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# ADMIRALTY FLEET ORDERS

ADMIRALTY, S.W.1,

8th 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,

*H. V. Markham*

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

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

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## ADMIRALTY FLEET ORDERS

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3023.	Admiralty Surgeons and Agents (Form S.582). ( <i>Issued separately on 8th July, 1943, to 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.</i> )	Home Commands only.

8th July, 1943.

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3049. Guns, B.L., 6-in., Marks XII, XIII and XIIB—Reassessments of Probable Remaining Lives—REPORT.  
3050. Guns, B.L., 8-in., Marks VIII—VIII\*\*—Conversion for 1-in., Tubes.  
3051. Guns and Breech Mechanism, Q.F., 5.25-in., Mark I, 4.7-in., Marks XII—XIIB, 4.7-in., Mark XI, 4.7-in., Marks IXA—IX\*\*B, 4.5-in., Marks I and III, 4-in., Marks XVI\* and 4-in., Mark VC—New Pattern Breech Ring Stop Screw.  
3052. Guns, Machine, 0.50-in., Browning—All Types—Including Guns in Aircraft.  
3053. Guns, Machine, Browning (Colt), 0.50-in., and 0.30-in., Air-cooled—Length of Bursts—Practice Firings.  
3054. Guns—Machine, Oerlikon, 20-m.m., Marks II and IV—Tool Removing, Hammer Plate.  
3055. Guns, O.Q.F., 2-pdr., Mark VIII—Flame Guards of Land Service Pattern to be Withdrawn.  
3056. Guns, Q.F., 4.7-in., Marks IX\*—IX\*\*B—Re-introduction of Springs, Striker, Mark II.  
3057. Guns, Q.F., 6-pdr., Hotchkiss, Mark I—Catches Retaining Cartridge—Examination.  
3058. Gun Mountings—3-pdr., Mark V, Reg. Nos. 176—226—Firing Gear—Return Spring.

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3060. Fuzes, Percussion, D.A., Nos. 131, 243, 246 and 251—Corrosion.  
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3062. Anti-Ship Fire Control—Director Control Towers—Jig to Facilitate Fitting of Additional Lateral Rollers.  
3063. Shells, Drill, Q.F., 5.25-in., Mark II—Introduction.  
3064. Shrapnel Shell with Loose Shalloon Discs.  
*Torpedo.—(Torpedoes, Tubes, Mines and Minesweeping, Depth Charges, Paravanes, Electrical Equipment, Anti-Gas, Aircraft Torpedoes, etc., and Stores.)*  
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3067. Depth Charge Thrower—Mark IV, Loading and Stowage Racks—Method of Use.  
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3069. 20-in. Incandescent Searchlights—Fitting of—As. and As.  
3070. Submarine—Internal Torpedo Tubes—Preservation.  
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3071. Aluminium, Brass Condensers for Cooling Machinery, "Easiflo" Solder and Flux for Repair.  
3072. Indicator Diagrams—Device for Quick Calculation of I.H.P.  
3073. Main Feed Check Valves—Steadiflow Type.  
3074. Stern Bush Oil Seals—Substitution of "Vista Simplex" for "Newark" Type.  
*Signals.—(W/T and V/S Apparatus, R.D.F., D.F., S.R.E., Wa/T and Stores.)*  
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3076. S.R.E. Power Supplies—As. and As.  
3077. Type 86M. in Destroyers and Below and A.C. Supply Outfits DU A and DU B—Fitting-out Information.  
3078. W/T Transmitting Sets, Types 52, 57 and 60 Series—Disposal of Switches, Patterns X/W 576/A and X/W 1182.  
3078a. Radio Interference Suppressor, Pattern 19440—Introduction and Purchase.  
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3091. Cancelled.  
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3094. Loan Clothing—Naval Air Squadrons.  
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 3105. Admiralty Surgeons and Agents (Form S.582).  
 3106. B.R.629—Handbook and Drill, 37-m.m., Q.F., French Gun, 1925 Model, on Single 1925 Mounting—1942—Withdrawal from Ships not Fitted with Equipment.  
 3107. B.R.781—Handbook and Drill for the 2-pdr., Q.F., Mark II\*C, Gun on Single, Mark XV, Mounting (Powered)—Issue.  
 3108. O.U.6090 (D)—Revised Page 19 to Range Table No. 505 for B.L., 15-in., Guns, Mark I—Issue.  
 3109. O.U.6315—Handbook of Automatic Searchlight Lamps—Obsolete.  
 3110. Revised Pages to Various Range Tables—O.U.6090 (J)—Issue.  
 3111. Royal Naval Medical Bulletin, No. 3—Issue.  
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(Orders marked \* have been reprinted for posting on Notice Boards; marked † may be communicated to the Press.)

## Section 1

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

## 3024.—Consular Appointments

(M. 1120/43.—8 Jul. 1943.)

The British Vice-Consulate at Bone, Algeria, was reopened on 17th February, 1943, and the former Vice-Consul, Mr. George C. Bowker, resumed charge on that date. The address of the Vice-Consulate is Rue Thiers.

2. The Vice-Consulate at Manzanillo, Mexico, was reopened on 25th February, 1943, and the former Vice-Consul, Mr. Hogg, resumed charge on that date. He will reside at Guadalajara and visit Manzanillo occasionally.

3. The British Vice-Consulate at La Libertad reopened on the 16th April, 1943, and Captain L. R. J. C. Dale, M.C., has been appointed Vice-Consul.

4. H.M. Consulate at Reunion was reopened in May, 1943, and Mr. Maurice Gaud resumed charge as H.M. Consul.

5. H.M. Consulate at Jibuti was reopened on 6th June, 1943, and Mr. J. F. R. Vaughan-Russell resumed charge as H.M. Consul.

## 3025.—Scapa Drifter Pool

(M. 04943/43.—8 Jul. 1943.)

The Scapa Drifter Pool was commissioned as H.M.S. "Pleiades", an independent command with accounts carried in H.M.S. "Proserpine", on the 1st July, 1943.

## 3026.—Warship Weeks—Ships Adopted

(M. 05042/43.—8 Jul. 1943.)

With reference to A.F.Os. 4826/41, 1219/42, 1327/42 and 5736/42, the under-mentioned ships have been adopted by the towns or areas specified. Some of these adoptions will not involve a presentation by the Admiralty.

Name of Ship	Adopting Town or Area
H.M.S. "Argonaut"	... Coventry C.B.
H.M.S. "Bermuda"	... West Bromwich.
H.M.S. "Cambrian"	... Colwyn Bay M.B.
H.M.S. "Celt"	... Merionethshire.
H.M.S. "Chaplet"	... South Shields C.B.
H.M.S. "Coll"	... Bullingdon R.D.
H.M.S. "Contest"	... Halesowen M.B.
H.M.S. "Inver"	... Kincardineshire.
H.M.S. "Mermaid"	... Stoke Newington M.B.
H.M.M.G.B. "68"	... Hetton U.D.
H.M.M.G.B. "74"	... Newquay U.D.
H.M.M.G.B. "111"	... Earby U.D.
H.M.M.G.B. "313"	... Welwyn R.D.
H.M.M.G.B. "317"	... Darfield U.D.
H.M.M.G.B. "322"	... Penryn M.B. and district.
H.M.M.G.B. "323"	... Felixstowe U.D.
H.M.M.G.B. "325"	... Tonbridge R.D.
H.M.M.G.B. "326"	... Newbury U.D.
H.M.M.G.B. "329"	... Gwyrfai R.D. (part) (N. Wales).
H.M.M.G.B. "332"	... Abergavenny M.B. and R.D.
H.M.M.G.B. "334"	... Criccieth U.D.
H.M.S. "Obedient"	... Lymington M.B.
H.M.S. "Rattlesnake"	... Nairnshire.

Name of Ship	Adopting Town or Area
H.M.S. "St. Kilda" ...	Bewdley M.B.
H.M.S. "Scalby Wyke" ...	Strood R.D.
H.M.S. "Simoom" ...	Hove M.B.
H.M.S. "Tudor" ...	Bridgend U.D. and district.
H.M.S. "Withernsea" ...	Withernsea U.D.

The following amendment is to be made to A.F.O. 4698/42 :—  
 Delete :—H.M.S. "Magpie" ... Amersham R.D. (part).  
 (A.F.Os. 4826/41—Not in annual volume—1219/42, 1327/42, 4698/42 and 5736/42.)

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

### \*3027.—Honours and Awards—"London Gazette" Supplement of 29th June, 1943

(H. & A.—8 Jul. 1943.)

CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD

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

29th June, 1943.

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

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

Captain Alex Colin Chapman, R.N.

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

Temporary Lieutenant (E) Harry Morris Russell-French, R.N.

Mr. Ernest Arthur Whitaker, Warrant Shipwright, R.N.

For courage, leadership and resource.

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

Mr. George Martin, Commissioned Gunner, R.N.

For dauntless courage and skill in dangerous diving operations.

Mr. Arthur Thomas Warne, Temporary Gunner, R.N.

For skill and cheerful devotion to duty in servicing submarines at Malta during concentrated enemy air-attacks.

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

Chief Engine Room Artificer John Samuel Robert Vincent, C/M.39398.

Chief Shipwright Albert Edward Rumsey, C/MX.46462.

Petty Officer David Mitchell, C/JX.131376.

Stoker First Class Frederick Charles Cook, C/KX.122380.

Stoker First Class James Charles Albert Newman, C/SKX.935.

For resolution and skill.

Petty Officer Arthur Walton, D/J.97359.

Acting Petty Officer Stanley William Johnson, C/SSX.23110.

Able Seaman Cyril Conyers Richardson, D/JX.169462.

For leadership, bravery and skill in the performance of diving operations of a hazardous nature.

Chief Petty Officer Writer Jeremiah Lyons, P/M.39309.

Chief Engine Room Artificer William John Baker, D/M.32904.

Chief Stoker Joseph Walter Curtis, C/K.62356.

Chief Electrical Artificer Robert Colley, C/M.35271.

For skill and untiring devotion to duty in the maintenance and repair of submarines during concentrated air-attacks on Malta.

Petty Officer Motor Mechanic John Nivison Lawrence, P/MX.79487.

For fortitude and endurance in repeatedly entering the engine-room of a light coastal craft which was filled with gas fumes and keeping the engines running, so that his craft was brought safely to Port.

Temporary Acting Leading Seaman Thomas Bell, D/X.20685A.

For courage and skill in dangerous diving operations.

Able Seaman Timothy Philip Carroll, D/J.114196.

For bravery and endurance in saving life when H.M.S. Cromer was lost.

Greaser Thomas Clinton, N.A.P.1123859.

For good services in repair work.

ADMIRALTY

Whitehall,

29th June, 1943.

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

For great bravery in saving life at sea.

*The Albert Medal*

Acting Able Seaman Eynon Hawkins, D/JX.214857.

Able Seaman Hawkins was serving in a merchant vessel which was hit by three torpedoes and immediately began to burn furiously. Many of the crew jumped overboard and Able Seaman Hawkins, with the greatest coolness and courage, organised a party of survivors in the water and kept them away from the fire until they were later picked up by one of H.M. ships.

Twice he swam to the assistance of other survivors who were in difficulties, himself receiving burns in the face as he pulled them to safety.

For courage and skill in hazardous operations in H.M. Submarine "Thunderbolt" :

*Second Bar to the Distinguished Service Order*

Lieutenant-Commander Cecil Bernard Crouch, D.S.O., R.N.

*The Distinguished Service Cross*

Lieutenant Denis Woolnough Mills, R.N.

*The Distinguished Service Medal*

Petty Officer James Alfred Cale, P/SSX.26425.

Engine Room Artificer Second Class Roderick Lynch, C/MX.51374.

Able Seaman Leslie David Hussey-Yeo, D/JX.134450.

Able Seaman Leonard Jack Moore, C/JX.179027.

*Mention in Despatches*

Lieutenant John Edgar, R.N.

Acting Petty Officer Thomas Curry, C/JX.138437.

Acting Leading Seaman William Thomas Galloway, C/JX.136132.

Acting Leading Seaman Victor Randolph Harris, D/SSX.17882.

Able Seaman Douglas John Preece, P/JX.162089.

For bravery in successful air-attacks on enemy shipping in the Mediterranean :

*To be a Companion of the Distinguished Service Order*

Lieutenant Martin Ernest Lashmore, D.S.C., R.N.

*The Distinguished Service Cross*

Temporary Lieutenant (A) Ian Duncan Fraser, R.N.V.R.

Temporary Sub-Lieutenant (A) Colin Thomas White, R.N.Z.N.V.R.

*Mention in Despatches*

Temporary Acting Sub-Lieutenant Michael William Barbour, R.N.V.R.

For courage and enterprise :

*To be a Companion of the Distinguished Service Order*

Captain (Acting Major) Herbert George Hasler, O.B.E., R.M.

*The Distinguished Service Medal*

Marine William Edward Sparks, Ply.X.3664.

For skill and devotion to duty in the destruction of an Italian Submarine while serving in H.M.C.S. "Regina" :

*To be a Companion of the Distinguished Service Order*

Temporary Acting Lieutenant-Commander Harry Freeland, R.C.N.R.

*The Distinguished Service Cross*

Sub-Lieutenant Roddick Barclay Thomas, R.C.N.V.R.

*The Distinguished Service Medal*

Chief Engine Room Artificer Allen Hurst, A.728, R.C.N.R.

Leading Seaman Stanley Heywood, V.7949, R.C.N.V.R.

*Mention in Despatches*

Acting Chief Petty Officer Jack Woolford Winn, B.232, R.C.N.R.

Able Seaman John Martin, 3730, R.C.N.

Able Seaman Joseph Saulnier, V.32223, R.C.N.V.R.

Ordinary Seaman Thomas Cavanagh, V.32404, R.C.N.V.R.

For bravery and skill in successful patrols in H.M. Submarines :

*To be Companions of the Distinguished Service Order*

Lieutenant-Commander Lennox William Napier, R.N.

Lieutenant Russell Stanhope Brookes, D.S.C., R.N.

Lieutenant Ernest John Donaldson Turner, D.S.C., R.N.

*Bar to the Distinguished Service Cross*

Mr. Leslie William Reavill, D.S.C., Warrant Engineer, R.N.

*The Distinguished Service Cross*

Lieutenant Rudland Dallas Cairns, R.N.

Lieutenant Stewart Armstrong Porter, R.N.

Lieutenant (E) George Wilsmore Gay, R.N.

Lieutenant (E) Charles William Thomas Saunders, R.N.

Lieutenant William Hedley Kett, R.N.R.

*Bar to the Distinguished Service Medal*

Chief Petty Officer Tom Martin Moore, D.S.M., C/JX.126144.

Chief Engine Room Artificer Sydney Charles Denham, D.S.M., P/MX.50359.

*The Distinguished Service Medal*

Chief Petty Officer Leonard Roy Felwick, D/J.103885.

Chief Petty Officer Harold Edwin Nicholls, D/J.107891.

Acting Chief Petty Officer Leslie Frank Jones, D/J.109659.

Chief Engine Room Artificer Charles Henry Dewey, P/M.37913.

Acting Chief Engine Room Artificer Walter Edwin West, D/MX.45275.

Engine Room Artificer Second Class Edward Graydon Scott, C/MX.45231.

Electrical Artificer Third Class James Frederick Wakeford, C/MX.61533.

Petty Officer Hubert Oswald Barber, P/J.112515.

Petty Officer Charles William Hankinson, D/JX.128390.

Petty Officer Alfred Lawrence, P/JX.141573.

Petty Officer Telegraphist Leonard Charles Hill, D/JX.132776.

Stoker Petty Officer Harold Lloyd Evans, P/KX.82777.

Stoker Petty Officer James Forrester, C/K.65863.

Stoker Petty Officer Charles William Styles, D/KX.67241.

Leading Seaman Arthur Charles Wybrow, P/SSX.21870.

Leading Telegraphist Philip George Bennett, P/SSX.22030.

Able Seaman William Tipton, D/J.115052.

*Mention in Despatches*

Mr. William Alin, Warrant Engineer, R.N.

Acting Chief Electrical Artificer Leonard Frank Marcel Horn, P/MX.52654.

Engine Room Artificer Fourth Class David Roberts Ferguson, P/MX.59505.

Petty Officer Joseph Fisher, P/SSX.19301.

Leading Seaman Arnot Budge, P/SSX.19627.

Leading Seaman Philip Louis Watson, P/JX.156840.

Leading Stoker Francis Harold Southgate, D/KX.87808.

Temporary Acting Leading Stoker Herbert James Constant, C/KX.97897.

Leading Cook Ronald Leslie Bowles, C/MX.62819.

Able Seaman Joseph Ridley Heppell, P/J.92930.

Stoker Thomas Frederick Hyden, D/KX.77726.

Stoker First Class William Harbit Little Leslie, C/KX.80374.

Stoker First Class William Armstrong Lowe, C/KX.111156.

For courage in dangerous diving operations :

*Mention in Despatches*

Acting Petty Officer (Temporary) Ernest Edward Hallin, P/JX.144425.

Able Seaman Joseph Keogh, D/J.97296.

For courage, leadership and skill :

*Mention in Despatches*

Commander (E) John Noel Fisher Haigh, R.N.

Acting Commander Mark Taylor Collier, R.N.

Lieutenant Michael Patrick Pollock, R.N.

Lieutenant (E) Alexander Cecil Mackenzie, R.N.

Temporary Surgeon Lieutenant James Ward Bringan, L.R.C.P. & S., R.N.V.R.

Chief Stoker Henry William Cook, C/K.61187.

Acting Chief Engine Room Artificer Frederick Wynn, C/MX.50333.

Acting Chief Mechanician Kenneth Arthur Hawkins, C/K.62334.

Acting Temporary Petty Officer Thomas Turnbull, C/JX.138628.

Stoker Petty Officer Henry Joseph Selves, C/K.56936.

Engine Room Artificer Fourth Class John Ernest Dickinson, C/MX.60122.

Leading Sick Berth Attendant Charles George Dracott, C/MX.59092.

Able Seaman David Martin Ovens, C/SSX.32780.

Able Seaman Philip Reeve, C/LD/X.4128.

For good services and devotion to duty during the aerial bombardment of Malta :

*Mention in Despatches*

Able Seaman Raymond Allister, D/MD/X. 2807.

Able Seaman Edgar John Palmer, D/JX.159983.

For skill and tenacity in air-attacks on enemy shipping in the Channel area :

*The Distinguished Service Cross*

Temporary Lieutenant (A) Sydney Michael Patrick Walsh, R.N.V.R.

*Mention in Despatches*

Temporary Acting Lieutenant-Commander (A) William Francis Cuthbert Garthwaite, D.S.C., R.N.V.R.

Temporary Sub-Lieutenant (A) Graham McIntosh Patrick, R.N.V.R.

For bravery and devotion to duty when H.M.A.S. "Armidale" was lost :

*Mention in Despatches (Posthumous)*

Ordinary Seaman Edward Sheehan, H.1617.

*Mention in Despatches*

Lieutenant William George Whitting, D.S.C., R.A.N.R. (S).

For courage, skill and initiative in salvage work :

*Mention in Despatches*

Lieutenant Gerald Ducat Fowler, R.N.R.

Sub-Lieutenant Patrick Charles Coyne, R.N.R.

Sub-Lieutenant Gordon Augustus Taylor, R.N.V.R.

Chief Engine Room Artificer Maurice William Scanlan, P/M.39444.

For coolness and courage in action against enemy aircraft while serving in light coastal craft :

*Mention in Despatches*

Able Seaman William McCreesh, D/JX.168032.

For courage and prompt action in firefighting when an aerodrome in the Middle East was attacked by enemy aircraft :

*Mention in Despatches*

Leading Air Mechanic William Roy Wooliams, FAA/SFX.737.

For good services assisting in the destruction of an Italian convoy while serving in H.M.S. "Quentin".

*Mention in Despatches*

Petty Officer Steward Arthur Harry Hudson, P/LX.20634.

The KING has been graciously pleased to grant unrestricted permission for the wearing of the following decorations bestowed by the President of the United States of America for outstanding services in action against enemy submarines while serving in H.M.N.Z. Ships "Kiwi" and "Moa".

