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ADMIRALTY FLEET ORDERS

ADMIRALTY, S.W.1,

9th July, 1942.

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

A list of these Orders is enclosed.

By Command of their Lordships,

J. V. Markham

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

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

Head of "P" Branch

P 1 *[Handwritten initials]*

H PB

P 2 *[Handwritten initials]*

P 3 *[Handwritten initials]*

P 4 *[Handwritten initials]*

(90074)

Head of "P" Branch

ADMIRALTY FLEET ORDERS

No. Subject.

9th July, 1942.

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3311. B.R. 183—Naval Electrical Manual, Vol. I—Revised Establishment.
3312. Form O.6—Ammunition Labels—Additions.
3313. Form O.6—Ammunition Labels—Addition.
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3315. O.U. 6090 (B)—Revised page 9 to Range Table No. 254, and Revised page 9 to Range Table No. 392, for Q.F., 4.7-in. Guns, Marks IX, IX*, IX** and XII, dated April, 1942—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.

*3194.—Chilean Merchant Ships—Distinguishing Marks, and Measures for Safe-guarding

(M/N.I.D. 03103/42.—9.7.1942.)

With the object of safeguarding their merchant shipping, the Government of Chile have adopted the following precautionary measures:—

- (i) Chilean merchant ships will have painted on each side amidships, a national flag as large as the height of the side of the ship will allow, and before and abaft this the word "Chile" in letters half the size of the flag. On the bows and on either quarter national flags will be painted, approximately half the size of the flags on the sides.
(ii) For recognition from the air, national flags will be painted on canvas spread out over both the fore and aft hatchways.
(iii) The flags on the sides and on the deck will always be illuminated at night.
(iv) At sea these ships will observe the following regulations:—
(a) By night they will travel with all their lights burning.
(b) They will shape their course outside the territorial waters of the belligerent countries, keeping as far from the coast as possible and avoiding crossing war zones, especially at night.
(c) Arrivals at and departures from ports of belligerent countries and of the Panama Canal will be so timed that they occur by day.

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

*3195.—Honours and Awards—"London Gazette" Supplement of 30th June, 1942
(H. & A.—9.7.1942.)

CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD,

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

30th June, 1942.

The KING has been graciously pleased to approve 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 Frank Montem Smith, D.S.O., R.D., R.N.R.

For outstanding services.

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

Commander (E) Stewart Alistair MacGregor, R.N.

Lieutenant Commander Geoffrey Tanner, R.N.

Lieutenant Commander Robert Giddings, R.N. (Retd.).

Lieutenant Commander Hubert Anthony Lucius Marsham, R.N.

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

Mr. Leonard Arthur Creed, Commissioned Engineer, R.N.

For courage, efficiency and tireless devotion to duty in staff and maintenance work at Malta, in spite of continuous heavy air attacks.

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

Commander Geoffrey Warburton, D.S.O., R.N. (Retd.).

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

Temporary Paymaster Lieutenant George Cecil Anthony Elrington Hudson,
R.N.V.R.

Temporary Sub-Lieutenant Frederick Hugh Colenutt, R.N.V.R.

For courage and resource in fighting fires, saving life and removing
vessels from the neighbourhood of a burning merchantman.

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

Temporary Chief Petty Officer Frederick Charles Edmund Sleaf, R.N.V.R.
Seaman Abdel Alavi.

For courage and resource in fighting fires and saving life in a burning
merchantman.

ADMIRALTY,

Whitehall,

30th June, 1942.

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

For gallant and distinguished service in successful patrols while serving
in H.M. Submarine "Proteus" :

To be a Companion of the Distinguished Service Order :

Lieutenant Commander Philip Stewart Francis, R.N.

The Distinguished Service Cross.

Lieutenant George Edward Hunt, R.N.

Temporary Lieutenant (E) Peter Douglas Scott-Maxwell, R.N.

The Distinguished Service Medal.

Chief Engine Room Artificer John Chandler Condon, C/M.33198.

Chief Stoker Ronald Manfred Fuller Reginald Theobald, C/K.62633.

Acting Chief Petty Officer Albert Martin, D/JX.134329.

Engine Room Artificer 3rd Class John Metford Powell, D/MX.53617.

Electrical Artificer 3rd Class Seaward George William Edmond, P/MX.47366.

Petty Officer Arthur Henry Holder, P/JX.138227.

Mention in Despatches.

Lieutenant Jeremy Nash, R.N.

Temporary Lieutenant Connell Percy Thode, R.N.V.R.

Chief Petty Officer Telegraphist Charles James Tewkesbury Harrigan, C/J.106055.

Petty Officer Henry Charles Brill-Edwards, D/JX.127636.

Stoker Petty Officer Edward Joseph Branstone, P/KX.83343.

Petty Officer Robert Watters, P/JX.143522.

Leading Seaman Raymond Geoffrey Pearson, P/JX.137804.

Leading Seaman James Johnstone, D/SSX.25399.

Leading Seaman John Hilton Ashman, P/JX.139544.

Leading Seaman Philip Kelly, D/JX.144890.

Leading Stoker Thomas Currie, D/KX.87095.

Leading Cook William Ancell Smith, C/MX.53706.

Leading Telegraphist Thomas Scott Greig, D/JX.135408.

For gallant and distinguished service in successful patrols while
serving in H.M. Submarine "Thrasher" :

To be a Companion of the Distinguished Service Order :

Lieutenant Hugh Stirling Mackenzie, R.N.

The Distinguished Service Cross.

Lieutenant Peter Scawen Watkinson Roberts, V.C., R.N.

Lieutenant (E) Linnell Palk Barker, R.N.

The Distinguished Service Medal.

Chief Engine Room Artificer Thomas George Montague Prout, D/M.28737.

Acting Chief Petty Officer George Henry Charles Lampport, C/JX.133403.

Petty Officer Archibald Ian Redwood, D/J.114743.

Leading Seaman Alec George Adams, C/JX.133708.

Acting Leading Telegraphist Peter Andrew Smith, P/JX.149648.

Leading Stoker Henry George Frederick Rampton, C/KX.84189.

Mention in Despatches.

Lieutenant Guy Stewart Chetwode Clarabut, R.N.

Lieutenant Charles Oliver Mansfield Vine, R.N.R.

Chief Stoker Alfred Langford, P/KX.81460.

Acting Petty Officer Ernest Lewis Newstead, C/JX.142896.

Leading Stoker Charles Alfred Remblance, C/KX.83305.

Acting Leading Stoker Alan Reuben John Carpenter, C/KX.89167.

Acting Leading Seaman Frederick Leslie Cassidy, C/JX.138734.

Engine Room Artificer 2nd Class John William Edward Sirett, D.S.M., C/MX.49760.

Stoker 1st Class Daniel Conroy, C/K.65009.

Stoker 1st Class Thomas Scott Knox Anderson, C/KX.83445.

Able Seaman John Pretty, P/J.113298.

Able Seaman Frank Ball, P/J.50360.

Able Seaman Jack Womersley, P/JX.224060.

For outstanding leadership, skill and judgment in defence of a
convoy :

To be a Companion of the Distinguished Service Order :

Commander Richard George Onslow, R.N.

For great bravery, skill and determination in torpedo and dive-
bombing attacks on enemy shipping and aerodromes :

To be a Companion of the Distinguished Service Order :

Lieutenant Gerald Mellor Haynes, R.A.N.

Lieutenant (A) Allen Sawbridge Downes, R.N.

Bar to the Distinguished Service Cross.

Lieutenant Richard Lawson Williamson, D.S.C., R.N.

The Distinguished Service Cross.

Lieutenant (A) Robert Digby Head, R.N.

Temporary Sub-Lieutenant (A) Leslie Charles Watson, R.N.V.R.

Temporary Sub-Lieutenant (A) Thomas Edward Ray Moore, R.N.V.R.

Temporary Sub-Lieutenant (A) John Craig Morrison, R.N.V.R.

The Distinguished Service Medal.

Temporary Leading Airman George Geoffrey Reynolds, FAA/FX.77304.

Temporary Leading Airman Peter Watson, FAA/LD/X.5624.

Mention in Despatches (Posthumous).

Temporary Sub-Lieutenant (A) Basil Winson Ramsey Rivers, R.N.V.R.

Mention in Despatches.

Temporary Acting Sub-Lieutenant (A) William Neville Jones, R.N.V.R.

Temporary Sub-Lieutenant (A) Dennis Jenkin Bunyan, R.N.V.R.

Temporary Sub-Lieutenant (A) Ronald Leslie Knight, R.N.V.R.

Temporary Acting Sub-Lieutenant (A) Owen Duncan Norman, R.N.V.R.

Temporary Sub-Lieutenant (A) Peter Howson, R.N.V.R.

Temporary Leading Airman Norman Alfred Salisbury, FAA/FX.77184.

Temporary Leading Airman Reginald Thomas John Brewer, FAA/LD/X.5004.

Temporary Leading Airman Jack Fielding, FAA/SFX.434.

