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ADMIRALTY FLEET ORDERS

ADMIRALTY, S.W.1,

1st July, 1943.

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

A list of these Orders is enclosed.

By Command of their Lordships,

J. V. Markham

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

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

Head of "P" Branch

P1 *[Signature]*

P2 *[Signature]*

P3 *[Signature]*

P4 *[Signature]*

ADMIRALTY FLEET ORDERS

- | No. | Subject. |
|-------|--|
| 2919. | Degaussing.
I.—Introduction of Degaussing Chart and Course Correction Setting Tables.
II.—Introduction of Three Part M Coils.
III.—Revised Instructions to All Ships Regarding Course Correction.
<i>(Issued separately on 24th June, 1943.)</i> |
| 2920. | Care and Maintenance of Films (Entertainment and Instructional).— <i>(Issued separately on 24th June, 1943.)</i> |

1st July, 1943.

SECTION 1.—ADMINISTRATION OF THE FLEET, CEREMONIES, FOREIGN PORT REGULATIONS, ETC.

(Station Limits : Fighting Efficiency of Ships : Naval Aircraft Administration : Internal Organisation of Ships : Navigation and Seamanship : Fleet Exercises and Practices, etc.)

2921. Senior Naval Canadian Officer, London.
2922. H.M. Ships and Vessels—Change in Status.
2923. Admiralty Corrosion Committee—Revised Terms of Reference.
2924. The term "RADAR" to be used in future instead of R.D.F.

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

2925. Honours and Awards—"London Gazette" Supplement of 22nd June, 1943.
2925a. R.N. Air Station, Inskip—Routeing of Personnel.
2926. Accelerated Promotion.
2927. Gilbert Blane Medal, 1943—Award of.
2928. Air Radio Officers—Confidential Reports.
2929. Royal Canadian Naval Forces—Income Tax Returns.
2930. Combined Operations Personnel—Uniforms.
2931. Promotions from the Lower Deck to Permanent Commissions—(Accountant Branch).
2932. Institution of New Rating of Petty Officer—(Submarines).
2933. R.D.F. Branch—Advancement.
2934. Absentees from Ships Sailing for Foreign Service—(Not Manned by Patrol Service).
2935. Examination for the Rank of Warrant Electrician, March, 1943—Results.
2936. Landing Craft Signaller (Sig. L.C.).
2937. Subsistence Allowance—Ratings and Other Ranks.
2938. Coastal Forces Craft and Maintenance Staffs—Complement Amendment.
2939. Naval Salvage Money—Distribution.
2940. Officiating Ministers of Religion.
2941. Photographer Branch—Closing of Roster for Transfer.
2942. Form S.43a—Provision of Up-to-date Photography.
2943. W.R.N.S.—Recommendations for Promotion of Officers.
2944. W.R.N.S.—Gunnery Control Category.
2945. W.R.N.S.—Hospitals available for Treatment of Gynaecological Cases.
2946. W.R.N.S.—Wrens (T)—Conditions of Service.
2947. W.R.N.S.—New Category of Writer (R.M.).
2948. W.R.N.S.—Transfer to Categories Required for Overseas—Conditions.
2949. Dental Treatment—Internal Medication.
2950. Body Louse Infestation.
2951. Restriction of Travel at Holiday Periods.
2952. Public Donations for Particular Ships, Etc.—General Policy.
2953. Postal Parcels—Care in Packing. *(Included in Notice Boards Issue only.)*
2954. Compensation for Loss of, or Damage to, Privately-owned Tools—Ratings only. *(Included in Notice Boards Issue only.)*

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

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

2955. Guns, Machine, Browning 0.303-in.—All Types—Assembly of Breech Blocks.
2956. Guns, Machine, Browning, 0.5-in., M.2, Water-cooled and Air-cooled—Deck Guns and Aircraft Guns—Modification.
2957. Guns, Machine, 20-mm., Oerlikon—Replacement of 200-knot Sight by 300-knot Sights.
2958. Gun Mountings, 5.25-in., Marks I and II—Standing Contract for the Repair of Newton (Derby) Pumps.
2959. Gun Mountings, 5.25-in., Mark II—Blast Hoods for O.L.O. Periscopes—As and As.—REPORTS.
2960. Cordite Landing—Destruction.

SECTION 3.—G., T., N., E., ETC., & STORES; HULL, EQUIPMENT & FITTINGS—*contd.**(Torpedo.—(Torpedoes, Tubes, Mines and Minesweeping, Depth Charges, Paravanes, Electrical Equipment, Anti-Gas, Aircraft Torpedoes, etc., and Stores.)*

2961. Torpedoes, 21-in., Marks VIII and IX, and 18-in., Marks XI, XII and XV Types—Washing Out Engines with Water after Running and Withdrawal of Funnels, St. No. T.280.
2962. Torpedo Stores, Screws, Long, and Pins, Safety—Disposal of.
2963. Heads, Blowing, 21-in., Marks VIII E and IX C—Conversion to Non-Duplex Type.
Engineer.—(Main and Auxiliary Engines, Boilers, other Machinery in Charge of the Engineer Officer, including Catapults, Coal and Oil Fuel, and Engineering Stores.)
2964. Forced Draught Fans—Sturtevant Type V.D.5.
2965. Motor-driven Forges, Pattern 1607—Revised Allowance.
Signals.—(W/T and V/S Apparatus, R.D.F., D.F., S.R.E., Wa/T and Stores.)
2966. 20-in., Signalling Projectors, Patterns 170 and 170A—Asbestos Packing for Front Glass.
2967. R.D.F. Types 282/4/5, M(3)/M(4), and Type 283, Rotary Capacity Switches, Pattern W3896, and Line Units, Adjustable, 2-way and 3-way, Patterns W3895 and W3894—Effect of Low Temperature.
2968. W/T Equipment—Information Regarding—As. and As.

Naval Aircraft.—(Technical.)

2969. Lysander Aircraft—Engine Failures.
2970. Swordfish Aircraft—Defect in Stern Post Fitting.

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

2971. A.R.L. Densicating Attachments.
2972. Ballasting—A. and A.
2973. Diesel, Petrol and Steam Engines, and Air Compressors—Venting of Crank Chambers.
2974. Food Heating Equipment for Sick Bays.
2975. Hot Water System Breather Pipe.—A. and A.
2976. Kent Clear View Screens.
2977. Knives, Fighting—Supply to Flying Crews.
2978. Models of Warships for "Tyne" Type Torpedo Attack Teachers.
2979. Naval Store Accounts for Small Requisitioned Vessels.
2980. Oil, E.M. (Taylor Hobsons), Pattern 928, Superseded by Oil, Lubricating, R.A.F., 34A/131.
2981. Pitometer Logs—Distance Register, Mark III, Pattern 2257.
2982. Seaplane Cranes—Thomas A/C Lifting Grabs—Spreader Arms.
2983. Steering Shafts Passing Through after Ballast Tanks—Protection of—As and As.
2984. Supply of Stores for Instructional Purposes—Procedure.
2985. Telephone Spares—Allowances.
2986. Telephone Spares—Allowances.
2987. Telephone Spares—Revised Allowances.
2988. Telephones—Stowage Hooks for.
2989. Towing L.C.M.(3)—A. and A.
2990. Trials of Galvex, Orello, and Apexior.

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

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

2991. Bread—Addition to List of Local Contracts, 1943-4.
2992. Pepper—Economy.
2993. Insecticides—Economy in Use.
2994. Emergency Electrical Supply Arrangements—Introduction of New Fittings.
2995. Seafire Aircraft Mark 1B and 11C—Amendments to Stores Establishments.

SECTION 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE

2996. Amendments to Books.
2997. A.M.S.Is.
2998. Senior Naval Canadian Officer, London.
2999. *Cancelled. (See A.F.O. 2921/43.)*
3000. R.N. Medical School, Clevedon—Transfer of.
3001. Standard Operating Procedure for Use on the Naval Telephone Network.
3002. Instructional Film "Decontamination of Aircraft."
3003. Instructional Film "Fleet Fighter."

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

3004. Instructional Film "Social Enemy No. 1."
 3005. Instructional Film "Vision at Night."
 3006. B.R.232B—Minor Landing Craft Signal Card—Issue.
 3007. B.R.342—Standard Technique for Blood Group—Determinations.
 3008. O.U.6090J—Range Table No. 559 for B.L. 6-in., Guns Marks XII and XIII—April 1943—Issue.
 3009. Forms—Transfer of Certain "S" Forms to the "H" Series.
 3010. Form O.215—Introduction.
 3011. Supply of A.F.Os. (and Variants) to Landing Ships and Major Landing Craft.
 3011a. B.B.C. Overseas World Services Short Waveband Chart.

SECTION 6.—SHORE ESTABLISHMENTS

3012. War Bonus—Revised Rates of—Non-Industrial Staffs.
 3013. Civilian Industrial Employees—Compassionate Leave.
 3014. Subsistence Allowance—Civil Staff on Passage.
 3015. Rates of pay and Conditions of Service of Staff Employed in Industrial Canteens in Admiralty Establishments at Home—Amendment.
 3016. Women Workers—Circumstances of Issue of Head Coverings.
 3017. Paper Insulated Cables for Electricity Supply—Economy in Use of Lead.
 3018. Lightning Conductor Regulations 1924—Emergency War Time Relaxations.
 3019. Unleaded Petrol for Use in Blow Lamps and for Similar Subsidiary Services.
 3020. R.N. Fire Force—Provision of Towing Vehicles.
 3021. M. T. Tyres—Bowes "Seal Fast" Repair Outfits.

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

Section 1

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

2921.—Senior Naval Canadian Officer, London

(M. 06836/43.—1.7.1943.)

As from 15th June, 1943, the title Captain Commanding Canadian ships in U.K. (short title C.C.C.S.) has been abolished and replaced by Senior Canadian Naval Officer London (short title S.C.N.O. (London)).

2. Admiralty General Message (Home) 477AZ is cancelled.

2922.—H.M. Ships and Vessels—Change in Status

(M. 06653/43.—1.7.1943.)

Attention is drawn to the necessity of reporting to the Admiralty all dates on which H.M. ships and vessels, including ships lent to the Royal Navy and also requisitioned vessels, are paid off or reduced in complement, and also dates of recommissioning or completion to full complement. Dates of commissioning of new ships and vessels should similarly be reported.

(A.G.M. 128A, dated 22.6.43.)

Cancelled by 2923.—Admiralty Corrosion Committee—Revised Terms of Reference

AFO 6188/46

(S.R.E. 651/43.—1.7.1943.)

An Admiralty Corrosion Committee was set up in 1939 with the limited terms of reference set out in A.F.O. 1441A/1939.

2. The combatting of corrosion is of ever growing importance to the Navy. It is essential, both from an economic standpoint, and from that of operational requirements, that means for reducing or overcoming the deterioration and wastage caused by corrosion should receive detailed and adequate attention.

3. Corrosion problems are of concern to most Admiralty Departments, but at present many of them do not fall within the scope of the Admiralty Corrosion Committee, and the Committee is at present insufficiently supplied with information about corrosion troubles. To remedy these defects it has been decided to widen the terms of reference and extend the membership of the Committee.

4. It is hoped that all Heads of Departments and Admiralty Establishments will co-operate fully to enable the Committee to make full use of the new terms of reference. These are as follows:—

- (a) To consider corrosion problems arising in H.M. ships or establishments.
- (b) To formulate proposals for research and trials both under laboratory and Service conditions of materials, protective processes, anti-fouling compositions or of any other developments which appear to show promise in the field of corrosion and protection.
- (c) To co-ordinate all work on corrosion and protection in the Admiralty Departments, to co-operate with the Joint Corrosion Committee of the Iron and Steel Institute and the British Iron and Steel Federation and its Protective Coatings Sub-Committee and Marine Corrosion Sub-Committee and with the British Non-Ferrous Metals Association, and to maintain liaison with other scientific or technical bodies concerned with problems of corrosion which the Committee deems advisable in order to further Admiralty interests.

5. In order for the Admiralty Corrosion Committee to carry out these functions, it will require—

- (a) To receive notification of all major or incipient corrosion troubles, which arise in the service, and to be kept informed of measures in hand or contemplated and of any research and development.
- (b) To visit Naval Establishments, Dockyards and H.M. Ships as necessary to facilitate investigation of corrosion problems.
- (c) To have the power to set up one or more sub-committees to deal separately with problems in widely different fields, of interest only to a proportion of the Departments represented on the Main Committee.

6. *Membership.*—The Committee will consist of permanent members, members co-opted to deal with particular problems, and outside advisory scientists.

The permanent members will consist in the first instance of representatives of:—

D.N.C.
D. of D.
E. in C.
D.E.E.
D.T.M.
D.S.R.
Principal Chemist (Portsmouth).

The Chairman will be Mr. W. A. D. Forbes (Naval Construction Dept.) and the Secretary, Dr. I. G. Slater, H.M. Dockyard, Portsmouth, address:—The Drift, Park Crescent, Emsworth, Hants. (telephone Emsworth 51).

The responsibility for executive action on the recommendations of the committee lies with the members or their representatives.

7. Reports on the work carried out by or for the Committee will be submitted through the Chairman and referred by him to the Departments or Establishments concerned and to D.S.R. (A.T.R.). Copies of important reports will be sent to the Heads of all Departments and Establishments interested in order that information concerning the solution or corrosion troubles may be widespread.

(A.F.O.1441A/39—not in annual volume—is cancelled.)

2924.—The Term “Radar” to be used in future instead of R.D.F.

(S.D.—1.7.1943.)

The term “Radar” will be used in future instead of R.D.F.

2. Existing publications will not be amended until reprint, but future correspondence and publications should use the term Radar.

3. Personnel will be referred to as Radar Officers, Petty Officers, (Radar) etc., but there will be no change in the title of Radio Mechanics.

(Admiralty Message 107A of 18th June, 1943 is cancelled.)

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

*2925.—Honours and Awards—“London Gazette” Supplement of 22nd June, 1943
(H. & A.—1.7.43.)

CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD,

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

22nd June, 1943.

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

To be an Additional Member of the Military Division of the said Most Excellent Order:—
Temporary Lieutenant John Edgar Leonard Brice, R.N.R.

For coolness and courage, while in command of H.M. Rescue Tug “Prosperous”, in saving the lives of the crew of a Merchant Vessel which was sinking, and for towing a damaged Merchantman to port.

ADMIRALTY

Whitehall,

22nd June, 1943.

The KING has been graciously pleased to approve the following awards:—

For bravery and skill in a successful attack on enemy shipping, while serving in light coastal forces:—

Bar to the Distinguished Service Cross

Temporary Lieutenant Derek Chappe Sidebottom, D.S.C., R.N.V.R.

The Distinguished Service Cross

Temporary Lieutenant Ian Clarence Trelawney, R.N.V.R.

Temporary Sub-Lieutenant John Herbert Saunders, R.N.V.R.

The Distinguished Service Medal

Petty Officer Robert Alexander Henry, P/JX.141581.

Able Seaman Leonard Denis Conroy, P/JX.262530.

Mention in Despatches (Posthumous)

Temporary Acting Lieutenant-Commander Robert Peverell Hichens, D.S.O., D.S.C., R.N.V.R.

Temporary Lieutenant James Lovat Fraser, R.N.V.R.

Mention in Despatches

Lieutenant Peter Gerald Dickens, M.B.E., D.S.C., R.N.

For resolution, energy and devotion to duty on minesweeping and escort duties in Northern Waters:—

The Distinguished Service Medal

Leading Cook Thomas Roy McGregor, C/MX.62663.

Mention in Despatches

Lieutenant Stanley James Dallaway, R.N.

Lieutenant William Henshaw Ellis, R.N.

Petty Officer Thomas George Philpott, 7044C, R.N.R.

Petty Officer Wilfred Arthur Dalglish Streeton, C/JX.126214.

Engine Room Artificer Third Class Edward Thomas Emery, C/MX.64456.

Petty Officer Telegraphist William Gisby Adams, C/J.41383.

Able Seaman William Henry Meader, C/J.108158.

For courage and enterprise:—

Mention in Despatches

Mr. James William Fallace, Temporary Boatswain, R.N.V.R.

Mr. William Charles Johnstone, Temporary Boatswain, R.N.V.R.

For bravery, endurance and devotion to duty in North African Waters:—

The Distinguished Service Medal

Storekeeper Jack Everett, N.A.P./R.225226.

For courage and skill while serving in H.M. Rescue Tug “Prosperous”:

Mention in Despatches

Temporary Acting Sub-Lieutenant (E) Christopher Horace Hall, R.N.V.R.

For great gallantry in fuelling operations during the Enemy's most severe air attacks on Malta:

The Distinguished Service Cross

Captain Alfred Wells Camamile, Master.
Mr. Ronald Victor Warren, Chief Officer.
Mr. Charles Scott, Chief Engineer Officer.

The Distinguished Service Medal

Donkeyman Harry Moran, A.179926.
Signalman Carmelo Gatt, A.1079901.

For great skill and devotion to duty under most difficult conditions:

Mention in Despatches

Mr. Norman Hugh Ross McCallum, M.B., Ch.B., Merchant Navy Surgeon.

For bravery while serving in a Defensively Equipped Merchant Ship during the hazardous passage to North Africa:

Mention in Despatches

Convoy Yeoman Frederick John Smith, C/JX.283311.

The KING has been graciously pleased to grant unrestricted permission for the wearing of the following decoration bestowed by the King of the Hellenes for a successful attack on an Enemy Submarine made in company with H.M.S. "Queen Olga", while in command of H.M.S. "Petard".