*The Navy Cross*

Lieutenant-Commander Gordon Bridson, D.S.O., D.S.C., R.N.Z.N.V.R.

Lieutenant-Commander Peter Phipps, D.S.C., R.N.Z.N.V.R.

Acting Leading Signaller Campbell Howard Buchanan, 07366, R.N.Z.N.V.R.

*Silver Star Medal*

Temporary Lieutenant James Frederick Allen O'Neill, D.S.C., R.N.Z.N.V.R.

Temporary Lieutenant William Alexander Laurie, D.S.C., R.N.Z.N.V.R.

Able Seaman Aubrey Edward James Dalton, D.S.M., N.Z. 2286.

The KING has been graciously pleased to grant unrestricted permission for the wearing of the following decorations bestowed upon the following Officers by King Haakon of Norway for good services in bringing the gold from the Bank of Norway to England, and for taking King Haakon and his Government from Molde :

*To be a Commander of the Royal Norwegian Order of St. Olav*

Rear Admiral John Guy Protheroe Vivian, C.B.

*To be an Officer of the First Class of the Royal Norwegian Order of St. Olav*

Captain John Campbell Annesley, D.S.O., R.N.

For good services with the Royal Norwegian Navy :

*The Norwegian War Medal*

Acting Lieutenant-Commander Eric Mervyn Norman, D.S.C., R.N.R.

Surgeon Lieutenant-Commander John Middleton Ridyard, R.N.V.R.

Lieutenant Joseph Mason, R.N.R.

Telegraphist Lloyd Franklin Bailey, V-2469, R.C.N.V.R.

Telegraphist Archibald McKeller, SSX/32994.

The KING has been graciously pleased to grant unrestricted permission for the wearing of the following decorations bestowed by King George of the Hellenes for services as Liaison Officers and Ratings in Greek Submarines :

*The War Cross (Third Class)*

Temporary Sub-Lieutenant Douglas Arthur Lloyd Ward, R.N.V.R.

*The Medal for Outstanding Acts*

Petty Officer Telegraphist Bernard Bailey, C/JX.135317.

*Mention in Despatches*

Temporary Sub-Lieutenant John Frederick Goodwin, R.N.V.R.

Petty Officer Telegraphist Albert Rouse, C/JX.138532.

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*

Temporary Lieutenant Murdock Malcolm Mackenzie, R.N.V.R., H.M.T. "Kingston Turquoise".

*The Distinguished Service Medal*

Telegraphist William Henry Allen, P/JX.169758.

A.F.O. 4473/42.

*Mention in Despatches*

Mr. Peter Ernest Bird, First Radio Officer.

A.F.O. ✓ 3028.—Air Signal Officers—Duties, etc.—Extension of Specialisation to Pilots

(C.W. 25449/43.—8 Jul. 1943.)

The following re-issue of the instructions concerning Air Signal Officers extends this specialisation to pilots under certain conditions.

2. *General*.—(i) Executive R.N. and R.M. Officers and (A) Branch Officers, R.N. and R.N.V.R., qualified as Pilot or Observer are eligible to specialise as Air Signal Officers provided they—

(a) hold a rank equivalent to Lieutenant R.N.

(b) have completed about two years on general flying duties in the Naval Service.

(c) in the case of Pilots, possess the W/T qualifications detailed in subparagraph (iv) below.

(ii) In exceptional circumstances, Sub-Lieutenants and Sub-Lieutenants (A) may be selected for specialisation before reaching the rank of Lieutenant, if specially recommended.

(iii) (A) Branch Officers R.N., who qualify as Air Signal Officers will be retained on the active list for at least 15 years from the date of entry, provided that their services are satisfactory and, in general, until they qualify for retired pay. They will be eligible for promotion to Commander (A) and Captain (A).

(iv) Before recommending Pilots, Commanding Officers are to satisfy themselves that the candidates have the following qualifications to enable them to undergo the course without being unduly handicapped vis-a-vis the Observers, who by reason of their previous experience have a good general knowledge of W/T operating and air signal organisation :—

(a) The ability to operate, in the air, the principal Radio and Air Radar (R.D.F.) sets in use in naval aircraft together with a general understanding of these sets.

(b) An intelligent appreciation of the Radio Organisation in the Fleet and in Aircraft Squadrons.

(c) A sound knowledge of aircraft codes and carrier operating signals and a good general knowledge of the main principles of V/S in the Fleet.

(d) A good knowledge of R/T, W/T and V/S procedures.

(e) An elementary knowledge of the basic principles of Radio Theory.

(f) Attained the following standards in practical signalling :—

Semaphore. Transmitting and Receiving 80 per cent. at 8 w.p.m.

Flashing. Transmitting and Receiving 85 per cent. at 10 w.p.m.

Buzzer. Transmitting and Receiving 90 per cent. at 18 w.p.m.

(v) An officer not selected for training at the time of first volunteering may renew his application for subsequent courses.

3. *Recommendations*.—(i) Recommendations for officers serving in Air Squadrons attached to an Aircraft Carrier or R.N. Air Station are to be forwarded to the Admiralty by the Officer Commanding the Squadron through the Commanding Officer of the Aircraft Carrier or R.N. Air Station concerned. For officers serving in catapult units recommendations are to be forwarded by the Commanding Officer of the ship in which the officer is serving, but whenever practicable the Officer Commanding the Air Unit should be consulted as to the professional qualifications of the officer concerned.

(ii) The following information is required regarding each candidate recommended :—

(a) General ability as an officer ; also in the case of an (A) Officer, R.N., whether recommended for an extension of service.

(b) Whether applicant shows aptitude for technical duties and administration.

(c) Whether he has been employed as a Squadron Signal Officer ; if so, for how long.

(d) Total flying time at date of application and ability as Pilot or Observer.

(e) In the case of Pilots, a certificate that the candidate has the qualifications laid down in paragraph 2 (iv) above.

4. *Training*.—Officers selected will undergo a course of training of about 16 weeks' duration at the Naval Air Signal School, Arbroath.

5161/45

5. *Duties.*—The duties of Air Signal Officers will be as follows :—

- (a) Organisation of instruction in aircraft signals of officers and ratings.
- (b) Co-ordination of signal training ashore and afloat in conjunction with the Unit Commanders, with whom the responsibility for the training of personnel will continue to rest.
- (c) Maintenance, in an advisory capacity, of all signal equipment in Aircraft and at Shore Bases.
- (d) Instructional duties with Observers and Telegraphist Air Gunners.
- (e) Duties in connection with the development of aircraft signal equipment.
- (f) When appointed for signal duties to a Carrier or Air Station, duties as laid down in K.R. & A.I., Article 1248, Clause 4.

6. Officers who qualify successfully as Air Signal Officers will be denoted in the Navy List by (Sig.) before their names, as for (Met.), (A.G.O.), etc.

(K.R. & A.I., Article 1248)

(A.F.O. 3082/42 is cancelled) ✓

**\*3029.—Temporary Boom Officers, R.N.R.—Increments of Pay**

(C.W. 10845/43.—8 Jul. 1943.)

Temporary Boom Officers, R.N.R., are eligible for increments of pay on the following basis :—

	Boom Chief Skipper	Boom Skipper	Boom Chief Engineer	Boom Engineer
	s. d.	s. d.	s. d.	s. d.
Existing rate of pay ...	16 2 a day	12 8 a day	16 0 a day	12 6 a day
After 3 years' mobilised service.	17 9 a day	13 6 a day	17 7 a day	13 4 a day
After 6 years' mobilised service.	19 4 a day	14 6 a day	19 2 a day	14 4 a day
After 9 years' mobilised service.	21 0 a day	15 4 a day	20 10 a day	15 2 a day

2. All authorities for increments will be issued automatically by the Director of Navy Accounts and are not to be granted without prior reference to that department.

**\*3030.—Thomas Gray Memorial Trust—Prizes Offered in 1943**

(N. 13970/43.—8 Jul. 1943.)

The Royal Society of Arts has issued the following announcement concerning the offer of prizes for the improvement and encouragement of navigation.

2. Any inventions which it is desired to submit are to be forwarded to the Admiralty through the usual channels.

ROYAL SOCIETY OF ARTS

John Adam Street, Adelphi, London, W.C.2.

THOMAS GRAY MEMORIAL TRUST

PRIZES FOR THE IMPROVEMENT AND ENCOURAGEMENT OF NAVIGATION.

(1) *Offer of a Prize for an Invention, 1943.*

The Council of the Royal Society of Arts offer the following prize under the Thomas Gray Memorial Trust, the objects of which are "The Advancement of the Science of Navigation and the Scientific and Educational Interests of the British Mercantile Marine" :—

A prize of £50 to any person of British or Allied nationality who may bring to their notice an invention, publication, diagram, etc., which in the opinion of the judges is considered to be an advancement in the science or practice of navigation, proposed or invented by himself in the period 1st January, 1938, to 31st December, 1943. Entries which have already been considered by the judges in the years 1938–42 are not eligible for further consideration unless they have since been materially modified.

The Council reserve the right of withholding the prize or of awarding a smaller prize if in the opinion of the judges no suitable invention is submitted, and in the event of more than one such improvement being approved, the Council reserve the right of dividing the amount into two or more prizes at their discretion.

The Council do not claim any rights in respect of any invention to which a prize may be awarded.

Competitors must forward their proofs of claim, between 1st October and 31st December, 1943, to the Acting Secretary, Royal Society of Arts, at the above address.

*Award of Prize offered in 1942.*

In 1942 the Council offered a similar prize. Thirty-six entries were submitted and the full prize of £50 was awarded to :—

Mr. W. L. Nelson, Engineer Superintendent to the Eagle Oil and Shipping Company, for his Development of Fire Fighting and Salvage Equipment.

(2) *Offer of an Award of £50 for Deed of Professional Merit*

The Council of the Royal Society of Arts, as Trustees of the Thomas Gray Memorial Trust, in recognition of the remarkable skill which is so constantly displayed at sea during the present struggle, have decided to offer a further award of £50 to any member of the British Merchant Navy for any deed brought to their notice which, in the opinion of the judges to be appointed by the Council, is of outstanding professional merit. The period to be covered by the offer will be the year ending September 30th, 1943, and the judges will proceed to consider their decision on or after January 1st, 1944. Deeds of the type to be considered in connection with this offer may be brought to the notice of the Council by any person not later than December 31st, 1943. They will not, however, be considered by the judges unless they have been endorsed by a recognised authority or responsible person able to testify to the deed to be adjudged.

The Council reserve the right to withhold the award or to make a smaller award, or to divide the amount into two or more awards at their discretion.

*Award offered in 1942.*

In 1942 Mr. John Wyld, D.S.O., Chief Engineer of the Steamship "Ohio," under the management of the Eagle Oil and Shipping Company, was chosen for this award.

JEAN SCOTT ROGERS,

*Acting Secretary.*

June, 1943.

**3031.—Drafting of V/S and W/T Ratings of the Portsmouth Division**

(N.—8 Jul. 1943.)

With reference to K.R. & A.I., Article 740, clause 1 (j), in the case of ratings belonging to the Portsmouth Port Division, all Signal, Telegraphist, Radio Mechanic and Coder ratings, except C.W. candidates, are to be sent to their Signal School, H.M.S. "Mercury," on paying off, or when ordered to be discharged to depot. If proceeding by rail, they should travel to Petersfield Station, the Captain, H.M. Signal School, being informed of their time of arrival so that transport can be arranged.

2. C.W. candidates and Radar ratings are to be discharged to R.N. Barracks, Portsmouth, as heretofore.

(Paragraph 11 of C.A.F.O. 2104/41 is cancelled.)

(K.R. & A.I., Art. 740, clause 1 (j).)

**3032.—Photographer Ratings—Withdrawal from Capital Ships and Cruisers**

(N/D.P.S. 435/43/M.—8 Jul. 1943.)

In view of the present shortage of photographers to meet urgent commitments, it is necessary to withdraw these ratings from all capital ships and cruisers, where borne, except fleet flagships, provided no aircraft is allocated.

2. Accordingly, photographer ratings are to be discharged as follows :—

(a) from ships in home waters to R.N. Barracks, Lee-on-Solent ;

(b) from ships abroad to nearest naval air station, reporting destination to Commodore, R.N. Barracks, Lee-on-Solent.

3. Ships concerned should land all photographic equipment with the exception of those items covered by A.F.Os. 2528/41 and 4912/41 and C.A.F.O. 170/42, for transit to S.N.S.O., R.N. Store Depot, Stroud.

(A.G.M. 121A of 21 Jun. 43 is cancelled.)

(A.F.Os. 2528/41, 4912/41 and C.A.F.O. 170/42.)

### 3033.—Writers, Supply Assistants and Sick Berth Attendants—Progressive Pay

(N. 15238/43.—8 Jul. 1943.)

With effect from the 25th June, 1943, man's time served in any branch is to count towards progressive pay after three and six years' service in the case of Writers and Supply Assistants.

2. Sick Berth Attendants may similarly receive progressive pay after three and six years' service in any branch provided they have passed finally for Leading Sick Berth Attendant.

3. The accounts of ratings who have already qualified for progressive pay under the foregoing conditions are to be adjusted accordingly, the number of this A.F.O. being noted on the ledger as the authority for the adjustment.

4. K.R. & A.I., Appendix XVII, Part 1, paragraph 6, and Nos. 110, 115 and 120 will be amended.

(K.R. & A.I., Appendix XVII, Part 1.)

### 3034.—Royal Marines—Introduction of Blue Beret

(V. 1113/43.—8 Jul. 1943.)

His Majesty the King has approved the adoption of a blue beret for Royal Marines. It will replace the existing Khaki and Blue Field Service Caps and will be worn on all occasions in Battle-dress, Khaki Service Dress, or in Khaki Drill when this is worn in lieu.

2. The beret is to be worn with the bow of the draw string at the centre of back of the head, which will bring the cap badge over a point halfway between the left ear and left eye, the right side being pulled slightly down.

3. Issues to R.M. Officers will be made on repayment and are not to be purchased from civilian sources.

### 3035.—Royal Naval Scholarship Fund

(P.M./N. 12159/43.—8 Jul. 1943.)

The Governors of the above Fund award a certain number of Scholarships, as they become vacant from time to time, to sons of Naval and Marine Officers of not less than Ward room rank. No examination is required.

2. Junior Scholarships (not exceeding £20 per annum for day boys, or £40 per annum for boarders) are awarded to candidates between the ages of 8 and 16 and may be tenable till the age of 18. They are tenable at any Secondary School, approved by the parent or guardian of the scholar and by the Governors, which is on the \* List of Secondary Schools Recognised by the Board of Education as efficient, or which is specially approved by the Board of Education for the purpose, or at any Institution of technical, professional or industrial instruction approved by the Governors. There are in addition a few special Scholarships of £50 per annum, one of which is tenable at Oundle School.

3. Senior Scholarships (not exceeding £50 per annum) are awarded to candidates between the ages of 16 and 19. They are not tenable for more than four years and may be held at any University or any Institution of technical, professional or industrial instruction approved by the Governors.

4. Full particulars of the above Scholarships, together with forms of application, may be obtained from the Secretary, Royal Naval Scholarship Fund, "Walter House," 422, Strand, London, W.C.2.

\* The above list of Schools may be obtained from H.M. Stationery Office, York House, Kingsway, London, W.C.2, or through any bookseller.

### A.F.O. 1951/45 3036.—W.R.N.S.—Officers taking Casual Meals in Officers' Messes

(V. 3012/43.—8 Jul. 1943.)

The following arrangements are to apply when W.R.N.S. Officers who are victualled in W.R.N.S. quarters are, for reasons connected with their duty, provided with casual meals by a Naval Officers' Mess.

2. No charge is to be made against the W.R.N.S. Officers, but the mess is to be paid for the meals provided at the following meal rates by the Accountant Officer of the parent establishment of the W.R.N.S. quarters:—

	Officers' Messes on Victualling Allowance.		Officers' Messes (on Special Victualling Allowance.	
	s.	d.	s.	d.
Breakfast	0	10	1	0
Lunch	1	0	1	2
Tea	0	3½	0	4
Dinner	1	3	1	6

3. The Accountant Officer is to arrange with the W.R.N.S. Officer-in-Charge of the Quarters to check the quarters at the meal rates given in A.F.O. 4725/42, paragraph 4.

• (A.F.Os. 1788/41—not in annual volume—and 4725/42.)

### 3037.—W.R.N.S.—Immobiles—Liability to Mobile Service

(N. 6262/43.—8 Jul. 1943.)

Individual immobile W.R.N.S. ratings who come within age groups called up under the National Service Acts may be called upon to undertake mobile service when this is considered to be in the interests of the Service for any reason, unless they can shew good cause for remaining immobile (see A.F.O. 5647/42, paragraph 5). An appeal against compulsory transfer to mobile conditions on the part of any such immobile rating is to be considered by the responsible Command Superintendent, W.R.N.S., who is to satisfy herself, before allowing the appeal, that the rating concerned is genuinely immobile. Cases of doubt are to be referred to the Admiralty for decision.

2. Recruits under the age of 19 are at present permitted by the Ministry of Labour and National Service to enter the W.R.N.S. as immobile, if they so wish, without regard to their domestic circumstances. In order that such entrants shall automatically become liable to mobile service when they reach the age at which civilian women are liable to be called up under the National Service Acts, the NOTE to Question 13 on the Enrolment Form (S.1521) is being amended as follows:—

"NOTE 1.—If immobile and under the age of 19, do you understand that you will become liable to mobile service when your age group is called up under the National Service Acts?"

3. Pending reprint of Form S.1521, the necessary amendment is to be made in typescript on a slip securely attached to the margin of the Form, the existing printed Note to Question 13 being deleted.

(A.F.O. 5647/42.)

(C.-in-C., Rosyth, No. 996/118/1, 12 Mar. 1943.)

### A.F.O. 674/45 3038.—W.R.N.S.—Ratings Qualified in Ordnance

(N. 5086/43.—8 Jul. 1943.)

The policy of employing W.R.N.S. ratings for ordnance duties at Coastal Force Bases and Combined Operations Bases is well established, such ratings being entered in the respective categories of Q.O. (J.C.) and Q.O. (C.X.) listed in the Appendix to A.F.O. 1901/43.

2. In addition, small numbers of W.R.N.S. ratings are employed at other establishments and bases in substitution of Seamen (Q.O.). Most of these have been entered in the maintenance category and their status as Wrens Q.O. has not been officially recognised.



3. Consideration has therefore been given to the whole question of the employment, nomenclature, training and general conditions of service of Wrens entered for ordnance duties and the following arrangements have been approved.

4. In future, there are to be two separate specialised categories to include all W.R.N.S. ratings entered for such duties, as follows:—

- |                    |   |
|--------------------|---|
| Q.O. (L.C.) ... .. | For employment at C.F. bases.                                     |
| Q.O. ... ..        | For employment at all other establishments, including C.O. bases. |

5. *Training.*—Candidates for the category of Q.O. (L.C.) will continue to receive the same training as hitherto. Those for the Q.O. category will undergo the existing course for Q.O. (C.X.).

6. *Pay* for both categories will be as laid down in A.F.O. 1180/43, paragraph 5 (a). Any maintenance ratings who have been trained locally in ordnance duties and are recommended as thoroughly competent to carry them out may be transferred to Wren Q.O. on the lower specialised rate of pay, provided they are mobile or are willing to undertake mobile service, with effect from the date on which they completed a minimum of six weeks' training, but not prior to 1st January, 1943, in any case. Also subject to recommendation, they may be advanced to the higher rate of specialised pay as from the date of completion of a minimum of three months' service on the lower rate.

7. *Advancement* in both categories will be from central rosters maintained by the Superintendent, W.R.N.S., Portsmouth, who will also be the responsible drafting authority. The normal service and conduct qualifications laid down in A.F.O. 4864/42 will be required, and seniority for advancement to leading rate will be based on that of the award of the lower specialised rate of pay (A.F.O. 1180/43, paragraph 7 (a)).

8. *Complements.*—Supervisory higher grades are allowable as follows:—

<i>Nos. Borne</i>	<i>Higher Ratings Allowed</i>
4-11... ..	1 Leading Wren, included in total number.
12 and over ... ..	2 Leading Wrens, included in total number.