Temporary Leading Airman Iowerth Llewellyn Owen, FAA/SFX.415.

Temporary Leading Airman Albert Edward Brown, FAA/FX.78127.

For outstanding courage, skill and enterprise :

The Distinguished Service Cross.

Temporary Lieutenant Philip Thomas Windley Baker, R.N.V.R.

For great courage, enterprise and devotion to duty when his ship
was attacked by enemy aircraft :

The Distinguished Service Medal.

Ordinary Telegraphist George William Slater, P/JX.263907.

For leadership and initiative in a spirited action with E-boats :

Mention in Despatches.

Temporary Lieutenant John Henry Zappert, R.I.N.V.R.

For courage and determination :

Commendation.

Acting Leading Stoker Ronald Frost, P/KX.94765.

Stoker 2nd Class Thomas Alfred Read, P/KX.127883.

Amendment (where underlined) to previous Order of Honours and Awards:—

A.F.O. 2961/42 p. 13, Leading Writer James McIlwraith, CD/X. 1235, R.N.V.R., H.M.S. "Spartiate".

3196.—Governor and Commander-in-Chief, Gibraltar—Appointment

(M. 2629/42.—9.7.1942.)

Lieutenant-General F. N. Mason Macfarlane, C.B., D.S.O., M.C., has been appointed Governor and Commander-in-Chief, Gibraltar, to date 19th June, 1942.

*3197.—Thomas Gray Memorial Trust—Prizes Offered in 1942

(C.W. 22483/42.—9.7.1942.)

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, 1942*

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, 1937, to 31st December, 1942. Entries which have already been considered by the Judges in the years 1937-41 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, 1942, to the Acting Secretary, Royal Society of Arts, at the above address.

Award of Prize offered in 1941

In 1941 the Council offered a similar Prize. Twenty entries were submitted, and the full Prize of £50 was awarded to:—

Mr. T. E. Metcalfe, O.B.E., of Windsor, for the Seaman's Protective Suit devised by him and provided by the Ministry of War Transport in boats and rafts.

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

Many well deserved honours have been conferred upon officers and men of the Merchant Navy for acts of gallantry during the present War. The Council of the Royal Society of Arts, as Trustees of the Thomas Gray Memorial Trust, are desirous of recognising, in addition, the remarkable skill which is constantly being displayed at sea during the present struggle. They have, therefore, decided to offer an 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, 1942, and the judges will proceed to consider their decision on or after January 1st, 1943. 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, 1942. 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.

VERNON W. DAVIES,

Acting Secretary.

June, 1942.

†3198.—Naval Cadetships—November, 1942, Examination

(C.W. 9829/42.—9.7.1942.)

Applications to attend the November, 1942, examination for Naval Cadetships at the Royal Naval College, Dartmouth, must be received by the Secretary of the Admiralty (C.W. Branch), Admiralty, not later than the 10th October, 1942.

2. Applications can only be considered from candidates born on or between 1st April, 1929, and the 31st July, 1929. The educational test to be undertaken by candidates is the Common Examination for entrance to Public Schools.

3. In addition to the ordinary entry, ten scholarships are offered for competition at each examination to boys from grant-aided Secondary Schools and up to ten to boys from other schools. Generous financial assistance towards the fees and expenses at Dartmouth College is given to the parents of boys appointed to scholarships if their income is below a certain limit. In cases of small incomes the assistance includes the remission of all fees and expenses.

4. Application forms and the full regulations for entry and training at the College and afloat may be obtained from the Secretary of the Admiralty (C.W. Branch).

3199.—Medical Officers, R.N., for Short Service—Transfer to Permanent List

(M.D.G. 32802/42.—9.7.1942.)

As soon as possible after 1st January, 1943, Surgeon Lieutenants, R.N., for Short Service of 1939 Seniority, and also officers of 1938 Seniority, who were permitted to defer their applications, should report through the usual channels whether or not they wish to be considered for transfer to the Permanent List. Applications for transfer will be considered together about March next, and the selection made will be promulgated in due course.

2. The recommendation of the Commanding Officers should accompany each application.

3. Should any officer wish to defer his decision, the fact should be reported, and any subsequent application for transfer would be considered when the succeeding selection is made.

4. Several officers of 1938 seniority have not yet stated whether they desire to transfer. It is essential for their applications to be made without delay.

***3200.—Instructor Lieutenant—Volunteers for—REPORTS**

(C.W. 23497/42.—9.7.1942.)

Volunteers are required for transfer or promotion to the rank of Temporary Instructor Lieutenant (for hostilities only).

2. Candidates must fulfil the following conditions :—

- (a) They must possess an honours degree in mathematics, physics or chemistry (with subsidiary mathematic).
- (b) They must have attained the age of 21 and not have reached the age of 36 on the date of appointment. For the forthcoming entry this date will be 10th September, 1942.

Preference will be given to candidates who have a teaching diploma and/or teaching experience.

3. R.N.V.R. (Special Branch) officers, and "hostilities only" and reserve ratings who fulfil the above conditions, may volunteer.

4. Commanding Officers should forward reports giving the following information :—

- (a) Name.
- (b) Rank or rating and official number.
- (c) Date of birth.
- (d) University and full details of degree.
- (e) Particulars of teaching experience and of teaching diploma or Board of Education certificate.
- (f) The Commanding Officer's remarks and recommendations as to the suitability of the candidate.

5. Commanding Officers should forward reports to the Director, Education Department, Admiralty. For the forthcoming entry, reports should reach the Admiralty not later than 31st July, 1942. Applications from candidates who cannot be available for interview early in August should be forwarded and they will be considered for subsequent entries.

***3201.—Promotions from the Lower Deck to Permanent Commissions (Accountant Branch)**

(C.W. 8436/41.—9.7.1942.)

The undermentioned promotions to the rank of Acting Paymaster Sub-Lieutenant, R.N., have been made, to date 22nd June, 1942 :—

Barnicott, John Patrick	...	...	C.P.O. Writer...	...	P/MX 50637
Booth, Michael	...	...	Supply P.O. ...	...	P/MX 51540
Burden, Jack Leslie	...	...	C.P.O. Writer...	...	P/MX 51084
Davey, Frederick George	...	...	Supply P.O. ...	...	D/MX 54113
Rees, Archibald Thomas	...	...	C.P.O. Writer...	...	C/MX 52090
Treharne, Ivor Glyn	...	...	C.P.O. Writer...	...	D/MX 52087
Wilkey, Walter John	...	...	C.P.O. Writer...	...	D/MX 52093

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

**3202.—Temporary Commissions and Warrants in Engineering Branch—
Promotion from Lower Deck**

A.F.O. 1999/43

(C.W. 23661/42.—9.7.1942.)

With reference to A.F.O. 2597/42, paragraph 2, the recommendations of Chief and Enginemen (Patrol Service) with not less than 1 year's service as Enginemen, should be forwarded to the Secretary of the Admiralty (C.W. Branch) through the Commodore, R.N. Central Depot, Lowestoft.

(A.F.O. 2597/42.)

***3203.—Warrant Aircraft Officer—Professional Examination, 1942**

(C.W. 14080/42.—9.7.1942.)

With reference to A.F.O. 1150/41, it was not possible to hold the examination for Warrant Aircraft Officer on the 1st September, 1941, and other measures were taken to promote suitably qualified candidates.

2. An examination will, however, be held about the 1st December, 1942, and the names of candidates who are qualified under Article 311c, K.R. & A.I., and are recommended by their Commanding Officers, are to be forwarded to the Admiralty (Director of Aircraft Maintenance and Repair) as soon after receipt of this Order as practicable. The names of candidates serving on foreign stations should be communicated by signal.

3. Air Artificers who were formerly ratings of the Air Fitter Branch and were selected for transfer to Air Artificer under A.F.O. 3189/40 and A.F.O. 2140/39 before the 30th January, 1941, will not be required to take this examination, as they will be eligible for promotion to Warrant Aircraft Officer on transfer to Air Artificer, provided that they have qualified educationally for warrant rank, are recommended, and that vacancies exist.

4. Air Artificers at present consist of ratings with the trade classifications (A/E) and (O). In addition, there is a number of general service Shipwright ratings and also Engine Room Artificers, who are employed upon aircraft maintenance duties. All these ratings are to have a common avenue of promotion to Warrant Aircraft Officer by taking the same professional examination. The examination papers will, therefore, contain alternative questions appropriate to the training and experience of each of these four groups of ratings :—

(i) Shipwright ratings must—

- (a) have passed educationally for warrant rank ;
- (b) be qualified under Article 306, K.R. & A.I. ;
- (c) have served for not less than six years since being rated Acting Shipwright, 4th Class.

The sea service qualification of 3½ years is abolished for Warrant Aircraft Officer.

(ii) Engine Room Artificers must—

- (a) have passed educationally for warrant rank ;
- (b) be qualified under Article 306, K.R. & A.I.
- (c) have served for not less than six years since being rated Acting E.R.A., 4th Class.

The sea service qualification of 3½ years is abolished for Warrant Aircraft Officer.