The Greek Military Cross

Lieutenant-Commander Mark Thornton, D.S.O., D.S.C., R.N.

The following amendments (where underlined> are made to previous orders of Honours and Awards under the headings shown:

A.F.O. 2695/43.

The Distinguished Service Cross

Commander (Acting Captain) Guy Bouchier Sayer, R.N.

The British Empire Medal

Sergeant (Acting Temporary Quartermaster Sergeant) William Charles Bould-Ply.21174, R.M.

Marine (Lance-Corporal) Arthur Walter Bastin, 11963, R.M. Engineers.

Sergeant (Temporary) Albert Edward Vaughan, Ch.X.1031, R.M.

Mention in Despatches

Marine (Acting Temporary Sergeant) William Greer, Ch.X.248, R.M.

2925a.—R.N. Air Station, Inskip—Routeing of Personnel

(A./A.O.D. 48/43.—1.7.1943.)

Considerable delay is being caused by the routeing of personnel for R.N. Air Station, Inskip to Preston railway station.

2. All personnel drafted to R.N. Air Station, Inskip should be issued with warrants for Kirkham and Wesham railway station.

(C.A.F.O. 821/43.)

***2926.—Accelerated Promotion**

(C.W. 26762/43.—1.7.1943.)

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

Executive

Goodliffe, H.	...	...	"Asbury" for "L.S.T.21"	1st March, 1943.
Stephenson, W. F. I.	...	...	"Dahlia"	1st April, 1943.
Heddle, D.	...	...	"Quebec"	1st June, 1943.
Massey, A. J. M.	...	...	"Exe"	1st July, 1943.
Phillips, S. M.	...	...	"Quebec"	1st July, 1943.
Maddison, D. R. P.	...	...	"Northney"	1st July, 1943.
Miles, G. F.	...	...	"Forward"	1st July, 1943.
Gardner, R.	...	...	"Glenarm"	1st July, 1943.
Rance, G. C.	...	...	"Nab Wyke"	1st July, 1943.
Davson, N. G.	...	...	"Snowdrop"	1st July, 1943.
Smith, I. D.	...	...	"Liscomb"	1st July, 1943.
Nicholl, M. V.	...	...	"Tormentor"	1st July, 1943.

Executive—contd.

McCosh, B. K.	...	...	"Tormentor"	...	...	1st July, 1943.
Elmes, N. A.	...	...	"Tormentor"	...	...	1st July, 1943.
Whittam, L. B. C.	...	...	"Varbel"	...	...	1st July, 1943.
Tovell, L.	...	...	"Aberdeen"	...	...	1st July, 1943.
Bridgland, J. N.	...	...	"Forte IV" for "M.L.493"	...	...	1st July, 1943.
Davies, D. N.	...	...	"President"	...	...	1st July, 1943.
Watters, G. W.	...	...	"Aggressive" for "M.L.191"	...	...	1st July, 1943.
Hannen, E. C.	...	...	"Battler"	...	...	1st July, 1943.

Flying

Cox, M. J.	...	...	"Landrail"	...	...	1st May, 1943.
Torrance, G. M.	...	...	"Dipper"	...	...	1st June, 1943.
Cooke, S. G.	...	...	"Merlin"	...	...	1st June, 1943.
McLean, A. W. R.	...	...	"Indomitable"	...	...	1st July, 1943.
Parker, D. G.	...	...	"Tern"	...	...	1st July, 1943.
Green, K. T. J.	"Tern"	1st July, 1943.
Masters, A. G.	"Tern"	1st July, 1943.

Electrical

Streat, P. E.	"Monck"	1st July, 1943.
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Accountant

Maddison, S. F.	"Stopford"	1st July, 1943.
Barnes, A. R.	"Marshal Soult"	1st July, 1943.
Beale, W. J.	...	...	"Nile"	...	...	1st July, 1943.

Special

Pattison, G. H.	...	...	"Pyramus"	...	...	1st June, 1943.
Markland, A. K.	...	...	"Midge"	...	...	1st July, 1943.
Place, B.	...	...	"Isle of Sark"	...	...	1st July, 1943.
Knowles, P.	...	...	"Mantis"	...	...	1st July, 1943.

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

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

2927.—Gilbert Blane Medal, 1943—Award of

(C.W. 26872/43.—1.7.1943.)

The Gilbert Blane Medal for the year 1943 has been awarded to Surgeon Commander D. P. Gurd, M.B., B.Ch., D.O.M.S., R.N.

A.F.O. 6336/45

2928.—Air Radio Officers—Confidential Reports

(C.W./A.C.R.D. 432/43.—1.7.1943.)

Confidential reports are required to be rendered periodically on all Air Radio Officers.

2. Reports should be submitted to the Admiralty on Form S.206 through the usual channels, a copy being forwarded to the Director of Airfields and Carrier Requirements. Reports should be forwarded on 1st January and 1st July providing a period of not less than three months is covered.

2929.—Royal Canadian Naval Forces—Income Tax Returns

(C.W. 27278/43.—1.7.1943.)

Commissioned Officers of the Royal Canadian Naval Services receiving pay and allowances in excess of \$1,600 a year are liable for Dominion Income Tax for the year 1942 unless they are exempt because serving abroad, or because their duties are performed afloat.

2. Officers serving overseas who are required to pay income tax on account of pay and allowances received in shore appointments in Canada or who wish to claim refund on account of over-deductions at the source, should file their income tax returns as soon as possible in respect to 1942 income tax, and before 31st March for subsequent years. A supply of Income Tax Forms (T1) will be forwarded to the Accountant Officer, H.M.C.S. "Niobe", who will forward these forms to officers concerned upon request. Payment of any income tax due on Naval pay and allowances may be deferred until after the return of the officer to Canada.

3. All personnel whether Commissioned Officers, Warrant Officers or ratings receiving pay and allowances in excess of \$1,600 per annum during 1943 and subsequent years are subject to income tax unless they are exempt because they are serving afloat, or outside the western hemisphere. When serving ashore in the western hemisphere outside Canada they are subject to tax at half the effective rate on Naval pay and allowances.

4. Full information regarding income tax can be obtained from Naval Service Headquarters on application from the Officer or rating concerned.

2930.—Combined Operations Personnel—Uniforms

(V. 3831/43.—1.7.1943.)

Any dress other than standard Naval uniform which officers or men are authorised to wear on account of employment on special services or special duties (e.g. khaki battledress for beach commandos) is to be regarded solely as a working dress, and in no case are such officers or men relieved from the obligation of maintaining the Naval uniform appropriate to their rank or rating and of wearing it on all ordinary occasions, including long and short leave.

2. Senior or Commanding Officers are to be guided by the custom of the Service as to the occasions when working dress is to be worn.

(A.F.Os. 3917/41 and 989/43.)

(C.A.F.O. 1508a/42.)

*2931.—Promotions from the Lower Deck to Permanent Commissions (Accountant Branch)

(C.W. 9818/42.—1.7.1943.)

The undermentioned promotions to the rank of Acting Paymaster Sub-Lieutenant, R.N., have been made, to date 1st June, 1943:—

Bunter, David John ...	C.P.O. Writer (Ty.) ...	C/MX59219
Burner, William Henry ...	P.O. Writer ...	D/MX52790
Finn, Frank Edwin ...	P.O. Writer (Ty.) ...	C/MX58742
Hayter, John Herbert Wilson ...	S.P.O. (Ty.) ...	P/MX56359
Horne, Oswald ...	P.O. Writer (Ty.) ...	P/MX60841
O'Regan, John George ...	S.P.O. (Ty.) ...	D/MX52774
Willmet, Alfred Russell ...	P.O. Writer (Ty.) ...	D/MX59922

(A.F.O. 409/40.)

*2932.—Institution of New Rating of Petty Officer (Submarines)

(N. 11888/43.—1.7.1943.)

In view of the shortage of Petty Officers in the Submarine Branch it has been decided to institute a new rating of Petty Officer (Submarines) as a wartime measure.

2. Ratings will be recommended for advancement by Captains (S) and advancements will be made by Admiral (Submarines) according to requirements.

3. Ratings thus receiving advancement will hold their new substantive rating while serving in the Submarine Branch.

4. The normal procedure for advancement of Leading Seamen to Petty Officers will continue to apply to submarine ratings, courses and opportunities to attend Boards being arranged whenever circumstances permit. Men who pass for Petty Officer and who obtain the normal service qualifications will become Acting Petty Officers in the ordinary way (with the seniority they would have obtained had they never been granted the rating of Petty Officers (Submarines)).

5. On return to General Service Petty Officers (Submarines) should be reverted to their basic rating, except that they should not be reduced below the rating of Temporary Leading Seaman (N.Q.) if their service in submarines has been satisfactory.

6. Full acting time must be served before confirmation in the rating of Petty Officer (Submarines). Men will be allowed to wear Class III uniform on confirmation in rating.

2933.—R.D.F. Branch—Advancement

(N. 12610/43.—1.7.1943.)

Paragraph 16 of A.F.O. 4496/42 is to be amended as follows:—

Delete first sentence and substitute:—

“Leading Seamen (R.D.F.) will be eligible for advancement from a separate R.D.F. roster maintained by the Commodore, R.N. Barracks, Portsmouth, based on date on which the man is first recommended for the qualifying course for Petty Officer (R.D.F.) in respect of those men who qualified as R.D.F. Operators on or before 1st February, 1943.”

Add to note to paragraph:—

“This recommendation and date is to be reported to the Commodore, R.N. Barracks, Portsmouth, copy to Captain, H.M. Signal School, by letter from ships at home and by signal from ships abroad.”

2. Men who qualified in the R.D.F. Branch after 1st February, 1943, will be required to qualify for advancement in the Seaman Branch in the normal manner, in accordance with A.F.O. 6115/42.

(A.F.Os. 4496/42 and 6115/42.)

A.F.O.

2663/45

1960/45

2934.—Absentees from Ships Sailing for Foreign Service (Not Manned by Patrol Service)

(N.L. 6947/43.—1.7.1943.)

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

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

(a) If apprehended in Scotland or Northern Ireland, the Admiral Commanding Orkneys and Shetlands will arrange for the recovery of the man.

(b) If apprehended in England or Wales, the Admiral Commanding Orkneys and Shetlands will arrange for the depot to recover the man.

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

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

4. Ships which do not carry their own accounts are, where necessary, in addition to the action as appropriate under paragraphs 1 and 3, to inform their parent ships of details of ratings who miss the ship, giving reasons, i.e., absentee, sick on shore, etc. Likewise the Base Ship at the port of departure is to inform the parent ship of the stoppage of allotment under paragraph 2, so that the confirmatory allotment stop form may be rendered. Where the parent ship is abroad, these reports are to be signalled. The authority who deals with the absentee on recovery is to forward the report required by K.R. & A.I., Article 1764, Clause 6, and also to inform the parent ship (by signal if abroad, confirming by letter) of these details,

including the number and date of any punishment warrant and brief details of the offence. He is also to take action to commence a nominal allotment of 2s. 6d. weekly if applicable.

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

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

(A.F.O. 2483/42 is cancelled.)

(K.R. & A.I., Article 1764 (6).)

***2935.—Examination for the Rank of Warrant Electrician, March, 1943—Results**

(C.W. 26029/43.—1.7.1943.)

The following results have been obtained in the examination to qualify for the rank of Warrant Electrician, held in March, 1943:—

Exam. No.	Names, etc.	Paper					Total Marks.
		No. 1 School	No. 2			No. 3 Mech. Drg.	
			H.P.	L.P.	Whtd.		
		Possible Marks						360
100	60	60	60	80			
22	Seaward G. W. Edmond, D.S.M., Act. C.E.A. P/MX. 47366, H.M.S. "Elfin".	76	43	38	41	71	269
5	Reginald A. Powley, Act. C.E.A. (Ty.), P/MX. 53235, H.M.S. "Sirius".	88	35	38	42	65	268
23	Arthur K. Coulson, Act. C.E.A., P/MX. 48892, H.M.S. "Vernon".	78	49	30	45	61	263
18	Richard P. Tonkin, C.E.A., P/MX. 47693, H.M.S. "Cyclops".	77	32	41	49	60	259
16	Leslie Madle, Act. C.E.A. (Ty.), C/MX. 46984, H.M.S. "Tyne".	76	45	24	46	64	255
15	.....	87	31	18	42	60	238
11	.....	81	34	28	40	54	237
9	.....	57	41	35	35	69	237
3	.....	58	31	24	29	52	194
7	.....	58	34	20	28	48	188
8	.....	26	35	23	36	58	178
19	.....	43	25	15	39	56	178
21	.....	45	33	20	34	36	168
12	.....	25	24	30	11	51	141

Note.—Candidates Nos. 1, 2, 4, 6, 10, 13, 14, 17 and 20 did not take the examination. Candidate No. 65 took the examination, but it has since been established that he is not qualified educationally for Warrant rank as required by K.R. & A.I. Article 314, paragraph 2 (c), and his papers have, therefore, been destroyed without marking.

2. The named candidates have been declared successful, and their names have been placed on the roster for promotion, their position on which will be determined by the following factors:—

- Date of passing professional examination.
- Result of professional examination.
- Date of passing for Chief Electrical Artificer.

3. Candidates Nos. 15, 11 and 9 are up to the passing standard and their names have been placed in a supplementary roster for promotion should vacancies occur before the next examination, the date of which will be published in A.F.Os. This supplementary roster will become void after this examination is held. Candidates Nos. 15, 11 and 9, if not promoted by that date, must take a further examination, and their promotion will then depend entirely on the results of that examination.

4. The advancement of qualified candidates to Acting Warrant Rank will be subject to their being recommended by their Commanding Officers on Form S.198, and to their being physically fit.

5. Attention is drawn to K.R. & A.I., Articles 306 and 314.

6. Commanding Officers should take the necessary steps to bring this Order to the notice of the candidates concerned.

***2936.—Landing Craft Signaller (Sig. L.C.)**

(N. 11472/43.—1.7.1943.)

A.F.O. 686/43 is to be amended as follows:—

Add to paragraph 3:—

Leading Seamen, A.Bs. and Ordinary Seamen reaching the requisite standard may be given the non-substantive rating of Landing Craft Signaller by Commanders in Chief abroad or by Flag Officers Commanding Amphibious Task or Sub-Task Forces, who should arrange the necessary examinations.

(A.F.O. 686/43.)

2937.—Subsistence Allowance—Ratings and Other Ranks

(N. 11173/41.—1.7.1943.)

At Home

Unless billeting can be arranged, Naval ratings, Royal Marine other ranks, and ratings of the W.R.N.S., when travelling and in need of accommodation for the night are to receive the nightly rate of subsistence allowance shown in paragraph 3 below.

2. Where a man's or Wren's Commanding Officer or the Accountant Officer dealing with the claim is satisfied that personnel (other than boys) have not been able to obtain hostel accommodation, he may assume in the absence of anything to the contrary that the allowance of 7s. 6d. has been overspent and increase the nightly rate to 10s.

3. The rate for boys when absent a night and the daily rates for all have been increased, the revised scale being as follows:—

K.R. & A.I. Article 1666 Class.	Whenever absent a night, or for every 24 hours of absence.		9 hours or more and not absent the night.		Above 5, but under 9 hours.	
	s.	d.	s.	d.	s.	d.
V	7	6 (x)	4	6	2	0
VI	5	6 (y)	4	6	2	0

(x) May be increased to 10s. under the conditions of paragraph 2 above.

(y) Boys (Class VI) may receive an additional sum of 1s. 6d. a night when it has been necessary to pay for sleeping accommodation en route.

4. The foregoing arrangements should normally suffice but where the scale is insufficient actual necessary expenses within a limit of 12s. 6d. a day for 14 days may be allowed under the authority of a Commander in Chief or Flag Officer Commanding.

5. Urgent cases where it is claimed that 12s. 6d. a day is insufficient should be decided by Commanders in Chief or Flag Officers Commanding and, if payment is approved, submitted for covering Admiralty approval.

6. Non-urgent cases where 12s. 6d. a day is considered insufficient should be submitted to the Admiralty for directions.

7. A copy of or reference to the authority of the Commander in Chief or Flag Officer Commanding should accompany the relevant cash account.

Abroad

8. Commanders in Chief and Flag Officers Commanding are given discretion to approve payment of reasonable necessary subsistence expenses beyond the authorised scales. It is expected that normally these payments will not exceed 15s. a day for a period of 14 days. Exceptional cases where it is necessary to go beyond these limits should be submitted to the Admiralty for covering approval.

9. Paragraph 7 applies abroad as at home.

(C.-in-C., Portsmouth, No. 2037/P/8263/6/4, 22.4.43.)

(A.F.O. 2205/37, Section VII—not in annual volume.)

2938.—Coastal Forces Craft and Maintenance Staffs—Complement Amendment

(N. 12553/43.—1.7.1943.)

A.F.O. 2609/43 dated 10 June, 1943, should be amended as follows:—

For “(N. 2553/43). 10.6.43.”

Read “(N.12553/43). 10.6.43.”

(A.F.O. 2609/43.)

*†2939.—Naval Salvage Money—Distribution

(D.N.A./A/S. 431/42.—1.7.1943.)

The following award is now ready for distribution by the Director of Navy Accounts.

Award for the salvage of S.S. “Surrey” by H.M.S. “Cavina” on 25th–29th January, 1942.