9. The following amendment is to be made to the Appendix to A.F.O. 1901/43:—

Substitute "Q.O." for "Q.O. (C.X.)."  
(A.F.Os. 4864/42, 1180/43 and 1901/43.)

### 3039.—Officiating Ministers of Religion

(C.E. 55205/43.—8 Jul. 1943.)

The following appointments have been approved:—

#### *Church of England—*

R.N. Air Station, Hinstock ... Rev. F. P. Litt-Smith, The Rectory,  
Hinstock, Market Drayton.

#### *Methodist—*

Harwich, Dovercourt, and Rev. H. G. Nicholas, 11 Shaftsbury  
Parkstone. Avenue, Dovercourt, Essex.  
(already appointed for Baptist and Congregational personnel).

*The usual facilities are to be afforded.*

### 3040.—Complement Amendment—105-ft. Motor Minesweepers

(N.10110/43.—8 Jul. 1943.)

The following amendment is to be made to the scheme of complement of 105-ft. motor minesweepers, issued with Admiralty letter N/M/S 0657/42 of 15.1.43 and already amended by A.F.O. 2352/43:—

Insert under "Include in the foregoing":—

"(d)—P.S.G.L.  
notation (d) against (c)—P.S.S.G."

New note (d) to read as follows:—

'For each 0.5-in. Twin gun fitted, add 1 P.S.G.L. and 1 P.S.S.G.  
(without substantive increase).'

(A.F.O. 2352/43.)

### 3041.—Funerals—Naval and Private—Personnel Eligible and Expenses Allowable (N.L. 8895/43.—8 Jul. 1943.)

The following procedure involving amendments to the regulations governing the funerals of Naval and Royal Marine personnel (K.R. & A.I. Articles 1354 and 1355), consequent on the decision of H.M. Government that a uniform procedure shall be applied in the Royal Navy, Army, and Royal Air Force, is to be brought into operation forthwith. The revised scales of expenses allowable to relatives will operate in respect of deaths occurring on or after 1st May, 1943, but claims already settled need not be re-opened unless relatives apply for the additional grant.

2. *Personnel eligible for a Naval funeral.*—In addition to the personnel specified in K.R. & A.I. Article 1354, Clauses 1 and 1a, the following are eligible for a Naval funeral and honours may be paid as laid down in Article 160:—

- (i) Mobile officers and ratings of the W.R.N.S.
- (ii) Queen Alexandra's Royal Naval Nursing Service and Reserve and mobile V.A.D. officers and members.
- (iii) Immobile officers and members of the Women's Services if death occurs whilst actually on duty, or on Naval premises for the purpose of performing duty.
- (iv) Officers of the Sea Cadet Corps if death—
  - (a) occurs on duty
  - (b) is attributable to duty
  - (c) occurs in hospital from causes that have arisen while on duty provided the officer was removed straight from duty to hospital.
- (v) Officers and men of the Mercantile Marine, whether British or foreign, under the conditions stated in A.F.O. 2014/40.

3. *Arrangements for Naval Funerals.*—When death occurs at a place where there is a Naval hospital, Clause 2 of Article 1354, K.R. & A.I. will apply.

4. When death occurs at a place where there is no Naval hospital or Admiralty contract with a local undertaker, tenders should be called for if circumstances admit and the undertaker selected is to be required to supply a coffin as near as possible to the following specification:—

*Services Standard Specification for Coffins.*—The coffins shall be properly framed together of thoroughly seasoned elm or pine of first grade quality  $\frac{3}{4}$  in. thick throughout, finished smooth, and prepared for, and finished with, two coats of stain and hand polished. They shall be fitted with two pairs of electro-brass or nickel plated handles, and plates and name-plate to match, the name-plate to be engraved or painted with name, rank, official number and unit, date of death and age. The lid shall be fitted with a moulded capping, holed and countersunk and provided with closing screws. The base of the coffin shall also be finished round with a moulded plinth  $1\frac{1}{4}$  in.  $\times$   $\frac{1}{4}$  in.

The inside of the coffin shall be thoroughly pitched or waterproofed (except when a lead or zinc lining is provided, and a layer of good and dry sawdust 2 in. deep spread over the bottom, and shall be properly upholstered and lined with calico or domette, and provided with good quality sidesheets, frillings, and fitted with pillow.

5. *Expenses of Naval Funerals.*—The expenses allowed as a charge to public funds in respect of a Naval funeral are the actual cost of interment, namely the cost of the coffin, shroud, etc., and other necessary undertaker's charges, fees to cemetery authorities, the officiating minister, grave diggers, etc. and the cost of the grave itself.

6. Vouchers for the payments are to be transmitted by the Accountant Officer with his cash account and are to be supported by a certificate in each case that the funeral has been arranged at the most reasonable terms obtainable locally, unless carried out under contract. It will no longer be necessary to report expenditure in excess of £14 for an officer or £7 10s. for others, as required by Clause 3 of Article 1354.

7. *Private Funerals.*—The regulations for private funerals (Article 1355, K.R. & A.I.) are subject to the modifications in A.F.O. 1305/40. Where, however, bodies are sent home for private burial, the cost of conveyance is to be allowed from public funds in accordance with Clause 2 of Article 1355.

8. A grant is payable to the relatives or friends who have undertaken the private burial of a person entitled to a Naval funeral:—

- (a) when the coffin is provided by the Naval authorities: £5.  
 (b) when the relatives or friends make all the funeral arrangements (e.g. where they provide a special coffin or when death occurs at home): £10.

9. Care is to be taken to inform the relatives or friends before a body is sent home for private burial of the exact amount of assistance towards the funeral expenses that may be expected from Naval funds.

10. Ample notice should be given to persons arranging private burial of the anticipated time of arrival of the body, in order that they may make adequate arrangements for removal from their local railway station.

11. Relatives or friends may be paid the appropriate grant on production of receipted vouchers for the funeral expenses without regard to the amount actually expended by them. The receipts are necessary only to determine entitlement and should be returned when payment is made.

12. *General.*—The Regulations governing the funerals of R.A.F. personnel who die whilst serving under the Naval Discipline Act and of Naval or Royal Marine personnel who die whilst serving under the Air Force Act (K.R. & A.I., Article 1354, Clause 4) remain unchanged. Clauses 3 (Removal of bodies out of England and Wales) and 5 (Grants in respect of Disability Pensioners) of Article 1355 will also continue to apply.

13. The necessary amendments to the regulations will be made in due course.

(K.R. & A.I., Articles 160, 1354 and 1355.)

(A.F.Os. 1305/40 and 2014/40.)

(A.F.Os. 2818/41,—not in Annual Volume—3253/41, 805/43, 2488/43 and paragraph 2 of A.F.O. 736/41 are cancelled.)

### 3042.—Customs—Mess and Canteen Stores for Naval Parties

(N.L. 415/43.—8 Jul. 1943.)

Arrangements have been made with the Commissioners of His Majesty's Customs and Excise for non-Service bonded and drawback mess and canteen stores consigned to Naval Parties at undisclosed destinations abroad (e.g., Naval Party 100, Naval Party 710, etc.) to be forwarded to the Superintending Naval Store Officer at or nearest to the port of shipment as advised by Director of Stores. One or more of the containing packages will be marked "under Bond: packages to be produced to the Officer of Customs and Excise at .....", the number of packages and the name of the port of shipment being given where possible.

2. Superintending Naval Store Officers are to arrange:—

- (i) to produce the packages for examination by the Officer of Customs and Excise before shipment;  
 (ii) to obtain on the relative Customs and Excise documents a receipt for the goods by the Officer Commanding the vessel on which the goods are shipped;  
 (iii) to return the receipted documents to the Officer of Customs and Excise to whom the goods were produced.

3. Shipments of non-Service, e.g., N.A.A.F.I., stores, which under present arrangements are not consigned to Naval Parties as such, are unaffected by this instruction.

### \*3043.—Engine Room Charge Certificate

(N. 10930/43.—8 Jul. 1943.)

Their Lordships have approved, as a temporary war measure, that payment of the Engine Room Charge Certificate Allowance of 1s. a day (at present payable, under K.R. & A.I., Appendix XVII, Part 3, No. 27, to an

E.R.A. on being rated Chief E.R.A. if in possession of a certificate of capability of taking charge of the engines of a small ship) may be made to E.R.As. who fulfil the following conditions:—

- (i) possess a certificate of capability of taking charge of the engines of a small ship, and are considered fit for advancement;  
 (ii) pass the requisite technical and educational examination;  
 (iii) have completed 4 years as E.R.A. 4th Class and above, including acting time, before taking the examination at (ii) above;  
 (iv) serve at sea in ships of all classes where there is an underbearing of the normal approved war complement of Chief E.R.As., provided that the number of E.R.As. thus entitled in any ship is limited to the number of Chief E.R.As. underborne.

2. This concession is to take effect as from the date of qualification under the foregoing conditions, or 1st January, 1943, whichever is the later.

(K.R. & A.I., App. XVII, Part 3, No. 27.)

### 3044.—Food Rationing—Special Sugar Ration

(V. 4324/43.—8 Jul. 1943.)

The additional ration of 8 oz. sugar authorised for civilians by the Ministry of Food for jam making for each of the weeks commencing 11th and 18th July, 1943, will also be available to holders of Naval ration documents as shown below, during the period.

*Coupons to be used*

Ration Book RBI/RN	Coupons marked "Spare One" numbered 51 and 52 on page 19 of the ration book.
Ration Cards RB8R Ration Cards RB12	Coupons marked "Spare One" for weeks referred to.

2. Holders of RB8A (72 hours card) during these two weeks will be entitled to purchase an additional 4 oz. sugar; the coupon marked "Spare One" will be used for this purpose.

(A.F.Os. 3072/42, 3506/42 and 2733/43.)

A.F.O. 2244/45

### 3045.—Travelling Arrangements—H.M.S. "Lochinvar" (Port Edgar)

(C.W./D.P.S. 624/42/P.—8 Jul. 1943.)

The instructions in A.F.O. 6356/42, page 6, do not apply to the routine courses of Sub-Lieutenants, R.N.V.R., who proceed to H.M.S. "Lochinvar" from R.N. Gunnery School, Chatham.

(Paragraph 5 of A.F.O. 6356/42, page 6, is cancelled.)

(Capt. H.M.S. "Excellent," No. 587/903/1, 5 Jun. 1943.)

A.F.O. 1986/45

1672/45

1964/45

6059/45

2965/45

4424/45

4937/46

5310/46

### \*3046.—Scheme of Free Legal Aid to R.N., R.M. and W.R.N.S. Ratings

(N.28178/42.—8 Jul. 1943.)

*Purpose of Scheme*

Naval Ratings, Royal Marines, and Wrens while on service may wish and require the advice and assistance of lawyers. It is obviously difficult at present for them to obtain this under service conditions, and even when an opportunity arises financial considerations may prevent a seeking of, or cause a hesitation to seek, this guidance. It is, however, obviously desirable that such advice and assistance as they would if civilians obtain from poor persons' lawyers, etc., should be obtainable by them. With this object in view a Scheme has been instituted whereby legal advice by skilled lawyers will be available free of charge for those in certain ranks of the Royal Navy, Royal Naval Air Service, Royal Marines and W.R.N.S. who have not sufficient private resources to enable them to employ a lawyer. The Scheme has been designed to fit in with the existing Family Welfare Scheme and the work of the Port Welfare Officers. In organising the Scheme Their Lordships have relied upon the goodwill and public spirit of members of the Legal Profession, who, they feel sure, will readily give their services.

*Scope of Scheme*

## 2. The Scheme is limited in its scope as regards :—

- (i) the classes of applicants entitled to avail themselves of it, and
- (ii) the classes of problems or cases which may be dealt with under it.

As regards (i), it applies to all ratings in the Royal Navy up to and including Petty Officer, to all ranks in the Royal Marines up to and including Sergeant, and to all ratings in the Women's Royal Naval Service up to and including Petty Officer Wren. It does not apply to T.124 personnel or men in special rates of pay approximating to those of civilians. The applicant, however, must not (subject to what is stated hereinafter in paragraph 5) have sufficient private resources to employ a lawyer; this requirement will be judged generally by the standards laid down in the Poor Persons' Rules (as amended) in England and those applied for admission to the Poor's Roll in Scotland. As regards (ii) it is limited to civil legal problems, e.g., matrimonial, landlord and tenant, hire purchase, rating, war damage, insurance, etc. It does not include questions of criminal law or courts martial, or problems arising to a rating, marine or Wren solely *qua* rating, marine or Wren. In particular it does not apply to complaints and representations concerning conditions, pay, etc., in regard to which the procedure laid down in K.R. and A.I., Articles 9 and 10, must be complied with.

*Legal Aid Sections*

3. (A) A Legal Aid Section will at the outset of the Scheme be set up at each of the following ports—(a) The Nore, (b) Portsmouth, (c) Plymouth, (d) Lowestoft, (e) Liverpool and (f) Rosyth (located at Edinburgh). Each Section will consist of one or more qualified lawyers, assisted by one or more clerks. These lawyers and clerks will be recruited as far as possible from members of the legal profession not at present in the Service; the lawyers will be of commissioned rank, and the clerks ratings.

(B) The Sections at the three Home Manning Ports will deal with English cases submitted by men belonging to these Port Divisions, including Royal Marines; the Plymouth Section will also deal with English cases submitted by Royal Marines belonging to Depot R.M. Lympstone, and the Portsmouth Section with English cases submitted by Fleet Air Arm ratings and Royal Marine Engineers. The Lowestoft Section will deal with English cases submitted by Trawler Reserve and other (e.g. Boom Defence) men not allocated to one of the three Home Manning Ports. The Rosyth Section will deal only with cases involving Scottish Law, and the Liverpool Section only with cases involving Northern Ireland Law and Manx Law.

(C) Cases will not be sent direct to the Rosyth or the Liverpool Sections. All cases will be sent in the first place to the Section at the Manning Port, and that Section will separate out Scottish, Northern Ireland, and Manx Law cases and refer them to Rosyth and Liverpool respectively.

(D) Cases submitted by W.R.N.S. ratings will be sent in the first place to the Section at the Port of the Command where the establishment in which they are borne is situated. They will be dealt with by that Section, unless it be not competent for it to do so, in which event it will refer them to the appropriate Section. English cases sent to the Rosyth or Liverpool Sections will be referred by those Sections to the Section at The Nore.

(E) Where, for geographical or other reasons, it is more convenient for some English Section other than the applicant's Manning Port (Command Port in the case of W.R.N.S. ratings) Section to deal with a case, it may by mutual agreement between the Sections be dealt with by the former Section.

*Operation of Scheme*

4. (i) The Scheme will be operated as follows. A problem or case will be submitted in the first instance to the applicant's Commanding Officer; he will then pass it on through the Commodore of the Manning Port (in the case of W.R.N.S. ratings the Superintendent W.R.N.S.) to the Port Welfare Officer, who will submit it to the Legal Aid Section at the Depot or Port for its advice. The Port Welfare Officer will, on receipt of the advice, transmit it to the applicant through the Commanding Officer. Where a problem or case is referred by a Manning Port Section (in W.R.N.S. cases a Command Port Section) to the Section at Rosyth or Liverpool, the advice given by this latter Section will be transmitted through the Welfare Officer at that port and the Commanding Officer.

(ii) Further advice that the applicant may wish upon the problem will be dealt with in the same way, except that the Section may communicate direct with the applicant. Should litigation be involved either initially or at a later stage the Section, at the request of the applicant, will take the steps mentioned in paragraph 10, and the Port Welfare Officer will pass on all information he has to the Section.

5. (A) The Commanding Officer and the Port Welfare Officer must be fully satisfied that the applicant has not sufficient private resources (that is, resources other than any pay or other emoluments receivable by the applicant as a rating Royal Marine or Wren) to enable him to pay a lawyer. In that connection enquiry will be made by them from the applicant as to his private resources and the standards above referred to in paragraph 2 applied. They will also be fully satisfied that the applicant understands and agrees that he will have no claim for compensation either (a) against the State or (b) against any adviser or any other person giving him advice or assistance for any loss, injury or damage which the applicant may sustain as a consequence of any negligence or breach of contract in or arising out of the advice or assistance given to him. The Commanding Officer will require the applicant to complete a Form, in terms of the Appendix hereto, to the above effect. This Form with any information as to the applicant's private resources will be transmitted through the Commodore (in the case of W.R.N.S. ratings the Superintendent, W.R.N.S.) to the Port Welfare Officer and a copy of the Form and any such information passed on by the Welfare Officer to the Section.

(B) Notwithstanding that in any case it appears that an applicant has sufficient such private resources, his problem or case will be passed to the Section, but in such a case the Section will give him preliminary advice only, and will inform the applicant that thereafter he must employ a solicitor, and, if requested by the applicant to give him the name of a solicitor, will as far as it can put him in the way of finding one.

*Duties of Sections*

6. The duties of the Sections will be mainly advisory. They will advise the applicant through the Port Welfare Officer and the Commanding Officer, prepare litigious cases submitted to them through the Port Welfare Officer or another Section, collect evidence and also assist the Law Societies and Solicitors and others to whom cases have been passed on by them. They will not conduct or offer to conduct litigations. The adviser at Section (f) will be a qualified Scots Solicitor. The adviser at Section (e) will be a Solicitor qualified in Northern Ireland Law, and, if not himself qualified to deal with Manx Law, will seek the aid of a Solicitor qualified in that Law through the Manx Law Society. Advisers may have personal interviews with applicants in terms of paragraph 8.

*Powers of Sections*

7. (i) Advisers and their clerks will not act as Solicitors in breach of the Solicitors Acts or the Solicitors (Scotland) Acts; they will not draft deeds, instruments, contracts or documents of any kind. They will not write legal letters but may draft for an applicant such a letter as he might reasonably be expected to write upon the subject; the letter may state that the applicant has been legally advised. Any advice given must not be derived from, nor include quotations from, official reports or documents nor relate to a personal claim against a servant of the Crown not covered by insurance.

(ii) Advisers and their clerks will neither demand nor receive a fee or other remuneration whatever for their services. They will not under any circumstances handle or agree to handle money in connection with any case or problem with which they deal.

(iii) In carrying out their duties advisers will be provided with necessary standard text-books; where reference is required to books in less frequent use and to reports, they should seek the help of local Law Societies, Libraries and local lawyers in getting access to legal text-books and reports. They will be entitled to communicate direct with Commanding Officers, the Port Welfare Officer at the adviser's Port, other Sections and the Admiralty (Naval Branch) in connection with matters affecting the Legal Aid Scheme.

*Applicant's Interview*

8. An applicant may visit an adviser for a personal interview in connection with his own problem, but he must pay his expenses, including travelling expenses. Such an interview must have the consent of the Commanding Officer and the Port Welfare Officer.

*Obtaining of Evidence and Information*

9. A Section may ask a Port Welfare Officer or a Commanding Officer to obtain information or evidence not only in cases that Welfare Officer may have referred to the Section but also in cases that may have been referred to the Section by other Port Welfare Officers. Before a statement is obtained from a witness, it will be made clear to the witness that he is under no obligation to give any information or evidence, and if willing to give a statement the witness will be asked to sign at the end of the statement a clause to the effect that he has been so informed and that he fully appreciating the position is willing to make the statement and has done so voluntarily.

*Cases Involving Litigation*

10. Cases involving litigation will be dealt with as follows:—

(a) *Matrimonial Causes in the English High Court.*—(i) The Section will satisfy itself that the applicant is entitled to the benefit of the Scheme for the purpose of litigation in terms of paragraph 5 (A), and that he has a prima facie case and that he is not debarred by his own conduct from seeking relief, or, if his own conduct has been such as to require the exercise of the discretion of the Court, as to the circumstances in which it is thought that the Court would exercise that discretion in his favour. The Section will also ascertain the names of the witnesses by whom the necessary allegations of fact are to be proved and will cause statement to be taken from and signed by those witnesses. The Section will then send the documents to the Poor Persons' Committee of the local Provincial Law Society in the area of the applicant's home if that committee are in a position themselves to deal with the case and to assign a Solicitor for its conduct. If the Poor Persons' Committee of the Provincial Law Society are not able to assign a Solicitor, then the documents should be sent to the Secretary of the Poor Persons' Committee at the Royal Courts of Justice, London, W.C.2. Upon the Poor Persons' Certificate being granted, either by the Poor Persons' Committee of the Provincial Law Society or by the London Committee, the Solicitor appointed by the Provincial Law Society or the Services Divorce Department of the Law Society in London as the case may be will undertake the conduct of the matrimonial cause in the English Divorce Court. This Services Divorce Department of the Law Society has been established for the conduct of such causes in the English Divorce Court and undertakes them in the manner prescribed in Rules of the Court for the conduct of Poor Persons' cases. The appropriate Section will render such assistance as may be required.