5. Shipwright ratings or Engine Room Artificers employed upon aircraft maintenance duties have the option of taking this examination, or of qualifying for Warrant Shipwright under Article 312, K.R. & A.I., or Warrant Engineer under Article 313, K.R. & A.I., as the case may be, but they will not be allowed to take the examinations for both Warrant Aircraft Officer and Warrant Shipwright or Warrant Engineer. A rating, therefore, who fails in the examination for Warrant Aircraft Officer may have further opportunities in accordance with paragraph 4 of A.F.O. 856/40, but he will not be eligible subsequently to qualify for Warrant Shipwright or Warrant Engineer.

6. Air Artificers (O) and Shipwright ratings who are successful in this examination will be required to undergo a conversion course of four months' duration after promotion to Warrant Aircraft Officer in order to qualify them for the general duties of that rank.

(A.F.Os. 2140/39, 856/40, 3189/40 and 1150/41.)

3204.—Dilution of Gunners (T)

(C.W. 16076/42.—9.7.1942.)

In order to meet the increasing shortage of Gunners (T)—including Commissioned Gunners (T) and Lieutenants—it has become necessary to introduce dilution by R.N.V.R. officers.

2. A number of R.N.V.R. officers are therefore to be appointed to a special Torpedo course, covering Torpedo, Mining and Depth Charge work—embracing a

thorough training in explosives. They will then be appointed to Coastal Forces Flotillas, or, after a further short period of training in stores and at a Naval Air Station, to Auxiliary Aircraft Carriers. At a later date they may also be appointed in charge of M.T.U.s.

3. Officers selected for these duties would, after a period of service, naturally stand an increased chance of selection for the Torpedo Long Course.

3205.—Unemployment Insurance—Officers on Agreement T.124 and Variants

(D.N.A./C.W. 15546/42.—9.7.1942.)

As a result of the increase in remuneration as from 1st May, 1942, consequent upon the addition to Seafarer's War Risk Money payable to officers on Agreement T.124 and variants (A.F.O. 2367/42) a number of such officers are now receiving a rate of remuneration exceeding £420 a year. Many of these officers are affected by the regulation that when a "non-manual" officer's remuneration is increased permanently to a rate exceeding £420 a year no further unemployment insurance charges should be made.

2. Upon an officer ceasing to be insurable for unemployment purposes, a suitable note should be made in the "Remarks" column of the ledger and the local office and serial number of the officer's regular unemployment book stated, if known.

3. If an officer whose normal rate of remuneration is less than £420 a year is appointed to a ship in an acting capacity at a rate of remuneration exceeding that figure, unemployment insurance should cease for the period during which the higher rate of remuneration is payable, but should be resumed when the officer reverts to a rate under £420 a year.

4. The term "rate of remuneration" means the normal monthly salary of the officer (including war risk money and differential pay, which are usually in issue except for short periods ashore) multiplied by 12 and increased by the allowance for free accommodation and/or victualling referred to in A.F.O. 2564/40, A.8.

5. At home bases where the affixing of stamps is done locally by the Accountant Officer, the unemployment book of an officer who ceases to be charged unemployment insurance should be noted and passed to the officer for disposal. Where sea-going ships rendering ledgers and foreign bases are concerned, and the books are consequently held by the Director of Navy Accounts, who affixes stamps in accordance with A.F.O. 2589/41, the unemployment books will be forwarded to the Ministry of Labour upon receipt of the relative ledgers in office.

6. It should be noted that "non-manual" officers receiving a rate of remuneration exceeding £420 a year can *not* be voluntarily insured for unemployment insurance.

7. "Manual" officers (A.F.Os. 2564/40, A.7 and 758/42) should continue to be charged unemployment insurance, whatever their rate of remuneration.

8. "A" Message 768A, which is embodied in the above instructions, is cancelled.

(A.F.Os. 2564/40, 3303/40, 3606/40, 533/41, 534/41, 2589/41, 3803/41, 4039/41, 758/42, 1635/42, 2367/42.)

3206.—Honorary Officiating Minister of Religion

Manchester and Salford Docks

(C.E. 55003/42.—9.7.1942.)

The Rev. A. Morton, The Missions to Seamen, Trafford Road, Salford, 5, has been appointed Honorary Officiating Minister to Church of England personnel of the Royal Navy and Royal Marines at Manchester and Salford Docks. The usual facilities are to be afforded.

†3207.—Admiralty Surgeon and Agent

Northallerton

(C.E. 8806/42.—9.7.1942.)

Dr. J. M. Davey, M.B., Ch.B., Walton House, South Parade, Northallerton, Yorks. (Telephone No.—Northallerton 139) has been appointed Admiralty Surgeon and Agent for Northallerton.

*3208.—Submarine Coxswain—Acting Petty Officers Eligible for Selection

(N. 12861/42.—9.7.1942.)

With reference to A.F.Os. 3355/41 and 1351/42, Acting Petty Officers may be selected for duty as Submarine Coxswain and such ratings may be granted the acting rate of Chief Petty Officer while so employed, under the conditions laid down in A.F.O. 1351/42 for Acting Petty Officers selected for duty as Torpedo Coxswain.

(A.F.Os. 3355/41 and 1351/42.)

*3209.—Advancement—Ratings Medically Unfit for General Service

(N. 2857/42.—9.7.1942.)

A.F.O. 2241/43

Ratings who are medically unfit for general service but who are retained for the period of the present emergency for Harbour or Shore Service only, under the provisions of A.F.O. 2104/40, are ineligible for advancement, except in the case of—

(a) non-roster advancement in class of artificers, shipwrights, mechanics and artisans,

(b) ratings below able seaman or equivalent rating, and

(c) men who were qualified and recommended for higher rating but who became unfit through wounds sustained in action subsequent to the date of B.13 but before B.13 was acted upon. Men in this category whose advancement has been disallowed in the past through medical unfitness may now be advanced as from the date of this Order if still recommended. No advancement under this clause is to be from an earlier date than that of this Order, irrespective of the date of the B.13.

2. There is, also, a small number of ratings permanently medically unfit for sea service but fit for harbour or shore service, who are worthy of advancement, for employment in a higher rating as Instructors in shore bases, particularly as Leading and Petty Officer rates in the Seaman, Signal, Telegraphist, Writer and Supply Branches, and to a lesser extent, as Leading rates in the Cook and Steward Branches. Recommendations for advancement of such men are allowed, provided that they are qualified for advancement in other respects. The sea service qualification and the sea-going recommendation, where these are required for advancement, will be waived.

3. Advancement of medically unfit men under paragraph 2 is normally to be restricted to advancement in the same branch, but suitable active service leading rates who are permanently unfit for general service may be recommended for temporary R.P.O. Recommendations of such ratings are to be made to the Admiralty through the Commodore of the man's depot who, in forwarding the recommendation to the Admiralty, should state, according to requirements, whether he recommends the man for Temporary R.P.O. or for advancement as Instructor in his present branch. These advancements will be on a temporary basis for shore service and for the period of hostilities only, and will only be allowed when it is in the interests of the Service, and when such advancement will not be to the detriment of men who are fit for general service. They are not to be utilised to reward good service.

(A.F.O. 2104/40.)

(A.F.Os. 4655/40 and 3020/41 are cancelled.)

*3210.—R.N. Patrol Service—Advancement of Ordinary Seamen and Stokers 2nd Class

(N. 2857/42.—9.7.1942.)

Ordinary Seamen, R.N.P.S. and Stokers 2nd Class, R.N.P.S., who have not completed the three months' sea training required by A.F.O. 341/40 for advancement to Seaman or Stoker, because of employment on shore service, whether such employment is due to the exigencies of the Service, or because of medical unfitness, may be advanced, if recommended by their Commanding Officers, to Acting Seaman or Acting Stoker, R.N.P.S., on completion of three months from the date of being drafted from H.M.S. "Europa" on completion of shore training, i.e. on the date when they would have been rated on completion of three months' sea service had they been drafted to sea in the normal way. Men who subsequently complete the necessary three months' sea training may then be confirmed with antedated seniority.

2. For Ordinary Seamen and Stokers 2nd Class, R.N.P.S., who have already completed 3 months' service since being drafted from H.M.S. "Europa," antedating of acting advancement to the date of qualifying in that respect is permitted, subject to the proviso that no advancements made under this Order may be dated earlier than the 12th December, 1941.

(A.F.O. 341/40.)

3211.—Enginemen, R.N.P.S.—Drafting

(N. 11659/42.—9.7.1942.)

The machinery in the vessels manned by the patrol service varies considerably and in many cases is of a complicated nature.

2. Consequently it is important to determine the ability of each engineman before he is drafted to a vessel so as to ensure that he is not given duties beyond his competence. Base Engineer Officers should therefore always be consulted before changes in Enginemen are made.

