F.O. 2886/41.

2. Until further notice the travel concessions laid down in paragraphs 5–8 of this order are applicable to the following groups of non-industrial staff:—

- (a) Staff on prolonged periods of detached duty, or temporarily transferred on a subsistence allowance basis or evacuated to a reception town where the billeting arrangements are in operation, including staff lent from other Government Departments.
- (b) Civilian non-industrial employees serving afloat in home waters away from their home ports or bases, e.g., 1st Class Masters and 1st Class Engineers of Yard Craft or Admiralty civilian non-industrial officers serving in Issuing or Supply Ships or Hospital Ships.
- (c) Staff transferred on a permanent basis while they are in receipt of lodging allowance and their families remain at the former station.

3. Evacuated or temporarily transferred officers who have moved their homes and/or families to a temporary station under the limited removal regulations may continue to receive the travel concessions set out in paragraphs 5, 6, and 7 below. Officers transferred on a permanent basis whose new headquarters have been evacuated will, if they move their homes and/or families to the reception area, normally be entitled to warrants to the headquarters town of that area only, e.g., such an officer permanently transferred from Rosyth to the Admiralty and stationed at Bath would be entitled to warrants to London only, though while his family remains at the former station, i.e., Rosyth (whether employed there temporarily or permanently) he may be allowed the travel concessions to that place.

4. The officers referred to in the preceding paragraph may, on permanent return to their normal headquarters, be granted the travel concessions from the permanent to the temporary station while their families remain at the temporary station.

5. *Free return warrants* (3rd class) to the nearest railway station to the officer's home in the vicinity of his headquarters town may be issued on two occasions in a period of 12 months (vide paragraph 10). In addition free journeys may also be granted in the following circumstances:—

- (a) To officers who were undergoing dental or medical treatment at the time of detachment and who produce a medical certificate to the effect that it is necessary to return home to complete it. One free pass only may be allowed for this purpose. This does not apply to return journeys for entirely new treatment.
- (b) When the officer is ordered home by his doctor during or immediately following a period of sickness, subject to the production of a medical certificate.

If the officer concerned is billeted it will also be necessary for the medical certificate to state that the illness cannot be suitably treated in the billet, and for the head of the officer's department to certify that suitable sick bay facilities are not available.

- (c) To enable an officer to visit his home at his normal station when it has been severely damaged by enemy action.
- (d) When the officer is granted special leave on account of domestic affliction. Where owing to urgency a travelling warrant is issued before approval to the grant of domestic affliction leave is received, the officer must undertake to refund without delay the cost of the journey if the request for domestic affliction leave is subsequently not approved.
- (e) If an officer falls seriously ill and the doctor certifies that the presence of one of his parents or his wife is essential, payment of the cost of one return journey may, in necessitous cases, be allowed at the discretion of the head of the department. Such cases should be reported to the Secretary of the Admiralty (C.E.II) for covering approval.

6. *Partly free concession travel.*—Return railway warrants (3rd class) may be issued to the nearest railway station to the officer's home in the vicinity of his headquarters town on three occasions in a period of 12 months (vide paragraph 10), subject to payment by the officer before the warrant is issued of the single fare, less 5 per cent. The balance of the cost of the return journey, viz., the difference between the sum paid by the officer, and the return fare (less the 5 per cent. "bulk" travel rebate) is borne by public funds. A note of the amount recovered from each officer should be made on the counterfoil.

A partly free journey may also be allowed to officers who are summoned home owing to serious illness of parents, wives or children, subject to the production of medical certificates to the effect that the presence of the officer is necessary.