Each of the three Home Manning Port Sections and the Lowestoft Section will be supplied with the names and addresses of the Poor Persons' Committees of the various Law Societies which are able to deal with matrimonial causes and to assign a Solicitor in each such case.

(ii) An applicant whose case is referred to the Poor Persons' Committee of a Provincial Law Society or to the Poor Persons' Committee in London will be required to pay direct to the Law Society concerned a sum of £5 as a deposit to meet the out-of-pocket expenses involved in the conduct of the suit. The £5 includes a sum not exceeding three guineas in respect of the costs of administration of the Services Divorce Department in cases dealt with by that Department. Any part of a deposit which has not been expended during the conduct of the suit is returnable to the applicant after the close of the proceedings. Should the out-of-pocket expenses prove exceptionally heavy, the applicant may be called upon to make a further deposit later. No Court fees or professional fees to counsel or solicitor are normally payable by applicants who have been granted the Poor Persons' certificate referred to in paragraph (i) above.

(b) *Non-Matrimonial Causes in the English High Court.*—The Section will refer such a case to the Poor Persons' Committee of the Law Society nearest to the applicant's home, or, should the applicant not reside in England, to The Secretary of the Poor Persons' Committee, Royal Courts of Justice, London, which will then deal direct with the applicant.

(c) *Causes in English Courts other than the High Court.*—The Section will advise the applicant to seek a solicitor, and so far as it can will put him in the way of finding one.

(d) *Scottish Matrimonial Causes.*—(i) The Rosyth Section will satisfy itself that the applicant is entitled to the benefit of the Scheme for the purpose of litigation in terms of paragraph 5 (A), and that he has a prima facie case. The Section will also ascertain the names of the witnesses by whom the necessary allegations of fact are to be proved and obtain precognitions or statements from them. If the case is appropriate for the Court of Session the Section will send the documents direct to the Principal Clerk of Session, Parliament House, Edinburgh, who will take the necessary steps for the admission of the applicant to the Poor's Roll and the further conduct of the case. If the case is one appropriate for the Sheriff Court, the documents will be sent to the sheriff clerk of the county of the applicant's home, who will similarly be responsible for taking the necessary steps to secure the completion of the case and the admission of the applicant to the Poor's Roll.

(ii) An applicant whose case is remitted in accordance with the above procedure and who is admitted to the benefit of the Poor's Roll will have his case conducted as an ordinary case on the Poor's Roll, i.e., he will not be required to pay Court dues or professional fees to counsel and solicitor, but will be liable for necessary outlays incurred by the latter in connection with the case, e.g., in payment of witnesses' travelling expenses, etc. The amount so payable should in most normal cases be some £5 or £6, and should not, save in exceptional cases, exceed £10. It is desirable that applicants should be so informed. Arrangements for payment of these outlays will be made direct between the applicant and the solicitor to whom his case is assigned.

(e) *Scottish Non-Matrimonial Causes.*—Where the case involves litigation either in the Court of Session or the Sheriff Court, the Rosyth Section will refer it to the Principal Clerk of Session if the case is already before the Court of Session or is appropriate for the Court of Session, or in any other case to the Sheriff Clerk of the county of the applicant's home. The Principal Clerk or the Sheriff Clerk, as the case may be, will then put the applicant in touch with a Solicitor for the Poor with whom the applicant will thereafter deal direct.

(f) *Cases Involving Law of Northern Ireland.*—These will be referred to the Secretary of the Incorporated Law Society for Northern Ireland, Royal Courts of Justice, Belfast.

(g) *Cases Involving Law of Isle of Man.*—These will be referred to the Secretary of the Isle of Man Law Society, Douglas, Isle of Man.

*Use of Army and Air Force Schemes by Naval Personnel Attached to these Services*

11. Arrangements will be made with the War Office and the Air Council whereby the Free Legal Aid Schemes of the Army and the Royal Air Force may be utilised by an applicant who happens to be attached to an Army or an Air Force unit.

*Powers of Welfare Officers Not Affected*

12. The Scheme will not infringe upon the present discretionary powers of the Port Welfare Officers to endeavour to effect reconciliations and settlements in family and matrimonial matters, and these Officers will be free to take such steps in that connection as they think fit.

*Confidentiality*

13. Any information received by any person in connection with any problem or case under the Scheme shall be regarded as confidential and shall be used for the purposes of the Scheme only and for no other purpose whatsoever.

**APPENDIX***Application Form*

(To be completed by applicant for Free Legal Aid)

1. I hereby apply for legal aid under the terms of A.F.O. 3046/1943.
2. I have not sufficient private resources to enable me to employ a Solicitor.
3. I understand and agree that any advice or assistance that I receive under, or in consequence of, any application made under A.F.O. 3046/1943 is given and received on the condition that I shall have no right to compensation either (a)

against the State or (b) against any adviser or other person giving me such advice or assistance for any loss or damage which I may sustain as a consequence of any negligence or breach of contract in or arising out of the giving of that advice or assistance to me.

.....(signature of applicant).

Forwarded. I believe the statement at paragraph 2 to be correct.

.....Commanding Officer.

(Note.—Full particulars of the applicant's private resources (that is, resources other than Service pay and emoluments) and family should be given by the Commanding Officer.)

### 3047.—Naval Canteen Service Staff—Issue of Rum, Clothing, Tobacco, Etc.

(V. 3900/43.—8 Jul. 1943.)

#### Naval Canteen Service Staff entered in the Royal Navy

Members of the Naval Canteen Service Staff who have signed R.N. engagements under the terms of A.F.O. 2238/42, may take up, on repayment, clothing, soap and tobacco from Service stocks in the ship or establishment in which they are serving, under the same conditions as other ratings serving in the same ship or establishment.

2. The spirit ration may be issued on repayment to such canteen staff as have attained the age of 20 years and are serving *afloat* in H.M. sea-going ships.

3. Canteen Managers may draw the neat issue of spirit (K.R. & A.I., Article 1827, clause 3), but other canteen personnel should receive spirit mixed with two-parts of water.

4. Payment at the rate of 3d. per ration is to be made by the Canteen Manager to the Accountant Officer of the ship or parent ship in the same way as payment is made for victualling or for provisions taken up on repayment. (K.R. & A.I., Article 630, clause 13 (ii).) It will be the responsibility of the Canteen Manager to recover the cost from the members of the canteen staff drawing the ration.

5. *Grog money* is not in any circumstances to be paid to canteen staffs.

#### Naval Canteen Service Staff not entered in the Royal Navy

6. Members of the Naval Canteen Service Staff who have not signed R.N. engagements, may *not* take up clothing, soap or tobacco from Service stocks except that if serving in a sea-going ship they may take up certain items of clothing from the Accountant Officer on repayment under the conditions laid down in K.R. & A.I., Article 630, clause 13 (iii). They may also receive a spirit ration under the conditions detailed in paragraphs 2-5 if serving in a sea-going ship.

(K.R. & A.I., Articles 630 and 1827.)

(A.F.O. 2238/42.)

### 3048.—Sports—R.N. & R.M. Sports Control Board—Donation

(N.—8 Jul. 1943.)

(Included in Notice Boards Issue only.)

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

### 3049.—Guns, B.L., 6-in., Marks XII, XIII and XIIB—Re-assessments of Probable remaining Lives—REPORT

(A.S./G. 05445/43.—8 Jul. 1943.)

Consequent on the amendment of the mean wear curve for B.L., 6-in., Marks XII, XIII and XIIB guns, the probable remaining lives of certain guns of this type will be slightly increased.

2. Commanding Officers of all ships and establishments in which guns of this type are mounted, are to apply at the next opportunity to the nearest Inspecting Officer for the re-assessment of the probable remaining life of any gun which was assigned a P.R.L. at the last inspection of 300 E.F.Cs. or less.

3. Gun memoranda of all B.L., 6-in., Marks XII, XIII and XIIB guns in store, except guns due for re-lining, are to be passed to the nearest Inspecting Officer for re-assessment of P.R.Ls. Officers in charge of R.N. armament depots are to report revised P.R.Ls. assigned to Admiralty (D.A.S. Branch A). (Copy to C.I.N.O.)

(C.A.F.O. 466/42.)

### 3050.—Guns, B.L., 8-in., Marks VIII-VIII\*\*—Conversion for 1-in. Tubes

(A.S. 1394/43.—8 Jul. 1943.)

The modification referred to in C.A.F.Os. 1104/38 and 269/40 to convert B.L. 8-in. guns to use 1-in. vent tubes has now been completed in all H.M. ships. This modification consisted of an alteration to, and replacement of certain parts in, the Mark I carrier, making it Mark I\* and fitting the following new components in the mechanism in replacement of the lock, electric, E.H., and vent, axial, Mark I:—

Box, slide, Z, Mark II.

Locks, electric, E.K., Mark II.

Vents, axial, Mark II.

In addition wrenches, breech mechanism, No. 258, and clearers, vent, Nos. 40 and 41, were modified, and Marks of both were advanced to Mark II. A number of tools, etc., became redundant and some new ones were supplied.

2. H.M. ships armed with B.L. 8-in. guns should check that none of the following parts is held on board. Any found are to be landed at the nearest Naval Armament Depot:—

Carriers, Mark I.

Locks, electric, E.H. (and sub-components).

Vents, axial, Mark I.

Caps, vent, axial, B.L. 8-in., Marks VIII-VIII\*.

Clearers, vent, Nos. 40 or 41, Mark I.

Drifts ejecting tube, No. 12.

Gauges, vent tube chamber, 0.5-in. vent tube (complete).

Protectors, tube chamber, No. 2.

Wrenches, breech mechanism, No. 258, Mark I.

3. Naval Armament Depots are to ensure that all components and spare mechanisms, carriers (and parts of), wrenches and clearers, vent, in store and in establishments (including proof and experimental establishments) in their area have been modified in accordance with the Fleet Orders quoted. Any found unmodified are to be modified forthwith.

4. Disposal instructions for redundant parts are being issued to R.N.A. Depots.

5. Naval Proportion Book will be amended.

(C.A.F.Os. 1104/38—not in annual volume—and 269/40.)

### 3051.—Guns and Breech Mechanism, Q.F.5.25-in., Mark I, 4.7-in., Marks XII-XIIB, 4.7-in., Mark XI, 4.7-in., Marks IXA-IX\*\*B, 4.5-in., Marks I and III, 4-in., Marks XVI\* and 4-in., Mark VC—New Pattern Breech Ring Stop Screw

(A.S. 8344/43.—8 Jul. 1943.)

In future breech ring stop screws of the above-mentioned guns will have circular ends, in lieu of flats, and screwdriver slots into which metal of the breech ring is to be stabbed; check screws will not be provided.

2. These breech ring stop screws with circular ends are suitable for use with present jackets in service, but should it be necessary to change a jacket or breech ring, all old pattern breech ring stop screws are to be modified in accordance with Instructional Print N.O.D. 3104/87.

**3052.—Guns, Machine, 0.50-in., Browning—All Types, including Guns in Aircraft**  
(A.S./G. 2852/43.—8 Jul. 1943.)

Information has been received that on certain 0.50-in. Browning M.Gs., it is possible to insert the breech block cocking lever axis pin from the right-hand side looking from the rear end of the gun to the muzzle.

2. This should not be possible and if so assembled a serious accident may occur.

3. Particular care is to be taken to ensure that the cocking lever axis pin is always inserted from the left-hand side as designed.

4. Particulars of any guns found with axis pins incorrectly assembled should be reported on Form S.1148 (h) by ships, and to Director of Armament Supply by Royal Naval Armament Depots.

(B.R. 641/42.)

**3053.—Guns—Machine, Browning (Colt), 0.50in. and 0.30-in., Air-cooled—Length of Bursts—Practice Firings**

*Ships, Naval Aircraft and Shore Establishments concerned*

(G. 1751/43.—8 Jul. 1943.)

Prolonged bursts of fire from air-cooled, 0.50-in. and 0.30-in. Browning machine guns, wear the barrels out of all proportion to the number of rounds fired.

2. It has been ascertained that 0.50-in. air-cooled Browning barrels become inaccurate after a continuous burst of 300 rounds or after a total of 1,500 rounds. These barrels are, therefore, to be exchanged after either of these conditions.

3. The following absolute limits on length of burst are imposed on air-cooled Browning machine guns, wherever mounted, for all practice firings:—

0.30-in.	...	...	...	...	250 rounds
0.50-in.	...	...	...	...	100 rounds.

Bursts of these lengths are to be followed by an interval of at least fifteen minutes to allow barrel to cool.

4. 0.30-in. Browning machine guns, when used for practice firing, should not normally exceed bursts of 50 rounds, followed by a minimum cooling interval of three minutes.

5. 0.50-in. Browning machine guns when used for practice firing, should not normally fire more than 50 rounds in the first burst and thereafter bursts should not exceed 20 rounds with intervals of at least three minutes.

(C.A.F.O. 65/41 is cancelled.)

(A.F.O. 6029/42.)

**3054.—Guns—Machine, Oerlikon, 20-mm., Marks II and IV—Tool Removing Hammer Plate**

(C.I.N.O. 5547/43.—8 Jul. 1943.)

It has been found that the bevelled end of the tool removing hammer plate is not required, as the pointed end is suitable for lifting the hammer plate securing spring as well as the spring securing breech face piece.

2. This tool is therefore being provided in future without the bevelled end and it will be known as the "Tool, lifting, spring, breech face piece and hammer plate."

**3055.—Guns, O.Q.F., 2-pdr., Mark VIII—Flame Guards of Land Service Pattern to be Withdrawn**

(A.S./C.I.N.O. 4738/43.—8 Jul. 1943.)

Flame guards of land service pattern for Q.F., 2-pdr., Mark VIII guns, are liable to split during firing. All such flame guards, which can be distinguished by the stamping A.N.8207, are to be withdrawn from Naval service and no more are to be issued.

2. H.M. ships and R.N. air stations should send demands to the nearest R.N. armament depot as soon as possible for any replace flame guards required.

3. Flame guards, Pattern A.N.8207, are to be returned to store and scrapped.

**3056.—Guns, Q.F., 4.7-in., Mark IX\*—IX\*\*B—Re-Introduction of Springs, Striker, Mark II**

(A.S./G. 015903/42.—8 Jul. 1943.)

In view of the unsatisfactory performance of springs, striker, Mark III, for guns, Q.F., 4.7-in., E and G, Mark IX\*—IX\*\*B, it has been decided to revert to the use of Mark II springs irrespective of whether the modifications described in A.F.Os. 3995/42, 4382/42 and 267/43 have been carried out or not. H.M. ships should demand springs, striker, Mark II, as necessary to replace any Mark III springs now fitted to guns or carried as spares. R.N. Armament Depots should supply Mark II springs only in future as components or spares.

(A.F.Os. 3995/42, 4382/42 and 267/43.)

**3057.—Guns, Q.F., 6-pdr., Hotchkiss, Mark I—Catches retaining Cartridge—Examination**

(A.S./C.I.N.O. 5473/43.—8 Jul. 1943.)

All catches retaining cartridge of Q.F., 6-pdr. Hotchkiss Mark I guns on board H.M. ships are to be examined, and those stamped "B.U.S.M. 1917" should be returned to the nearest Naval Armament Depot and others demanded in lieu.

2. Such cartridge retainers of B.U.S.M. 1917 manufacture have been found to be too hard, and any in store in Naval Armament Depots or received from H.M. ships are to be hardness tested. Those not within the range of 450–500 V.P.N. are to be annealed and brought within this range. After adjustment and subject to inspection, they may be regarded as fully serviceable for issue.

**3058.—Gun Mountings—3-Pdr., Mark V, Reg. Nos. 176 to 226—Firing Gear—Return Spring**

*Ships and Depots concerned*

(G.3319/43.—8 Jul. 1943.)

Instances have occurred in which the pawls of the firing gear of 3-pdr., Mark V mountings have failed to return to their original position after firing.

2. An additional spring, shown on A.F.O. Diagram No. 204/43, is to be fitted by ships' or depot staffs, to 3-pdr., Mark V mountings, Reg. Nos. 176 to 226.

3. Later mountings are being issued complete with these springs.

4. Springs should be demanded from the Gun Mounting Overseer, Admiralty Gun Mounting Store, Wharf Road, Smith Street, Coventry.

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

**3059.—Aircraft—Ammunition—Pyrotechnics—Marker, Marine, Aircraft, Mark II—Introduction**

(G. 014528/42.—8 Jul. 1943.)

Markers, marine, aircraft, Mark II, are being introduced into naval service to supersede the Mark I store. Advance instructions have been issued.

2. This marker, like the Mark I, is intended for indicating the position in which a submarine is seen to submerge, to aid anti-submarine vessels which may be some distance away, or for marking a position on the sea in order to enable an aircraft to recognise it later in its flight.

3. It should not normally be necessary for aircraft to carry these markers during A/S patrols when A/S surface vessels are in the near vicinity, but may prove of value during A/S searches.

4. The markers should be stowed in the most convenient position in aircraft and, if possible, with the nose downward. The store is roughly 6 in. in diameter and 30 in. long.

5. This marker is designed for release from a light series carrier, but may be released from a chute or over the side as described in paragraphs 6 and 7. The store will function from a height of 50 feet upwards.

6. *Chute launching or launching overboard by hand.*—(Substitute for paragraphs 9 and 10 of Advance Instructions).

If the marker is to be released through the chute or launched overboard by hand it is to be loaded into the aircraft with its transit cap and nose transit cover still taped and without a suspension band.

In order to ensure that the burster disc is not ruptured until the marker is clear of the aircraft a lanyard is to be attached to the  $\frac{3}{4}$ -in. split ring in the pillar and to the aircraft in accordance with the instructions which follow:—

The lanyard should be 8 feet long for chute launch and 6 feet long for launch over the side, and should be of light kite cord (R.A.F. Stores Ref. No. 32 A/8, 1 lb. per 30 fms.).

**Chute launching.**—When it is desired to launch the marker proceed as follows:—

- (i) Remove the adhesive tape and the nose transit cover.
- (ii) Remove the adhesive tape and the transit cap.
- (iii) Attach one end of the lanyard to the ring of the ring and pillar, being careful not to rupture the burster disc.
- (iv) Place the marker tail first in the chute, coiling the lanyard and tucking it into the chute.
- (v) Secure the inboard end of the lanyard to the aircraft.

In Barracuda the inboard end of the retractable step situated 14 in. above the top of the chute, and in Albacore a strut 15 in. above the top of the chute, will be found convenient.

If the marker is properly centred in the chute there is no interference between the quick release lever and the ring and pillar in the tail.

7. **Hand launching** (substitute for paragraph 11 of Advance Instructions).—Prepare the marker as in paragraph 6 (i) to (iii) above. In Swordfish it is convenient to attach the inboard end of the lanyard to the strut leading from the upholstered cockpit edge to the cockpit partition.

When launching the marker it should be held horizontal with the nose forward.

8. The necessity for using a lanyard as described in paragraphs 6 and 7 arises from the possibility that small quantities of phosphene gas may be generated inside the marker during storage. On breaking the burster disc this gas if present will be released and may possibly give a spurt of flame on contact with air. Care to avoid inhaling this gas is at all times necessary.

If at any time it is necessary to rupture a sealing disc this operation is to be performed in a dry well-ventilated place where there is no fire risk. The emission hole should be pointed away from the operator in a safe direction. As an additional precaution a gas mask may be worn.

The store must subsequently be rendered airtight with insulating tape and stowed apart until it can be jettisoned in deep water. Before throwing overboard the buoyancy should be destroyed by puncturing the buoyancy chamber in several places.