3. Experience gained since the introduction of Base R.N.P.S. Relief Pools shows that the number of Enginemen in any one pool allows little selection and that the supply of a relief has on occasions resulted in a loss of efficiency in the vessel concerned. It has therefore been decided, as a further precaution against the use of unsuitable Enginemen, to withdraw all Enginemen from Relief Pools in home waters, and to revert to direct drafting from the Patrol Service Central Depot, Lowestoft, in the case of Enginemen required as reliefs.

4. Applications to Lowestoft for relief Enginemen must state precisely the type of machinery for which the Enginemen are required.

5. Attention is called to the importance of complying with the arrangements set out in A.F.O. 4054/40 for increasing the number of Enginemen, and to the necessity for rendering reports under paragraph 8 of the Order. The Order is not at present being strictly observed by all bases.

(A.F.O. 4054/40.)

3212.—R.D.F. Branch—Irregular Transfers—REPORTS

(N. 10761/42.—9.7.1942.)

Attention is drawn to the fact that *acting* R.D.F. operators are *not* members of the R.D.F. branch, but are merely ratings of other branches temporarily employed as R.D.F. watchkeepers. Their conditions of service as regards advancement, etc., remain those of their own branch.

2. With reference to A.F.O. 3368/40, paragraphs 5 and 6, and C.A.F.O. 189/42, paragraph 5, permanent transfer of ratings to the R.D.F. branch from other branches is to be discontinued from the 1st June, 1942, with the exception of ratings in training establishments in the U.K. Other transfers will only be allowed if special circumstances exist, in which case prior Admiralty approval is to be obtained.

3. Since irregular transfers to the R.D.F. branch have recently been reported, Commanding Officers are to examine the service documents of all R.D.F. operators and forward full details by letter to the Captain, H.M. Signal School, of any rating who has not been noted as a qualified R.D.F. operator by H.M. Signal School, Portsmouth, or H.M.S. "Valkyrie," and transferred to the Portsmouth Division. Reports re ratings transferred direct by ships under A.F.O. 3368/40 prior to 31st March, 1940, are not required.

(A.F.O. 3368/40 and C.A.F.O. 189/42.)

*3213.—Sick Berth Petty Officers—Promotion to Warrant Wardmaster and Temporary Warrant Wardmaster, R.N.

(C.W. 13066/42.—9.7.1942.)

It has now been decided that Sick Berth Petty Officers who have completed six years' service as Sick Berth Petty Officer should be eligible for promotion in vacancies to Acting Warrant Wardmaster and Temporary Acting Warrant Wardmaster under the same conditions applicable to Sick Berth Chief Petty Officers.

2. Article 317, clause 1 (c), K.R. & A.I., will be amended.

(K.R. & A.I., Article 317 (I).)

(A.F.Os. 1767/40 and 1741/42.)

*3214.—R.A.F. Personnel in H.M. Ships and Naval Establishments—Qualifying and Contributory Allotments

(N. 9353/42.—9.7.1942.)

Qualifying and contributory allotments required to be made in connection with allowances to families and other dependants have been reduced with effect from 2nd April, 1942. Paragraph 2 of Air Ministry Order A.301/42 reads as follows:—

"Qualifying and contributory allotments from pay.—(i) It has been decided to reduce the allotments which are required to be made from pay as a condition of the issue of family allowance, dependants' allowance and special dependants' allowance. The amount by which the allotment is reduced will be made good to the family or dependant as a charge against public funds, so that the total payment to the family or dependant will remain unaffected by the alteration in the rate of allotment. On the other hand, the personnel affected will have a larger proportion of their pay for their own use, although they are, of course, free to allot the difference to their families or dependants if they wish to do so.

(ii) The reduction in the rate of allotment will be 6d. a day in the case of present allotments of 1s. a day or more, and 4d. a day in the case of present allotments of less than 1s. a day; the reduction will take effect from 2nd April, 1942. The scales of allotment affected by this decision are contained in K.R. & A.C.I., paragraph 2878, clause I, and paragraph 7 of A.M.O. A.1082/41.

(iii) The reduced rates of allotment will similarly apply where special separation grant has been allowed under A.M.O. A.226/41; the difference will be made good from public funds, so that the total credit to the airman's account will remain unaffected."

2. In order that Coastal Command headquarters may be assured that amended rates of pay have been in issue and pay books altered as from 2nd April, 1942, ships and establishments are to forward to the headquarters a nominal roll of all R.A.F. personnel affected, certifying thereon that the necessary F.64 (Remittance Debit Voucher) action has been completed and cash issues adjusted.

3. No action should be taken to amend (a) compulsory stoppages, and (b) reduced allotment charges (under K.R. & A.C.I., paragraph 2878, clause 2), until notification has been received from Coastal Command headquarters.

3215.—Rangetakers—Method of Exercising

(G.D. 072S/42.—9.7.1942.)

The following method of exercising rangetakers in harbour has been used with success in a number of ships fitted with H.A.C.S.

2. A fixed object is used, the H.A.C.S. table being employed to produce the effect of a moving target. The resulting plots form a ready made analysis.

3. The rangetaker first ranges on the object and makes a careful "cut", pressing his "cut" pedal to mark the range on the H.A.C.S. plot.

4. The plot is then started and the rangetaker throws off high and low, pressing the pedal every time he obtains a good "cut". In the T.S., rate is set on the A/S rate mechanism, and A/S is followed with the clutch to "hand". By this means the rangetakers "cut" is thrown off, and continuous readjustment is required to hold the true range.

5. Variation and reversal of rate can be exercised during the run. It is as well to arrange that the rangetaker cannot see the range scale during the exercise.

6. At the end of the run, the A/S rate and plot are stopped and the rangetaker takes a further careful range, pressing his pedal to mark the range on the plot.

7. The original and final "stationary" ranges are joined with a straight line; the frequency and accuracy of his "moving" ranges are then presented pictorially on the plot.

**3216.—Royal New Zealand Navy and Royal New Zealand Naval Volunteer Reserve—
Pay and Allotments**

(C.W. 16276/42.—9.7.1942.)

(a) *Air Branch*

With reference to A.F.O. 2702/37, the New Zealand Naval Board have now approved the institution of an Air Branch of the New Zealand Naval Forces, with rates of pay for officers as follows :—

	£	s.	d.
Midshipman (A)		6	0
Acting Sub-Lieutenant (A) }		11	0
Sub-Lieutenant (A) }			
Lieutenant (A)—			
On promotion		16	6
After 4 years		18	0
After 6 years		1	2 0
Lieutenant-Commander (A)			
On promotion		1	8 0
After 3 years		1	10 0
After 6 years		1	12 0
After 9 years		1	14 0
After 12 years		1	16 0

The rates of pay (substantive and non-substantive) for ratings are given in A.F.O. 2250/41.

(b) *R.N.Z.N.V.R. Officers serving in the Royal Navy*

These officers receive New Zealand rates of pay and when entered in the Air Branch shall receive in addition flying pay as follows :—

	Per day
	s. d.
While under training—	
Commissioned officers	3 0
When fully qualified—	
Midshipman (A)	4 0
Sub-Lieutenant (A) and above	6 0

2. Deferred pay will be accumulated and paid on discharge at the following rates :—

	Per week
	s. d.
Midshipman (A)	7 0
Sub-Lieutenant (A)	14 0

3. *Marriage and children's allowance will be payable to commissioned officers at the rates laid down in A.F.O. 2251/41.

*N.B.—The minimum rate of pay and allowances to be received by married personnel of the New Zealand Naval Forces has been fixed at £230 8s. 1d. per annum, and if an officer or rating's total emoluments, calculated at the rates set out above, is less than £230 8s. 1d. per annum, an additional allowance will be paid to the officer or rating concerned to bring his total emoluments up to that figure (see A.F.O. 442/42).

4. New Zealand naval personnel credited with full pay at New Zealand rates are required to declare an allotment payable in New Zealand (in New Zealand currency) of not less than the following daily amount from the 6th March, 1941 :—

	Per day
	s. d.
Captain	8 0
Commander	7 6
Lieutenant Commander	6 0
Lieutenant	5 0
Sub-Lieutenant	2 0 (3s. 6d. up to 1st April, 1942)
Commissioned Officer from Warrant Rank and	
Warrant Officer	5 0
Chief Petty Officer and Petty Officer	5 0
Leading Seaman and A.B.	4 6
Ordinary Seaman	2 0

Where personnel are married the full amount of marriage and children's allowance is to be added to the above scale.

Allotment may be paid to a dependant, friend, a bank account, or other suitable payee.

The above provisions are not applicable to loaned personnel or where wives and/or children are not resident in New Zealand and it is desired to allot to them, provided wives left New Zealand before the 3rd March, 1941.

(A.F.Os. 2702/37, 2250/41, 2251/41 and 442/42.)

**3217.—Foreign Service Personnel—Notification of Admission to and
Discharge from Hospital**

(M.D.G. 29336/42.—9.7.1942.)

When a member of the Allied Navies is admitted to or discharged from a R.N. Hospital or Sick Quarters, a notification is to be sent to the Foreign Relations Department of the War Organisation of the British Red Cross Society and Order of St. John, Warwick House, St. James's, London, S.W.1, in order that the Allied Red Cross Society concerned may be informed.