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

	£	s	d
1st Class	84	9	3
4th Class	35	3	10
5th Class	28	3	1
6th Class	21	2	3
7th Class	16	17	10
8th Class	14	1	6
9th Class	11	5	2
10th Class	8	8	10
11th Class	7	0	10
12th Class	4	4	5
13th Class	2	16	4

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

2940.—Officiating Ministers of Religion

(C.E.55096/43.—1.7.1943.)

The following appointments have been approved:—

Church of England—

Liverpool—

Ferry Base Establishment *Rev. R. Marsden, M.A., 13 Waverley Road, Liverpool, 17.

R.N. Auxiliary Hospital *Rev. M. Pryce-Jones, Woolton Rectory, Acrefield, Liverpool.

* Appointments to date from 1st April, 1943.

Roman Catholic—

Lamlash and Isle of Arran ... Rev. J. Small, S.J., Craghead House, Bothwell, Scotland.

Methodist—

H.M.S. “Valkyrie” ... Rev. H. Johnson, “Oriol,” Selborne Drive, Douglas, Isle of Man.

(Vice Rev. G. G. Greswell.)

Church of Scotland—

H.M.S. “Owl” ... †Rev. J. L. MacFadden, Fearn Abbey.

† Also to Baptist, Congregational, and Methodist personnel.

The usual facilities are to be afforded.

*2941.—Photographer Branch—Closing of Roster for Transfer

(N. 6133/43.—1.7.1943.)

The roster of candidates for transfer to the Photographer Branch is now closed, and no further applications for transfer to that branch can be considered.

2. Ratings whose names are already on the roster are not, however, affected by this Order, except that any who are Able Seamen or Stokers 1st Class cannot be released for transfer, and are to be removed from the roster.

(Commodore, R.N. Barracks, Lee-on-Solent, No. 4112/57 of 25.3.43.)

2942.—Form S.43a—Provision of up-to-date Photographs

(N.L. 6600/43.—1.7.1943.)

In order to avoid any difficulty in identifying the holders of Naval Pay and Identity Books (Forms S.43A) when wearing a different uniform from that in which they were originally photographed or when they have undergone some facial change, new photographs should be taken and affixed to the books where possible whenever an alteration in the type of uniform worn takes place (e.g., on a Seaman becoming a Petty Officer), or when the holder undergoes some facial change, such as growing a beard.

(A.F.O. 4611/41.)

✓ 2943.—W.R.N.S.—Recommendations for Promotion of Officers

(C.W. 16139/43.—1.7.1943.)

In order to save time and paper, recommendations for promotion of W.R.N.S. Officers are to be forwarded, through the usual Service channels, direct to the Director, W.R.N.S., and not to the Secretary of the Admiralty.

(A.F.O. 3985/42.)

✓ (A.F.O. 2249/43 is cancelled.)

2944.—W.R.N.S.—Gunnery Control Category

(N. 11594/42.—1.7.1943.)

It has been decided to introduce a new specialised W.R.N.S. category, to be known as Gunnery Control.

2. The new category will embrace all W.R.N.S. ratings employed on duties concerned with gunnery which are not already covered by one of the categories listed in A.F.O. 1901/43, with the exception of A.A. Calculators (Gunnery Experimental Assistants), for whom special arrangements regarding pay and advancement have been notified to the appropriate authorities.

3. The decision to include the Gunnery Control category in the specialised section has been made on the understanding that its members will be interchangeable on the several duties involved. With this in view, new entrants will be required to undergo a 3rd class non-substantive rating's fire control and director course, together with an elementary close range gunnery course, of one week's duration in all, in one of the Gunnery Schools before being drafted for duty. Thereafter, they are to be given as much practical

A.F.O.
3601/45

experience as possible in order to give them a sound working knowledge of all the duties which they may be called upon to carry out in the course of their service.

4. While undergoing the short course in a Gunnery School and during the early stages of service with a unit, Gunnery Control ratings will be paid at the unspecialised rate. On recommendation by the responsible Gunnery Officer, which should not be made until ratings have served in the category for at least one month, that they are fully competent to perform all the duties assigned to the category, they may be granted the lower rate of specialised pay. The award of the higher rate of specialised pay will follow the normal rules.

5. Ratings already carrying out gunnery duties covered by this Order are to be absorbed into the new category forthwith, and such of them as are still being paid at the unspecialised rate may be awarded the lower specialised rate of pay on recommendation as in paragraph 4 above. Transfer to specialised pay may not be antedated beyond the date of this Order.

6. Advancement will be from a central roster maintained by the Superintendent, W.R.N.S., Portsmouth, who will also be the appropriate drafting authority.

7. The existing category of Analyser is now absorbed in that of Gunnery Control, and the specialised section of the Appendix to A.F.O. 1901/43 is to be amended as follows:—

Add:—

- | | | |
|-----|-----------|--|
| (a) | Column 1. | Gunnery Control. |
| | Column 2. | Either. |
| | Column 3. | Yes. |
| | Column 4. | — |
| | Column 5. | Portsmouth. |
| (b) | Column 1. | Gunnery Experimental Assistant. |
| | Column 2. | Either. |
| | Column 3. | Yes. |
| | Column 4. | — |
| | Column 5. | Portsmouth (Drafting Records).
No roster advancement. |

Delete:—

Analyser.

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

2945.—W.R.N.S.—Hospitals available for Treatment of Gynaecological Cases

(M.D.G. 13320/43.—1.7.1943.)

The following hospital is now available for treatment of gynaecological cases, and should be added to the list shown in A.F.O. 2021/43:—

Caernarvon and Anglesey Infirmary, Bangor.

(A.F.O. 2021/43.)

2946.—W.R.N.S.—Wrens (T)—Conditions of Service

(N. 13751/43.—1.7.1943.)

The following *amendment* is to be made to A.F.O. 1178/43:—

Paragraph 7 (a), (b), (e).

Delete "Captain, H.M.S. 'Vernon'", and

Substitute "Superintendent, W.R.N.S., Portsmouth".

Paragraph 7 (g).

Delete "Superintendents, W.R.N.S., concerned", and

Substitute "Superintendent, W.R.N.S., Portsmouth".

Add paragraph 11.

"All requirements for Petty Officer Wrens, Leading Wrens and Wrens (T) are to be notified to the Superintendent, W.R.N.S., Portsmouth, by the usual means."

(A.F.O. 1178/43.)

2947.—W.R.N.S.—New Category of Writer (R.M.)

(N. 10901/43.—1.7.1943.)

In order that W.R.N.S. ratings employed on pay and secretarial duties in R.M. Establishments shall not be placed at a disadvantage in regard to advancement prospects as a result of the introduction of professional tests and examinations for W.R.N.S. Writers generally (A.F.Os. 698/43 and 2128/43), it has been decided that such ratings are to form a separate specialised category to be known as Writer (R.M.)

2. All W.R.N.S. Writers (Pay) and Writers (General) at present serving in R.M. Establishments are therefore to be transferred to the new category with effect from 1st July, 1943 (but see paragraph 3 below). They will be placed on a centralised roster to be maintained by the Superintendent, W.R.N.S., Plymouth, who will also be the responsible drafting authority in accordance with A.F.O. 1901/43, paragraph 5.

3. Since, unlike Writers (Pay), their experience may be of more value on the naval side, Writers (General) affected by this Order may have the option of remaining in their existing category for employment in Naval Establishments instead of being transferred under paragraph 2 above.

4. Typists and Shorthand Typists will not be included in the new category but, on its formation, they may elect to transfer to it, if they so desire, without loss of seniority, subject to certification by the Commanding Officer that they are proficient in the required duties.

5. Professional tests will be introduced, commencing 1st July, 1943, to ensure that W.R.N.S. Writers (R.M.) are qualified to undertake the duties of higher rating before being advanced. These tests will be on the lines of paragraph 6 of A.F.O. 2128/43 and the fact of passing will be noted on the rating's Conduct Sheet and the Superintendent, W.R.N.S., Plymouth, informed. Tests are as follows:—

- (a) *For Leading Writer (R.M.).*—The basis for advancement to Leading rate will depend on a recommendation only. Heads of Departments will, however, satisfy themselves that the rating not only displays a sound knowledge of the work on which she is engaged, but also possesses a reasonable general knowledge of the Service.
- (b) *For Petty Officer Writer (R.M.).*—An oral test by the Brigade Major or Departmental Officer of Field rank, at which the candidate will be required to display a more advanced knowledge of the work on which she is engaged together with a reasonable general knowledge of procedure in other R.M. Departments.
- (c) *For Chief Wren Writer (R.M.).*—Written examination on subjects dealing with the organisation and administration of Royal Marine Divisions as affecting Commandants' Office, Drafting Office, Pay Office, Marriage and Allotment Office, Barrack-master's Department and Second Quartermaster's Department. Examinations will be held at the same time as those for other Writer categories (A.F.O. 698/43) commencing with the examination in November, 1943. Names to reach Adjutant General, R.M., by 1st August, for the November examination and 1st March for the May examination.

6. Writer (R.M.) is to be added to the list of specialised categories given in the Appendix to A.F.O. 1901/43, as follows:—

- | | |
|-----------|----------------|
| Column 1. | Writer (R.M.). |
| Column 2. | Either. |
| Column 3. | Yes. |
| Column 4. | — |
| Column 5. | —Plymouth. |

(A.F.Os. 698/43, 1901/43 and 2128/43.)

***2948.—W.R.N.S.—Transfer to Categories Required for Overseas—Conditions**

(N. 12238/43.—1.7.1943.)

There is an acute shortage of volunteers for overseas service in certain W.R.N.S. categories for which there are increasing requirements abroad, e.g., communications categories, whereas in other categories there are volunteers who have little or no prospect of being sent abroad while they remain on their present duties.

2. It has accordingly been decided that Wrens in categories for which there is no great demand overseas, particularly M/T Drivers, Stewards (O) and (G), may be allowed to change category under the following conditions in order to undertake foreign service:—

- (a) Ratings transferred will retain their existing rate of pay during training for the new category.
- (b) Existing seniority will also be retained on transfer but ratings will not be eligible for advancement until they have served a minimum of 3 months, excluding time on passage, from the date of completion of training for the new category.
- (c) These conditions will apply only to volunteers accepted by Overseas Selection Boards as suitable for overseas service who are willing to undergo training as Coders, Automatic Morse Transcribers, or in any other category urgently required for overseas and for which they are suitable. Candidates for the Coder category must be typists (20 words a minute) and those for the Automatic Morse Transcriber category must be touch typists.
- (d) When Admiralty approval for transfer of category is necessary under A.F.O. 1179/43, the application is to be accompanied by a certificate that the rating has been found suitable and the transfer is recommended by the Overseas Selection Board.
- (e) Any rating changing category under these conditions who subsequently declines to go overseas will be compulsorily reverted to her former category and rating.

3. Leading Wrens and above are not to be accepted for transfer of category under the provisions of this Order.

(A.F.O. 1179/43.)

2949.—Dental Treatment—Internal Medication

(M.D.G. 29264/43.—1.7.1943.)

The internal administration of drugs other than those commonly used in dental practice, and normally supplied direct to Dental Officers, is occasionally necessary as an adjuvant to local treatment of dental lesions.

2. Such administration is only to be undertaken after consultation with the medical officer, and with his collaboration.

2950.—Body Louse Infestation

(N.11317/43.—1.7.1943.)

The increase in the number of cases of infestation with body lice is a matter of concern especially in the present danger of introduction and spread of typhus fever.

2. That more attention is required in the inspection of drafts at certain establishments is borne out by complaints received at the Admiralty of men joining in a verminous condition.

3. During medical inspections of drafts and at other routine inspections, it is essential that the clothing as well as the body is closely examined. Particular attention should be paid to the folds and seams of underwear, jerseys and trousers. Follow-up examinations of disinfested persons should be carried out at weekly intervals for one month where this is practicable.

4. As infestation by the louse is due to uncleanly habits, e.g. sleeping in dirty underclothing or wearing articles of clothing, such as jerseys, without periodic washing or disinfesting, it is the duty of all officers by kit inspections, etc., to ensure that a proper standard of cleanliness is maintained.

5. Special attention should be given to washing of jerseys, which are a frequent source of infestation. Additional jerseys are allowed to ships in Murmansk and Icelandic waters (A.F.O. 71/42).

6. If other ships continuously employed in Northern waters have difficulty in making an opportunity to wash jerseys, consideration will be given to supply of a limited number on loan. Application should be forwarded through administrative authorities, but in view of the shortage of woollen clothing, application for loan jerseys should only be made where absolutely essential.

(C.A.F.O. 230/41.)

(A.F.O. 4606/41 and 71/42.)

2951.—Restriction of Travel at Holiday Periods

(N. 15130/43.—1.7.1943.)

Owing to the heavy demands on the railway system, it is necessary to impose special restrictions on travelling during holiday periods. The actual restrictions will be promulgated by Admiralty General Message in respect of each holiday about a month in advance, and reference will be made to this Fleet Order.

2. Periodical leave is to be arranged so as to avoid travel during the closed period, and wherever applicable and practicable week-end leave due at that period should be combined with periodical leave, in accordance with A.F.O. 2615/43.

3. The restrictions on travelling will apply to personnel on the permanent staff of shore establishments, but will not apply to men of seagoing ships or to men temporarily in depots, to drafting leave, to foreign service leave, to compassionate leave, nor to travel to and from Ireland and the outlying islands, though every effort is to be made to reduce this travel to a minimum during the closed period.

4. Boys training establishments and mechanical training establishments should try to avoid giving leave which involves travel during the closed period, but may do so if necessary to comply with training service routine.

5. Government training colleges, technical colleges, civilian wireless schools, etc., may conform to the holiday arrangements of their civilian staffs.

6. Local rail travel on short leave for journeys under 20 miles is not subject to restrictions.

7. Leave tickets issued for travel in excess of 20 miles during the restricted period are to be endorsed in red ink "Rail travel authorised" unless a free rail warrant is issued. Officers travelling on leave during the closed period who require concession fares should use Army Form 01798 or produce a written authority to travel signed by their Commanding Officer.

(A.F.O. 2615/43.)

2952.—Public Donations for Particular Ships, Etc.—General Policy

(P.M./N.L. 6923/42.—1.7.1943.)

Attention is drawn to A.F.O. 3927/39 and A.F.O. 5146/42 concerning the general policy in regard to benevolent funds formed for individual ships. Attention is also drawn to A.F.O. 2038/40, paragraph 15, dealing with the reasons for setting up the R.N. Dependants' Fund at the beginning of the war.

2. By this time many of the ships of the Fleet have been adopted by various towns, etc., and bonds of sympathy and friendship have been forged between them. When one of these ships is lost the community by which it has been adopted may wish to express in some tangible way its sympathy for the dependants of those who have died, and some have offered to form benevolent funds for assisting dependants.

3. On the general grounds indicated in the above-mentioned Fleet Orders it is desirable to arrange, as far as possible, that such funds, while associated, if the organizers or donors wish, with the name and memory of a particular ship, should be made available for general distribution through one or more of the representative central organisations which have been established for the purpose of avoiding overlapping of administration and of ensuring that gifts for the relief of those who are serving, or have served, in the Naval Forces, and their dependants, are equitably distributed.

4. When information is received of a proposal to raise a fund or make a monetary gift for benevolent purposes as a token of regard for a particular unit or section of the Naval Forces it should be suggested if at all possible, that the foregoing arrangement be adopted. The Central organization, or organizations, nominated to distribute the funds should, in the normal course, be representative of the personnel of the unit or section of the Naval Forces with which the fund or gift is to be associated.

5. The following are the appropriate distributing central organizations:—

(i) For Officers of the Royal Navy, Royal Marines and their dependants:—

The Central Bureau for Naval Officers Charities,
333, Ibex House,
Minorities, E.C.3.

(ii) For ratings and other ranks of the Royal Navy, Royal Marines and their dependants:—

The Royal Naval Benevolent Trust,
10, New Road,
Rochester, Kent.

(iii) For members of the Womens Royal Naval Service.

W.R.N.S. Benevolent Trust,
Queen Anne's Mansions,
St. James's Park, S.W.1.

(iv) For personnel serving on agreement T.124 and variants:—

King George's Fund for Sailors War Fund,
Trinity House, Tower Hill, E.C.3.
(gifts should be earmarked for T.124 Personnel).

It should also be borne in mind that donations for general Naval benevolent purposes which are not associated with any particular group of personnel may be forwarded, for distribution to all representative Naval charitable organizations, to King George's Fund for Sailors War Fund, earmarked for Naval charities.

(A.F.Os. 3927/39, 2038/40, 5146/42.)

2953.—Postal Parcels—Care in Packing

(N. 14326/43.—1.7.1943.)

(Included in Notice Boards Issue only.)

2954.—Compensation for Loss of, or Damage to, Privately Owned Tools—Ratings only

(N.L. 4666/43.—1.7.1943.)

(Included in Notice Boards Issue only.)

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

2955.—Guns, Machine, Browning 0.303-in.—All Types—Assembly of Breech Block

(G. 3016/43.—1.7.1943.)

An accident has occurred in an 0.303-in. Browning gun owing to the breech block being assembled into the gun with the cocking lever pointing to the rear. This is not possible in all guns.

2. Great care must be taken to ensure that the cocking lever is pointed forward when the breech block is assembled into the gun, otherwise premature ignition of the round is likely to occur, with dangerous results.

2956.—Guns, Machine, Browning, 0.5-in. M.2 water-cooled and air-cooled—Deck Guns and Aircraft Guns—Modification

(A.S./G. 011610/42.—1.7.1943.)