#### 9. *Outfits.*—

Fleet carriers	...	...	...	...	40
Escort carriers	...	...	...	...	80
Catapult ships	...	...	...	...	12

Supply to ships will be made as stocks become available.

(A.F.O. 4041/42.)

(Message R.643 is cancelled.)

#### 3060.—Fuzes, Percussion, D.A., Nos. 131, 243, 246 and 251—Corrosion

(A.S. 4387/43.—8 Jul. 1943.)

Percussion fuzes constructed generally of aluminium alloy, e.g., fuzes, percussion, D.A., Nos. 131, 243 and 246 (2-pdr. ammunition) and 251 (40-mm. ammunition), if wetted, may corrode to an extent which may render the fuzes dangerous to handle.

2. Ammunition fitted with these fuzes, which has been thoroughly wetted and shows signs of aluminium corrosion, should be labelled "wetted", together with the date of wetting, and returned to the nearest N.A. Depot at the first opportunity.

3. If it is not practicable to land such ammunition within one month of the date of wetting, the ammunition is to be lowered overboard in deep water. No attempt should be made to remove the fuzes. Details of ammunition so disposed of are to be included in monthly reports of Expenditure of Ammunition, *vide* paragraph 8 (e) of C.A.F.O. 1278/41.

4. *N.A. Depots only.*—Where possible, and providing that the date of wetting is known, the fuzes should be removed from the shell, under precautions, within one month of the date of wetting. The fuzes are to be disposed of, as quickly as possible, by destruction or dumping.

5. Where the date of wetting is not known the ammunition should be treated as suspect and subjected to a careful visual examination for signs of external corrosion. If the fuzes are then found to be reasonably free from corrosion the ammunition should be broken down under precaution, and the fuzes disposed of as detailed in paragraph 4.

(C.A.F.O. 1278/41.)

#### 3061.—Fuzes, Percussion, No. 230 Mark I\*\*\*Required for Reproof and Examination—REPORT

(A.S./C.I.N.O. 5414/43/B.89.—8 Jul. 1943.)

Five each of Fuzes, Percussion No. 230 Mark I\*\*\* of Lot I filled R.L.6/32 and Lot 6 filled R.L.1/34 are required for reproof and critical inspection.

2. Commanding Officers of H.M. Ships are to arrange for fuzes on board to be examined at the first convenient opportunity, and if any of the above lots and makes are found, to set aside 5 of each and inform Admiralty, D.A.S. (B.89) Bath.

3. N.A. Depots are to examine stocks as soon as possible and report quantities of these dates and makes available.

#### 3062.—Anti-Ship Fire Control—Director Control Towers—Jig to Facilitate Fitting of Additional Lateral Rollers

*Cruisers of "Leander" and later classes, "Dido" and "Fiji" classes, "Kent", "Berwick", "London", "Australia", "Queen Elizabeth", "Valiant", "Warspite", "Renown", "King George V", "Duke of York", "Anson", "Howe", Dockyards and F.O.I.Cs. concerned.*

(G. 06967/43.—8 Jul. 1943.)

A.F.O. 808/43 provides for director control towers of the "Leander" type to be fitted with additional lateral rollers. In order to facilitate the work when undertaken for towers building at their works, Messrs. Vickers-Armstrongs use a jig, a drawing of which is reproduced in A.F.O. Diagram, No. 206/43, for information of ships, yards and establishments concerned.

2. Jigs may be borrowed, if available, from any of the home dockyards.

(A.F.O. 808/43.)

#### 3063.—Shells, Drill, Q.F., 5.25-in., Mark II—Introduction

(A.S. 7188/43/B90.—8 Jul. 1943.)

A new design of drill shell for 5.25-in. guns, known as Mark II, which is made of cast iron and approximates to the weight of a service projectile, is now available. It has been designed to permit the fuze-setting breech to pass over the head of the shell.

2. Supply will be made on the basis of 48 per battleship and 24 per cruiser, and issue will be made without demand.

3. On receipt, all Mark I drill shells are to be returned to store and all stocks are to be brought to produce.

#### 3064.—Shrapnel Shell with Loose Shalloon Discs

(A.S.—8 Jul. 1943.)

With reference to A.F.O. 2624/43, it should be noted that loose shalloon discs have been found only in shrapnel shell 4.7-in. and below, to British designs. The Order is not intended to include shrapnel shell either loose or in complete rounds of U.S.A. designs. It will therefore be necessary to examine only the British type of shell.

(A.F.O. 2624/43.)

**3065.—Torpedoes, 18-in., Mark XII-XV—Introduction of Forward Propeller giving more Clearance to Blades**

(A.S. 14322/42.—8 Jul. 1943.)

In order that more clearance shall be available between the forward and after propellers, found necessary to meet increased flexion due to higher speed dropping conditions, it has been decided to reduce the blade width of the forward propeller 18-in. Mark XII-XV torpedoes.

2. This reduction will be made on the trailing edge, and in order to distinguish this type of propeller it will be accounted for as follows:—

*Section V—*

Propellers, right-hand, St. No. 8725A.

3. Propellers of torpedoes on board will not be modified. Spare forward propellers in Torpedo Depots and those of torpedoes passing through depot workshops will be modified as soon as possible.

4. Propellers, St. No. 8725A, are interchangeable with propellers, St. No. 8725.

5. A separate A.F.O. is being published regarding blocks combination and the scribing on of the outline of the propeller, St. No. 8725A.

**3066.—Torpedo Stores—Monoplane Air Tails, Mark III**

(A.S. 02243/43.—8 Jul. 1943.)

Arrangements have been made for a quantity of monoplane air tails, Mark III, R.A.F., Reference No. 12E/315, held surplus to Air Ministry requirements, to be taken over for use by the Admiralty F.A.A.

2. Monoplane air tails, Mark III, are interchangeable in supply with M.A.Ts., Mark I, St. Nos. T.305A or T.305B.

3. Attention is invited to paragraph 2 of C.A.F.O. 1774/42, regarding the method of fitment of M.A.Ts., Mark III, to torpedoes for F.A.A. use.

(C.A.F.O. 1774/42.)

**3067.—Depth Charge Thrower, Mark IV—Loading and Stowage Racks—Method of Use**

(T. 1641/43.—8 Jul. 1943.)

The Mark IV (carrier retaining) depth charge thrower is superseding the Mark II D.C.T. wherever considerations of top-weight and space permit.

2. The associated loading and stowage rack is designed to provide compact stowage for five ready-use depth charges combined with easy and rapid re-loading facilities in all weather conditions.

3. *Stowage.*—One depth charge is to be stowed in the thrower carrier.

Only one depth charge, Mark VII or Mark VII Heavy, is to be stowed in the top tier.

A depth charge is *not* to be stowed on the rollers of the top tier.

Two charges are to be stowed in second and lower tiers.

4. *Reloading.*—(a) Remove stopbar between depth charge and roller platform on top tier.

(b) Roll depth charge on to rollers.

(c) Launch depth charge from rollers on to depth charge thrower carrier.

(d) Reload top tier from second tier by Parbuckle hoisting winch.

(e) Reload second tier as convenient by Parbuckle from lower tier or spare stowages.

*Note.*—Mark VII heavy depth charges are *always* to be stowed so that the ballast weight is on the side *away* from the depth charge thrower, in order to prevent the charge from jamming when launched from the rollers into the carrier tray.

5. *Depth Setting.*—The rollers of the top tier of the loading and stowage rack must be kept clear (paragraph 3) in order to allow the depth charge pistol to be seen easily. This is essential with the Mark VII heavy depth charge, where the pistol depth adjuster is at the bottom of the hole in the ballast weight.

The new depth charge pistol now under development will have the depth adjuster extended to the end of the ballast weight.

**3068.—Hydrogen Content Trials**

*H.M. Submarines*

(D. 08507/43.—8 Jul. 1943.)

Instances have occurred of hydrogen content trials being carried out with the battery not in the condition laid down in A.F.O. 1947/37.

2. It is essential that the battery be in a fully charged condition and gassing freely whilst being charged at the finishing rate before commencing the trial and that it be charged at the finishing rate throughout the duration of the trial. The specific gravity of the electrolyte as measured in the pilot cells should have remained constant for a period of at least one hour prior to commencement of the trial.

3. Authorities concerned should include in the reports of the trials the voltage of the battery and the temperature and specific gravity of pilot cells at the commencement and end of the trial.

(A.F.O. 1947/37.)

**3069.—20-in. Incandescent Searchlights—Fitting of—As. and As.**

*"Hunt" class Destroyers*

(T. 0953/43.—8 Jul. 1943.)

It has been approved for "Hunt" class destroyers whose existing searchlight is being removed to make way for a W.S. set, to be fitted with two 20-in. incandescent searchlights on the bridge wings as shown in A.F.O. Diagram 202/43.

2. An item, classification "A\*" is to be inserted in the Class Lists of As. and As. to cover this work in the ships concerned.

**3070.—Submarine—Internal Torpedo Tubes—Preservation**

(T. 0531/43.—8 Jul. 1943.)

Reports have been received of deterioration of the bitumastic enamel on the internal steel surfaces of submarine torpedo tubes caused by leakage of torpedo fuel oil.

2. Torpedo tubes should continue to be treated as at present, *viz.*, one coat of bitumastic solution, which should be allowed to harden before the application of one coat of hot bitumastic enamel. The latter should be smoothed over by the heat from a blow-lamp.

3. As the enamel surface is not oil resistant, the tubes should be coated finally with paint, spirit, oil resisting, A.P. 738.

4. Torpedo tubes in service should be examined at the first opportunity and, if the enamel surface is found to be in good condition and not unduly softened by fuel oil, the spirit paint should be applied over the enamel surface.

If the enamel surface is unduly softened, the tubes should be scraped clean at the next occasion of docking and treated in accordance with paragraph 2.

5. Torpedo tubes should be examined periodically and touched up as necessary with spirit paint in order to maintain the oil-resisting surface.

6. Initial purchase of the paint, Pattern 738, has been arranged for delivery as follows:—

Chatham	Sheerness	Portsmouth	Devonport	Rosyth	Mersey Area
50	20	(a) 60	40	(b) 30	(c) 150 gallons

(a) Includes 10 gallons for Fort Blockhouse, 10 gallons for H.M.S. "Wolfe" and 10 gallons for H.M.S. "Montclare".

(b) For distribution as follows:—

10 gallons	...	...	...	H.M.S. "Forth"
10 gallons	...	...	...	H.M.S. "Cyclops"
10 gallons	...	...	...	H.M.S. "Ambrose"

(c) For distribution as follows:—

50 gallons	...	...	...	Gibraltar
50 gallons	...	...	...	Malta
10 gallons	...	...	...	H.M.S. "Medway II"
10 gallons	...	...	...	H.M.S. "Adamant"
10 gallons	...	...	...	H.M.S. "Elfin"
10 gallons	...	...	...	H.M.S. "Maidstone"
10 gallons	...	...	...	H.M.S. "Talbot"

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



### 3071.—Aluminium Brass Condensers for Cooling Machinery—"Easiflo" Solder and Flux for Repair

(N.S. 21311/43.—8 Jul. 1943.)

Repair of aluminium brass condensers of cooling plants is simplified by the use of "Easiflo" solder and flux. To enable repairs to be carried out at yards and by depot ships and repair ships where necessary, arrangements have been made for 5 lbs. of the solder and 2½ lbs. of the flux to be supplied to each depot ship and repair ship, and for stocks to be held at yards and depots at home and abroad.

2. The stock to be maintained by depot ships and repair ships is 5 lbs. "Easiflo" solder and 2½ lbs. "Easiflo" flux, and these quantities should be included in the first outfit of consumable stores supplied to ships concerned under conversion or construction.

3. The materials will be included in the Rate Book of Naval Stores, and dealt with under Vote SII, Subhead B.7.

4. The undermentioned quantities have been requisitioned for purchase for delivery as indicated:—

Description	Chat- ham	Sheer- ness	Ports- mouth	Devon- port	Rosyth	Severn Area	Mersey Area
"Easiflo" solder strip lbs.	20	20	20	20	20	130	105
"Easiflo" flux ... lbs.	10	10	10	10	10	65	53

5. Shipment of the following quantities is to be arranged:—

*From Severn Area*—5 lbs. solder and 2½ lbs. flux to each of H.M. Ships "Tyne," "Forth," "Wolfe," "Elfin," "Cyclops," "Bonaventure," "Titania," "Ambrose," "Blenheim" and "Vindictive"; also 10 lbs. solder and 5 lbs. flux to Simonstown, Durban, Ceylon, Bermuda, Bombay and Freetown.

*From Mersey Area*—5 lbs. solder and 2½ lbs. flux to each of H.M. Ships "Talbot," "Wayland," "Adamant," "Lucia," "Maidstone," "Philoctetes," "Greenwich," "Woolwich," "Resource," "Dolphin" and "Sandhurst"; also 10 lbs. solder and 5 lbs. flux to Gibraltar, Malta and Alexandria.

6. D.127B, "List of Particulars of Naval Stores allowed by Scale for Engineering Purposes," will be amended.

(A.F.Os. 2794/38 and 3057/38—not in annual volume—are cancelled.)

### 3072.—Indicator Diagrams—Device for Quick Calculation of I.H.P.

(D.N.5576/43.—8 Jul. 1943.)

A device for working out indicator cards rapidly is shown in A.F.O. Diagram 205/43.

### 3073.—Main Feed Check Valves—Steadiflow Type. Destroyers—E and later classes

(D. 8520/43.—8 Jul. 1943.)

Instances have been reported in which the designed dimensions of the skirt of main feed check-valves of Steadiflow type have been altered when these valves have been skimmed.

2. The skirt comprises a narrow parallel portion and a wider tapered portion.

3. To ensure satisfactory operation it is important that the dimensions shown on the drawing both as regards diametral clearance and depth of the parallel and taper portions and angle of taper should be strictly adhered to.

### 3074.—Stern Bush Oil Seals—Substitution of "Vista Simplex" for "Newark" Type 105-ft. and 126-ft. Motor Minesweepers

(D. 7466/43.—8 Jul. 1943.)

Experience having shown that stern bush oil seals of the "Newark" type are liable to be unsatisfactory in wooden vessels, it has been decided to substitute "Vista Simplex" seals in motor minesweepers (including those built abroad, and Newfoundland trawlers) as soon as opportunities occur. Efforts are being made to meet by the end of 1943, the requirements of all motor minesweepers in service as well as those under construction.

2. Requisitions for oil seals should be made by refitting authorities in the United Kingdom direct to the Engineer-in-Chief's Department, Spa Hotel, Bath. Commanders-in-Chief of Foreign Stations are requested to report by signal their requirements of oil seals quoting diameters of tailshafts and including requirements for vessels building on their stations.

3. Oil seals are to be fitted in accordance with instructions on A.F.O. Diagram No. 203/43, spare copies of which may be obtained from E.-in-C. Department, Ref. EN20/N/1643.

4. The work should be treated as a defect and an item should be included in the defect lists of the ships concerned accordingly.

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

### 3075.—D/F Outfits FM7 and FM12—Low Insulation in Frame Coils S19 and S22

(S.D. 571/43.—8 Jul. 1943.)

Complaints have been received of faulty insulation on Frame Coils S19 and S22 which is due to moisture collecting in the cavity existing between the two conical insulators of the junction box, as shown on A.F.O. Diagram 200/43 (A.S.E. Drawing No. 37248).

2. Where this trouble is suspected and/or as opportunity arises, the terminals are to be dismantled, the cavity and insulators dried, and the cavity is to be filled with an insulating compound such as Simmonds Jointing Compound, the insulators being pressed back into place and secured, so as to displace all surplus filling material.

3. Vaseline or the like material it is not likely to be of use, as tropical conditions will cause it to flow out.

4. The above work is to be carried out by ship's staff, assisted by base or depot ship.

5. Frame coils in manufacture will be similarly treated.

### 3076.—S.R.E.—Power Supplies—As. and As.

*Flotilla Leaders and Below*

(S.D. 278/43.—8 Jul. 1943.)

Ships which have had their W/T receivers modernised in accordance with C.A.F.O. 651/42 are to insert an item, classification "B," in their next list of As. and As.—"To convert S.R.E., Type 455 (or 455NC), to Type 454 (or 454NC)".

2. Provision should be made, either during or subsequent to W/T modernisation, for an A.C. supply to be taken from spare output terminals on the A.C. supply outfit control board, in the main W/T office, to the A.C. input terminals (Nos. 5 and 6) on the Pattern 4215 D.C./A.C. board, for the sound reproduction equipment, cable Pattern 2520S, being used for this purpose.

3. Existing arrangements for the A.C. supply outfit DSA will, of course, be entirely disconnected from the Pattern 4215 D.C./A.C. board when the above work is carried out.

4. All alternator sets DSA, 500 volt amp., 230 volts, 50 cycles, 110 volts, D.C. supply, Pattern 4274A, rendered redundant by the above change are to be returned to N.S.O., Howard Town Mills, Glossop, to be absorbed into stock.

(C.A.F.O. 651/42.)

### 3077.—Type 86M in Destroyers and below and A.C. Supply Outfits DUA and DUB Fitting-out Information

(S.D. 01268/43.—8 Jul. 1943.)

A.S.E. Preliminary Specifications B.190/43 and B.97/43 have been prepared to show the methods of fitting and wiring Type 86M in Destroyers and below and A.C. Supply Outfits DUA and DUB respectively.

2. Copies of the specifications have been forwarded to the Commanders-in-Chief, Eastern Fleet and Western Approaches, Admirals Superintendent, Chatham, Devonport, Portsmouth, Orkneys, Malta and Rosyth, Flag Officers, East Africa, West Africa and Ceylon, Commodores Superintendent, Gibraltar and Simonstown, Commodores-in-Charge, Sheerness and Halifax, Commodore Commanding, Royal Indian Navy, Captain-in-Charge, Bermuda, Captains Superintendent, Alexandria

and Durban, Naval Officer-in-Charge, Londonderry, Deputy Superintendent, Pembroke, Naval Secretaries, Wellington and Melbourne (for the officers concerned at Melbourne, Sydney and Fremantle) Secretary Naval Board (N.D.A.) Ottawa and B.A.M.R., Washington.

3. Copies of Preliminary Specification B.190/43 have also been sent to Director of Coastal Force Material Division, Commanding Officers, H.M. Ships "Fox," "Midge," "Mantis," "Bee-hive," "Wasp," "Aggressive," "Hornet," "Attack," "Bee," "Dartmouth II," "Mosquito" and "Gregale."

4. Copies of Preliminary Specification B.97/43 have also been sent to the Flag Officers-in-Charge, Milford Haven and Aden (for R.D.F. Officers).

5. Copies of the Specifications have also been forwarded to the Warship Production Superintendents, Scottish, East Coast of Scotland, North Western, North Eastern, Southern, South Wales, London, Humber and Belfast Areas, and to the Warship Electrical Superintendents, Scottish, North Western, North Eastern, South Wales, London, South Western and Northern Ireland Areas. The Principal (Ship) Overseers and Emergency Repair Overseers of all ships approved to be fitted with Type 86M (Destroyers and below only) A.C. Supply Outfits DUA and DUB are therefore to apply to the Warship Production Superintendents of their areas for the appropriate Specification in accordance with the procedure laid down in A.F.O. 790/40.

6. It is to be noted that specification B.97/40 and any advance fitting-out drawings, etc., which may already have been distributed, are superseded by these Specifications and should be destroyed.

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

### 3078.—W/T Transmitting Sets, Types 52, 57 and 60 Series—Disposal of Switches, Patterns X/W 576/A and X/W 1182

(N.S./S.D. 1295/42.—8 Jul. 1943.)

Switches, Patterns X/W 576/A and X/W 1182 rendered redundant by the instructions in A.F.O. 1466/43 are to be returned to the nearest storing yard for disposal in the most economical manner.

(A.F.O. 1466/43.)

### 3078a.—Radio Interference Suppressor, Pattern 19440—Introduction and Purchase

(N.S. 18581/43.—8 Jul. 1943.)

Further to C.A.F.O. 1037/43, radio interference suppressors, Pattern 19440, have been added to the authorised list of Naval Stores under Subhead F.2B, Schedule C.750 as follows:—

Pattern	Description
19440	Radio Interference Suppressor for Automatic Voltage Regulator, 30 amps., 220 volts.