7. *Free or partly free journeys to other towns* may be allowed in lieu of the normal yearly ration of two free and three partly-free journeys under paragraphs 5 and 6, subject to the following conditions:—

- (a) For free journeys where the cost of the return journey to the selected place does not exceed that of the return journey to the terminal station of the officer's normal headquarters town, a free travel concession warrant may be issued. Where, however, the cost of the return fare to the selected place is greater, the individual will pay the amount of the excess (less 5 per cent.) over the cost of the return journey to the terminal station of the normal headquarters town.
- (b) For partly-free journeys, where the cost of the return fare to the selected place does not exceed that to the terminal station of the officer's normal headquarters town, a concession travel warrant may be issued on payment of the cost of the single fare to the selected place (less 5 per cent.). Where, however, the cost of the return fare to the selected place is greater, the individual will pay the difference between the cost of the return fare (less 5 per cent.) to the selected place and the sum borne by public funds under paragraph 6 for a partly-free journey

to the terminal station of the officer's normal headquarters town, e.g., an officer evacuated from London to Bath who desires to use one of his partly-free travel warrants for a journey to Penzance would be required to pay 37s. 5d., viz. :—

	s.	d.
The ordinary return fare Bath to Penzance (45s.), less 5 per cent., is	42	9
Less amount borne by public funds for a partly-free journey to Paddington	5	4
	37	5
<hr/>		
The ordinary return fare Bath to Paddington (22s. 1d.), less 5 per cent., is	21	0
The sum paid by officer is single fare (16s. 5d.), less 5 per cent.	15	8
Amount borne by public funds	5	4

8. *Petty travelling expenses.*—Where free warrants are issued under the conditions of paragraph 5, officers may also be allowed their actual expenses for the return journey between their residence and the railway station in the evacuation area or place of detached duty and for the return journey between the terminal station and their homes in the vicinity of their headquarters town. Expenses for these local journeys will be limited to 3rd class rail travel or to the cheapest form of normal public transport.

For partly-free journeys, under paragraph 6, one-quarter of the fares for local travel (to the nearest penny) may be refunded.

No refund of local travelling expenses to and from the terminal station can be made to officers who are granted free and partly-free warrants to places other than the locality of the normal headquarters town.

9. Claims for refund of the allowable local expenses under the foregoing concessions should be rendered on Form D.267 through the usual channels, and should contain a certificate from the officer responsible for the issue of the warrants showing whether the journeys were on a free or partly-free basis.

The amounts recoverable may in many cases be so small that the staff concerned may find it convenient to claim in one lump sum when their warrants for a complete year have been taken.

10. *General.*—For the purpose of the above travel concessions the year will be reckoned from the date the officer was first transferred, evacuated or sent on detached duty (or employed afloat in home waters away from his home port or base).

11. Officers evacuated or detached for duty from their home yard or base may be issued with warrants locally under these arrangements, but when a contingent account is not held locally a return is to be forwarded monthly through the Cashier on whose books the officer is borne for pay (or through the Paymaster of Contingencies, Bath, for staffs evacuated or on detached duty from the Admiralty) to the Director of Navy Accounts (Branch 2) giving particulars of the individuals concerned, the journeys performed and the amount recovered from each individual. Nil returns are to be rendered. The amounts collected should at the same time be forwarded to the Cashier (or Paymaster of Contingencies), who will note on the returns where the amounts have been brought to account.

Where a contingent account is held locally the amounts recovered should be taken on charge and the returns rendered direct to the Director of Navy Accounts (Branch 2).

12. Staff assigned direct to a temporary station or evacuation headquarters on first appointment to the public service are not eligible for the travel concessions.

13. Normally, the fare back to the permanent station will not be allowed as a charge to public funds to officers who resign while on detached duty, except to women officers who resign on marriage, but special consideration may be given if the resignation is due to circumstances outside the officer's own control.

14. Railway warrants (D.N.A. Form No. 833) should be issued for all journeys authorised under the foregoing arrangements, the occasion of the journey being shown as "Concession Pass." Warrants should be endorsed "Bulk Travel". No other form of travel can be recognised (e.g., mileage allowance cannot be paid.)

15. Officers issuing warrants are warned that they are personally responsible financially for any warrant wrongly issued.