Action is to be taken in respect of the modifications previously ordered as follows:—

(a) *All Guns.*—No modification to either the firing pins or the firing pin extension is necessary when guns are fitted with bolts which have two vent holes as shown in A.F.O. Diagram 199/43. Firing pins which have collars of approximately 0.439 in. diameter require no modification.

Guns which do not comply with (a) above are to be modified as follows:—

(b) *Deck guns water-cooled and air-cooled.*—Firing pins and firing pin extensions are to be modified in accordance with A.F.O. Diagram 211/42. Instead of forming flutes in the collar of the firing pin as shown in the diagram, the collars may be reduced in diameter from 0.49 in. to 0.438 in. if desired. This modification is to be carried out before guns are issued whenever time admits. Unmodified guns already issued to service are to be modified when they are in hand for overhaul or repair.

Other modifications shown on Instructional Print N.O.D. 3131/1B amended under date 3rd March, 1943, are not essential for deck guns.

(c) *Aircraft guns.*—All aircraft guns are to be modified in accordance with Instructional Print N.O.D.3131/1B, dated 3rd March, 1943, before the guns are issued to service. After modification, the rear end of the oil buffer body and breech block is to be stamped with the letter M and N.O.D. 3131/1B stencilled in white 1-in. block letters on the top plate at rear of gun for ready identification. Aircraft guns in service are to be examined by ships or air stations staff, and if found to be unmodified, arrangements are to be made for the guns to be modified at the nearest R.N. Armament Depot at the first opportunity.

2. R.N. Armament Depots are to ensure that spare firing pins and firing pin extensions are similarly modified as necessary.

3. Sub-paragraph (i) of paragraph 1 of A.F.O. 1537/42 and paragraph 2 of A.F.O. 4121/42 are cancelled.)

(A.F.Os. 1537/42 and 4121/42.)

2957.—Guns, Machine, 20-mm., Oerlikon—Replacement of 200-knot Sights by 300-knot Sights

(A.S./G. 8275/42.—1.7.1943.)

All 200 knot sights for 20-mm. Oerlikon guns mounted in Coastal Force craft are to be replaced by 300 knot sights.

2. Supply is being arranged by Admiralty (D.A.S.) direct to Coastal Force Bases in U.K. Abroad, demands should be sent to the nearest R.N.A. Armament Depot.

2958.—Gun Mountings, 5.25 in., Marks I and II—Standing Contract for the Repair of Newton (Derby) Pumps

Dockyards, P.E.R.Os. and G.M.Os.

(G. 3306/43.—1.7.1943.)

A standing contract has been arranged with Messrs. Newton Brothers (Derby), Ltd., Alfreton Road, Derby, for the repair of size 31 variable delivery pumps.

2. Contract C.P. 8A/73957/43/8.III.G/K.7281, dated 18th May, 1943, refers.

The contract allows the firm to maintain a stock of special parts to facilitate repairs within reasonable time.

3. Local purchase orders should be placed with the firm under the terms of the standing contract.

The Admiralty Gun Mounting Overseer, Manchester, will decide what repairs are necessary and will certify that the cost is fair and reasonable.

4. The registered numbers of pumps returned for repair should be reported to the Admiralty (D.N.O.).

2959.—Gun Mountings—5.25-in., Mark II—Blast Hoods for O.L.O. Periscopes—As. & As.—REPORTS

H.M. Dockyards and "Dido" Class Cruisers concerned

(G. 04076/43.—1.7.1943.)

As the result of experience with the 5.25-in. Mark II mountings in "Dido" class cruisers in action, it has been found that damage to the O.L.O. periscopes of certain mountings is caused by the blast from guns in the superimposed mountings.

2. The periscopes of "A" and "Y" mountings are damaged by the blast of "B" and "X" respectively in ships with four turrets; also the periscopes of "B" mounting by the blast of "Q" guns in ships where five mountings are fitted.

3. Arrangements have been made for protecting hoods to be manufactured, and when not fitted to mountings in the first instance, will be available in due course, on demand from the Admiralty Gun Mounting Store, Parkhead, for ships in service.

4. The Commanding Officers of the ships concerned should include an item, classification "A," in the ship's list of As. and As. to cover the work involved in fitting, the details being shown in A.F.O. Diagram No. 197/43.

5. The register numbers of the mountings so fitted should be reported to the Admiralty in due course.

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

2960.—Cordite Landing—Destruction

(A.S. 7907/43.—1.7.1943.)

All cartridges containing cordite of the following lot and sub-lots on board sea-going ships are to be landed as early as practicable:—

Lot No.	Size	Lot No.	Size
R.N.C.2099R	S.C.T.	R.N.C.916C5/43	S.C.103
R.N.C.1583C3/43	S.C.109	R.N.C.1413C5/43	H.S.C.T.124-058
R.N.C.153C4/43	S.C.103	R.N.C.1419C5/43	H.S.C.T.124-058
R.N.C.560C4/43	S.C.103	R.N.C.1543C5/43	S.C.109
R.N.C.761C4/43	H.S.C.T.124-058	R.N.C.1638C5/43	S.C.109
R.N.C.779C4/43	S.C.205	R.N.C.1640C5/43	S.C.280
R.N.C.1083C4/43	H.S.C.T.124-058	R.N.C.1646C5/43	S.C.109
R.N.C.1562C4/43	S.C.109	R.N.C.1650C5/43	S.C.109
R.N.C.1622C4/43	S.C.109	R.N.C.1761C5/43	S.C.103
R.N.C.1761C4/43	S.C.103	R.N.C.1799C5/43	S.C.280
R.N.C.2426C4/43	S.C.109	R.N.C.1854C5/43	S.C.205
R.N.C.125C5/43	S.C.280	R.N.C.2213C5/43	S.C.109
R.N.C.195C5/43	S.C.280	R.N.C.478C6/43	S.C.103
R.N.C.217C5/43	S.C.280	R.N.C.815C6/43	S.C.103
R.N.C.218C5/43	S.C.103	R.N.C.852C6/43	S.C.103
R.N.C.236C5/43	S.C.280	R.N.C.1035C6/43	S.C.103
R.N.C.319C5/43	S.C.280	R.N.C.1036C6/43	S.C.103
R.N.C.450C5/43	S.C.280	R.N.C.1261C6/43	S.C.103
R.N.C.496C5/43	S.C.280	R.N.C.1881C6/43	H.S.C.T.134-055
R.N.C.591C5/43	S.C.048	R.N.C.1927C6/43	S.C.061
R.N.C.651C5/43	S.C.205	R.N.C.1975C6/43	H.S.C.T.134-055
R.N.C.818C5/43	H.S.C.T.124-058	R.N.C.1976C6/43	H.S.C.T.134-055
R.N.C.835C5/43	S.C.103		

2. At depots abroad, cordite in all cartridges so received, together with any in store, is to be destroyed forthwith.

3. At home depots, any cartridges or bulk cordite of the above lot or sub-lots required for trials, experiments or gunnery school firings, may be retained for a further period of six months from date of withdrawal.

4. In regard to lot quoted above bearing the suffix "R" particular care is to be taken that any cordite of the same lot, but with the "R" omitted, is landed at the same time.

5. Care is to be taken that any cartridges of the lot or sub-lots shown in paragraph 1, but marked "R.U.", are also landed and similarly dealt with.

2961.—Torpedoes—21-in. Marks VIII and IX and 18-in. Marks XI, XII and XV Type. Washing out Engines with Water after Running and Withdrawal of Funnels, St. No. T.280.

(T. 09072/43.—1.7.1943.)

The practice of washing out the engines of 21-in. Mark VIII and IX and 18-in. Mark XI, XII, and XV type torpedoes with fresh water after practice running, as at present laid down in Routine "R" in the maintenance regulations of these 21-in. torpedoes, is unnecessary and may be discontinued, provided that oiling through with engine lubricating oil is still faithfully carried out in accordance with existing instructions.

2. The maintenance regulations for 18-in. torpedoes have already been amended. Those for 21-in. torpedoes will be amended accordingly in due course.

3. No more funnels, St. No. T.280, supplied for filling the engine with fresh water through the tail shaft, will be supplied to ships, and any funnels now on board are to be returned to Depots.

2962.—Torpedo Stores—Screws, Long, and Pins, Safety—Disposal of

(A.S. 2303/42.—1.7.1943.)

With reference to A.F.O. 4878/42, pins, safety, air levers, and screws, long steadying weight, belonging to expended or lost torpedoes, are to be returned promptly to the nearest Torpedo Depot.

(A.F.O. 4878/42.)

2963.—Heads, Blowing, 21-in., Marks VIII E and IX C—Conversion to Non-duplex type

(A.S. 6440/43.—1.7.1943.)

To provide additional "K" type blowing heads for 21-in. torpedoes, it has been decided to convert the small available stock of 21-in. Mark VIII E and Mark IX C duplex blowing heads, which have not so far been issued to sea, by rendering inoperative the duplex features of these heads.

2. The conversion consists of—

- blanking the duplex pistol pocket and indicator pocket;
- removal of the cover plate from the recorder pocket and blanking the water rating plug;
- removal of the C.R. rod or dummy from the C.R. rod pocket, which is made watertight by the after intensifier or blanking plug.
- addition of a small amount of lead ballast on the side centre lines.

3. The heads after conversion will be accounted for as:—

Heads, blowing, 21-in., VIII E, Mod. 1.
Heads, blowing, 21-in., IX C, Mod. 1.

4. The result of the conversion is to produce a normal K-type head blown from the air vessel. Depth and roll recorders Mark III (with adapter St. No. T.247) or Mark IV can be used in the head.

5. The converted heads can only be used with torpedoes with removable forward end plugs in the air vessel, viz. 21-in., Marks VIII** and VIII*E, IX** and certain IX*.—They cannot be used with the earlier types of Mark VIII and IX torpedoes.

6. Maintenance and tests of 21-in., VIII Mod. 1, heads is to be carried out in accordance with the regulations for 21-in. VIII D heads in O.U. 5531. Instructions for the maintenance and testing of 21-in., IX C, Mod. 1, heads will be issued.

2964.—Forced Draught Fans—Sturtevant Type V.D.5

“Town” Class Destroyers

(D.014646/43.—1.7.1943.)

In some ships the relief valves fitted to these fan casings have been removed and the apertures blanked in order to avoid risk of broken parts damaging the turbine rotor.

2. These blanks are to be replaced at the earliest possible opportunity by relief valves with working parts outside the turbine casing. These relief valves should lift at 25 lb./sq. in.

3. In the case of fans fitted with relief valves of the original design, in which the valve spindle and spring project inside the turbine casing, relief valves of modified design with working parts outside the casing are to be fitted at the next convenient opportunity.

4. The work is to be treated as a defect.

5. Attention is drawn to A.F.O. 555/42.

(A.F.O. 555/42.)

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

2965.—Motor Driven Forges, Pattern 1607—Revised Allowance

Aircraft Carriers concerned

(N.S. 16829/43.—1.7.1943.)

The existing allowance to aircraft carriers stored under B.R. 321 (Establishment of Naval Stores for Engineering Purposes) of two motor driven forges, Pattern 1607, is applicable to H.M. Ships “Illustrious,” “Victorious” and “Formidable,” but for “Indomitable” and later Fleet carriers the allowance of forges of this pattern for engineering purposes is to be one only. The allowance for Executive Purposes (B.R. 358) remains unaltered.

2. The Establishment of Naval Stores for Engineering Purposes (B.R. 321) will be amended.

2966.—20-in., Signalling Projectors, Patterns 170 and 170A—Asbestos Packing for Front Glass

(N.S./S.D. 471/43.—1.7.1943.)

In view of the rubber shortage, the supply of rubber rings, Pattern 2485, for the front glasses of 20-in. signalling projectors, Patterns 170 and 170A, is being discontinued, and demands outstanding at Yards and Depots from Admiralty Regional Electrical Engineers for the supply of these rings to contractors for incorporation in 20-in. signalling projectors should be cancelled.

2. Asbestos webbing, Pattern 16, $\frac{1}{8}$ -in. thick by 1-in. wide, is to be used in lieu for replacement purposes. A length of 6-ft. is sufficient for each projector. The asbestos webbing required originally for incorporation in the projectors will be supplied by the contractors.

3. The webbing is to be wrapped round the edge of the glass to form the same section as the existing rubber ring and finally cut to the required length as necessary. No adhesive is necessary.

4. Rubber rings, Pattern 2485, should continue to be issued to ships as spares until stocks are exhausted.

5. The Sea Store Establishments concerned and the Rate Book will be amended.

2967.—R.D.F., Types 282/4/5, M(3)/M(4) and Type 283, Rotary Capacity Switches, Pattern W3893, and Line Units, Adjustable, 2-Way and 3-Way, Patterns W3895 and W3894—Effect of Low Temperature.

(S.D. 1349/42.—1.7.1943.)

It is improbable that rotary capacity switches will start when the temperature is below 32°F owing to the increased viscosity of the oil at low temperatures. It is recommended that the chambers containing oil in the rotary capacity switch should be warmed by a blowlamp, care being taken that the play of the flame is evenly distributed. Once started the rotary capacity switch should continue to run satisfactorily but the operation should be repeated on each occasion of switching on if the oil has had time to cool to approximately 32°F.

2. A special lubricating and insulating oil, Air Ministry Reference No. D.T.D.44D (R.A.F. Ref. No. 34A/43) is now available and has been found suitable for use in the rotor chamber, containing the Geneva Cross Mechanism of the rotary capacity switch, Pattern W.3896, and in the line units, adjustable, 2-way and 3-way, Patterns W.3895 and W.3894, and supersedes Pattern 165, Oil lubricating, and Pattern 109B, Oil insulating previously specified. One gallon of oil D.T.D. 44D should be demanded by ships from the nearest storing yard for each rotary capacity switch fitted.

3. Electric heaters will be supplied for retrospective fitting to rotary capacity switches when available.

4. In very cold weather the running current of a rotary capacity switch is increased for approximately the first half hour of running, and Pattern W.1037 fuses, 1.5 amps. in the A.C. output of Pattern W.4296 switch unit are overloaded. The rating of these fuses is therefore to be raised to 2 amps.

5. Ships concerned are to demand 18 (includes 12 spares) fuses, cartridge type “B”, 2.0 amps, Pattern W.181, for each switch unit, Pattern W.4296 fitted, from the S.N.S.O., Haslemere, quoting this Order as authority.

6. All fuses, Pattern W.1037 rendered redundant by the above change are to be retained on board for use as necessary for other services.

7. Amendments to the appropriate Establishment List will be promulgated in due course.

2968.—W/T Equipment—Information Regarding As. and As.

(S.D. 1389/42.—1.7.1943.)

With reference to K.R. and A.I, Article 663 paragraph 21, Commanding Officers of ships about to undergo a refit, if in any doubt regarding approved “A” and “As” to their W/T equipment, should call for assistance from the local P.W.T.O. before the ship is taken in hand to ensure that the latest approved equipment is included.

2969.—Lysander Aircraft—Engine Failures

(AMR/NAD 3867/42.—1.7.1943.)

A number of cases of engine failure in Lysander aircraft have occurred shortly after take-off. The precise cause of such failures has not been determined but it is thought to be largely due to overheating of the engines during ground running and taxi-ing, causing the exhaust valves to stick, and /or failure to clear the engine before commencing the take-off run.

2. Pilots of Lysander aircraft are to be warned to take the shortest time reasonably possible between running up the engines and commencing their taxi-ing run to the runway. During the taxi-ing the cowl gills should be fully open and the engine speed kept below 1,500 r.p.m. If the engine has been idling for more than 5 minutes it must be cleared by running up before beginning the take-off. A.P. 1491D, Volume I, Section 1, Chapter 2, paragraph 14 *et seq.* refer.

3. If after clearing the engine, the cylinder, the temperature exceeds 190C, (vide A.P.1491D Leading Particulars), take-off should not be attempted until the engine has been allowed to cool (vide A.P.1491D, Volume I, Section 1, Chapter 1, paragraph 18(i), and the engine re-cleared.

4. In the event of any failures which may be due to the causes referred to in paragraph 1 above, the report on Form A.25 should quote the time spent on ground running and taxi-ing before take-off and also state the oil and cylinder temperature immediately before take-off. A very careful examination should be made of all valves for any signs of seizure or corrosion of the stems.

2970.—Swordfish Aircraft—Defect in Stern Post Fitting

(A.M.R. 2467/43.—1.7.1943.)

Owing to a manufacturing defect, which has now been rectified, the holes for the vertical bolts connecting the lower stern post fitting, Part No. C.37081, to the longerons are elongated on certain Swordfish aircraft

2. At the next major inspection of all such aircraft built by Messrs. Blackburn Aircraft, Ltd., the above fitting is to be examined and, if more than three holes on one side are elongated, the fitting is to be replaced.

3. The inspection is to be recorded in the log book quoting this order.

2971.—A.R.L. Desiccating Attachments

(N.S. 19458/43.—1.7.1943.)

The A.R.L. desiccating attachment for the desiccation of gun sighting telescopes and binoculars, referred to in Pamphlet O/6079/3, issued in accordance with A.F.O. 3249/42, is for use in conjunction with rangefinder desiccators, Patterns 8011/A and 9678/A and one will be allowed to each vessel to which desiccators of these patterns are allowed, irrespective of the numbers carried. The articles will be dealt with as "permanent" items of Naval stores.