2. Requirements should be demanded from storing yards in the normal manner:

(C.A.F.O. 1037/43.)

### 3079.—Naval Aircraft—Power Plants (A) and (E)—Procedure for Handling within the Service

(A.M.R. 2839/42.—8 Jul. 1943.)

The following procedure is to be adopted by all holding units for handling within the service, Power Plants (A) and Power Plants (E) introduced by C.A.F.O. 1661/42:—

(i) *Power Plants (A)* will be referred to by the name and mark of the aircraft for which they were designed—

e.g. "Barracuda II Power Plant (A)".

(ii) *Power Plants (E)* will be referred to by the name and mark of the engine for which they were designed and aircraft in which fitted—

e.g. "Griffon II Power Plant, Mark I (Firefly)".

(iii) *American Power Plants*.—All American aircraft in use in the Royal Navy have engine mountings known to the Americans as "Quick change mounts." These will be treated in the same way as Power Plants (A) in British aircraft.

2. *Allotments and reports*.—(i) *Allotment of Power Plants*.—Each Power Plant (A) or (E) will have its own serial number and allotment will be made by D.A.E. in accordance with A.F.O. 2725/42, Parts IV and V, as for engines and/or aircraft.

(ii) *Reporting loss, damage, deterioration or accidents under A.F.Os. 2725/42, Part VI, or 2476/42*. Reports are to include the serial number of the Power Plant, in addition to those of the airframe and engine, and are to indicate the condition of serviceability of each.

*Note*.—The expression "Power Plant" in this connection is to be taken to include all items on the Power Plant checking list, less the engine and items included on the engine checking list.

(iii) *Form A.10 procedure*.—All Power Plants are to be shown on Form A.10, and spares shortages for Power Plants reported on the A.10 Supplement. Removal and installation of Power Plants are to be reported on weekly changes to Form A.10. For this purpose a revised Form A.10 will be introduced, but pending its introduction, Power Plants serial numbers and condition are to be shown together with engines, in the engine columns.

3. *Publications*.—(i) Power Plants (E) will each have their own separate Air Publications. These will include:—

Volume I	...	...	Descriptive handbook.
Volume II, Part 1	...	...	Leaflets.
Volume II, Part 2	...	...	Not applicable—will not be issued.
Volume II, Part 3	...	...	Repair instructions.
Volume III	...	...	Schedule of spare parts.

(ii) Power Plants (A) will be included in the appropriate sections of the Air Publication for the aircraft for which the Power Plant is designed.

4. *Checking lists*.—Each type of Power Plant will have a checking list. Checking lists for Power Plants (A) will be included in the Airframe Appendix "A" of the aircraft for which the Power Plant was designed.

Checking lists for Power Plants (E) will be included in the volume III of the appropriate Power Plant Air Publication.

5. *Log books*.—Each Power Plant will have its own log book, which must be kept up to date as with other accessory log books, and must be despatched with the Power Plant wherever it is sent.

6. *Modifications*.—Power Plants (E) will have their own range of modifications, leaflets for which will appear in the appropriate Air Publication, volume II. Their classifications will be as for engine modifications. Modifications for Power Plants (A) will be included in the relevant series of airframe modifications and classifications will be as for airframe modifications.

7. *Internal procedure at units*.—(i) Holding units are to conform to the procedure detailed in the Appendix of this order in the event of damage, defect or deterioration of Power Plants, or engines in Power Plants, whether installed in aircraft or held as spare.

(ii) Engines, whether serviceable or unserviceable, and other Power Plant components are *not* to be removed by the despatching unit before sending the Power Plant away for repair, although serviceable parts may be replaced by unserviceable parts from other Power Plants if this will render the latter serviceable. The return of incomplete Power Plants results in considerable delay at contractor's works due to deficiencies not being noticed until assembly has been commenced.

(iii) If it is desired to retain an engine from an aircraft fitted with a Power Plant (A) or (E), when the airframe is to be sent to the repair contractor for repair, the *Complete Power Plant* must be removed and retained.

(iv) Airframes fitted with Power Plants (A) or (E) are *not* to be sent to a contractor for repair with the engine removed and the structure still installed.

(v) Power Plants (E) may only be left in Airframes being sent away for repair at contractors if the structure and engine are both serviceable, no parts have been removed, and the unit is complete in all respects.

(vi) Power Plants (A) returned with the airframe should have the condition of the engine and structure indicated clearly on a label.

8. *Storage and transportation of Power Plants*.—The same conditions of storage apply to Power Plants as to aircraft and engines.

The oil coolers and coolant radiators of Power Plants in storage are to be stored in a filled condition.

Engines in stored Power Plants are to be inhibited.

Stored Power Plants are to be kept up to the latest modification standard.

Special trolleys are being introduced for the transportation and storage of Power Plants, and will be the subject of a further Fleet Order covering their introduction, use and supply.

9. A.F.Os. 2476/42 and 2725/42 will be amended in due course.

## APPENDIX

## Internal Handling of Power Plants by Holding Unit

Condition (Column 1)	Immediate Action by Squadron (Column 2)	Follow up Action by Station or Ship Workshop Section (Column 3)	Further Action by Station or Ship Workshop Section (Column 4)	Final Action (Column 5)
Engine :—U/S or time expired.	If defect to engine or structure cannot be rectified while installed in aircraft :— (1) Remove <i>complete</i> Power Plant from aircraft. (2) Install serviceable replacement Power Plant. (3) Pass unserviceable Power Plant <i>complete</i> to workshops.	(1) Remove engine from Power Plant.	(a) Rectify unserviceable engine if this is within capacity of unit, and hold as spare engine.	(i) Despatch engine for repair as directed. (ii) Receive replacement engine on D.A.E. allotment.
Power Plant Structure :—S.		(2) Clean Power Plant structure and components, clean and examine systems for contamination and carry out major inspection on Plant ( <i>see</i> Note (ii) below).	(b) If engine is beyond the capacity of unit to repair, request disposal instructions in normal way (A.F.O. 2725/42).	
Engine :—U/S or time expired.		(3) Install serviceable replacement engine in Power Plant.	(c) If structure is beyond the capacity of unit to repair, request disposal instructions in normal way (A.F.O. 2725/42).	As for (i) and (ii) above.
Power Plant Structure :—U/S.		(4) Pass complete Power Plants to storage as serviceable spare.	(d) If structure has been repaired at unit proceed as in (a) and (b) above.	
		(5) If structure is repairable at unit, proceed as in (1) to (4) above, and repair structure.	(d) On receipt of instructions despatch <i>complete</i> power plants on the appropriate Power Plant Trolley for repair or disposal.	(iii) Receive <i>complete</i> replacement Power Plant on D.A.E. allotment.
		(6) If structure is beyond capacity of unit to repair, <i>do not remove engine or any components</i> but request disposal instructions.		

Engine :—S.		(7) If structure can be repaired by unit, repair structure and give engine major inspection and re-install ( <i>see</i> (1) to (4) above).	(e) Hold complete Power Plant as spare in storage.	
Power Plant Structure :—U/S.		(8) If structure is beyond unit's capacity to repair proceed as in (6) above.	(f) Proceed as at (d) above.	(iv) As at (iii) above.

Notes.—(i) If due to shortage of supply of engines it becomes necessary to remove serviceable engine from unserviceable Power Plant before despatch as at (8) above, the unserviceable engine with which this is exchanged must be installed in the unserviceable Power Plant complete with all components before despatch to avoid loss of small items.

(ii) Where engine failure is suspected of having caused contamination of the oil system, e.g. bearing failure, a spare oil cooler and C.S. unit are to be fitted. Those removed should be returned to store for repair, being labelled "Repairable—contaminated due to engine bearing failure".

(A.F.Os. 2476/42, 2725/42 and C.A.F.O. 1661/42.)

**3080.—Anchor Securing Arrangements***"Town" Class Destroyers*

(D.8312/43.—8 Jul. 1943.)

An instance has recently occurred of a "Town" class destroyer losing an anchor at sea in heavy weather owing to the approved securing arrangements not being fitted and only one lashing being in position in addition to the tripping gear securing chains.

2. The Commanding Officers of all "Town" class destroyers are to arrange for the anchor securing arrangements to be inspected and the securing chains, etc., surveyed, and, if necessary, for items to be added to the next defect lists to bring the anchor securing arrangements into line with the approved arrangement shown on A.F.O. Diagram 201/43. (D.N.C. 3/A.634.)

*(This Order to be retained until complied with.)***3081.—Automatic Emergency Lanterns***New construction and existing ships*

(T.1489/43.—8 Jul. 1943.)

The last paragraph of A.F.O. 2293/43 is to be amended to read as follows:—

"In new construction, detailed arrangements are to be proposed by the shipbuilder in consultation with the electrical overseers, Principal (Ship) Overseers, and ships' officers and submitted to the Admiralty for approval in the usual manner."

*(A.F.O. 2293/43.)***3082.—Binoculars, Patterns 1900A, 1907A and 1948—Rubber Sealing Sleeves**

(N.S. 19831/43.—8 Jul. 1943.)

With reference to A.F.O. 3933/41, it has been found that in hot weather the rubber sealing sleeves deteriorate quickly, and leakage occurs.

2. To overcome this, arrangements have been made for a first purchase of 2,000 rubber sealing sleeves specially treated with Neoprene to increase durability, to be made by Messrs. Barr & Stroud under contract C.P.67898/42 dated 10th November, 1942, for delivery as follows:—

- 400 to Superintending Naval Store Officer, Portsmouth.
- 400 to Superintending Naval Store Officer, Devonport.
- 400 to Superintending Naval Store Officer, Rosyth.
- 400 to Superintending Naval Store Officer, Chatham.
- 400 to Naval Store Officer, Preston.

3. It is of the utmost importance if binoculars are to be kept dry and serviceable that the rubber sleeves should be kept in a good state of preservation. Binoculars fitted with rubber sleeves should be constantly examined and, upon signs of deterioration appearing, the sleeves should be replaced by demands on Ship's storing yards.

4. Replacement should, however, only be carried out by a qualified Ordnance Artificer "O" or under the supervision of a Chief O.A. or Ordnance Officer.

5. Fitting new rubber sleeves can be accomplished by unscrewing the eye-cap. There are no set-screws or pins to prevent the cap from being unscrewed and if difficulty is experienced in removing it can be eased by gentle heating, preferably by a very small gas jet or lamp. The eyepiece should be cleaned before a new sleeve is fitted.

6. It may be noted that on some sleeves there is a slight difference in the spacing of the numerical markings. The difference amounts to a total of .05-in. between the lowest and highest numerals of focus when comparing one type of sleeve with another. For practical purposes the difference is of no consequence to focussing and may be neglected.

7. As regards H. M. Ships abroad, stocks will be provided at the undermentioned Store Depots to enable replacements to be made in ships and Depots where an Ordnance Artificer (Optical), Chief Ordnance Artificer, or Ordnance Artificer is borne. A first supply is being made as follows:—

- 100 to Superintending Naval Store Officer }  
Alexandria ... .. } from Preston.
- 100 to Naval Store Officer, Gibraltar ... }

- 50 to Superintending Naval Store Officer, }  
Malta ... .. }  
50 to Superintending Naval Store Officer, } from Devonport.  
Durban ... .. }
- 50 to Naval Store Officer, Simonstown ... }
- 50 to Naval Store Officer, Kilindini ... }
- 50 to Naval Store Officer, Bombay ... }
- 50 to Naval Store Officer, Colombo ... }
- 40 to District Naval Officer, Darwin ... }
- 40 to Naval Officer-in-Charge, Fremantle ... }
- 60 to Naval Store Officer, Sydney ... }

} from Portsmouth.

} from Chatham.

8. All future supplies of binoculars of the patterns concerned will be fitted with glands and desiccating tubes, which will eliminate the rubber sleeves.

9. The denomination of the sleeves has inadvertently been given as "pairs" in the contract, but as they are identical for both right and left eyepieces the quantities shown thereon have been translated in this order into terms of single sleeves.

10. Pattern No. 12120 has been allocated to these sleeves, which will be dealt with under Subhead F.I.C/4 and shown on page 32 of the demand.

11. The Rate Book and Establishments of Naval Stores concerned will be amended.

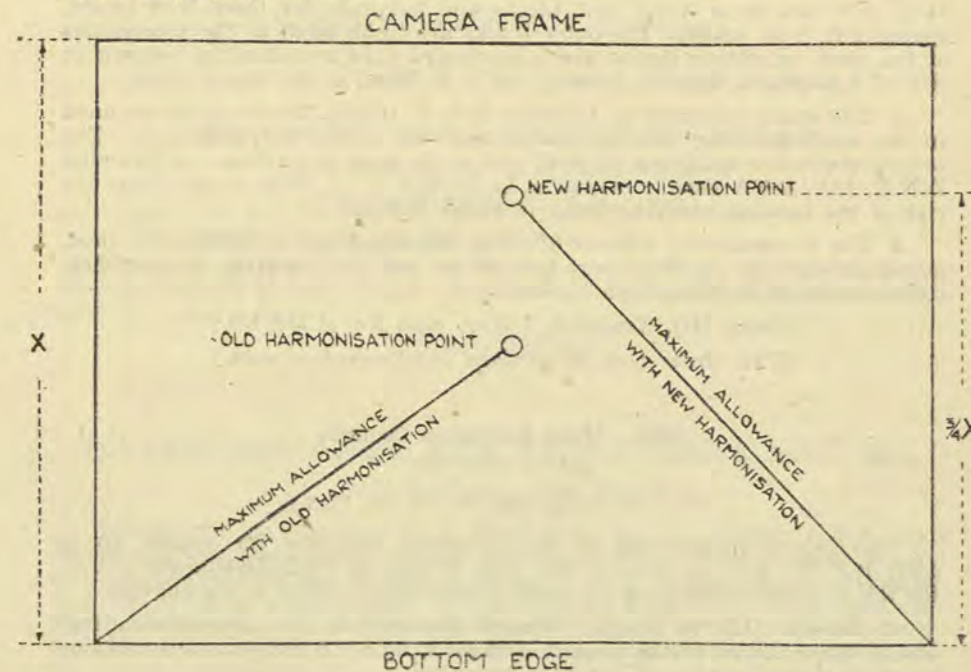
*(A.F.O. 3933/41.)***3083.—Cine Camera Gun (G.45) in Naval Aircraft Graticule, Twin-Harmonisation—Introduction**

(A.C.R.D./A.M.5965/42.—8 Jul. 1943.)

The undermentioned item, for use in connection with the harmonisation of the G.45 cine camera, is being introduced:—

Ref. 14A/2961 Graticule, twin-harmonisation.

2. To increase the useful field of the G.45 cine camera, harmonisation for all fixed-gun fighter aircraft will be effected by aligning the camera so that the camera harmonisation disc will not appear in the centre but at a point three-quarters of the total distance from the bottom edge of the camera picture frame, as shown in the accompanying illustration.



3. This will result in increasing the maximum deflection which can be obtained on the film from 6° to just over 7°, representing a target-crossing speed of approximately 210 m.p.h.

4. In order that one design of graticule may serve the harmonisation needs of all services, the new graticule (Ref. 14A/2961) will have two harmonisation crosses engraved upon the clear perspex insert. The original cross is retained and a new cross of the St. Andrew pattern is engraved 0.065 in. below the centre of the original cross. The word "TOP" has been engraved upon the bakelite holder; this is essential to prevent the insertion of the graticule into the camera gate in the wrong way.

5. For the purpose of analysis, it will be necessary to keep a record of the camera line in relation to the sight line. Whenever the camera is harmonised, a short length of film is to be exposed and retained for use with films taken by that particular camera.

6. When these graticules are supplied they may be used and camera guns aligned using the upper cross. The harmonisation thus produced will differ slightly from the new Fleet Air Arm harmonisation, and therefore for assessing purposes a note is to be made stating which harmonisation has been used. The harmonisation produced by this new graticule is to be called Fighter Command Harmonisation.

7. When available, supply of these graticules will be made without demand.

#### 3084.—Foremast Rigging Arrangements—As. and As.

"A"—"I" Classes of Destroyers and Leaders (excluding H.M.S. "Inglefield")

(D. 06075/43.—8 Jul. 1943.)

Reports from sea indicate that the use of spurs, in accordance with D.N.C. Drawing 16A/A.70A, for flag signalling is impracticable owing to fouling of the hoists around the mast shrouds and aerial downhauls.

2. Accordingly the existing lower yard is to be landed and a new 14-ft. 0-in. signal yard fitted in lieu at a point 10-ft. above the present lower yard. Where the original aerial yard is still in position it may be utilised, being lowered as necessary to the position specified above. Both arms of the 14-ft. yard are to be fitted with blocks and halyards for three V/S hoists, spaced 2-ft. 6-in. apart. The outer blocks are to be fitted at the extremities of the yard. Fighting lights, also a starboard yard arm flashing lantern in lieu of a masthead flashing lantern, are to be fitted to the signal yard.

3. The spurs indicated on Drawing D.N.C. 16A/A.70A are to be retained in the same position, but are to be used for aerial halyards only. The arrangements for mounting the 286P coil at the mast head shown on Drawing D.N.C. 16A/A.70A must continue to be worked to in order to minimise the risk of the topmast carrying away in rough weather.

4. The Commanding Officers of ships concerned are to include an item, classification "A," in their next lists of As. and As., covering the modifications mentioned in paragraph 2 above.

(Capt. (D), Greenock, 3 Mar. 1943, No. A.738/130.)

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

#### 3085.—Hand Revolution Counters

L.C.T. Flotillas

(N.S./P.D.(Q) 4964/43.—8 Jul. 1943.)

One No. 3 speedometer or hand counter, suitable for speeds up to 5,000 R.P.M., will be allowed for each flotilla of Paxman-engined L.C.T. for the purpose of checking the electric tachometers fitted to the engines.

2. Flotilla Officers should forward demands to the (Superintending) Naval Store Officer of the nearest dockyard, home or abroad. Distribution to yards abroad concerned has been arranged.

3. Purchase has been arranged from Messrs. Harding Rhodes & Co., Ltd., Leeds, C.P. Order 7B/66515/43/B.8, for 80 No. of these instruments, for delivery as follows:—

Rosyth	Chatham	Portsmouth	Devonport	Leigh
30	10	10	10	20

4. The Establishment of Stores will be amended.

(Capt., M.L.C., M.760/12, 20 Jan. 1943.)

#### 3086.—Heaters for Use with Shore Electrical Supply System

M.T.Bs., M.G.Bs. and M.A./S.Bs.—excluding "Fairmile" Types and Similar Size Craft

(N.S. 23309/43.—8 Jul. 1943.)

Electric heaters, Pattern 19566, are to be fitted in the above craft, for use in conjunction with the modified shore electrical supply system referred to in A.F.O. 4751/42.

2. Coastal Force Bases should forward demands to their storing yards for the number of heaters required for attached craft affected, on a basis of one for each socket fitted, i.e., five per craft, and four as spare for each flotilla attached. Supply to new construction craft should be arranged by storing yards and depots in the usual manner, subject to paragraph 3 below.

3. Requirements are to be satisfied provided no outstanding demands exist for this pattern heater for services authorised in A.F.Os. 6305/42 and 6309/42. 2,000 heaters have been purchased under C.P. 64000/43, dated 19th April, 1943, to meet the additional requirements.

4. The heaters are to be permanently mounted vertically low down on the bulkhead, which is to be protected behind the heater by asbestos sheet. The work is to be carried out by base staffs.

5. The Sea Store Establishment, B.R. 374, will be amended.

(A.F.Os. 4751/42, 6305/42 and 6309/42.)

#### 3087.—Naval Store Accounts for Small Requisitioned Vessels

Naval Authorities at Naval Bases and Ports

(E.F.O./N.S. 23275/43.—8 Jul. 1943.)

A.F.O. 2979/43 is to be amended as follows:—

Paragraph 4, last line. For "forwarded to the Director of Stores, together with the enclosed account," read "forwarded to the Director of Stores, together with the closed account."

(A.F.O. 2979/43.)

#### 3088.—Naval Stores—Inclusion of Copy of Account Voucher in Packing Cases

(N.S. 16812/43.—8 Jul. 1943.)