(A.F.O. 2200/42.)

(A.F.O. 2886/41 is cancelled.)

2825.—Annual Leave for Industrial Workpeople—Limit not to be Exceeded without Authority

(L. 5777/42.—11.6.1942.)

The attention of officers-in-charge of establishments where civilian industrials are employed is directed to articles 177 and 177a, Home Dockyard Regulations, as amended by A.F.O. P.246/41.

2. In any case where an industrial employee's total absences (with or without leave combined) amount to or exceed 28 days in the current leave year, *no more leave* (with or without pay) can be granted except with Admiralty authority, unless the case is covered by paragraphs 13 or 14 of Article 177.

3. In cases where annual leave with pay has already been granted to an industrial employee, whose subsequent absences (with and without leave) are such that his total absences eventually exceed 28 days in the leave year, the question of recovery of wages in respect of the excessive absences may have to be considered, since there can be no local authorisation of leave with pay in excess of the permitted annual total of absences. It is not intended, however, that recovery should be effected in this class of case except upon specific Admiralty instructions, which will normally be restricted to instances of deliberate and persistent absenteeism.

4. It should be explained to the representatives of the workpeople concerned that the regulations provide for reference to the Admiralty, in all such cases.

2826.—National Health and Unemployment Insurance—Payment of Contributions Establishments Abroad

(D.N.A. 14941/41.—11.6.1942.)

The schedule system for the payment of National Health and Unemployment Insurance contributions is to be adopted at all establishments abroad as from the 6th July, 1942, and no stamps should be affixed to cards or books after that date.

2. The schedule periods will be six-monthly, coinciding with the insurance periods, viz., 6th July, 1942, to 3rd January, 1943, and thereafter from the first Monday in January and July of each year.

3. As soon as possible after the end of each period, returns are to be forwarded to the Director of Navy Accounts (Branch 5), as shown in the Appendix to this Order.

4. In column (5) of the returns the number of the weeks in respect of which contributions are payable should be entered, e.g. "1-26" or, if there is a break in employment, "1-9" and "13-26", and in column (9) a brief explanation should be given where the full number of contributions for the half-year are not paid, e.g. "employment terminated" or "weeks 10-12 sick".

5. The returns should be forwarded by air mail, copies being sent in the usual manner.

6. The deductions from pay in respect of employees' contributions should be brought to account under the headings of "Ministry of Health (War Occupations)" and "Ministry of Labour and National Service (War Occupations)."

7. The insurance of yard craft employees should continue to be dealt with in accordance with Article 264A, "Instructions for the Conduct of Cash Duties".

8. All insurance stamps remaining in hand after the 6th July, 1942, should be returned to the Controller, Post Office Stores Department (Stamp Section), High Wycombe, Bucks.

APPENDIX

The returns referred to in paragraph (3) above are to be in the following form, accompanied by statements as indicated:—

National Health Insurance and Contributory Pensions (Emergency Provisions) Act, 1939

Contributions for half-year ended.....

Name in full (Surname first) in alphabetical order	Home Address	Name of Approved Society	Member- ship Number	Contributions				(9)
				Weeks	No.	Rate	Amount	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	
							£ s. d.	
Total .. £								

I hereby certify that the above is true and correct to the best of my knowledge and belief.

Signed.....

Cashier.

Date.....

Unemployment Insurance (Emergency Powers) (Amendment) Regulations, 1939

Contributions for half-year ended.....

Book No.		Name in full (Surname first) in alphabetical order	Date of Birth	Contributions				(9)
Local Office	Serial No.			Weeks	No.	Rate	Amount	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	
							£ s. d.	
Total .. £								

I hereby certify that the above statement is true and correct to the best of my knowledge and belief.

Signed.....

Cashier.

Date.....

National Health Insurance and Contributory Pensions (Emergency Provisions) Act, 1939.