2. Initial purchase of 500 A.R.L. attachments, to which Pattern 10722 has been assigned, has been arranged under Sub-head F, Item 1.B., from Messrs. George Adlam & Sons, on contract dated 3rd May, 1943, C.P. 66538/43/F.261, for distribution as follows:—

		<i>No.</i>			<i>No.</i>
(a) Portsmouth	...	30	(a) Colombo	...	20
(a) Devonport	...	30	(a) Alexandria	...	20
(a) Chatham	...	30	(a) Malta	...	20
(a) Rosyth	...	50	(a) Bermuda	...	10
Mersey Area (Mossley)	50		(a) Simonstown	...	10
Severn Area (Stroud)	50		New York	...	10
Greenock	...	40	(a) Bombay	...	10
Belfast	...	20	(a) Sydney	...	10
(a) Durban	...	40	(a) Halifax, N.S.	...	10
(a) Gibraltar	...	30	(a) Devonport, N.Z.	...	10

(a) One attachment is to be retained for Dockyard use.

Shipment to the services shown in column 2 will be arranged by the Superintending Naval Store Officer, Park Royal.

3. Ships concerned in commission are to forward demands to the nearest storing yard or Naval Store Depot, but supply is not to be hastened, as deliveries are not expected to commence until September, 1943. Supply to ships of new construction is to be arranged by storing yards.

4. The Authorised List of Naval Stores and the Sea Store Establishments concerned will be amended.

(A.F.O. 3249/42.)

2972.—Ballasting—A. and A.

L.B.V.

(D./M./02915/43.—1.7.1943.)

In order to improve the manœuvrability and propeller immersion of L.B.V. when light, it has been approved to fit permanent ballast under the inboard ramp. The amount of ballast fitted should be the minimum which will give the craft a draught of 4-ft. 0-in. aft when in the light condition. For craft now in hand and for future conversions the work should be carried out concurrently with the conversion to L.B.V. For craft already in service an A. and A. item should be raised for the work to be done on the next available occasion.

(C.C.O., 20.5.43, No. C.R. 1875/43.)

2973.—Diesel, Petrol and Steam Engines and Air Compressors—Venting of Crank Chambers

Dockyards and Shore Establishments and Ships concerned

(D. 6194/43.—1.7.1943.)

An explosion has occurred in the crank chamber of a dockyard air compressor which was attributed to the overheating of the H.P. stage guide, due to temporary failure of lubrication.

2. The overheating would have probably been detected had the crank chamber been fitted with the usual vent and gauze-covered outlet.

3. Steps are to be taken to provide such vents in any crank chamber of diesel, petrol, steam engines or air compressors which are not so fitted, and to ensure that gauze-covered vents are provided in all future instances.

(Chatham Yard Letter, 7.5.43, No. 1952.)

2974.—Food Heating Equipment for Sick Bays

Royal Naval Air Stations

(N.S./V. 25067/42.—1.7.1943.)

To provide facilities for minor cooking and hot drinks at night when galleys are shut down, is it approved to supply the following equipment to sick bays at R.N. Air Stations:—

One electric hotplate, Pattern 9077.

One electric kettle, Pattern 12020.

2. Where the above equipment is not already installed, demands should be forwarded in accordance with C.A.F.O. 452/43.

3. The installation of the necessary power points will be arranged.

4. The establishment of stores for R.N. Air Stations will be amended.

(C.A.F.O. 452/43.)

2975.—Hot Water System Breather Pipe—A. and A.

Sloops Fitted for Arctic Service

(D./P. 03134/43.—1.7.1943.)

A report has been received of the unsatisfactory working conditions with the breather pipe to the hot water system led up the inside of the main funnel in the modified "Black Swan" class sloops which have been fitted for Arctic service. This is caused by the excessive heat of the funnel gases.

2. It has been approved to alter the lead of the breather pipe from inside the funnel to the foremast. The pipe should be thoroughly and efficiently lagged.

3. The Commanding Officers of vessels concerned should insert an item, classification "B," in their next lists of As. and As. to cover the work involved.

(P.S.O., Birkenhead, 13.3.43, Ref. No. 47/SL.)

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

2976.—Kent Clear View Screens

"A"—"I" and "Havant" Class Destroyers, including "Amazon" and "Ambuscade"

(D. 012149/43.—1.7.1943.)

Two 9½-in. diameter, destroyer type Kent clear view screens are to be fitted in the bridge screens at the fore end of the upper bridge in the above-mentioned ships, where not already fitted.

2. Care is to be taken that the motors do not infringe the "safe" distance from the standard compass, which is 3-ft. for Kent clear view screen motors.

3. Repair authorities concerned are to arrange for the purchase of the screens direct from the makers, Messrs. George Kent, Ltd., Luton, Bedfordshire, who should be supplied with the necessary information as to sizes and general lay-out of the apertures in which it is intended to instal the screens, preferably accompanied by diagrams.

4. An item, classified "B," to cover the work involved, is to be included in the next list of As. and As. for the ships concerned.

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

2977.—Knives, Fighting—Supply to Flying Crews

(A.S. 6610/43.—1.7.1943.)

Fighting knives, introduced by A.F.O. 1486a/43, will be supplied to flying crews on the basis of one per seat per operational aircraft.

2. Demands, quoting this order as authority, should be forwarded through F.O.N.A.S. or R.A.N.A.S. (N) to the nearest of the following R.N. Armament Depots:—Priddy's Hard, Plymouth, Crombie, Kingswinford or Lincoln.

(A.F.O. 1486a/43.)

2978.—Models of Warships for "Tyne" Type Torpedo Attack Teachers

(N.S. 19220/43.—1.7.1943.)

In order to cover more types of enemy ships, the composition of the set of models of warships, pattern 2471, provided for use with "Tyne" type Torpedo Attack Teachers has been revised, and the following models now constitute a complete set:—

Serial No.	Ship	Scale
B.29	"Q" Class Destroyer or Defender	20 ft. to 1 in.
	<i>British</i>	
	<i>German</i>	
G.1	"Admiral von Tirpitz"	50 ft. to 1 in.
G.4	"Admiral Scheer"	50 ft. to 1 in.
G.10	"Leipzig"	50 ft. to 1 in.
	<i>Italian</i>	
I.1	"Littorio"	50 ft. to 1 in.
I.4	"Regolo"	50 ft. to 1 in.
I.6	"Muzio Attendolo"	50 ft. to 1 in.
	<i>Japanese</i>	
J.1	"Nagato"	50 ft. to 1 in.
J.11	"Mogami"	50 ft. to 1 in.

2. The uniform larger scale of 50 ft. to 1 in. has been adopted as giving a better representation of the targets at night, or at the short ranges required for attacks on single ships or small formations to be effective.

3. Issue of the additional models to services already supplied with sets pattern 2471 has been arranged.

4. The Rate Book for Naval Stores will be amended.

(A.F.O. 2387/40—not in annual volume—is cancelled.)

2979.—Naval Store Accounts for Small Requisitioned Vessels

Naval Authorities at Naval Bases and Ports

(N.S. 23275/43.—1.7.1943.)

Instances occur where new Naval Store Accounts are prepared for small requisitioned vessels which have been transferred from one operational base to another, or taken in hand for refits, despite the fact that accounts have already been prepared during the vessel's service and are normally held and maintained by the Operational Base Authorities. In some cases the fact that new accounts have been created has not been reported to the Admiralty with the result that two accounts, which may not agree, are in existence.

2. It is essential that new accounts should not be created without prior concurrence of the Director of Stores, Admiralty.

3. When such vessels are transferred their Naval store accounts should be forwarded at the same time (A.F.O. 4435/41 paragraph 10, and A.F.O. 201/43). If these are not received by the new Operational Base within a reasonable period the former Base should be communicated with and if a satisfactory reply is not received the matter should be reported without delay to the Director of Stores, Admiralty, for instructions as to the action to be taken.

4. When approval is given for a new account to be prepared to replace an old account the latter should be closed and the differences listed on Forms S.148 report of stocktaking. The entries in the old account should be annotated "transferred to new account", "S.148" etc., and the original copy of the stocktaking enclosed in a cover S.148 (outside), certificated, and forwarded to the Director of Stores, together with the enclosed account.

(A.F.Os. 4435/41 and 201/43.)

2980.—Oil, E.M. (Taylor Hobsons), Pattern 928, Superseded by Oil, Lubricating, R.A.F. 34A/131

(N.S./C.P. 3637/43.—1.7.1943.)

Oil, E.M. (Taylor Hobsons), Pattern 928, has been superseded by Oil, Lubricating, R.A.F. 34A/131. Stocks of the latter are being provided, but the former should continue to be issued until stocks are exhausted.

(A.F.O. 210/36—not in annual volume.)

2981.—Pitometer Logs—Distance Register, Mark III, Pattern 2257

(N.S. 23353/43.—1.7.1943.)

The distance register, Mark III, Pattern 2257, superseded by the Mark IV, Pattern 2273, in accordance with A.F.O. 2235/39, is now to be regarded as obsolescent. Existing registers, Pattern 2257, are, however, to be retained as long as serviceable, and springs for locking pawl, Pattern 2266, and springs for re-setting plunger, Pattern 2270, are still obtainable for the repair of this type.

2. The Authorised List of Naval Stores will be amended.

(A.F.O. 2235/39—not in annual volume.)

2982.—Seaplane Cranes—Thomas A/C Lifting Grabs—Spreader Arms

(D. 6749/43.—1.7.1943.)

When spreader arms fitted to Thomas A/C lifting grabs become defective they are to be replaced by a modified type as shown on A.F.O. Diagram No. 195/43.

2. The work of manufacture and fitting is to be carried out by the ship's staff.

2983.—Steering Shafts Passing Through After Ballast Tanks—Protection of—As. and As.

(D. 6411/43.—1.7.1943.)

The following modifications are to be carried out in all ships where the steering shaft passes through the after ballast tank, if this tank is normally kept full of sea water:—

(a) Grease lubrication is to be provided from accessible positions to the steering shaft bearings exposed to sea water.

(b) The portion of steering shaft within the tank is to be examined, cleaned and protected by two coats of Detel D.M.U., followed by two coats of Detel Red A (C) at the earliest opportunity.

(c) The sleeve couplings within the tank are to be examined, cleaned and grease packed.

2. The Commanding Officers of the ships concerned should arrange for an item, classification "A," to be inserted in the ship's As. and As. list to cover the work involved.

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

2984.—Supply of Stores for Instructional Purposes—Procedure—Amendment
R.N. Aircraft Training Schools and Establishments

(N.S. Air 3709/43.—1.7.1943.)

A.F.O. 2780/43 should be amended as follows:—

Paragraph 4.

Delete.—"Admiralty approval should be obtained before supply is made."

Substitute.—"A submission, giving full reasons for the requirements, should be forwarded, through F.O.N.A.S., to Admiralty, for approval, before supply is made. It is important that the quantities held, if any, should also be stated, when rendering the demands, which should be signed by the Officer-in-charge of the Establishment concerned."

(A.F.O. 2780/43.)

2985.—Telephone Spares—Allowances

"Fiji," "Uganda" and "Minotaur" Class Cruisers

(N.S. 012971/43.—1.7.1943.)

The allowances of telephone spares to "Fiji," "Uganda" and "Minotaur" Class Cruisers, other than H.M. ships "Kenya," "Mauritius" and "Nigeria" have been revised and the allowances shown in the Appendix to this order are to replace all allowances of telephone spares at present shown for these ships in the Establishment (B.R. 359). The allowances applicable to H.M. ships "Kenya," "Mauritius" and "Nigeria" remain unaltered.

2. Ships concerned in commission should demand from their storing yard or depots any spares required to complete to the allowances shown in the Appendix; any spares held in excess of these allowances should be returned to the nearest dockyard or Naval store depot. Supply to ships under construction should be arranged by the warrant and storing yards in the usual manner.

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

APPENDIX

Allowances of Telephone Spares to "Minotaur" and "Uganda" Classes and Certain "Fiji" Class Cruisers

PERMANENT STORES

Pattern Number.	Description.	No. of Spares per Ship.	
		"Ceylon,"	"Gambia," "Newfoundland," "Jamaica," "Uganda" and "Bermuda." "Minotaur" Class.
9044	Telephone, Mark VI	3	Nil
9245	Telephone, Mark VII	1	Nil
1191	Telephone, Mark X	8	11
13224	Telephone, Mark XIII	2	7
13225	Telephone, Mark XIV	3	1
13235	Telephone, Mark XVIII	2	3
13249	Extra receiver, complete with stowage clips	4	6
13748	Tool box, complete with tools, feeler gauges and instruction pamphlet, for the repair of S.P. units	1	1

APPENDIX—cont.

Pattern Number.	Description.	No. of Spares per Ship.	
		"Ceylon,"	"Gambia," "Newfoundland," "Jamaica," "Uganda" and "Bermuda." "Minotaur" Class.
<i>Spares for Two-wire Telephones</i>			
9254	Cover for telephone, Pattern 7951 ...	2	Nil
9255	Cover for telephone, Pattern 7952 ...	1	Nil
9587	Cover for telephone, Pattern 9245 ...	1	Nil
9256A	Handset for telephone, Pattern 7951 ...	2	Nil
9257A	Handset for telephone, Pattern 7952 ...	1	Nil
9263	Receiver, 50 ohms	10	1
9291	Transmitter	12	2
9134	Receiver watch for telephone, Pattern 9245	1	Nil
9290	Calling relay unit, for calling relay boxes	2	2
9272A	Line relay unit for line relay boxes ...	4	2
<i>Spares for Sound-Powered Telephones</i>			
13220	Handsets	15	27
13221	Sound-powered units. Transmitter unit for all patterns, except Patterns 1191 and 1192. Receiver unit for all patterns	40	80
13222	Sound-powered unit. Transmitter unit for Patterns 1191 and 1192 ...	11	13
13318	H.F. generator	5	11
13319	Transformer	5	11
9874	Plug box, Mark II	4	4
9875	Plugs, concentric	7	7
<i>Spares for Exchange</i>			
9273	Unit line	2	2
9276	Buzzer, high note	3	1
9277	Buzzer, low note	1	1
9274	Units line	1	1
9278	Cut off relay	1	1
9275	Operators plugs (2-wire type)	2	4
13227	Operators plugs (S.P. type)	1	1
<i>Spares for Multiphones</i>			
9759	Unit receiver, complete	1	2
9779	Coil line, 60 ohms (coil only)	1	2
9291	Transmitter	1	1
<i>Spares for Amplifiers for Group Telephones</i>			
13256B	Amplifier	1	1
13321	Microphone	1	1
<i>Telephones for After Action Communications</i>			
1191	Telephones, Mark X	6	6
13152	Sound-powered field telephones ...	12	12
CONSUMABLE STORES (Emergency Stock Quantities)			
<i>Spares for Two-Wire Telephones</i>			
9030	Condenser, 0.06 mfd., for telephones, Pattern 9044	1	Nil
8096	Lamps, 24v., low resistance (F.2A) ...	40	30
8097	Lamps, 24v., high resistance (F.2A) ...	2	5
9258	Bullseyes	3	1
9195	Diaphragms for transmitter, Pattern 9291	12	3
9196	Disc Mica for transmitter, Pattern 9291	8	12

APPENDIX—cont.

Pattern Number.	Description.	No. of Spares per Ship.	
		"Gambia," "Jamaica," "Bermuda."	"Ceylon," "Newfoundland," "Uganda" and "Minotaur" Class.
9197	Rubber washers for transmitter, Pattern 9291	12	3
9193	Granules, carbon for transmitter, Pattern 9291	103	103
9264	Condensers, 2 mfd.	3	Nil
9762	Condensers, 4 mfd.	1	1
9266	Earpads, I.R., for general use	35	30
9267	Mouthpiece, I.R.	2	Nil
9279	Washers, felt, for transmitter, Pattern 9291	4	1
13151	Cords, waterproof, for telephone, Pattern 9044	1	Nil
<i>Spares for Sound-Powered Telephones</i>			
13226	Condenser, 2 mfd.	12	13
13223	Headbands	20	27
13237	Springs for handset clip, for telephones, Patterns 1193/4/5, 13231/2/3	24	48
13238	Cords for telaupads, Mark III, Pattern 1190	2	2
13593	Moulded mouthpiece for breast transmitter, Patterns 1191 and 1192 ...	6	6
16085	Neon indicator lamp box, 220/250 volts, A.C., ½-watt S.B.C.	12	27
13248	Condenser, 0.25 mfd.	5	11
13335	Spring leaf for laminated spring for handset clip of telephones, Marks XIII, XIV and XIX	12	36
13247	Impedance coil, 70 ohms	8	12
9271	Headbands for telephones, Patterns 9249, 9249A, and telaupads	1	Nil
<i>Spares for Sound-Powered Inserts</i>			
13743	Diaphragms	36	48
13744	Armature stem (complete with 4 in No. nuts)	36	48
<i>Spares for Sound-Powered Handsets</i>			
13745	Moulded earcaps	15	27
13746	Moulded mouthpieces	15	27
13747	Moulded retaining ring	15	27
<i>Spares for Multiphones</i>			
8435	Lamps, telephones, G.P.O., Pattern No. 2, 12 volts (F.2A)	2	4
9764	Mouthpiece, I.R.	1	2
9765	Diaphragms	1	2
9766	Bush, I.R.	1	2
9773	Condensers, 30 mfd. (electrolytic) ...	1	3
9770	Condensers, 0.5 mfd.	1	2
<i>Spares for Amplifiers for Group Telephones</i>			
13730	Valve, Mazda, P.E.N. 383	6	7
13731	Valve, Mazda, V.P. 133	6	7
<i>Spares for After Action Telephones</i>			
D.3.	Cable, based upon 400-ft. for every two telephones	1,200 yds.	1,200 yds.
<i>Spares for Buzzers and Cut Off Relay</i>			
13299	Contact screw (complete with contact point) for buzzers, Patterns 9276 and 9277, and cut-off relays, Pattern 9278	6	6

2986.—Telephone Spares—Allowances
Submarine Depot Ships, Yards and Bases Concerned
(N.S. 16496/42.—1.7.1943.)