3218.—Accounts of Tenders—Transfer Between Bases Abroad

(M. 08725/42.—9.7.1942.)

In order to reduce the difficulties which are liable to arise in the case of tenders transferred to and from the United Kingdom and stations abroad, or from one station abroad to another, the following procedure is to be adopted whenever practicable.

2. Pay accounts should be closed to as near the date of sailing as possible and victualling accounts closed to the end of the previous month, the ship's companies being borne for victuals in the ledger of the new parent base from the beginning of the month in which the pay accounts are transferred.

3. Accounts and documents relating to the ledger, provision, loan clothing and mess trap accounts should be despatched to the new accounting base on board the vessel whenever possible, and details of the dates to which accounts have been closed should be communicated both to the tender and to the new accounting base. The form at the end of this A.F.O. is suggested as suitable for the purpose.

4. Tenders should be provided with sufficient contingent money to cover their estimated requirements for wages and provision purchases until their arrival at the next naval base where further supplies of cash can be obtained. Should the vessel have insufficient money on board for the above purposes on arrival at an intervening port where there is no naval accounting officer, the necessary funds should be obtained from the local consul or other Admiralty agent and taken on charge in the contingent account.

Specimen Form

TRANSFER OF ACCOUNTS OF TENDERS

From The Accountant Officer, H.M.S.

Date

To The Commanding Officer, H.M.S.

To The Accountant Officer, H.M.S.

(Copy to each.)

The accounts of have been closed in and transferred to as follows :—

(a) *Pay Accounts* borne to194.... inclusive
 Climate pay has been credited to194.... inclusive
 Hardlying money has been credited to194.... inclusive
 Tropical allowance has been credited to194.... inclusive
 Extra pay for breadmaking has been credited to194.... inclusive

- (b) *Victualling Accounts* closed to194..., inclusive
 (c) Cash adjustments on messing statements have been made to194..., inclusive
 (d) Balance of contingent account (£) will be transferred separately to new accounting base.

*2. The accounts and documents relating to ledger, provision, loan clothing and mess traps accounts are either being despatched to new accounting base on board the vessel, or will follow by first opportunity.

The schedule of allowances is forwarded with the pay documents.

3. In the absence of special directions to the contrary, all accounts and returns due to be rendered to the depôt ship are henceforth to be sent to new accounting base.

Accountant Officer.

* Delete whichever does not apply.

***3219.—Travel to Eire—Personnel Proceeding on Leave—Wearing of Plain Clothes**

AFO 2491/43

(N.L. 5978/42.—9.7.1942.)

Attention is again drawn to the Regulations regarding travel to Eire by Service personnel proceeding home on leave.

2. It has come to notice that it has recently been the practice for personnel travelling to Eire via Northern Ireland to attempt to leave this country in uniform and when questioned by the Security Officers to state that they intend to change into plain clothes at Belfast. This is not permitted and personnel proceeding to Eire (whether or not they propose to travel through Northern Ireland) must embark in plain clothes.

3. Personnel whose homes are in Eire are permitted to keep a small supply of plain clothes in their ships for the purpose of travelling in them when proceeding home on leave.

4. Particular attention is drawn to the fact that if the requirements of this Order are not most strictly carried out, personnel are liable to be prevented from embarking for Ireland and returned to their ships.

(A.F.Os. 28/42 and 2853/42.)

***3220.—Travel to the Isle of Man—Times of Sailings**

(N.—9.7.1942.)

On and after Friday, 3rd July, 1942, the times of sailings to and from the Isle of Man will be amended as follows:—

From Douglas to Fleetwood 9 a.m.
 From Fleetwood to Douglas 12.15 p.m.

2. A.F.O. 2222/42 should be amended accordingly.

(A.F.O. 2222/42.)

3221.—Private Motor Vehicles used on Official Business—Revised Scheme of Mileage Allowance for Naval and Civil Personnel

(C.E. 8626 42.—9.7.1942.)

Consideration of the question of securing a special type of car insurance policy for "authorised users" who do not receive petrol for private purposes (i.e. category (a) users) has been abandoned. The second sub-paragraph of paragraph 6 of A.F.O. 2743/42 is therefore cancelled. Insurance companies have, however, agreed to a general reduction of 10 per cent., and in some cases 20 per cent., in the premiums for car insurance policies after the end of June, 1942. Accordingly, the annual allowances set out in paragraph 7 of A.F.O. 2743/42, payable to staff who are

authorised users of their private cars on official business, have been revised and the under-mentioned amounts should be substituted for those stated therein:—

H.P. of Car	Annual Allowance
Up to and including 8 h.p.	£19
Over 8 and up to and including 10 h.p.	£21
Over 10 and up to and including 14 h.p.	£23
Over 14 h.p.	£25

The foregoing allowances are not payable to naval officers in category (a) to whom the provisions of A.F.O. 2743/42 as amended by A.F.O. 3103/42 apply.

"Casual users" of private cars on official business

2. The provisions of paragraph 2 of A.F.O. 2743/42 restricting mileage allowance to "authorised users" have been modified, and where it is necessary on occasions for an officer, who is not eligible for inclusion in the list of "authorised users", to travel in his private car on official duty, which could not be undertaken by using public means of transport, he may be paid mileage allowance on the following scale:—

H.P. of car	Mileage allowance	
	Mileage up to 250 miles in a calendar month.	Mileage in excess of 250 miles in a calendar month.
	(Rate A)	(Rate B)
Up to and including 8 h.p.	4½d.	2½d.
Over 8 and up to and including 10 h.p.	5½d.	2½d.
Over 10 h.p.	6d.	2½d.

Only in exceptional circumstances should the official mileage of a "casual user" exceed 250 miles in one month. The above rates may be applied to unpaid members of committees who are required to use their private cars on official business.

Heads of Departments or Establishments should satisfy themselves that travel by car is essential before granting permission for a journey to be undertaken by this means of transport.

Use of cars of voluntary workers, Mechanised Transport Corps, Women's Voluntary Service, etc.

3. Arrangements are being made by the Ministry of Home Security to set up pools of volunteers' cars in each region to meet emergency requirements. The pools, which will be under the control of the Regional Commissioners, will also be available for day-to-day requirements for official business. Details of the scheme will be issued shortly, together with a list of the local controlling centres to which applications for cars should be made. Until the pools are organised mileage allowance may be paid at the rates given in paragraph 2 above. Volunteers should be informed that payment on this basis is a temporary arrangement and that they should, if they so desire, apply for enrolment in the local pool on which the establishment will draw when the new scheme is in operation. The provisions of A.F.O. 1859/42 are amended accordingly.

Civilian staff who are members of Home Guard or Civil Defence Units

4. Arrangements are being made to ensure that where staff receive the allowances prescribed in A.F.O. 2743/42 (as amended by paragraph 1 of this Order) a suitable adjustment is effected in any allowances payable for the use of their cars on Home Guard or Civil Defence duties.

Transport of cars by rail and restriction in use of cars

5. Attention is drawn to paragraph 2 of A.F.O. 1842/41 which directs that only in special circumstances should long journeys (e.g. those in excess of 40 miles) be made by car.

6. Normally such journeys should be made from point-to-point by rail, arrangements being made for a car to be provided by the nearest Admiralty M.T. pool, or by hire for the local journeys.

7. When an officer is transferred on detached duty or from one station to another, and permission has been granted for the use of his car for official duty, consideration should be given to the transport of the car by rail instead of providing petrol coupons in accordance with paragraph 4 (viii) of A.F.O. 3001/40.

Northern Ireland

8. The O.H.M.S. certificates in lieu of excise licences (*see* paragraph 5 of A.F.O. 2743/42 and the appendix to that order) are valid in Northern Ireland, and the provisions of A.F.O. 2743/42, 3103/42 and this order apply to staff employed there.

(A.F.Os. 3001/40, 1842/41, 1859/42, 2743/42 and 3103/42.)

3222.—Advice of Cash Account Being Passed

(D.N.A. 11193/42.—9.7.1942.)

As a result of war conditions it has become necessary to modify the operations of the Cash Account Branches of the Directorate of Navy Accounts.

2. There will not in future be any definite date at which it can be said that cash accounts have been passed as the examination will be a continuing process and observations on discrepancies or errors will be addressed to Accountant Officers and Cashiers as necessary. Every endeavour will continue to be made to deal with these matters as expeditiously as possible.

*3. The formal advice of account being passed (D.N.A. Form No. 133a) will not be sent in future.

3223.—W.R.N.S.—Correctors of O.U. and B.R. Publications

(N./M. 05852/41.—9.7.1942.)

Where W.R.N.S. ratings are allowed specifically for the correction of O.U. and B.R. publications, their grading will be governed by the scale promulgated in A.F.O. 4308/40 if their numbers are 12 or under. For increases above 12, one Leading Wren will be allowed in every complete six; where this allows two or more Leading Wrens, one will be a P.O. Wren.