Unemployment Insurance (Emergency Powers) (Amendment) Regulations, 1939.

With reference to the accompanying return, the total sum shown thereon, viz., £ s. d. is made up as follows:—

Admiralty contributions	...	...	...	£ s. d.
Employees' contributions	...	...	...	£

The sum of £ s. d. (employees' contributions) has been taken on charge in the undermentioned cash accounts under the heading of "Ministry of Health (War Occupations)" * "Ministry of Labour and National Service (War Occupations)" *.

..... Quarter	£ s. d.
..... Quarter	
..... Quarter	
	£

The sum of £ s. d. (Admiralty contributions) is correctly chargeable against the following Votes:—

Vote.....	£ s. d.
Vote.....	
Vote.....	
	£

Cashier.

* Delete as necessary.

(A.F.Os. 3929/39, 1219/40, 1521/40, 3091/40, 5112/41.)

2827.—Claims to Compensation under the Workmen's Compensation Acts or Government Schemes framed thereunder—Delays in Forwarding

(L. 4821/42.—11.6.1942.)

Representations have been received at the Admiralty to the effect that unnecessary delays take place in outport establishments in connection with workmen's claims to compensation on discharge from Admiralty employment.

2. Directly it is known that a workman intends to claim compensation, steps should be taken to complete and forward to the Admiralty at an early date the necessary Forms D. 739 and D. 739b. In cases where it is known in advance that a workman will be discharged on a given date (e.g., for age), he should be asked, as soon as his discharge has been approved, to state whether he proposes to make a claim to compensation. It should then be possible for the claim, together with the completed forms, to be forwarded on or very shortly after the day of discharge.

3. In other cases delay in the completion of the necessary forms, etc., should be reduced as much as possible without prejudice to the efficient conduct of other and more urgent business.

2828.—Transferred Boys and Youths—Maintenance Allowance

(L. 7913/42.—11.6.1942.)

Approval has been given for the payment of a temporary maintenance allowance to boys and youths who are transferred for Service reasons from one Admiralty establishment to another and who incur extra expenses for board, lodging and daily travelling as a result of such transfer.

The scheme will operate from a current date.

2. The grant of this special maintenance allowance is made with the object of assisting youths, etc., to meet the extra cost of living away from home. The allowance (based on actual necessary extra expenses) payable in each case will be a weekly amount not exceeding the difference between the total of the youths' basic wage and bonus, and 40s. a week, and is at the discretion of the Head of the Establishment, who should ascertain from the boy his actual expenses—

- (a) in respect of lodging or home expenses and daily travelling expenses prior to transfer;
- (b) in respect of lodging expenses and daily travelling expenses subsequent to transfer.

3. Payment will be subject to adjustment as the employee's wages and bonus increase and all payments are to be reviewed by the Head of the Establishment at intervals of eight weeks to establish that the extra expenses are continuing.

4. Claims for this allowance should be prepared in manuscript and forwarded to the Cashier after approval by the Head of the Establishment.

5. Employees entitled to this special maintenance allowance will not be allowed, in addition, payment of Lodging Allowance for one week as provided for single workmen transferred from one Admiralty establishment to another, as provided for in A.F.O. 2712/42.

6. Boys and youths sent away from their normal place of employment, on temporary detached duty, will continue to be eligible for the payment of Subsistence Allowance under the prescribed conditions.

7. If in any instance a boy is at present billeted under the Civil Service Billeting Scheme detailed in A.F.O. 821/41, and in receipt of a billeting allowance under paragraph 14 of that Order, he may be allowed to continue under existing arrangements if it is to his financial advantage and he wishes to do so. On transfer elsewhere, however, the provisions of the present Order will apply.

(A.F.Os. 821/41 and 2712/42.)

2829.—Scrap Materials Returned to United Kingdom*Yards and Bases Abroad*

(N.S./C.P. 10192/42.—11.6.1942.)