The following additional spares for telephones are to be allowed to each submarine depot ship, as spares for attached submarines, and should be added to Appendix "B" to A.F.O. 5065/42 accordingly.

Pattern No.	Description	Denomination	Quantity
<i>Permanent Stores F.1.(C)</i>			
13249	Spares for sound-powered telephones :— Extra receiver	No.	2

2. Demands should be forwarded by depot ships concerned to their storing yards or bases.

3. B.R.363—Establishment of Naval Stores for submarines of "Oberon" and later classes—will be amended.

(A.F.O. 5065/42.)

2987.—Telephone Spares—Revised Allowances

Frigates "River" Class

(N.S. 014539/43.—1.7.1943.)

The allowances for spares to be carried on board each frigate of the "River" class, for maintenance of fitted telephones, have been revised and the quantities shown in the appendix to this order are to replace all allowances of telephone spares at present shown for these vessels in the Establishment of Naval Stores for Sloops, Minesweepers, Frigates, etc. (B.R. 368).

2. Ships concerned in commission should forward demands as necessary to complete to these allowances to the appropriate storing yard or depot. Supply to ships of this class under construction should be adjusted by warrant yards.

3. The Establishment of Naval Stores (B.R. 368) will be amended.

APPENDIX

Allowances of telephone spares to "River" class Frigates

Pattern No.	Description	Quantity
<i>Permanent Stores</i>		
1191	Telephone, Mark X	1
<i>Spares for sound powered telephones :—</i>		
13220	Handset	1
13221	Transmitter unit for all patterns except 1191 and 1192. Receiver unit for all patterns	12
13222	Transmitter unit for Patterns 1191 and 1192	3
13318	H.F. Generator	1
13319	Transformer	1
9874	Plug Box, Mark II	1
9875	Plugs, concentric	1
<i>Telephones for after action communications :—</i>		
13152	Sound powered field telephone	2
—	Reels, Mark II	1
<i>Consumable Stores. (Emergency Stock quantities.)</i>		
<i>Spares for sound powered telephones :—</i>		
9196	Discs, mica	6
13237	Springs, for handset clip of telephones, Patterns 1193/4/5, 13231/2/3	3
13593	Moulded mouthpiece for breast transmitter, Patterns 1191/2	1
9266	Earpads, I.R., for general use	2
13223	Headbands	2

APPENDIX—*contd.*

Pattern No.	Description	Quantity
16085	Neon indicator lamp, 200/250 volts A.C., $\frac{1}{2}$ watt S.B.C. ...	1
	Spares for sound powered handsets :—	
13745	Moulded earcap	1
13746	Moulded mouthpieces	1
13747	Moulded retaining ring for mouthpiece	1
—	For after action telephones :—	
	D.3 cable (for use with field telephones, Pattern 13152)	100 yards

2988.—Telephones—Stowage Hooks for

(N.S. 27543/42.—1.7.1943.)

Stowage hooks for telephones to Drawing D.E.E. 8456 are shipbuilders' liability, and requirements should be manufactured locally.

2. Copies of drawing, and instructions have been issued to Dockyards and Warship Electrical Superintendents.

3. There is no objection to shipbuilders and dockyards manufacturing in anticipation of requirements.

2989.—Towing L.C.M. (3)—As. and As.

(D. 015133/43.—1.7.1943.)

Provision for towing L.C.M. (3) from towing eyes near the waterline is to be made in all L.C.M. (3) where such arrangements are not already fitted.

2. Towing lugs should be fitted to the craft in accordance with A.F.O. Diagram 196/43 (D.N.C. 26/AB/156A).

3. An item is to be included in the class list of As. and As. to cover the work involved.

4. Towing spans as shown on the diagram will be supplied and distributed by Admiralty.

(C.C.O. 21.1.43, X.R. 850/42.)

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

2990.—Trials of Galvex, Orello and Apexior

Dockyards, P.E.R.Os. and E.R.Os.

(D./C.P. 19626/43.—1.7.1943.)

An area of the hull of each of the ships referred to below has been coated during construction with the special protective coatings shown in lieu of the normal protective coating. The extent of the area of each ship coated with the special coating is the rudder and the after underwater part of the hull extending to about five feet forward of the point where the propeller shafts leave the ship and from the keel upwards to the upper boot top line.

2. The approved anti-fouling composition for each ship has been applied directly over the special protective undercoatings.

3. The Commanding Officer of each ship should arrange with the responsible Admiralty Technical Officer of the base at which the ship docks for a joint report on the condition of the coatings to accompany the D.495 form as early as possible after each of the first three normal period dockings (i.e., about six, twelve and eighteen months after commissioning). In those instances in which the special undercoating has been applied to the shafts, the state of these should be reported.

4. If touch up or renewal of the anti-corrosive coatings is required it should be done with the same material if time permits obtaining it, otherwise the normal protective undercoats used with the particular anti-fouling composition should be applied.

5. The firms from whom these materials and instructions for their use are obtainable are as follows :—

Galvex — The International Paint & Compositions Co., Ltd.,
Felling-on-Tyne.Apexior— Messrs. J. Dampney & Co.,
Portland Road, Newcastle-on-Tyne, 2.Orello — Messrs. F. W. Wheatley & Co.,
44, Regent Road, Liverpool, 3.

6. Where dockings of these ships take place in Home Waters, the Admiralty should be informed of the date and place of docking in order that, if so desired, arrangements may be made for an Admiralty Officer to attend.

Ship.	Material for Trial.
" Rocket "	Galvex
" Roebuck "	Apexior
" Relentless "	Orello
" Eggesford "	Galvex
" Stevenstone "	Apexior
" Wensleydale "	Orello

Section 4**OTHER STORES—NAVAL STORES, VICTUALLING STORES,
MEDICAL STORES, CONTRACTS****2991.—Bread—Addition to List of Local Contracts, 1943-4**

(C.P. 5/17223/43.—1.7.1943.)

The following additions should be made to the list of local bread contracts for 1943-44 :—

Littlehampton ...	Messrs. T. W. Trent & Sons, 23, Beach Road, Littlehampton, Sussex.	Littlehampton 67.
Portslade and Shoreham	Messrs. Clarks Bread Co., Ltd., Goldstone Bakeries, Hove, 4.	Hove 3543.
Ryde	Mr. John Henley, Victoria Bakery, High Street, Seaview, Isle of Wight.	Seaview 3156.

(A.F.O. 1615/43.)

2992.—Pepper—Economy

(V. 3119/43.—1.7.1943.)

The amounts of pepper imported into the United Kingdom have been much reduced and it is essential, therefore, that the utmost economy should be exercised in the use of pepper and all waste avoided.

2. Ships and establishments are to take steps to ensure that the quantities expended or taken up on repayment are kept to the minimum to meet essential requirements and any reduction in the rate of issue which can be secured should be allowed for in demands on the Victualling Yards.

2993.—Insecticides—Economy in Use

(N.S. 34288/42.—1.7.1943.)

Pyrethrum is now in very short supply, and the utmost economy is to be exercised in the use of powder and liquid insecticides.

2. Liquid insecticide and insecticide powder, Pattern 20, are to be supplied only to ships operating in, or proceeding to, Arctic waters, and to those serving on, or proceeding to, tropical or semi-tropical stations. Supply to ships in Home Waters will, however, be made when necessitated by special circumstances.

3. Outstanding demands are to be reviewed on the foregoing basis, and Yards and Naval Store Depots are to forward demands for revised requirements on Form D.273 at an early date.

(A.F.O. 1258/43 is cancelled.)

2994.—Emergency Electrical Supply Arrangements—Introduction of New Fittings

(N.S. 25647/42.—1.7.1943.)

In order that the rapid making of emergency connections may be facilitated, the following new pattern fittings have been introduced for use in lieu of the existing patterns detailed.

Subhead and Item	Contract Schedule	Pattern	Description	Remarks	Pattern Replaced. Now Obsolete
B.10G	C.139	6409	Wing nuts, $\frac{5}{8}$ in., B.S.P. thread, naval brass, for through bulkhead terminals, Pattern 4573C, and bracket-mounted emergency terminals, Pattern 12959.	Replaces $\frac{5}{8}$ in. B.S.P. hexagonal nuts on following fittings:— Terminal bar, Pattern 5495, terminal nut, Pattern 5496, bulkhead terminals, pattern 4573C, and emergency terminals, pattern 12959.	
B.10G	C.139	6422	Wing nuts, $\frac{3}{8}$ in., B.S.W. thread, naval brass, for through bulkhead terminals, Pattern 4573C, and bracket-mounted emergency terminals, Pattern 12959.		
B.10G	C.139	5040A	Terminal nuts, red brass, for through bulkhead terminals, Pattern 4573C, and bracket-mounted emergency terminals, Pattern 12959.		5040
B9	"C"	5494A	Clamps, jointing, for connecting two cables in an emergency.		5494
B9	"C"	5495A	Bars, terminal, for emergency supply arrangements.		5495
B9	"C"	5496A	Nuts, terminal, for through bulkhead terminal, Pattern 4573C, for use with terminal bar, Pattern 5495A.		5496

2. The following quantities of Wing nuts, Pattern 6409, have been purchased from Messrs. Player Mitchell & Breeden, Ltd., under C.P. 69076/42, dated 31st October, 1942, for delivery as indicated:—

Chatham		Sheerness		Portsmouth		Devonport		Mersey Area		Severn Area		Rosyth		Total	
600	300	600	600	North	(Leigh)	(Newport)	900	600	5,000						
<p>3. Supplies of Wing nuts, Pattern 6409, should be demanded from Storing Yards, and first requirements should be limited to <i>not more than 5 per cent of the total number of existing $\frac{5}{8}$ in. B.S.P. hexagonal nuts.</i> Deliveries are not expected to complete until August, 1943, and meanwhile supplies should not be hastened.</p>															
<p>4. Existing stocks of old patterns should be issued until exhausted.</p>															

2995.—Seafire Aircraft Mark IB and IIC—Amendments to Stores Establishments

(N.S. Air 1916/43.—1.7.1943.)

As a result of Mod. 88, the following items have been introduced for issue to R.N. Aircraft Repair Yards and Repair Ships in accordance with the following scales:—

B.R. 377 (J)

Ref. No.	Part No.	Description	Denom.	R.N. Aircraft Repair Yards		Repair Ships (Main Store)
				Class "A" (Main Store)	Class "B" (Main Store)	
<i>Section 26 A.J. Main Planes</i>						
41580	33162/317	Pipe, gun heating system, for Mark IB only.	No.	4	2	2
41581	33162/319	Pipe, gun heating system, for Mark IB only.	"	4	2	2
41584	34962/39	Pipe, gun heating system, for Marks IB and IIC only.	"	4	2	2
41586	34962/43	Pipe, gun heating system, for Marks IB and IIC only.	"	2	1	1
41587	34962/44	Pipe, gun heating system, for Marks IB and IIC only.	"	2	1	1
41585	34962/41	Pipe, gun heating system, for Mark IIC only.	"	4	2	2

2. Ships and services concerned should forward demands to their R.N. store depots, quoting this order as the authority for supply. Supply to new services will be made with their initial outfit of stores.

3. Deliveries from contractors are expected by 31st August, 1943, and supplies to ships and services should begin after that date.

Section 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE

2996.—Amendments to Books

(E.F.O.—1.7.1943.)

The undermentioned amendments A.F.Os. P.375—386/43 to B.R. and O.U. books are available for issue from the R.N. Store Depot, Elveden Road, Park Royal, N.W.10, in accordance with A.F.O. 1268/39, paragraph 3.

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

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

A.F.O. P.375/43.—B.R. 167—Instructional Drawings, Electrical—Amendment No. 1.

P.376/43.—B.R. 258 (41)—Handbook and Drill Book for the 2-pdr., Q.F., Mark VIII Gun on the Single Mark VIII* Mounting—1941—Amendment No. 7.

P.377/43.—B.R. 274/41—Handbook and Drill for 20 mm. Oerlikon Machine Gun, Marks I, II, II U.S.N. and IV U.S.N. on Marks I, IIA, and IIIA Mountings—Amendment No. 7.

P.378/43.—B.R. 287—Turret Gun Drill for 5.25-in., Q.F. Guns, Mark I on Twin H.A/L.A., Mark II Mounting—1942—Amendment No. 3.

***P.379/43.**—B.R. 378 (B)—Barracuda A.S.E.—Amendment No. 8.

***P.380/43.**—B.R. 378 (E)—Albacore, A.S.E.—Amendment No. 13.

P.381/43.—B.R. 635—Regulations for Maintenance of 18-in., Mark XI and XII Type Torpedoes—Amendment No. 8.

P.382/43.—B.R. 647—Drill for 2-pdr., Mark VIII Guns on Mark VII Mounting—1942—Amendment No. 2.

P.383/43.—B.R. 650/43—Notes on the .303-in. Browning Gun, Type A, Mark II*—Amendment No. 1.

P.384/43.—O.U. 5515—Turret Gun Drill for 6-in., B.L. Guns, Mark XXIII on Triple Mark XXIII Mounting—1940—Amendment No. 5.

P.385/43.—O.U. 6260—Handbook of Mark XVI Mine Unit—Amendment No. 11

P.386/43.—O.U. 6395—Handbook of Mark XIV, XV and XVII Mines and Mark XV, XVII and XVII* Sinkers—Amendment No. 14.

** Exceptionally, A.F.Os. P.379/43 and P.380/43 will be distributed without demand by the Superintending Naval Store Officer, R.N. Store Depot, 191a Askew Road, Shepherd's Bush, W., who holds the stock of the parent book.*

(A.F.O. 2895/43.)

2997.—A.M.S.Is.

(E.F.O.—1.7.1943.)

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

(A.F.O. 2896/43.)

2998.—Senior Naval Canadian Officer, London

(M. 06836/43.—1.7.1943.)

Attention is drawn to A.F.O. 2921/43 in Section 1 of this issue.

2999.—Cancelled

3000.—R.N. Medical School, Clevedon.—Transfer of

(M.D.G. 28783/43.—1.7.1943.)

The R.N. Medical School, Clevedon, has been transferred from existing premises to No. 4, Elton Road, Clevedon, Somerset.

2. The address is:—

The Royal Naval Medical School,
Clevedon,
Somerset.

and the telephone number, Clevedon 463.

A.F.O. 1957/45

3001.—Standard Operating Procedure for use on the Naval Telephone Network

(M. 05110/43.—1.7.1943.)

With reference to A.F.O. 2451/43, paragraph 3, the standard telephone operating procedure has been drawn up by an inter-Service committee for use on the Services' private wire network, and it is intended that it shall be introduced at all switchboards serving Naval establishments and the out-stations of Admiralty Departments as soon as possible.

2. The standard procedure has been embodied in a pamphlet entitled "Telephone Switchboard Operating" (B.R. 845), copies of which should be demanded from the Superintending Naval Store Officer, R.N. Store Depot, Elveden Road, Park Royal, N.W.10, on the basis of one copy for switchboards of three positions, or less, and additional copies for larger switchboards as desired.

3. As soon as the procedure is thoroughly understood by all the operators at a switchboard, it should be brought into force at that particular switchboard, and in any case not later than 31st July, 1943. After that date, all operators will be required to adhere to the standard procedure, which should only be departed from in exceptional circumstances.

4. Local alterations or amendments to the instructions are *not* to be made.

5. The introduction of the new procedure will, at the majority of switchboards, involve certain changes in the method of completing calls, and the necessary steps should be taken to draw the attention of local users to such changes, in order that they may co-operate with the switchboard operators to the fullest extent.

(A.F.O. 2451/43.)

3002.—Instructional Film "Decontamination of Aircraft"

(T.S.D. 2133/43.—1.7.1943.)

The instructional film "Decontamination of Aircraft" has now been completed, and will be distributed without demand as follows:—

Command Instructional Film Libraries:—	35 mm.	16 mm.
H.M.S. "Collingwood"	1	1
H.M.S. "Cochrane"	1	1
H.M.S. "Dunluce Castle"	1	1
H.M.S. "Wellesley"	1	1
R.N. Barracks, Devonport	1	1
R.N. Barracks, Chatham	1	1
D.E.M.S. Training Centre, Glasgow	1	1
R.A.N.A.S., Indian Ocean	2	—
C.O.N.A.S., Ceylon	2	—

2. Application for copies on loan should be made to the various Command Instructional Film Libraries, as owing to the enforced economies to be effected in the use of film stock it is not possible to supply copies on permanent loan to individual establishments.

3003.—Instructional Film—"Fleet Fighter"

(T.S.D. 2202/43.—1.7.1943.)

A new Naval Instructional Film "Fleet Fighter", Serial No. A.118* has been completed. This film is similar in character to A.81 ("Air Gunner") and deals with Cockpit Drill, R/T Instruction, Pinpointing Practice, Homing Practice, Sighting Practice, Hudson Trainer, Link-Fisher Trainer, Gunnery Practice, and Formation Flying. Reel 4, which demonstrates Fighter Tactics in diagrammatic form, can be shown as a separate film under the Serial No. A.118 (a*).