2. These correctors will be treated in every other respect as C.B. correctors.

(A.F.O. 4308/40.)

3224.—W.R.N.S.—Representation of Grievances

(N.L./N. 8280/42.—9.7.1942.)

The attention of W.R.N.S. personnel is called to the correct method of making representations concerning complaints as laid down in paragraph 13 of the Disciplinary Regulations.

2. It is an offence against W.R.N.S. discipline to seek redress or ventilate a grievance by any other means than those thus authorised; for example, it is an offence to solicit the influence of persons in positions of authority or to write to newspapers or other periodicals on such matters.

***3225.—Naval Salvage Money—Distribution**

(D.N.A. 3A/N.L.14323/40.—9.7.1942.)

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

Award for the salvage of S.S. "Helena Margareta" by H.M.S. "Weston" during the period 31st October, 1940, to 1st November, 1940.

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

	£	s.	d.
1st Class	39	1	8
5th Class	13	0	7
6th Class	9	15	5
7th Class	7	16	5
8th Class	6	10	3
9th Class	5	4	4
10th Class	3	18	2
11th Class	3	5	1
12th Class	1	19	2
13th Class	1	6	0

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

3226.—Medical Attendance etc., by Civilian Practitioners—Head of Charge

(W.G.F. 344/42.—9.7.1942.)

As a measure of accounting convenience for the remainder of the war period, all payments to civil practitioners for medical attendance or dental treatment of naval and civilian personnel, where the cost is properly chargeable to public funds, are to be classified to Vote 3 I. Where payments are also involved for the supply of dentures or spectacles these are to be charged to Vote 3 H.

2. The arrangements are to take effect as from 1st April last, but no adjustment should be made in respect of charges already classified to other Navy Votes.

3227.—Treatment of V.D.

(M.D.G. 38469/41.—9.7.1942.)

Attention is drawn to the necessity of S.576 and S.576A being available on drafting.

2. Particular attention is called to C.A.F.O. 103/42 on the use of S.576(A).

(C.A.F.O. 103/42.)

3228.—Anti-Malarial Prophylaxis—Drugs to be Used

(M.D.G. 33627/42.—9.7.1942.)

When medical officers think it necessary to use a drug for the prophylaxis of malaria, mepacrine hydrochloride (atebrin, quinacrine) should be given when available, in order to conserve stocks of quinine.

2. The necessity for prophylaxis is to be considered critically, as it is essential that there should be no wastage whatsoever of any anti-malarial drug.

3229.—Spectacles—Supply at Military Optical Centres

(M.D.G. 17598/42.—9.7.1942.)

Arrangements have been made with the War Office for the supply of spectacles to Naval and W.R.N.S. personnel at various Military Optical Centres, a list of which is given below.

2. The Mark III pattern spectacles only will be supplied at these Centres.

3. These facilities should be used in lieu of existing local arrangements from Commercial Sources provided undue inconvenience or delay will not arise,

List of Centres:—

Belfast	...	Military Hospital, Stranmillis, 28 Malone Road, Belfast.
Kirkwall	...	Military Hospital, Kirkwall.
Inverness	...	Military Optical Centre, 2 South Side Road, Inverness.
Aberdeen	...	Reception Station, Gordon Barracks, Aberdeen.
Edinburgh	...	Military Hospital, Edinburgh.
Newcastle	...	Military Hospital, Newcastle.
London	...	Queen Alexandra Military Hospital, Millbank.
Plymouth	...	Old Military Families Hospital, Plymouth.
Newquay	...	Camp Reception Station, Newquay.
Cardiff	...	Military Hospital, Cardiff.

***3230.—Postal Orders—Extension of Period of Validity**

(D.N.A. 8940/42.—9.7.1942.)

K.R. & A.I., Article 1778, clause 26, provides for the collection of additional poundage on postal orders cashed more than 6 months after the last day of the month of issue.

2. This period is now extended to 9 months in the case of orders cashed in H.M. ships in foreign waters; but a postal order more than 6 months old should bear an undertaking by the payee in the following terms:—

"I agree to refund the amount of this Order in the event of payment having been already, or being at any time hereafter, made by means of a duplicate order. I also understand that in the event of direct refund not being made by me within a reasonable time of the facts being brought to my notice, the above amount may be deducted from my Naval pay."

(K.R. & A.I., Art 1778 (26).)

3231.—Exposed X-Ray Films—Retention

(M.D.G. 33030/42.—9.7.1942.)

X-ray films to which reference is made in medical documents should as a general rule be retained for record purposes for the same period as bed tickets (*viz.*, 40 years). There is no objection to their being cut under medical supervision to facilitate stowage.

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

3232.—Director Firing System—Director Firing Gear—Lubrication of

Ships, Dockyards, and Overseers concerned

(G. 06250/42.—9.7.1942.)

In order to assist officers of ships supplied with new items of director firing gear to maintain the gear in good condition, manufacturers have been instructed to forward lubrication charts to the Commanding Officers concerned at the time gear is despatched. This will apply to all gear delivered after 1st September, 1942.

2. Where gear is not allocated to any particular ship and is despatched to dockyards or stores, the lubrication chart will be forwarded to the authority to whom the gear is consigned. On issue of such gear to ships, this chart should be forwarded to the Commanding Officer of the ships concerned.

3. Commanding Officers should ensure that such lubrication charts are received when new director firing gear is fitted.

4. Commanding Officers are to ensure that all director firing gear fitted in ships under their command is correctly lubricated. It is a fundamental principle of engineering that before putting any piece of machinery into service, the correct lubrication of that machine is checked. Cases have occurred where after several months in service reports have been made that certain items of director firing gear were found to be defective owing to the fact that no lubrication of the affected part had ever been made. If the above principle had been observed, such results would not have arisen.

3233.—Rangefinder, Type U.K.4, on Mounting, Type M.K.I—Fixed Windscreen—Access Aperture to Blower Unit of Window Cleaning, etc., Equipment—A. and A.

Ships concerned.

(G. 019247/41.—9.7.1942.)

To facilitate fitting and maintenance of the blower unit of the window cleaning, air disturbing and desiccating equipment as provided for rangefinder, type U.K.4, on mounting type M.K.I, an access aperture should be cut and a cover fitted in the fixed windscreen as shown on A.F.O. Diagram 172/42. Suitable securing arrangements should be fitted to allow ready removal of the cover.

2. Ships concerned should insert an item, Classification "A," in their current list of A. and A. to cover the work involved. This work should be carried out by Repair Ships or Dockyards.

(*This Order should be retained until complied with.*)

3234.—Gun Mountings, 5·25-in. Marks I and II—Overflowing of Oil Tanks

H.M. Ships "King George V", "Duke of York", "Dido", "Euryalus", "Phoebe", "Sirius" and "Cleopatra."

(G. 07205/42.—9.7.1942.)

From sea experience with 5·25-in. H.A./L.A. mountings, Marks I and II, it has been found that, with the mountings on the fore and aft line, and the ship heeling, oil overflows from the lower oil supply tank, through the overflow pipe to the saveall below the tank.

2. With 35 gallons of oil (30-in. on dipstick) in each tank and with the ship listed up to 15 degrees, this can be prevented by extending the overflow pipe towards the underside of the gunhouse roof, and providing it with an inverted "U" bend, then leading it to the saveall under the tank.

3. Arrangements have been made for this modification to be included in the mountings of ships not yet in service.

4. The work of modifying the existing overflow pipes and the provision and fitting of the new extension pipes in the mountings of the above ships should be carried out by ship's staff to the particulars as shown on A.F.O. Diagram No. 170/42.

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

3235.—Gun Mountings, 0·5-in., Mark V, Ammunition Links—Fouling Between Guns and Trunnions

Ships concerned, including Coastal Force Craft

(G. 3882/42.—9.7.1942.)

Reports have been received with regard to the jamming of 0·5-in. ammunition links between the gun feed-blocks and the inner trunnion faces of 0·5-in., Mark V mountings, the jams occurring chiefly on loading, but sometimes during firing.

2. This defect can be overcome by fitting steel plating $\frac{1}{32}$ -in. thickness, in the form of a bridge-plate, across the small gap which exists between the gun feed-block and the inner trunnion face, the bridge being brought through to the outer face of the trunnion, turned down through approximately 90°, and secured by 2 in No. $\frac{3}{16}$ -in. steel screws. $\frac{3}{16}$ -in. screwed holes are to be tapped in the outer trunnion face as required.

3. Ships' staffs of ships and coastal force craft concerned are to carry out the work outlined in paragraph 2 at the earliest opportunity, assistance of base staffs being obtained as necessary.

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

3236.—Guns, 5·25-in.—Precautions Against Accidents

(N.L. 7728/42.—9.7.1942.)

An accident recently occurred in a 5·25-in. turret during a H.A. practice firing, using H.A. practice projectiles, fuzed, No. 401, and reduced charges. A shell and one unfired cartridge fell into the gun-well, and the cordite from the cartridge became ignited.