In future, scrap materials of all classes (except gunmetal) shipped to the United Kingdom are to be consigned to the Director of Economy (Disposals), Ministry of Supply, c/o Movement Control, Port of Discharge.

2. Cable advice of consignments shipped, giving categories and tonnages, should be sent to the Director of Stores, London, and SEARAIL 5, War Office (who will advise Ministry of Supply as necessary), and Bills of Lading or Shipping Advice and Delivery Notes to the Director of Stores (N.S. 1F), London, for transmission to the Director of Economy (Disposals), Ministry of Supply, c/o Movement Control, Port of Discharge.

3. The materials are to be dealt with in the accounts of the Shipping Yards as an issue to the Ministry of Supply without financial charge in accordance with A.F.O. 2444/40.

4. Gunmetal scrap (including borings both cleaned and uncleaned) is required for dockyard service and the present procedure of consigning quantities surplus to local requirements to one of the Home yards is to continue.

(A.F.Os. 2444/40 and 4323/41.)

(C.A.F.O. 869/42.)

2830.—Works Services—Financial Adjustments between Service Departments during the War

(W.G.F. 389/41.—11.6.1942.)

With reference to A.F.O. 1525/40 it has been decided that, for the period of the war, financial adjustments shall cease for all Agency Works Services, irrespective of the estimated cost, between the following departments:—

Admiralty
War Office
Air Ministry
Ministry of Supply
Ministry of Aircraft Production
Ministry of War Transport
Ministry of Home Security.

2. Accordingly, no further claims for expenditure on Works Services, or for the value of stores supplied, should be made to, or accepted from, these departments.

3. Agent departments should, however, inform demanding departments in due course of the final cost of the work with an explanation of any important variations from the final estimates.

(A.F.O. 1525/40.)

2831.—Factories (Canteens) Order, 1940, etc.—REPORT

(L. 8031/42.—11.6.1942.)

A return is to be forwarded as soon as possible (and in any case within two weeks from the date of this Order) in respect of every outport establishment at home in which 250 or more civilians (industrial and non-industrial combined) are employed or (in the case of rapidly expanding establishments) are likely to be employed in the near future, showing:—

Either Summary particulars of, or reference to, any proposals which are in course of preparation, or have already been forwarded, under A.F.O. 833/42, paragraph 3, or reference to other relevant recent official correspondence; *or* If no new canteen proposals are deemed necessary, particulars of existing facilities as follows:—

- (a) Numbers of employees at the establishment divided into male and female industrial and non-industrial; estimated maximum number normally at work at one time (i.e. size of largest shift, etc.).
- (b) Current actual hours of work at the establishment including Sundays and shift work, and details of time allowed for meals and necessary breaks; hours canteens are open.
- (c) Number and capacity of canteens equipped with kitchens for cooking and serving hot meals and number of subsidiary canteens served from a main kitchen, but equipped for tea making and heating up food; extent to which these canteens are used by workpeople and/or salaried staff for (i) full meals, (ii) short meals, (iii) tea and sundries, (iv) warming-up facilities only.
- (d) General organisation and management, including numbers of staff employed to run the canteen.
- (e) Typical menus and prices.

2. The foregoing particulars are required in order to ensure that a reasonable measure of uniformity shall be achieved in the application of A.F.O. 833/42 in Admiralty civil establishments, and nothing in this Order is to be taken as superseding any part of A.F.O. 833/42. Particular attention is drawn to the instruction in paragraph 3 of A.F.O. 833/42 that expenditure chargeable to Votes 2, 8 and 10 should be drawn up *separately* and forwarded to the Secretary of the Admiralty (Labour Branch), in duplicate, since failure to comply exactly with this requirement necessarily causes delay.

3. Instructions as to the organisation and management of canteens for civilian workpeople (*see* paragraph 4 of A.F.O. 833/42) will be promulgated shortly.

(A.F.O. 833/42.)