Instructions have been issued to Naval store depots (including F.A.A. store depots) that the quadruplicate account vouchers (S.134d, D.66 and D.623, etc.) for stores packed for shipment or despatch by rail, hitherto sent as advance advices by post, are in future to be enclosed with the packing notes D.71, in the cases, etc. For loose articles these documents will continue to be sent by post, or by hand with the goods if sent by lorry. For reasons of security they are not to be attached to the outside of packages.

2. This change is intended to enable consignees to identify the articles delivered against the relevant vouchers at the actual time of receipt and to use the quadruplicate as the account voucher, if the proper supply note arrives late or goes astray.

3. To advise ships and services, in advance, of packages of stores prepared for despatch and to enable detailed contents of cases to be known without opening them up, an extra copy of the packing note—D.71—will be forwarded to the ultimate consignee, i.e. Accountant Officer for ships and services, S.N.S.Os. and N.S.Os. for stocks transferred to other yards and store depots.

4. In those instances where stores on one account voucher have to be packed in two or more cases the quadruplicate will normally be placed in the case with the largest number of items. A slip will be inserted in the others, indicating in which case the quadruplicate has been placed.

5. Certain sets of equipment (principally Radar) are plan-packed before allocation to particular ships or services and only the packing notes can, therefore, be enclosed in the cases before they are sealed. In such instances the packing notes should be used as account vouchers if the latter are for any reason not received.

**3089.—Naval Stores supplied to R.N. Services and to other Government Departments Dominion, Colonial and Foreign Governments, Etc.—Reference Numbers to be Quoted**

(N.S.Air 2382/43.—8 Jul. 1943.)

It has been represented that supporting vouchers and correspondence in connection with claims for naval stores supplied to other Government Departments, Dominions, etc., Governments, and private individuals, do not always show the indent or requisition number quoted by the Government, etc., thereby involving the Admiralty, the Dockyards and the Government, etc., in a considerable amount of unnecessary correspondence.

2. This information is communicated to the yards, etc. when repayment supplies are authorised by the Admiralty, and care should be taken to ensure that it is reproduced on the vouchers (originals and transcripts) raised at the dockyards and depots.

3. In those instances where no indent or reference number is given by the Government, etc., or the supply is arranged at the Admiralty without formal requisitions, the fact will be noted on the Admiralty communications (letters or shipping orders), and the supply vouchers in such cases should be endorsed "No indent (or reference) number quoted."

4. Similarly, when demands are raised in compliance with requests received by signal, postagram, letter, etc., from R.N. services or from the Admiralty on behalf of such services, the time of origin of the signal, the postagram number or other reference number should invariably be quoted in the space provided on the demand forms.

**3090.—Cancelled.**

**3091.—Cancelled.**

**3092.—Union Connections, etc., for Use with Superheated Steam—Introduction**

(N.S. 31330/42.—8 Jul. 1943.)

The following new range of union connections, etc., for use with superheated steam will be added to the Authorised List of Naval Stores and the Contract Schedules indicated.

*Union Connections, Steel, for Use with Superheated Steam*

Subhead	Pattern	Description	For steam pressure	
			up to	
B.S.A (Contract Schedule 13) Rate Book, page 245	950	$\frac{7}{8}$ in.	500	lbs.
	951	" "	500	"
	952	" "	500	"
	953	" "	500	"
	954	" "	500	"
	955	" "	500	"
	956	$\frac{3}{16}$ in.	500	"

*Screwed Nipples and Union Connections, Steel, for Use with Superheated Steam*

Subhead	Pattern	Description	For steam pressure	
			up to	
B.S.A (Contract Schedule 13)	957	$\frac{7}{8}$ in.	500	lbs.
	958	" "	500	"
	959	" "	500	"
	960	" "	500	"
	961	" "	500	"
	962	" "	500	"
	963	$\frac{3}{16}$ in.	500	"

*Flanged Adaptors and Union Connections, Steel, for Use with Superheated Steam*

Subhead	Pattern	Description	For steam pressure	
			up to	
B.S.A (Contract Schedule 13)	964	$\frac{7}{8}$ in.	500	lbs.
	965	" "	500	"
	966	" "	500	"
	967	" "	500	"
	968	" "	500	"
	969	" "	500	"
	970	$\frac{3}{16}$ in.	500	"

*Rings, Copper, Jointing, Rectangular, Section for Union Connections for Use with Superheated Steam*

	Diameter	Diameter		Thickness
		Internal	External	
B.10E (Contract Schedule 40A) Rate Book, page 466	1620	Internal $\frac{7}{8}$ in.	External $1\frac{1}{4}$ in.	$\frac{1}{8}$ in.
	1621	" $\frac{3}{4}$ "	" $1\frac{3}{4}$ "	" "
	1622	" $\frac{5}{8}$ "	" $1\frac{3}{4}$ "	" "
	1623	" $\frac{1}{2}$ "	" $1\frac{3}{4}$ "	" "
	1624	" $\frac{3}{8}$ "	" $\frac{3}{4}$ "	" "
	1625	" $\frac{1}{4}$ "	" $\frac{3}{4}$ "	" "
1626	" $\frac{3}{16}$ "	" $\frac{3}{4}$ "	" "	

*Ring, Copper, Jointing—Rectangular Section, but with one edge of hole bevelled 45° for half the thickness of ring. For Screwed Nipples for Use with Superheated Steam*

	Diameter	Diameter		Thickness
		Internal	External	
B.10E (Contract Schedule 40A)	1627	Internal $1\frac{1}{16}$ in.	External $2\frac{1}{2}$ in.	$\frac{1}{8}$ in.
	1628	" $1\frac{9}{16}$ "	" $2\frac{5}{16}$ "	" "
	1629	" $1\frac{1}{16}$ "	" $2\frac{1}{2}$ "	" "
	1630	" $1\frac{5}{16}$ "	" $1\frac{3}{8}$ "	" "
	1631	" $1\frac{3}{16}$ "	" $1\frac{7}{16}$ "	" "
	1632	" $\frac{3}{8}$ "	" $1\frac{1}{4}$ "	" "
1633	" $\frac{3}{16}$ "	" $1\frac{1}{16}$ "	" $\frac{3}{16}$ "	

2. As these fittings have not so far been built into H.M. Ships, and when they are in general use the expenditure will be small, twenty-five only of each Pattern 950 to 970 inclusive, have been purchased from Messrs. Charles S. Madan & Co., Ltd., under C.P.7B/56125/42 of 5th September, 1942, to provide a small stock at

Devonport only. Twenty-five each of jointing rings, Patterns 1627 to 1633, are also being provided locally at Devonport only, but no stock of Patterns 1620 to 1626 is being laid down at present at any yard.

3. *Devonport only.*—The proposals forwarded with yard letters Nos. 920 and 5216 of 7th February, 1942, and 10th August, 1942, respectively, are approved.

(Devonport Y.L. No. 1952, 9th Apr, 1943.)

#### Section 4

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

\*3093.—(1) Clothing, Soap and Tobacco, Issuing Prices, Rates of Kit Upkeep Allowance and Clothing Gratuities and Allowances Payable to Naval and W.R.N.S. Ratings. (2) Clothing Sold to Officers, Purchase Tax Prices.

(V. 2727/43.—8 Jul. 1943.)

The rates of Kit Upkeep Allowance and the clothing gratuities and Fleet issuing prices promulgated in A.F.O. 2227/41 as amended by A.F.O. 3292/42, etc., for Naval ratings and the rates of Kit Upkeep Allowances and issuing prices for W.R.N.S. ratings shown in A.F.O. 3811/42 as amended by A.F.Os. 4191/42 and 415/43 will remain in force as from 1 July, 1943, until further notice.

2. The prices shown in A.F.O. 514/42, Appendices I and II, for clothing sold to officers serving in shore establishments at home or in stationary base, depots or other ships in home waters which are not regularly sea-going will also remain unaltered until further notice. Appendix III to A.F.O. 514/42 is cancelled.

(A.F.Os. 2227/41—not in annual volume—514/42, 3292/42 and 3811/42, 4191/42 and 415/43)

(Admiralty General Message No. 189A of 30 Jun. 1943 is cancelled.)

3093a.—Pillows and Pillow Cases for Ratings Sleeping in Bunks

(N.S. 21942/43.—8 Jul. 1943.)

The present allowance to corvettes, trawlers and small craft of one hair pillow, Pattern 37, and two pillow cases, Pattern 37A, for each rating sleeping in a bunk, has been extended to all ships in which bunks are provided in crews' accommodation spaces.

2. Ships concerned in commission should forward demands to storing yards as necessary, due allowance being made for stocks already on board. Supply to ships under construction should be made by storing yards in the usual manner.

3. The Store Establishments will be amended.

(F.O.C.T., No. 94/219/F.O.C.T.237, of 18 May, 1943.)

*Cancelled*  
by AFO 5230/46.

3094.—Loan Clothing—Naval Air Squadrons

(V. 3613/43.—8 Jul. 1943.)

To avoid clerical work and delay involved in issuing and recovering loan clothing when naval air squadrons are transferred from one R.N. air station or H.M. ship to another each first line squadron existing or formed in future is to be provided with loan clothing on the scale shown below, the articles being issued by the Accountant Officer to the Squadron Commander, at the station where the squadron forms. First line squadrons already formed are to be supplied as far as possible from present stocks, by the Accountant Officer of the R.N. air station or H.M. ship at or in which the squadron is now borne:—

Oilskin coats	...	...	...	...	1 for every 2 persons borne
Sou'westers	...	...	...	...	not dressed as seamen
Seaboats	...	...	...	...	1 pair of each for every 2
Gym shoes	...	...	...	...	persons borne
Overall suits, blue	...	...	...	...	1 for each officer and 1 for each R.A.F. rank
Watch coats, or	...	...	...	...	2 per aircraft for guard duties
Duffel coats	...	...	...	...	

2. The clothing is to be accounted for by the Squadron Commander in the same way as he accounts for Vote 8 Permanent Stores in use as Squadron Mobile Equipment and added to the Squadron Inventory (*vide* B.R.4, Naval Storekeeping Manual, Part II, Naval Aircraft Instructions, Chapter VII). It should be removed from charge in the Paymaster's Loan Clothing Account the receipt furnished by the Squadron Commander being attached to the account in support of the credit, and debited in the Squadron's Articles-in-Use Ledger. Articles in replacement of others worn out are to be demanded by the Squadron Commander from the Accountant Officer to whom the worn out articles are to be returned. Articles in replacement of others lost or damaged by neglect or other default are to be replaced and charged against the individual concerned.

3. When a first line squadron is disbanded the loan clothing is to be collected and checked with the inventory and both are to be returned by the Squadron Commander to the Accountant Officer with an explanation of any deficiencies or damage. The Accountant Officer will compare the Squadron Inventory with the Articles-in-Use Ledger in respect of the loan clothing and, after any differences have been cleared up, will debit the articles returned in his Loan Clothing Account and take such action as is necessary to recover the value of any articles lost or damaged by neglect or other default. When rendering his Loan Clothing Account he will attach the relevant pages of the Articles-in-Use Ledger in support of the debit.

(Flag Officer, Naval Air Stations, F.O.N.A.S. No. 945/61 of 19 Mar. 1943.)

3095.—Meat—Amendment and Additions to Printed List of Contracts for 1943-44

(C.P./5/19003/43.—8 Jul. 1943.)

#### AMENDMENT:—

RAMSGATE ... Delete J. H. Dewhurst, Ltd.,  
14, West Smithfield Street,  
London, E.C.1. Agent: J. H. Dewhurst,  
Ltd.,  
27, High Street,  
Ramsgate.  
Ramsgate 312.

Telegrams: Therewith, Cent, London.

Telephone: City 1212.

Insert H. Wood & Co.,

7/9 King Street, Ramsgate.

Telegrams: Wood Butcher Ramsgate.

Telephone: Ramsgate 29.

#### ADDITIONS:—

GRAVESEND... J. H. Dewhurst, Ltd.,  
14, West Smithfield,  
London, E.C.1. Agent: W. & R. Fletcher,  
Ltd.,  
28, High Street,  
Gravesend.  
Gravesend 4362.

Telegrams: Therewith, Cent, London.

Telephone: City 1212.

IMMINGHAM... C. W. Hewson,  
"Oaklands", Laceby,  
Grimsby, Lincs. Agent: C. W. Hewson,  
King's Dock,  
Immingham.  
Immingham 41-42.

Telegrams: Hewson, Hedon Road, Hull.

Telephone: Hull 34329.

LONDON AREA Henry Wickes & Sons, Ltd.,  
(including 256, Poplar High Street,  
Teddington to London, E.41.  
Barking Reach). Telegrams: Wickes Poplar High Street.  
Telephone: East 1867/1868.

NEWPORT Pitchford & Sons, Ltd.,  
(Mon.), 69, Commercial Road,  
Newport, Mon. Telegrams: Pitchford Butcher Newport.  
Telephone: Newport 3055.

YARMOUTH Mr. F. W. Bright, F.C.A.,  
(I.O.W.). Trustee for W. F. Ablitt & Sons,  
35, Nodehill,  
Newport, I.O.W.  
Newport 2556.

### 3096.—Table Cloths and Mats

(V. 5521/42.—8 Jul. 1943.)

Stocks of hem-stitched cotton table mats, measuring 13-in. by 9-in. and of circular heat resisting lino mats, 7-in. in diameter for use underneath the cotton mats, are now being provided at victualling yards for supply to officers' messes as a substitute for table cloths.

2. The allowances (including money allowances) of table cloths for officers' messes shown in paragraph 2(I) of A.F.O. 863/43 are cancelled. In future the allowance of cloths and mats will be as set out below :—

#### *Flag and Commanding Officers*

- (a) 4 cloths per table, or  
(b) 2 cloths per table, plus up to 24 cotton mats and 12 lino mats as required.

#### *Other Officers*

- (a) 3 cloths per table, or  
(b) 1 cloth per table, plus 2 cotton mats and 1 lino mat for each officer : in addition 25 per cent. of the total number of cotton mats and 10 per cent. of the total number of lino mats as spares, subject to a minimum allowance for spares of 4 cotton mats and 2 lino mats per table.

3. Commissioning demands should indicate the number and sizes of tables and the numbers of cloths and mats, if any, required.

4. Existing officers' messes are to return to the nearest victualling yard any table cloths on board in excess of the scales authorised at (a) of paragraph 2 above, unless the surplus cloths will be required within a reasonable time as replacements to maintain the allowance of cloths per table now authorised. When it becomes necessary to demand replacements from victualling yards to complete to the revised allowances of table linen, cloths or mats may be demanded as preferred.

5. The arrangements under which table mats may be purchased as set out in B.R. 93 Manual of Victualling, Volume I, Chapter XIII, Section A, paragraph 26, are suspended for the period of the war.

(A.F.Os. 1829/42 and 863/43.)

(B.R. 93, Manual of Victualling, Chapter XIII, Section A, paragraph 26.)

### \*3097.—Weatherproof Protective Suits—Wearing of Inner Linings

(V.3117/43.—8 Jul. 1943.)

It has come to notice that the warm linings of weatherproof protective suits (destroyer pattern) have in some instances been worn without the outer oilskin garment, and under conditions when overall working suits would have been appropriate.

2. Weatherproof protective suits are provided for the use of personnel afloat who are employed in exposed positions. They are expensive and difficult to produce, and special care is to be taken in handling and stowing them. In no circumstances are the linings to be worn without the protection of the outer garments.

(A.L. V.21482/42, 24 Sep. 1942, to C.-in-C., H.F.)

(A.F.Os. 4538/41, 5569/41—not in Annual Volume—2309/42, 4322/42, 4454/42, 4679/42, 744/43, and 2200/43.)

### 3098.—Scale of Medicines for the Service Afloat—Addition

(M.D.G. 31799/43.—8 Jul. 1943.)

The following additions are to be made to the scale of medical stores, etc., for issue to submarines :—

	<i>No.</i>
Sulphadiazine (or sulphathiazole) tablets ... ..	100
Microscope slides ... ..	6

2. Demands for submarines already in service are to be made on Service Afloat Medical Depots by the Medical Officers of submarine depot ships and parent establishments.

3. All new issues of No. 6 units of medical stores will include these additional items.

## Section 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE

### 3099.—Amendments to Books

(E.F.O.—8 Jul. 1943.)

The undermentioned amendments A.F.Os. P.387-398/43 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 Offices, 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.387/43.**—B.R. 378 (General)—A.S.E.—Amendment No. 12.  
**\*P.388/43.**—B.R. 378 (G)—Martlet IV—A.S.E.—Amendment No. 3.  
**\*P.389/43.**—B.R. 378 (F) Fulmar—A.S.E.—Amendment No. 2.  
**\*P.390/43.**—B.R. 378 (J)—Seafire—A.S.E.—Amendment No. 6.  
**P.391/43.**—B.R. 275—Care and Maintenance of above Water Tubes, Cordite Impulse D.R.VI (A to E) etc.—Amendment No. 8.  
**P.392/43.**—B.R. 281/41—Regulations for Maintenance of D.R. VI (F & G) D.R. VII (F & I) etc., Torpedo Tubes—Amendment No. 9.  
**P.393/43.**—B.R. 795—Maintenance Routines for Torpedo Tubes in H.M.S. "Graph"—Amendment No. 1.  
**P.394/43.**—O.U. 5502—Regulations for Maintenance of Fixed Above Water, Mark II Torpedo Tubes—Amendment No. 9.  
**P.395/43.**—O.U. 5517 (1)—Torpedo Drill Book, General Pamphlet on Above Water Revolving Tubes—Amendment No. 10.  
**P.396/43.**—O.U. 6304—Pamphlet on Regulations for Maintenance of Q.R. IX, IX\* and X Torpedo Tubes—Amendment No. 13.  
**P.397/43.**—O.U. 6366—Regulations for Maintenance of 18-in. Duplex Pistols, Marks 1 and 2—Amendment No. 19.  
**\*P.398/43.**—B.R. 378 (Z)—Walrus A.S.E.—Amendment No. 11.

*\* Exceptionally A.F.Os. P.387, P.388, P.389, P.390 and P.398 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. 2996/43.)



**3100.—A.M.S.Is.**

(E.F.O.—8 Jul. 1943.)

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

(A.F.O. 2997/43.)

**3101.—Mails Lost by Fire**

(M. 07068/43.—8 Jul. 1943.)

Non-confidential letter mail posted in the United Kingdom on the 7th and 8th June, 1943, addressed to H.M.S. "Baldur III" and R.M. Detachment 300 has been lost by fire. Duplicates should be forwarded as necessary.

**3102.—Form A.700—Naval Aircraft Servicing Form—Introduction**

(A.M.R.15/43.—8 Jul. 1943.)

The Form 700, Aeroplane Maintenance Form, has been revised and re-titled and, for naval use, will be known as Naval Form A.700—Aircraft Servicing Form (single-engine). The equivalent R.A.F. Form 700 is issued in three different styles as follows:—

- (a) R.A.F. Form 700—Aircraft Servicing Form (single engine).
- (b) R.A.F. Form 700—Aircraft Servicing Form (two engines).
- (c) R.A.F. Form 700—Aircraft Servicing Form (four engines).

2. Instructions for the use of the new Form 700 are printed on the cover of the Form and are to be regarded as mandatory.

3. All concerned are to note that ratings and supervisory ratings are required to sign the appropriate columns instead of initialling as heretofore. Also, as the Form 700 is now a permanent document every effort should be made to keep it as clean as conditions of use permit.

4. The new Form 700 will constitute an essential component of a revised procedure for the recording of aircraft servicing which is shortly to be promulgated. Before the new procedure is introduced, it is essential that the new Form 700 is used for all aircraft, and therefore all units in the United Kingdom are to ensure that new type Forms 700 are opened not later than 2nd August, 1943, in respect of all aircraft in their charge. Units overseas are to bring the new Forms 700 into operation immediately they become available.

5. The Naval Form A.700 (single engine) is to be used for all single-engined aircraft but for multi-engined aircraft the appropriate R.A.F. form is to be used. The instructions on the cover of the Naval Form A.700 (single engine) are to be followed, where applicable, when using the appropriate R.A.F. form for multi-engined aircraft. If a single-engined aircraft for which an R.A.F. Form 700 is being used is taken on Naval charge, the R.A.F. Form should be used until full and the Naval Form A.700 used thereafter.