2. Investigation into the circumstances leading up to the accident revealed the following facts:—

When one of the guns was being loaded, the tray was withdrawn before the rammer had completed its stroke; the breech was thus being held open by the catch, retaining, breech block open, but the cartridge was not held by the catch, retaining, cartridge. This resulted in the cartridge and projectile falling into the gun-well, the lid of the cartridge fell off and the cordite was thrown out of the case. The primer was not fired, but the ejected cordite became ignited.

3. A report was subsequently received from another ship that during the firing of a fleet barrage exercise at sea, a bright blue and yellow flame was observed in the empty cartridge case as it fell into the well. On reaching the bottom, a small quantity of lubricating oil, which had leaked from the pump above, became ignited.

This fire was extinguished by means of a foamite extinguisher, and caused no damage to personnel or material. In this case the fire was small, but its occurrence emphasizes the danger which may arise from an accumulation of oil.

4. In view of this further report it is considered that the probable cause of the cordite fire in the first of these accidents was that a hot cartridge case (or the incandescent gases remaining in the case as it fell) ignited the oil in the gun-well and that this in turn ignited the cordite thrown out of the unfired round. The possibility of direct ignition of the ejected cordite due to contact with a fired case from a previous round cannot entirely be dismissed, as recent determinations of the temperatures of fired cases show that on firing the temperature at the mouth of a 5.25-in. case reaches 250° C., which is sufficient to bring about the ignition of cordite S.C.

5. Whatever may have been the actual cause of the ignition of the cordite, the lessons to be learnt are quite clear. They are:—

- (a) Care must be taken to ensure that a full ramming stroke is made and that the cartridge retainer takes over the rim of the cartridge case before the loading tray is withdrawn. Attention was called to this in Admiralty Message No. 0105A/21st March.
- (b) A better method of securing the lids of 5.25-in. cartridge cases is required. Trials to produce an improved design are in hand.
- (c) The extreme importance of inspecting the gun-well, particularly before firing, and of keeping it as free as possible from oil.

3237.—Guns, O.B.L.—Obturator Pads

(G. 018722/42.—9.7.1942.)

In a recent instance heavy scoring of the breech threads of a B.L. gun occurred and it was found on inspection that the obturator pad was considerably over plan size.

2. When obturators are examined at quarterly stripping of breech mechanisms in accordance with O.U. 6184/1930, paragraphs 34 (b) and 26, the thickness of the pad should be gauged, and if oversize the pad should be pressed.

3. Where difficulty is experienced in pressing a pad to plan size, immersion of the pad in its press in boiling water for about 3 days, screwing hard down on the press every 24 hours, has been found effective.

(O.U. 6184/30.)

3238.—O.Q.F. 4-in. Mark XVI*—Error in Memorandum of Inspection

(C.I.N.O. 5993/42.—9.7.1942.)

An error has been made in the dimension "Breech Face to 1-in. from C. of R." given on pages 10 and 11 of the Memorandum of Inspection of the barrels relating to the following Q.F. 4-in. Mark XVI* guns:—

S.4989	S.5009	S.5024	S.5039	S.5725
S.4992	S.5010	S.5025	S.5040	S.5726
S.4993	S.5011	S.5026	S.5041	S.5727
S.4996	S.5012	S.5027	S.5042	S.5729
S.4997	S.5013	S.5028	S.5043	S.5730
S.4998	S.5014	S.5029	S.5044	S.5731
S.4999	S.5015	S.5030	S.5045	S.5733
S.5001	S.5016	S.5031	S.5047	S.5734
S.5002	S.5017	S.5032	S.5717	S.5735
S.5003	S.5018	S.5033	S.5718	S.5737
S.5004	S.5019	S.5034	S.5719	S.5738
S.5005	S.5020	S.5035	S.5720	S.5739
S.5006	S.5021	S.5036	S.5721	S.5741
S.5007	S.5022	S.5037	S.5723	S.5747
S.5008	S.5023	S.5038	S.5724	

For all the above guns in ships the dimension should be amended by ship's officers by deducting 10.5-in. from the figure given.

2. For guns in R.N. armament depôts, the amendment should be made by depôt officers.

3239.—Ordnance, Q.F., 2-pdr. Guns—Gauge Plug Bore Low Limit for Provisional Condemnation—Nomenclature and Stamping

(A.S. 8398/42.—9.7.1942.)

Consequent on the introduction of Q.F., 40 mm. guns into Naval service, the nomenclature of gauges plug bore low limit for P.C., Q.F., 2-pdr. guns, Mark I, is to be amended to "Gauges plug bore low limit for P.C., Q.F., 2-pdr. and 40 mm. guns Mark I."

2. The stamping on all gauges in ships and in store is to be amplified to include "and 40 mm." The work should be done by R.N. Armament Depôts, and Officers in Charge of Armament Supply as opportunity offers.

3240.—Guns, Machine, 0.303-in. Bren—100-Round Magazine Equipment Allowance

(A.S./G. 2526/41.—9.7.1942.)

In addition to existing 30-round magazines, 100-round magazines with equipment will be issued as shown below for use with 0.303-in. Bren guns when used for A/A fire:—

Battleships and battle cruisers ... 2 equipments per ship for Royal Marines.
Other ships carrying Royal Marines armed with Bren guns 1 equipment per ship for Royal Marines.
Royal Marine establishments ... 1 equipment for every two guns held.

2. Each set of equipment will consist of 4 100-round magazines, 1 bracket to carry magazine on gun, 1 handle winding, 1 chest equipment.

3. Ships and establishments should demand the quantities allowed from the nearest N.A. Depôt or O.C.A.S.

4. Stores are on order, and N.A. Depôts should forward intermediate demands for the quantities required to D.A.S. (Branch A).

5. Naval Proportion Book will be amended.

3241.—Guns, Machine, Lewis, 0.30-in.—Allowance of Magazines

Coastal Force Craft

(A.S./G. 1480/41.—9.7.1942.)

Magazines allowed for 0.30-in. American Lewis guns mounted in coastal force craft are to be increased from 5 to 10 per gun when the full allowance of ammunition is supplied.

2. The Naval Proportion Book will be amended.

3242.—Guns, Machine, Oerlikon, 20 mm.—Protection of Sights

(G./A.S. 7072/42.—9.7.1942.)

Attention is drawn to the need for care to protect the sights of Oerlikon machine guns from damage by gun covers, heavy weather, blast, etc.

2. A sight box to take the complete sight assembly, including the sight bracket, is allowed for and is supplied with each gun. The spanner for detaching the 200-knot sight from the gun is in the box. No spanner is needed for 300-knot sights, which are quickly detachable.

3. Sight boxes for guns exposed to seas and blast should be secured in protected positions near the guns. The remaining boxes may be kept on board for use during refits at ports where guns are not required to be manned and for landing party purposes, or landed at the discretion of the Commanding Officer. Return Notes should quote this order.

4. When conditions admit and particularly where guns are exposed to heavy weather or blast, sights should be removed from guns and stowed in the boxes. In any case, when not in use sights should be turned down by slacking off the clamping screw at the top of the sight bracket to release the sight bar, as specified on page 9, paragraph 17, of B.R. 274/41—Handbook and Drill. The 200-knot sights turn down to the Left and the 300-knot sights to the Right.

(B.R. 274/41.)

3243.—0.5-in. Twin Colt Equipment—Firing Step and Pedestal*D.E.M.S.*

(D.N.O. (W.O.) 136/42.—9.7.1942.)

A.F.O. Diagram 169/42 shows the arrangement of portable firing step and pedestal required for the 0.5-in. twin Colt equipment which is to be supplied and fitted by the shipbuilder. The firing step is designed so that it may be bolted to the standard Oerlikon ramp and can easily and quickly be removed when the Colt is replaced by an Oerlikon.

2. Alternatively, a wood structure may be fitted as a temporary expedient where delay might be involved in fitting the fabricated step.

3. The above arrangements apply to twin Colt equipments requiring a 4 ft. 9 in. working radius. These arrangements do not apply to Colt equipments requiring a 3 ft. 4 in. working radius.

3244.—Bombardment Spotting Boxes—Transfer from Subhead F, item 3A to Item 1B

(N.S. 606/41.—9.7.1942.)

New design bombardment spotting boxes have been allocated, Pattern 10632. It is not proposed to allocate a pattern number to boxes at present in service. Bombardment spotting boxes are in future to be dealt with under Subhead F, item 1B, instead of under Subhead F, item 3A, as at present. The Rate Book will be amended accordingly.

2. Fifty-three boxes are on order from Messrs. Elliott Bros. under the under-mentioned contracts:—

42 No. C.P. 4D/29470/41/F.890 dated 11th August, 1941.

11 No. C.P. 4D/64988/41/F.890 dated 21st August, 1941.

but it is not expected that delivery will commence before October, 1942.

3. The Sea Store Establishments concerned will be amended.

3245.—Cases, Cartridge, No. 73—Supply for B.L. 6-in. Mark XII Guns

(A.S. 7829/42.—9.7.1942.)