2. Copies of this film will be distributed without demand as follows:—

Command Instructional Film Libraries:—

H.M.S. "Dunluce Castle"
H.M.S. "Cochrane"
H.M.S. "Collingwood"
H.M.S. "Wellesley"
Sherbrooke House, Glasgow
R.N. Barracks, Chatham
R.N. Barracks, Devonport

R.N.A.S., Yeovilton
R.N.A.S., Henstridge
R.N.A.S., St. Merryn
C.-in-C., Mediterranean
C.-in-C., Eastern Fleet
C.-in-C., Levant
C.-in-C., S. Atlantic
F.O.C., West Africa
S.B.N.O. Western Atlantic
C.O.N.A.S., Ceylon
R.A.N.A.S., Indian Ocean.

3. Application for loan of copies should be made to the Film Libraries or Cs.-in-C. referred to in paragraph 2.

3004.—Instructional Film "Social Enemy No. 1"

(T.S.D. 2143/43.—1.7.1943.)

Arrangements have been made to supply one 35 mm. print and one 16 mm. print of this film to each of the following Command Instructional Film Libraries:—

H.M.S. "Collingwood," Fareham.
H.M.S. "Dunluce Castle," Scapa.
H.M.S. "Cochrane," Rosyth.
H.M.S. "Wellesley," Liverpool.
D.E.M.S. Gunnery School, Glasgow.
R.N. Barracks, Chatham.
R.N. Barracks, Devonport.

2. This film, sponsored by the Ministry of Health, deals with Venereal Diseases, and should be widely shown to all ranks. It is suitable for mixed audiences. The running time is approximately 75 minutes.

3. Application for loan of copies should be made to the Command Instructional Film Officer at the most conveniently situated library referred to in paragraph 1 above, as no further copies will be available for permanent retention.

4. It must be clearly understood that no charge for admission may be made in respect of this film, as it has been obtained specifically for instructional purposes.

3005.—Instructional Film "Vision at Night"

(T.S.D./G.D. 0533/43.—1.7.1943.)

An instructional film, "Vision at Night" (Serial No. B.549), suitable for general instructional purposes, has been produced by the War Office, and 35 mm. and 16 mm. copies are being supplied to the following Film Libraries and various Cs.-in-C.:—

C.-in-C., Mediterranean.
C.-in-C., Levant.
C.-in-C., South Atlantic.
F.O.C., West Africa.
S.B.N.O., Western Atlantic.
C.-in-C., Eastern Fleet.
F.O.I.C., Gibraltar.

Command Instructional Film Libraries:—

H.M.S. "Dunluce Castle," Scapa.
H.M.S. "Cochrane," Rosyth.
H.M.S. "Wellesley," Liverpool.
H.M.S. "Collingwood," Fareham.
R.N. Barracks, Chatham.
R.N. Barracks, Devonport.
A.S.E. Extension, Sherbrooke House, Glasgow.

2. Application for copies on temporary loan should be made to either Cs.-in-C. or Film Libraries, as owing to the shortage of film stock it is not possible to supply copies to individual ships and establishments on permanent loan.

3006.—B.R. 232B—Minor Landing Craft Signal Card—Issue

(Sta./M. 05646/43.—1.7.1943.)

A first distribution, as follows, of the Minor Landing Craft Signal Card, which has been allotted the token number B.R. 232B, will be made, without demand, from the R.N. Store Depot, Elveden Road, Park Royal, N.W.10:—

(a) The Rear-Admiral, Combined Operational Bases (North)— and for Senior Officer, Assault Ships and Craft ...	1,800
(b) The Commodore, Combined Operational Bases, Portsmouth	800
(c) The Commander-in-Chief, The Nore ...	400
(d) The Commander-in-Chief, Devonport ...	400
(e) The Flag Officer-in-Charge, Dover ...	200
(f) The Captain, Landing Barges ...	1,000
(g) The Commander-in-Chief, Mediterranean Station ...	1,400
(h) The Commander-in-Chief, Levant Station (and for D.C.O., Middle East) ...	1,000
(i) The Commander-in-Chief, Eastern Fleet ...	600
(j) The Secretary, Naval Board, Melbourne (for A.C.O., Australia) ...	400

2. On receipt, the Authorities concerned are to issue two copies of the Card to all Minor Landing Craft under their Command.

3007.—B.R.842—Standard Technique for Blood Group Determinations

(M.D.G. 58841/42.—1.7.1943.)

Medical Research Council War Memorandum No. 9—"Standard Technique for Blood Group Determinations" is in the press and will be issued under the token number B.R.842.

2. This memorandum is to be in the possession of all medical officers.

3. Demands for copies should be made as follows:—

At Home ... To The R.N. Store Depot, Elveden Road, Park Royal, N.W.10.
Abroad ... To local distributing authorities to whom supplies will be made without demand, when available, to meet these demands.

A.F.O.

1151/45

3008.—O.U. 6090 (J)—Range Table No. 559 for B.L. 6-in. Guns, Marks XII and XIIB—April, 1943—Issue

(G. 05503/43.—1.7.1943.)

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

3009.—Forms—Transfer of Certain "S" forms to the "H" Series

(H.C. 2324/41.—1.7.1943.)

The undermentioned "S" Forms have been re-numbered in the "H" Series as shown, and the responsibility for supply has been transferred to the Hydrographer. Reference to these "S" Forms should accordingly be deleted from Forms S.1 and S.1A.

Old No.	Title.	New No.
S.378	Hydrographic Note	H.395
S.379	Transfer and receipt certificate for chronometers and watches.	H.394
S.384	Daily comparison and errors of chronometers and watches.	H.387

2. Form S.383 (Supply or Receipt certificate for chronometers and watches), subsequently re-numbered H.386, is now obsolete.

3. A supply of Forms H.394 and H.395 is now included in the small envelope containing "H" Forms issued in sets of navigational publications. Forms H.387 are supplied to sloops and classes above, in accordance with the scales laid down in Appendix VII of the Hydrographic Supplies Handbook (H.51), 14th Edition.

4. Demands for the new "H" Forms should be addressed to the Hydrographer, Hydrographic Supplies Establishment, Creechbarrow House, Taunton, Somerset.

(K.R. & A.I., Arts. 1193, 1194, 1200 and 1210, Hydrographic Publication H.51, Admiralty Navigation Manual & B.R. 875.)

3010.—Form O.215—Introduction

N.A. Depots and Factories

(A.S./Sta.—1.7.1943.)

The following new form has been introduced and is to be added to Form O.1, viz. :—

O.215—Repayment Services—Incidental Expenses, as referred to in A.S. A/C55.

2. Demands for minimum requirements may be forwarded to S.N.S.O., Park Royal, Elveden Road, Park Royal, N.W.10, for supply to be made when available.

3011.—Supply of A.F.Os. (and variants) to Landing Ships and Major Landing Craft

(E.F.O./P.D.(Q) 4934/43.—1.7.1943.)

1. *Landing Ships*.—Landing Ships in Home Waters will be supplied with Admiralty Fleet Order publications direct from Fleet Order Branch.

2. *Major Landing Craft*.—Major Landing Craft in Home Waters will be supplied by Captain M.L.C., Troon.

3. *Abroad*.—Both Landing Ships and Major Landing Craft will be supplied by the Regional Distributing Authority.

4. The following scale of supply is to operate :—

	A.F.Os. and Index.	C.A.F.Os.	Diagram Issues.	Notice Board Edition.	"S" Series.	K.R. Amendments.	W/T M. 350.	A.M.S.I., and	C.A.M.S.Is.
To the Commanding Officer of each Landing Ship.	1	1	1	1	1	1	1	1	1
To the Commanding Officer of each L.C.F.(L) and L.C.G.(L).	1	1	1	1	1	1	1	1	1
To the Group and/or Flotilla Officer of L.C.I.(S), L.C.I.(L), L.C.S.(L) (2) and L.C.T.	1	1	1	4	1	1	1	1	1

3011a.—B.B.C. Overseas World Services Short Waveband Chart

Distributing Authorities Abroad

(E.F.O. 89/43.—1.7.1943.)

Copies of the B.B.C. Overseas World Services Short Waveband Chart for the period July–October, 1943, are being distributed with Admiralty Fleet Orders.

2. The number of copies available will permit supply to Naval Authorities abroad, both afloat and ashore, on a scale comparable to that in force for C.A.F.Os.

(A.F.O. 529/43.)

Section 6.—SHORE ESTABLISHMENTS

3012.—War Bonus, Revised Rates of—Non-Industrial Staffs

(C.E. 54840/43.—1.7.1943.)

As from the 1st June, 1943, the following amounts of bonus are payable to whole-time non-industrial Civil Servants (including those serving in Eire and other United Kingdom based staff serving abroad), whose remuneration does not exceed £850 per annum :—

Age	Annual Remuneration	Amount of Bonus
		s. d.
Under 16 ... ..	... ..	5 0 per week.
16 ... ..	... ..	5 6 " "
17 ... ..	... ..	6 0 " "
18 ... ..	... ..	8 6 " "
19 ... ..	... ..	9 6 " "
20 ... ..	... ..	10 6 " "
21 and over	Up to and including £250	Men 17 0 " "
		Women 13 6 " "
21 and over	Over £250 and up to and including £500.	Men 14 0 " "
		Women 11 6 " "
21 and over	Over £500 and up to and including £850	Men £25 per annum.
		Women £20 " "

2. In order to obviate anomalies in the case of salaries or wages immediately exceeding the limiting rates of remuneration quoted, the amount and incidence of the bonus are adjusted so as to ensure that no person receives less in pay and bonus together than he would have received if his pay alone had been smaller. Tables showing how payments should be adjusted in such cases are given in the Appendix to this Order.

3. The weekly equivalent of the annual rates of remuneration quoted in the first paragraph as determining the amount of bonus payable, and the annual equivalent of the weekly rates of bonus to be applied to persons on annual salaries, should both be calculated on the basis of 52 1/7 weeks to the year. The total remuneration in the latter case should be rounded up to the next complete shilling.

4. For the purpose of determining an individual's remuneration, account should normally be taken of any allowances, e.g., overseeing allowance, but certain allowances of a variable character are excluded. Overtime pay will not reckon as remuneration for this purpose, and allowances specifically in lieu of overtime pay should accordingly be excluded. Where officers are provided with rent-free quarters, the value of these quarters will be taken into account in determining eligibility for bonus. The pensionable or gratuitable value of board (including fuel) should also be taken into account. In the case of staff serving abroad who are in receipt of additional payments on United Kingdom rates of salary under A.F.Os. 3423/40 and 1861/41, only the basic United Kingdom rate of salary should be taken into account when determining the amount of bonus payable.

5. Bonus is reckonable for the calculation of overtime pay, and the overriding maximum overtime rates of the Clerical Class are now those based on inclusive salaries of £386 10s. 0d. (Men) and £310 (Women). It will not reckon for superannuation purposes and it will be ignored in calculating starting pay on promotion. In the case of an officer on a mark-time salary, the appropriate amount of bonus is granted in addition to the mark-time salary. Bonus is reckoned as remuneration in determining insurability under the National Insurance Acts.

6. The new rates of bonus should be brought into overtime calculations as from the first overtime week (or, where applicable, the first consecutive four-weekly period) after the 6th June, 1943, or as soon as possible after that date, but in any case not later than the first overtime week (or the first four-weekly period) after the 20th June, 1943. Overtime claims already paid in respect of periods between these two dates should not be re-calculated to include the new bonus.

7. Re-employed officers in receipt of a Civil Service pension awarded under the Superannuation Acts are eligible for payment of war bonus. For the purpose of applying the limits laid down in the first paragraph, their remuneration should be interpreted as their total emoluments including pension allocated or in issue. The bonus should be ignored in the calculation of the profits of present and former office for the purpose of Section 20 of the Superannuation Act, 1834.

8. The new rates of War Bonus should be taken into account for the purpose of calculating the balance of civil pay of Civil Servants serving with H.M. Forces.

9. Where staff on tours of duty abroad are entitled to official quarters or an allowance in lieu as part of their official emoluments when serving in the United Kingdom, the same amount should be taken into account in determining eligibility for, and amount of, war bonus as would be reckoned if they were serving at home. Otherwise allowances and benefits in kind received by staff in respect of service abroad should be ignored in this connection.

10. The calculation of the wages of part-time clerical, etc., staff should, as from the 1st June, 1943, take into account the new rates of bonus now authorised.

11. With reference to paragraph 2 of A.F.O. 2450/43, members of the Admiralty Civil Police up to and including the rank of Inspector on weekly rates of pay should not be paid the new rates of bonus. Further instructions will be issued.

APPENDIX

Table A—Non-Industrial Civil Servants in receipt of Annual Salaries

Age	Ordinary remuneration including reckonable allowances	Amount of bonus (annual rate)	
		£	s. d.
Under 16 ... ..	...	13	1 0
16 ... ..	...	14	7 0
17 ... ..	...	15	13 0
18 ... ..	...	22	4 0
19 ... ..	...	24	16 0
20 ... ..	...	27	8 0
<i>Men</i>			
21 and over	Up to £250 inclusive	£44	7s. 0d.
	Over £250 and up to £257 16s. 0d. inclusive.	Sufficient to bring ordinary remuneration and bonus together up to £294 7s. 0d.	
	Over £257 16s. 0d. and up to £500 inclusive.	£36	10s. 0d.
	Over £500 and up to £511 9s. 0d. inclusive.	Sufficient to bring ordinary remuneration and bonus together up to £536 10s. 0d.	
	Over £511 9s. 0d. and up to £850 inclusive.	£25	0s. 0d.
21 and over	Over £850 but less than £875	Sufficient to bring ordinary remuneration and bonus together up to £875.	
	<i>Women</i>		
21 and over	Up to £250 inclusive	£35	4s. 0d.
	Over £250 and up to £255 3s. 0d. inclusive.	Sufficient to bring ordinary remuneration and bonus together up to £285 4s. 0d.	
	Over £255 3s. 0d. and up to £500 inclusive.	£30	0s. 0d.
	Over £500 and up to £509 19s. 0d. inclusive.	Sufficient to bring ordinary remuneration and bonus together up to £530.	
	Over £509 19s. 0d. and up to £850 inclusive.	£20	0s. 0d.
21 and over	Over £850 but less than £870	Sufficient to bring ordinary remuneration and bonus together up to £870.	

Table B—Non-Industrial Civil Servants on Weekly rates of pay

Age	Ordinary remuneration including reckonable allowances	Amount of bonus (weekly rate)	
		s.	d.
Under 16 ... ..	...	5	0
16 ... ..	...	5	6
17 ... ..	...	6	0
18 ... ..	...	8	6
19 ... ..	...	9	6
20 ... ..	...	10	6
<i>Men</i>			
21 and over	Up to £4 15s. 10d. inclusive	17s.	
	Over £4 15s. 10d. and up to £4 18s. 9d. inclusive.	Sufficient to bring ordinary remuneration and bonus together up to £5 12s. 10d.	
	Over £4 18s. 9d. and up to £9 11s. 9d. inclusive.	14s.	
	Over £9 11s. 9d. and up to £9 16s. 0d. inclusive.	Sufficient to bring ordinary remuneration and bonus together up to £10 5s. 9d.	
	Over £9 16s. 0d. and up to £16 6s. 0d. inclusive.	9s. 8d.	
21 and over	Over £16 6s. 0d. but less than £16 15s. 8d.	Sufficient to bring ordinary remuneration and bonus together up to £16 15s. 8d.	

APPENDIX—*contd.**Women*

21 and over	Up to £4 15s. 10d. inclusive ...	13s. 6d.
	Over £4 15s. 10d. and up to £4 17s. 9d. inclusive.	Sufficient to bring ordinary remuneration and bonus together up to £5 9s. 4d.
	Over £4 17s. 9d. and up to £9 11s. 9d. inclusive.	11s. 6d.
	Over £9 11s. 9d. and up to £9 15s. 5d. inclusive.	Sufficient to bring ordinary remuneration and bonus together up to £10 3s. 3d.
	Over £9 15s. 5d. and up to £16 6s. 0d. inclusive.	7s. 9d.
	Over £16 6s. 0d. but less than £16 13s. 9d.	Sufficient to bring ordinary remuneration and bonus together up to £16 13s. 9d.

(A.F.Os. 3317/42, 4820/42 and 224/43 are cancelled.)

3013.—Civilian Industrial Employees—Compassionate Leave

(L. 2777/43.—1.7.1943.)

The provision of A.F.O. 4695/41 may, at the discretion of Officers-in-Charge of Admiralty Establishments at Home, be extended to cases where a close relative of an industrial employee is killed by enemy action in this country.

(A.F.O. 4695/41.)

3014.—Subsistence Allowance—Civil Staff on Passage

(C.E. 13471/41.—1.7.1943.)

As from the 1st May, 1943, and while the war-time embargo on the provision of passages for wives and families at public expense continues, married staff, both non-industrial and industrial, proceeding to, or returning from, appointments abroad, who are, or have been, precluded from receiving passages at public expense to the station abroad for their families, may, during ocean journeys, be granted daily allowances as shown below, i.e., similar to those payable on passage under the provisions of A.F.O. 820/41, Part I, paragraph 28, to staff sent abroad on "short" tours of duty, viz.:

	<i>Industrial Salaried Grades.</i>	<i>Employees.</i>
North Atlantic crossing	10s. 0d.	5s. 0d.
Other Ocean passages	5s. 0d.	2s. 6d.