6. An initial distribution of the new Naval Form A.700 (single engine) and the R.A.F. Form 700 (two engines) is shortly being made by the S.N.S.O., 191A Askew Road, Shepherds Bush, W.12. Small stocks of both the Naval Form A.700 (single engine) and the R.A.F. Form 700 (two engines) should be held by the Air Engineer Officer and future demands should be sent to Shepherds Bush. When demanding Form 700, the appropriate full title as given in para. 1 is always to be quoted. When the single-engine version is required, care should be taken to quote for Naval Form A.700—Aircraft Servicing Form (single engine).

7. Used Forms 700 (old type) are to be retained for six months and then disposed of as waste paper. Any remaining stocks of unused Forms 700 (old type) are to be disposed of as waste paper after the new forms have been brought fully into use.

**3103.—Form M.13 H.S.—Abolition**

(M.D.G. 29737/43.—8 Jul. 1943.)

Form M.13—H.S. Hospital Discharge Certificate—is abolished until further notice.

**3104.—Form S.473—Abolition**

(Sta. 10325/42.—8 Jul. 1943.)

No further issues of the following will be made, and the form has been deleted from Forms S.1 and 1A—List and Establishments of Ships' Forms:—

S.473—Circulating Docket for the Use of Captains (D).

**\*3105.—Admiralty Surgeons and Agents—Form S.582**

(N. 1532/43.—8 Jul. 1943.)

In future the list of Admiralty Surgeons and Agents will be promulgated quarterly by Admiralty Fleet Order, and reprinted for Notice Boards, in lieu of Form S.582.

2. As a war-time measure in future issues of the Navy List, the section relating to Sick Quarters will be deleted.

**3106.—B.R. 629—Handbook and Drill, 37 mm., Q.F., French Gun, 1925 Model, on Single 1925 Mounting—1942—Withdrawal from Ships not Fitted with Equipment**

(G. 3246/43.—8 Jul. 1943.)

Vessels not now fitted with the 37 mm., Q.F., French gun, 1925, model on single 1925 mounting, should forward all copies of B.R. 629 to their Distributing Authority for return to the Superintending Naval Store Officer, R.N. Store Depot, Edgware Road, Cricklewood, N.W.2.

**3107.—B.R.781—Handbook and Drill for the 2-pdr., Q.F., Mark II\*G Gun, on Single Mark XV Mounting (Powered)—Issue**

(G. 8347/42.—8 Jul. 1943.)

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

	<i>Copies</i>
Flag Officers-in-Charge and Naval Officers-in-Charge at home	1
Commanding Officer, H.M.S. "Midge" (12 for "C" Class M.G.Bs.)	13
Commanding Officer, H.M.S. "Hornet"	1
Commanding Officer, H.M.S. "Bee"	2
Commanding Officer, H.M.S. "St. Christopher"	2
Commanding Officer, H.M.S. "Attaek"	1
Commanding Officer, H.M.S. "Dartmouth II" (for "C" class M.G.Bs.)	9
H.M.S. "Excellent"	50
Captain (G), R.N. Gunnery School, Chatham	10
Captain (G), H.M. Gunnery School, Devonport	10
Adjutant-General, Royal Marines	9
Commander (G), H.M. Gunnery School (H.M.S. "Assegai")	10
Loan Libraries	1
<i>Fitting-out Gun Mounting Overseers—</i>	
Southampton, London, Lowestoft, Falmouth, Clyde	1 each
<i>Fitting-out Gunnery Officers—</i>	
Southampton, London, Great Yarmouth, Lowestoft, Falmouth, Clyde.	1 each
Armament Supply Depots and Establishments	} ... .. -As necessary
Inspectors of Naval Ordnance	
<i>Dockyards—</i>	
Portsmouth	5
Devonport	5
Chatham	5
Sheerness	5
Rosyth	3
Orkneys	1
Pembroke	2

	<i>Copies</i>
Gun Mounting Engineer Officer, H.M.S. "Dunluce Castle" ...	1
N.S.H.Q., Ottawa ...	10
B.A.D. ...	1
B.A.M.R. ...	1
B.A.S.R. ...	1
D.N.O., Washington ...	1
B.A.T.M. ...	1
R.N. College, Greenwich ...	1
R.A. College, Woolwich ...	1
Naval Staff Library ...	2
<i>Ministry of Supply—</i>	
A.1 ...	1
C.E.A.D. ...	1
S.O.B. ...	1
C.S.A.R. ...	1
C.I.A. ...	1
S. of E., Shoeburyness ...	1
Official Secretary, Office of High Commissioner for Canada, Canada House, Trafalgar Square, S.W.1.	10

**3108.—O.U. 6090 (D)—Revised Page 19 to Range Table No. 505 for B.L. 15-in. Guns, Mark I—Issue**

(G. 2328/43.—8 Jul. 1943.)

The above-mentioned revised page 19 to Range Table No. 505 is now in the press and copies will be issued to all holders of the main table when supplies become available.

2. This page supersedes the existing page 19, dated September, 1941, all copies of which should be disposed of in accordance with the instructions in Form O.U. 2A—O.U. catalogue when the revised page 19 is received.

**3109.—O.U. 6315.—Handbook of Automatic Searchlight Lamps—Obsolete**

(T. 528/43.—8 Jul. 1943.)

O.U. 6315 is obsolete and copies are to be disposed of in accordance with paragraph 15 of the instructions in Form O.U. 2A, Catalogue of Books printed "For official use only."

**3110.—Revised Pages to Various Range Tables—O.U. 6090(J)—Issue**

(G. 05705/43.—8 Jul. 1943.)

R.T. No.	Gun	Date of Revised Page	Date of Existing Page	No. of Page	A.F.O. "P" Orders cancelled by revised page
1	2	3	4	5	6
O.U. 6090(J) 529	6-in. Mark XII	April, 1943	January, 1942	13	—
238	6-in. Marks XII and XIII	April, 1943	Revised, March, 1937	10	—
241	6-in. Marks XII and XIII	April, 1943	Revised, February, 1936	9	—

The above-mentioned revised pages, detailed in column 5 to Range Tables enumerated in column 1, are now in the press, and copies will be issued to all concerned, without demand, by the Superintending Naval Store Officer,

307, Elveden Road, Park Royal, N.W.10, when supplies become available. The pages dated as in column 3 supersede those dated as in column 4, all copies of which should be disposed of in accordance with the instructions in the O.U. Catalogue—Form O.U. 2A when the revised pages are received.

**3111.—Royal Naval Medical Bulletin No. 3—Issue**

(M.D.G. 65279/42.—8 Jul. 1943.)

With reference to A.F.O. 1986/43, Royal Naval Medical Bulletin No. 3 is now ready for issue and should be obtained by all Medical Officers.

2. The Bulletin will be supplied on demand addressed as follows:—

Ships and Establishments at Home:—

R.N. Store Depot,  
Elveden Road,  
Park Royal,  
London, N.W.10.

Ships and Establishments Abroad:—

The Local Naval Distributing Authority.

(A.F.O. 1986/43.)

**3112.—Transfer of Offices of Senior Officer, Assault Ships and Craft**

(M. 06911/43.—8 Jul. 1943.)

The offices of the Senior Officer, Assault Ships and Craft, have been transferred to "Hazelwood," 57, Elden Street, Greenock, to which address all mails and correspondence should be sent.

2. Signals are to be passed via Flag Officer-in-Charge, Greenock, to whose switchboard "Hazelwood" is connected.

(Admiralty General Message 485 A.Z. is cancelled.)

**3113.—Repair Bases, Corpach and Dunstaffnage—Communications**

(M. 1836/43.—8 Jul. 1943.)

H.M. Naval Base, Corpach, Inverness-shire (Chief Constructor-in-Charge—short title, C.C.-in-Charge).

H.M. Naval Base, Dunstaffnage, Argyllshire (Chief Constructor-in-Charge—short title, C.C.-in-Charge).

*Addressing of Correspondence, Messages and Signals.*—At present one officer is in charge of both Bases and has an office at each Base. It is essential that all written correspondence, including messages and signals, should be sent in duplicate, the original being posted to the Base to which the correspondence is directly applicable, and the duplicate to the other Base.

When consignments of materials are sent by rail, they should be addressed to The Chief Constructor-in-Charge, etc., for D.N.S.O., adding in the case of Corpach "Admiralty Sidings, Corpach," and in the case of Dunstaffnage "Connell Ferry Station, Argyllshire".

2. *Telephone Communications.*—Each Base has its own Dockyard Telephone Exchange with 5 private wires connected direct to the local Naval Office Exchange, in addition to one Public Exchange Line (Corpach, Tel. No. 217; Dunstaffnage, Oban 2164).

When calling these Bases to discuss or to pass confidential information, the caller must ask for a private line to the Naval Office, Oban (for Dunstaffnage), or to the Naval Office, Fort William (for Corpach). Having got through to the Naval Office in either case, the caller should then ask for Dockyard Exchange, Dunstaffnage, or Dockyard Exchange, Corpach, respectively. Any other route to these Bases is liable to pass over Public Exchange Lines to a greater or lesser extent.

The telegraphic addresses for these Bases will be promulgated later.

## 3114.—Royal Marine Training Group (Wales)—Names of Camps and Addresses

(M. 1978/43.—8 Jul. 1943.)

A Training Centre has been opened in the Towyn Area, North Wales, for the training of reinforcements of R.M. Groups, M.N.B.D.O., Royal Marine Division and Royal Naval Air Stations Defence Force.

2. This centre comprises five camps, which will be known as :—

Camp Letter	Name	Location	Unit Occupying Camp
"A"	Matapan Camp	... Yns-y-Maengwyn	... Depot, R.N.A.S.D.F.
"B"	Iceland Camp	... Arthog	... } Group H.Q. and R.M.
"C"	Gibraltar Camp	... Llanegryn	... } Arty. Trng. Centre
"D"	Burma Camp	... Llwngwrl	... } R.M. Engineer. Train-
"E"	Crete Camp	... Barmouth	... } ing Centre

3. Correspondence for the Headquarters of the Training Centre should be addressed as follows :—

Commander,

Royal Marine Training Group,  
Llanegryn, Towyn,  
Merionethshire, North Wales.

Telegrams : Marine, Llanegryn.

Temporary telephone number : Towyn 381.

4. The postal and telegraphic addresses of Depot, R.N.A.S.D.F. given in A.F.Os. 1271/43 and 1871/43 will remain in force.

(A.F.Os. 1271/43 and 1871/43.)

## Section 6.—SHORE ESTABLISHMENTS

## 3115.—Fire Prevention in Admiralty Establishments in Northern Ireland

(C.E. 53618/43.—8 Jul. 1943.)

The Fire Prevention (Government Premises) (Northern Ireland) Order, 1942—Statutory Rules and Orders of N. Ireland No. 137, which came into operation on 7th September, 1942, and the Fire Prevention (Government Premises) (Northern Ireland) (Amendment) Order, 1942—S.R. & O. of N. Ireland No. 177, which is operative from 9th November, 1942, are applicable to establishments in Northern Ireland which are premises of Government Departments of the Government of the United Kingdom.

2. These Statutory Rules and Orders apply to Government Establishments situated in Northern Ireland similar provisions to those contained in the Fire Prevention (Government Premises) Orders promulgated as Appendices to A.F.O. 2339/42 and A.F.O. 6236/42, with the following principal exceptions :—

- there is no provision for women to perform compulsory fire prevention duty at their place of employment.
  - a person holding a certificate from the local authority that at the time when the certificate was issued, he was performing under direction from that authority, Civil Defence duties for periods amounting in the aggregate to not less than 48 hours in each month, shall be exempted from fire prevention duty at the Establishment in which he is employed so long as he continues to perform Civil Defence duties for such periods,
- and

(c) provision is made for subsistence allowance of ninepence to be paid for any occasion on which fire prevention duty is performed outside working hours for a continuous period not exceeding 3 hours provided that the said duties were not performed during a break for food or rest of 1½ hours or less in the course of a period of work.

3. The remaining differences are in the nature of substitution of references to the appropriate Northern Ireland authorities and bodies whenever mention of their equivalent authorities, etc., occurs in the Government Premises Order applicable to Great Britain. Except for the variations mentioned in paragraph 2 above, Heads of Establishments situated in Northern Ireland should apply the instructions contained in A.F.O. 2339/42 and A.F.O. 6236/42 as regards the performance of fire prevention duties at their place of employment and the requisite training by male civilian staff who are not otherwise exempted, if such steps for the protection of the premises have not already been taken.

(A.F.Os. 2339/42 and 6236/42.)

## 3116.—Area Naval Store Officer—Change of Title

(C.E. 7907/43.—8 Jul. 1943.)

The title of Area Naval Store Officer is to be discontinued. The Officers at present so designated will in future be known as Naval Store Officers. The posts now concerned are those at Hull, Belfast and Newcastle. The Area Naval Store Officer, London, will be known as the Naval Store Officer, Port of London.

## A.F.O. 6681/45 3117.—Crash Tenders—Procedure in Dealing with Defects

(D./N.A.D. 3948/42.—8 Jul. 1943.)

The numbers of crash tenders that become available for Admiralty use are very limited and are barely sufficient to meet the minimum requirements of new R.N. Air Stations. Very early action should be taken therefore to ensure that any defects which arise in them whilst on service are made good and the crash tender restored to serviceable condition at the earliest possible date.

2. The crash tenders are chargeable to Vote 8.III.B., and defects which are beyond the capacity of the Station Staff should be reported immediately to the Manager, Engineer Department, of the appropriate dockyard, who will make the necessary arrangements for the repairs, either by local contract or by yard labour. In order to facilitate the repairs, arrangements have been made for replace parts to be held at the following R.A.F. maintenance units for supply to Admiralty as and when required :—

- No. 3 M.U., R.A.F., Milton, Berkshire.
- No. 7 M.U., R.A.F., Quedgeley, Glos.
- No. 14 M.U., R.A.F., Carlisle, Cumberland.
- No. 35 M.U., R.A.F., Heywood, Lancs.
- No. 66 M.U., R.A.F., Cuckney, Notts.
- No. 72 M.U., R.A.F., Roade, Northants.
- No. 216 M.U., R.A.F., Sutton Coldfield, Birmingham, Warwickshire.

3. Demand for these parts should be made direct to the Officers Commanding one of the R.A.F. maintenance units mentioned by the Manager, Engineering Department, of the yard concerned, or by the Engineer Officer of the Aircraft Establishments, in the case of repairs which are within the capacity of the Station Staff.

## 3118.—Disposal of Obsolete or Surplus Naval Stores—REPORTS

All Dockyards and Establishments at Home

(N.S. 23103/43.—8 Jul. 1943.)

It is urgently necessary that obsolete or surplus naval stores should be disposed of with the least possible delay in order that materials useful for the war effort may not lie idle but may be utilised either in their existing condition or as arisings.

2. There are few surplus naval stores of descriptions in common use, and the disposal of any such stocks will be initiated at the Admiralty when the half yearly War Demands are reviewed.

3. There are, however, considerable stocks, especially of technical stores, such as wireless gear, both in serviceable and repairable condition, which are either obsolete or obsolescent. Quantities and descriptions of any obsolete or obsolescent stores which local officers consider should be disposed of should be reported from time to time by letter to Director of Stores, Admiralty; or alternatively the question of disposal of such stores will be initiated by the Admiralty.

4. If approval is given by the Admiralty to dispose of the stores referred to in the two preceding paragraphs, the following procedure is to be adopted, viz:—

The stores are to be handed over to the Director of Economy, Ministry of Supply, without being depreciated in value and without financial charge. No Return D.68 will be required and survey will be unnecessary. The accounting voucher to be used should be Form D.623. Dockyards and depots should report particulars of the stores to the Director of Economy, one copy of Form D.623 being used for this purpose, and that officer will give instructions either to send the stores direct to a Ministry of Supply Storage Depot or elsewhere. The instructions as regards accounting for scrap in paragraph 6 of A.F.O. 2455/43 will be generally applicable to these stores. A receipted copy of Form D.623 should be guarded in office as a permanent record of the disposal of the stores.

(A.F.O. 2455/43.)

### 3119.—Electrodes—Approved Types

(N.S./C.P. 75260/42.—8 Jul. 1943.)

The following types of electrodes are approved for Admiralty work:—

<i>Firm.</i>	<i>Type of Electrode.</i>
The Sure-Arc Electrode Co., Ltd.	<i>Blue/White 142 Solid Extruded.</i> For use on mild steel and D.W. steel in all positions
	<i>Blue/Red.</i> For use on mild steel in all positions.

(A.F.O. 4228/41—not in annual volume.)

### 3120.—Naval Bombing Ranges—Provision, Installation and Maintenance of Raft Targets

(D. 013728/43.—8 Jul. 1943.)

As from 1st April, 1943, the provision, installation and maintenance of raft targets at Naval bombing ranges at sea and on inland waters in the United Kingdom will be undertaken by the Department of the Ministry of Aircraft Production, which carries out this work for the Royal Air Force. The bombing targets for both Services are constructed to the same design.

2. The Ministry of Aircraft Production have a number of depots, each of which is under the control of a mooring officer, where stocks of targets are held, and from which are operated vessels specially equipped for mooring and maintenance work.

3. All necessary facilities should be afforded to these mooring officers.

### 3121.—Rubber Hose and Rubber Tubing—Endorsement of Orders

(P. 9846/43.—8 Jul. 1943.)

*Procedure to be adopted by contractors to obtain rubber hose or rubber tubing for production purposes*

In order that a check may be kept on the proper allocation of rubber which should be given to manufacturers for the production of rubber hose and rubber tubing, Government Departments have agreed to a procedure proposed by the Rubber Control by which all orders for rubber hose and tubing for production purposes (i.e., all purposes except for plant and machinery) will be endorsed by the Department concerned before they are placed with the manufacturer.

2. Where the rubber hose or rubber tubing is wanted by the contractor as a part or subsidiary item of the article to be supplied to the Admiralty, and is subject to inspection by an Admiralty Overseer or Resident Inspector of C.V.Is. staff, all orders should be forwarded in the case of:—

- (a) Hull, through the Warship Production Superintendent or Emergency Repair Overseer concerned.
- (b) Engineering, through the Admiralty Electrical Overseer.
- (c) Electrical Engineering, through the Admiralty Regional Electrical Engineer.
- (d) Gun Mountings, through the Admiralty Gun Mounting Overseer.
- (e) Articles inspected by a Resident Inspector of C.V.Is. staff, through the C.V.Is. Resident Inspector.

3. In cases (a)–(e), the original and one copy of each order are required to be forwarded stating the name of main contractor, if any, the rubber manufacturer on whom the order is to be placed, the type, size, quantity (ft.) of hose, the purpose for which it is required and the period in which delivery is required. All orders are to be checked concerning the need for the requirement of rubber hose and tubing, and if considered genuine, to be stamped and signed by the Admiralty Overseer or Resident Inspector concerned. One copy of the order will be returned to the contractor placing the order (who in turn will pass it on to the rubber hose or tubing manufacturer). The other will also be stamped and signed, and, at the end of each month, all the copies of orders endorsed in that month will be forwarded to Secretary of Admiralty, P. Branch (190), Empire Hotel, Bath.

4. Where the articles ordered by the Admiralty are not made under inspection (e.g., oxyhydrogen underwater cutting equipment, Pyrene Company's Fire Fighting Equipment, etc.) the same procedure as in 3 above is to be followed, except that the order is to be referred to the Director of Contracts.

5. Where the articles have been ordered by dockyards and area naval store depots under standing contracts or by local purchase orders, none of the articles being subject to inspection, the orders should be referred to the Superintending or Area Naval Store Officer on behalf of whom the order has been placed for his endorsement. Procedure then as in 3 above.

6. No further Admiralty endorsement will be required for orders placed by the Director of Contracts, or by dockyards or area naval store depots under standing contracts or by local purchase, for I.R. tubing or I.R. hoses ordered *as such*. The fact that the orders have been placed by the Admiralty or by locally authorised Admiralty representatives will be considered as sufficient authorisation by the rubber hose or tubing manufacturer.

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