(A.F.Os. 820/41 and 2617/43.)

3015.—Rates of Pay and Conditions of Service of Staff Employed in Industrial Canteens in Admiralty Establishments at Home—Amendment

(L. 1263/43.—1.7.1943.)

The following grades should be added to the list of grades of female industrial canteen workers given in Appendix B (b) of A.F.O. 1279/43:—

<i>Grade.</i>	<i>Rate of Pay.</i>	
Supervisor	67s. to 77s.	Conditions of service as set out in A.F.O. 1279/43, Appendix B (b), columns 3, 4 and 5, for industrial staff.
Assistant Supervisor	57s. to 62s.	

All proposals for appointments or promotions to these grades must be submitted for prior approval to the Secretary of the Admiralty (Labour Branch).

(A.F.O. 1279/43.)

3016.—Women Workers—Circumstances of issue of Head Coverings

(L. 18414/42.—1.7.1943.)

In continuation of A.F.O. 4947/42, the following considerations are to govern the supply of caps to women workers in Admiralty Establishments at home.

2. The wearing of head coverings is a statutory requirement on certain processes only, and the Orders and Regulations requiring this form of protection are as follows:—

Asbestos Industry Regulations, 1931 (No. 1140).

The Electric Accumulator Regulations, 1925 (No. 28).

Regulations for Vitreous Enamelling of Metal or Glass, 1908 (No. 1258).

Regulations for the Use of Horse-hair, 1907 (No. 984).

Regulations for the Manufacture of Certain Compounds of Lead, 1921 (No. 1443).

Regulations for the Manufacture and Decoration of Pottery, 1913 (No. 2).

The Pottery (Silicosis) Regulations, 1932 (No. 393).

Regulations for the Heading of Dyed Yarn by Means of a Lead Compound, 1907 (No. 616).

Cement Works Welfare Regulations, 1930 (No. 94).

The Factories (Luminising) (Health and Safety Provisions) Order, 1942 (No. 703).

The Flour Mills (Hours, Safety and Welfare) Order, 1942 (No. 202). Nevertheless, it is intended that caps should be worn by all women industrial workers where it is necessary for their safety that their heads should be covered while at work, and by other women as necessary at the discretion of the Department concerned, e.g., where women are working in a particularly dusty atmosphere, to provide them with a means of keeping their hair clean, or where Chargewomen or Examining Grades are employed near other women who necessarily have to wear caps, and to whom it is desirable that their superiors should set a good example.

3. The caps worn should be of some approved design, that is, of a type in use at other Government Establishments, e.g., at R.O.Fs., or approved by the Ministry of Labour, whose local Factory Inspector is to be consulted as necessary, or one of the types approved by the Royal Society for the Prevention of Accidents, as shown in the Appendix to this Order. A peaked cap is recommended as a protection against machinery. Otherwise, the cap should be chosen with a view to its being acceptable to the wearers, and should be as attractive, comfortable and light-weight as possible, provided it is also a satisfactory head covering. Caps should be ordered in bulk from the manufacturers, or obtained by local purchase, or from such other sources as have normally been used in the past, as a charge to Navy Votes.

4. Two caps are to be issued free of charge to each woman worker required to wear a head covering, and replacements when such caps become no longer serviceable may be made on the same basis, on signed authorisation of the supervisory staff, or such other authorisation as may be fixed by the Head of the Establishment. A.F.O. 4947/42, paragraph 4, is to be regarded as amended by this instruction.

5. Existing arrangements for supply of magazine headgear to women workers in explosives areas of R.N. Armament Depots and Factories are not affected by this Order.

APPENDIX

Caps for Women

1. Jockey cap with snood } Lewis Falk, Ltd.,
2. Triangular tie-on cap with peak } Works Road, Letchworth, Herts.

APPENDIX—cont.

- | | |
|--|--|
| 3. Peaked cap with cotton fabric sides—top and snood of net. | Sam Scott, Ltd.,
16, Ramillies Street, London, W.1.
R. M. Moody, Ltd.,
40, Great Pulteney Street,
London, W.1.
Chas. Clay & Son,
Waldeck Road Factory, Luton,
Beds.
R. Shuttle & Co., Ltd.,
Ashley Works, Ash Road,
Stratford, London, E.15. |
| 4. Peaked cap with net or fabric tops. | R. M. Moody, Ltd.,
40, Great Pulteney Street,
London, W.1.
Sam Scott, Ltd.,
16, Ramillies Street, London, W.1. |
| 5. Peaked cap with combined top and snood of net. | Bendits, Ltd.,
55, Berners Street, London, W.1.
E. Shuttle & Co., Ltd.,
Ashley Works, Ash Road,
London, E.15. |
| 6. Strong net with peak and snood | A. C. Gill, Ltd.,
Warser Gate, Nottingham.
Wallis Binch,
New Basford, Nottingham. |
| 7. Hair nets | Byard Manufacturing Co.,
Castle Boulevard, Nottingham.
Osborne Garrett & Co., Ltd.,
51, Frith Street, London, W.1. |
| 8. Wide meshed snood to completely cover hair. | Daybrook Fabrics, Ltd.,
Young's Factory, Alfred Street
South, Nottingham. |
| 9. Hair nets with peaks | Byard Manufacturing Co.,
Castle Boulevard, Nottingham. |
| 10. Tie-on peaked cap (light-weight) | Jarrett, Rainsford & Laughton,
Lapworth Court, Old Warwick
Road, Lapworth, Warwicks. |
| 11. Light-weight turbans | Lea Mills (Hackney), Ltd.,
Eastway, Hackney, London, E.9. |
| 12. Dutch type bonnet (drill) ... | Joseph Miller & Sons,
228, High Street, Borough,
London, S.E.1. |
| „ | J. H. Frisby (Overalls), Ltd.,
233 & 235, Westbourne Grove,
Notting Hill, London, W.11. |
| (light-weight) | Jarrett, Rainsford & Laughton,
Lapworth Court, Old Warwick
Road, Lapworth, Warwicks. |
| 13. Mob cap | E. Shuttle & Co., Ltd.,
Ashley Works, Ash Road,
Stratford, London, E.15. |
| 14. Mob cap with bandeau | John Peck & Co., Ltd.,
Edge Lane, Liverpool 13. |
| 15. Net mob cap with bandeau ... | Wallis Binch,
New Basford, Nottingham. |
| 16. Band (pointed or straight) tied with tape at back. | Hamilton Carhartt Cotton Mills,
Ltd.,
Tay Factory, Lochee Road, Dundee. |
| 17. Net turban with peak | Black Bros., Ltd.,
Stoney Street, Nottingham. |

The following firm is an agent for (but not manufacturers of) four types of linen cap with peak:—

Messrs. S. Z. Marcus,
20, Selvage Lane,
Mill Hill, London, N.W.7.

Messrs. Tucker & Warren, 11, Oxford Circus Avenue, London, W.1, do not make caps, but can supply turban net veilings for sale by the yard.

(A.F.O. 4947/42.)

3017.—Paper Insulated Cables for Electricity Supply—Economy in Use of Lead (D. 1534/43.—1.7.1943.)

In the interest of economy in the use of raw materials, particularly lead and steel, employed in the manufacture of paper insulated cables for power supplies, it has been decided that with the exception of unarmoured cable to B.S.S. 480/1942 or B.S.S. 1107/1943, no cable within this category may be manufactured by any cable maker without prior Government approval. For the purpose of this instruction power to approve has been vested in the Director of Electrical Engineering in so far as Admiralty requirements are concerned.

2. The present policy of restricting the use of armoured cable will be continued and this type will only be used in circumstances involving a definite risk of damage. (N.B.—The fact that cable is to be laid in the ground or is to be connected to an existing armoured cable system is not, in itself, a sufficient reason to justify the use of armour).

3. B.S.S. 1107/1943, referred to above, is a "War Emergency" specification for paper insulated cables which is more economical of lead than B.S.S. 480/1942 but which is not considered suitable for Admiralty requirements, especially in permanent Establishments, and should therefore not be specified without prior Admiralty approval. The restriction on the use of cable to B.S.S. 1107/43 does not refer to cables installed by local Electricity Supply undertakings in laying on power from local mains to Naval Establishments.

4. All requirements other than for Admiralty pattern cable, of paper insulated cable for power supplies are in future to be forwarded to Admiralty in order that the necessary authorisation to supply may be issued and to allow of firms' capacity being allocated. A statement giving reasons why armouring is deemed to be essential should accompany those demands where the use of armour is specified. For Naval Establishments outside the United Kingdom suitable cable may be used if obtainable from local stocks within the limits of allocated local powers.

3018.—Lightning Conductor Regulations, 1924—Emergency War-time Relaxations Shore Establishments (D. 15747/43.—1.7.1943.)

In order to meet the present supply position of non-ferrous metals it is necessary to limit the use of these metals, and the following emergency war-time relaxations of the above-quoted regulations are accordingly promulgated for the information of local officers.

2. These relaxations will apply to shore establishments only; separate instructions are being issued with respect to ships' installations.

(i) Limitation of the application of lightning conductor installations

With reference to Clause No. 25, Section II, of the regulations. New installations of lightning conductors should not be fitted on non-danger buildings, regardless of height, except where these are situated in areas known to be particularly liable to lightning discharges, or where the consequences of damage by lightning cannot be accepted. Lightning conductors will be fitted to chimney stacks over 50-ft. in height.

(ii) Substitution of ferrous for non-ferrous material

The use of copper tape and non-ferrous metal fittings is to be discontinued forthwith, ferrous materials being substituted as detailed below.

Depending on the availability of material for conductors, either of the following systems may be used.

(iii) *System using galvanised steel wire rope*

In general, the arrangement of the lightning conductor system is to be as detailed in the Lightning Conductor Regulations, 1924, with the following modifications:—

- (a) *Conductor*.— $1\frac{1}{8}$ -in. circumference galvanised steel wire rope, specification No. 2d (paravane inhaul wire), is to be substituted for copper tape. Free ends of the wire rope are to be whipped to prevent fraying. Ample stocks of this material are held by Director of Stores.
- (b) *Upper terminals*.—The main vertical conductors are to be supported as shown in A.F.O. Diagram 198/43 (1) (D.E.E. 11646) to form the upper terminal.
- (c) *Joints*.—All joints are to be securely made by means of two "Bulldog" type grips, A.P. 720, as shown in A.F.O. Diagram 198/43 (1) (D.E.E. 11646).
- (d) *Fittings for securing conductor*.—The hold fasts shown on Drawings D.E.E. 3840, 3841, 3842 are to be malleable iron, and the conductor clamping arrangement modified to suit the steel wire rope as shown in A.F.O. Diagram 198/43 (1) (D.E.E. 11646). Ordinary iron saddles are to be employed in lieu of the clips shown on D.E.E. Drawing 3843, standard wrought iron nails being used for securing.
- (e) *Earth connections*.—One of the following alternatives is to be used:—
- (i) An earth coil made of steel wire rope conductor, otherwise in accordance with Clause 39, Section III, of the regulations and D.E.E. Drawing 3850.
 - (ii) A tubular earth as described in Clause 41, Section III, of the regulations (D.E.E. Drawing 3853) modified as shown in A.F.O. Diagram 198/43 (2) (D.E.E. 11044) to admit the steel wire rope.
 - (iii) A cast iron or sheet steel plate 3-ft. square by $\frac{1}{4}$ -in. thick fitted with a cable lug to accommodate the steel wire rope conductor.
 - (iv) An earth connection to the water mains using a simple split clamp, the steel wire rope conductor being connected to one of the securing bolts by means of a suitable cable lug, the whole being encased in pitch or bitumen enclosed in a wood box. All metal within the box is to be smeared with bituminous compound before running in the pitch or bitumen to ensure proper adhesion.
- (f) The main vertical conductors are to be continuous from the upper terminals, to the points where they cross the base conductors. At these points, joints are to be inserted for testing purposes.

(iv) *System using wrought iron tape conductor*

In general, the arrangement of the lightning conductor installation is to be as detailed in the Lightning Conductor Regulations, 1924, with the following modifications:—

- (a) *Conductor*.—The conductor is to comprise commercial 1-in. \times $\frac{1}{8}$ -in. wrought iron tape obtainable in 12/14-ft. lengths.
- (b) *Fittings*.—The existing designs of tape type fittings, as described in the regulations, are to be used, made of ferrous material.
- (c) *Earth connections*.—A cast iron or sheet steel plate 3-ft. square by $\frac{1}{4}$ -in. thick or the earth connections referred to in the regulations, but manufactured in ferrous material, may be used. An earth coil, however, should not be used with this system.
- (d) *Joints*.—At each joint in the conductor the connections are to overlap for a distance of $2\frac{1}{2}$ -in. and are to be securely bolted together by means of two $\frac{1}{8}$ -in. \times $\frac{3}{8}$ -in. hexagon headed nuts and

bolts. The overlapping ends are to be carefully cleaned and covered with mineral grease before bolting together, and the completed joint is to be painted with two coats of bituminous paint. Joints in the tape underground are to be protected by means of joint boxes filled with bitumen. From 12-in. below where the tape leaves the ground and up to the test clamps, it is to be protected by wrapping with two layers of hessian tape well soaked in bituminous paint.

- (e) *Bends*.—In order to avoid damage in bending, a hand-operated bending machine is to be used wherever possible.

(v) *Protection*

All fittings and the iron tape referred to above are to be preferably galvanised, zinc sprayed or otherwise treated to resist rusting. If untreated material only is obtainable it is to be painted overall with two coats of bituminous paint. All screw threads are to be well greased. Bends are to be carefully examined for cracks in the galvanising and where necessary these are to be made good by painting with two coats of bituminous paint.

To minimise the effect of moisture the conductors and fittings, where non-galvanised material is used, should be packed clear of the walls, using "hold fasts" instead of clips, and the test clamps are to be kept clear by means of packing pieces.

(vi) *Bonding and earthing masses of metal in buildings*

Where difficulties are experienced in using the conductors specified at 3 (a) and 4 (a) above for bonding masses of metal in buildings, i.e., where more flexible connections are essential, $\frac{3}{4}$ -in. circumference flexible steel wire rope for boats rigging (Specification No. 1) may be used as an alternative. Connections to the metal should be bonded and the main conductor made in the manner shown in A.F.O. Diagram 198/43 (3) (D.E.E. 11043) and D.E.E. Drawing 3847.

All bare steel wire in laboratory rooms or magazines is to be galvanised or kept thoroughly greased.

(vii) *Specification and tests*

The typical specifications included in the appendices to the regulations are to be amended before issue, to conform with the relaxations authorised herein; the proper tests prescribed in the regulations will, however, remain unaltered.

3019.—Unleaded Petrol for Use in Blow Lamps and for Similar Subsidiary Services

(N.S. 553/43.—1.7.1943.)

In future petrol supplied for use in internal combustion engines will contain lead and will therefore be harmful if used for such purposes as cleaning, in petrol blow lamps or for any purpose where it is possible for the fumes to be inhaled. The leaded fuel is coloured and pumps and containers are marked "This fuel contains lead and is to be used as a motor fuel only".

2. Supplies of unleaded fuel will still be obtainable for these special purposes from Petroleum Board Depots and agents by the use of D.77/S.121 forms placed direct with such Depots or agents. The forms are required to be endorsed "Please supply gallons Unleaded Petrol", and the words "Unleaded Petrol", are to be underlined in red. D.77/S.121 forms are not to be used for supplies from ordinary commercial roadside garages.

3. Any difficulty which may be experienced in obtaining supplies of unleaded petrol should be reported to the appropriate Regional Office of the Petroleum Board.

4. Expenditure of unleaded petrol for such services should be reported separately in the fortnightly petrol expenditure returns made in accordance with A.F.O. 4952/42.

(A.F.O. 2195/43.)

3020.—R.N. Fire Force—Provision of Towing Vehicles

(M./L.D. (P.D.) 01/43.—1.7.1943.)

Approval has been given for the provision of Austin 2-ton, Home Office type, standard towing units for fire appliances in certain Admiralty Shore Establishments.

2. It is intended that towing vehicles shall only be provided in certain large establishments where distances or the man power situation make them essential. First allocations will be made by the Admiralty.

3. Towing vehicles are to be instantly available by day and night for towing fire appliances in establishments to which they are allocated.

4. Drivers of these vehicles will be provided by members of the R.N.F.F. personnel in the establishment, and should be given the requisite training where necessary.

5. Towing vehicles will be chargeable to Vote SIII and be maintained by the Manager, Engineering Department, at the dockyards and adjacent establishments. At the more remote establishments the maintenance is to be undertaken by the transport pool under the appropriate Naval Store Officer. Until the arrangements for the provision of spare parts in H.M. Dockyards has been made, spares for these units may be obtained from the Home Office (Fire Service) Depots as promulgated in C.A.F.O. 677/42.

(C.A.F.O. 677/42.)

3021.—M.T. Tyres—Bowes "Seal Fast" Repair Outfits

(N.S./M.T. 1387/43.—1.7.1943.)

One Pattern 5000 Bowes "Seal Fast" repair outfit for the repair of M.T. tyres will be supplied to R.N. Shore Establishments maintaining 30 or more Admiralty owned vehicles.

2. Establishments in the United Kingdom not already in possession of this equipment should forward demands to their storing yards.

3. Supply to establishments abroad is being arranged by the Admiralty. Demands are not required.