When B.L., 6-in., Mark XII guns are outfitted with supercharges (34½ lb. S.C. 150), cases, cartridge, No. 73 are to be supplied instead of the cases, cartridge, No. 56 allowed at present for 6-in. Mark XII guns.

2. The number of cases, cartridge allowed is unaltered.

3. Naval Proportion Book will be amended.

3246.—Cordite—Landing—Destruction

(A.S. 6792/42.—9.7.1942.)

All cartridges containing cordite of the following lots and sub-lots on board sea-going ships are to be landed before 31st August, 1942:—

Lot No.	Size	Lot No.	Size
R.N. 2742	19 M.C.	R.N. 2749	19 M.C.
R.N. 2743	19 M.C.	R.N. 2829XD	4½ M.C.
R.N. 2744	19 M.C.	R.N. 2829YXD	4½ M.C.
R.N. 2745	19 M.C.	R.N. 2864R	7½ Mark I
R.N. 2746	19 M.C.	R.N. 2865R	7½ Mark I
R.N. 2747	19 M.C.	R.N. 2866R	7½ Mark I
R.N. 2748	19 M.C.		

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

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

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

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

3247.—Ammunition, Q.F., 2-pdr., Marks II* C and VIII Guns, 20-mm. Machine Guns and all 0.5-in. Machine Guns—Exposure to Weather—Use of Cooper's Grease—Periodical Proof at Sea—Return of Defective Ammunition.

(G. 1422/42.—9.7.1942.)

Sea trials have been carried out with very successful results with links lightly coated inside and outside, and ammunition lightly coated all over the outside, with Cooper's grease. It was found that such ammunition left in the gun-ready positions for four weeks was, notwithstanding the appearance of some rust and corrosion, in a fit and serviceable condition for firing.

2. All ships and establishments should arrange that during war and emergency the ammunition, 2-pdr., and 0.5-in., actually on 0.5-in. and 2-pdr., Marks VIII and II* C guns, is lightly coated all over the outside of the links, and outside of the ammunition with Cooper's grease and that, as far as may be possible, the grease is applied on that part of the ammunition covered by the links, using a painter's tool or other suitable brush. Ammunition supplied linked should not be unlinked for this purpose and the grease application is only to be applied to ammunition which may be expected to be exposed on the guns to weather conditions for a protracted period.

Note.—20-mm. Oerlikon and Hispano machine gun ammunition must always be lightly coated with Cooper's grease No. 4 before being loaded into the gun magazines, otherwise short recoils and/or separated cases will occur.

3. In the case of ammunition supplied unbelted in bulk, the links should be lightly coated inside and outside and the ammunition lightly coated all over the outside with Cooper's grease, before being belted up, when it is expected to be exposed on the guns to weather conditions for a protracted period.

Climatic trials are in progress to ascertain whether it will be possible to supply packed and linked ammunition from naval armaments depôts already lightly coated with Cooper's grease.

4. A report has been received from the Fleet in which 0.5-in. Vickers III guns have failed to function correctly owing to excessive Cooper's grease on the ammunition. Trials have established that excessive greasing of the ammunition is always productive of No. 3 stoppages. Attention is, therefore, drawn to the need for care in the use of Cooper's grease and of wiping surplus grease off the belts before placing them on the mountings.

5. On no account is the ready use ammunition 2-pdr., 20-mm. or 0.5-in., to be lubricated except lightly with Cooper's grease No. 4.

6. As much protection as possible, from both sun and bad weather, at all times should be given for 2-pdr., 20-mm., and 0.5-in. ammunition at gun positions by extemporised shelter, capable of speedy removal.

7. At the end of four weeks, or earlier if the appearance of the ammunition gives cause to doubt its serviceability, a few rounds should be fired from each barrel to test the functioning of the cartridge and the fuze.

The number of rounds to be fired should normally be:—

2-pdr. guns	14
20-mm. guns	10
0.5-in. guns	10

The firing, in the case of the 2-pdr. and 20-mm. guns, should be at low elevation so that the fuze can be seen or heard to function on the water, bearing in mind that at small angles of entry it is possible that the 20-mm. fuze may not function.

When muzzle covers are in place, they should be removed before firing.

8. If the above proof has been correct the following action should be taken:—

2 pdr. guns.

Unload the gun. Link two practice rounds on to the front of the next belt. Load a new belt on to the rails at the outboard end and clip on. Load the gun and replace the muzzle cover.

A record should be kept of the date that each belt was loaded on to the rails, vide paragraph 9 below.

20-mm. guns.

Remove the magazine and unload it. Clean and re-grease the ammunition. Reload the magazine, starting with new rounds (normally 8) and finishing with two new practice or practice tracer rounds. Load the magazine on to the gun and replace the muzzle cover.

0.5-in. guns.

Normal maintenance only.

9. In the event of the proof *not* being correct the following action should be taken:—

2-pdr. guns.

Remove from the gun all belts that have been on the gun as long as the belt which failed and return the ammunition at the first convenient opportunity to the nearest Naval Armament Depot for examination. If more recently loaded ammunition remains on the gun, test it for functioning as in paragraph 7 above. Reload the rails as necessary with fresh ammunition.

Finally leave the gun so that the next firing will start with two practice rounds.

20 mm. guns.

Remove the magazine from the gun, unload it and return the ammunition at the first convenient opportunity to the nearest Naval Armament Depot.

Reload the gun with a fresh magazine in which the first rounds to be fired should be practice or practice tracer.

Reload the old magazine with fresh ammunition.

0.5-in. guns.

Remove the drum, pan, or box, unload it and return the ammunition at the first convenient opportunity to the nearest Naval Armament Depot.

Reload the mounting and drum, pan, or box.

10. All ammunition returned to Naval Armament Depôts under the terms of paragraph 9 above should be clearly marked to show that it has been kept on gun mountings and with the number of this Order. Forms S.1148(i) and (j) should also be forwarded.

This ammunition is then to be subjected to the inspection normal to ammunition suspected of failure at sea.

11. The periods for which ammunition may be permitted to remain loaded on guns are:—

2-pdr. guns.

Indefinitely subject to the monthly proofs laid down in paragraph 7, which will, in fact, limit the period according to the number of rounds carried on the rails.

20-mm. guns.

Four months.

Proofs are to be fired monthly (*vide* paragraph 7) for the first three months.

At the end of the fourth month the magazine is to be removed, unloaded and the ammunition returned to Naval Armament Depot.

0.5-in. guns.

Four months.

Proofs are to be fired monthly (*vide* paragraph 7), the belt getting progressively shorter.

At the end of the fourth month the belt is to be removed and the ammunition returned to Naval Armament Depot.

12. None of the ammunition referred to above is completely oil or water-tight and officers should therefore fully exercise their discretion in ordering proofs at more frequent intervals as they may consider necessary.

(*A.F.Os. 4633/41 and 5527/41 are cancelled.*)

3248.—Catapult Aircraft, D.III.H. and D.IV.H.—Valves, Release, Mark IV—Modification

(A.S. 7926/42.—9.7.1942.)

<i>Catapult aircraft</i> ...	...	D.III.H. and D.IV.H.
<i>Parts affected</i> ...	...	Valve, release, Mark IV:—
		(a) Valve.
		(b) Valve cylinder.
		(c) Valve nut.
<i>Nature of modification</i> ...	...	Removal of metal from parts (a), (b) and (c).
<i>Purpose</i> ...	...	To provide larger working clearances and so prevent jamming of valve.
<i>Instructional print</i> ...	...	N.O.D.2198/197.
<i>By whom to be done</i> ...	...	Royal Naval armament depôts.
<i>Degree of urgency</i> ...	...	Valves, release, Mark IV, in service, at the first opportunity; those in store, before issue.

3249.—Optical Instruments—Maintenance of—Issue of Instructional Pamphlets

Dockyards, Ships and Bases concerned.

(G. 5835/41.—9.7.1942.)

Two pamphlets—0/6079/2 and 0/6079/3—are being supplied for information regarding the stripping of all types of small optical instruments used for gunnery purposes, and information regarding the fitting of desiccator connections.

2. Pamphlet 0/6079/2—*Desiccation of Gun Sighting Telescopes.*—This pamphlet, which will be supplied to the dockyards listed below, gives the necessary details and modifications required for making and fitting desiccating unions to gun sighting telescopes and certain binoculars. This work should be done whenever these instruments are returned to the dockyards for cleaning or repair.

The dockyards concerned are—

Portsmouth.	Gibraltar.	Sydney.
Devonport.	Alexandria.	Durban.
Chatham.	Bombay.	Colombo.
Rosyth.	Simonstown.	New Zealand.
Malta.	Bermuda.	Halifax.

3. Pamphlet 0/6079/3—*Maintenance of Gun Sighting Telescopes and Binoculars*—This pamphlet gives detailed instructions for the dismantling, desiccating, and cleaning of gun sighting telescopes and binoculars and will be distributed as follows:—

- To dockyards mentioned in paragraph 2 above.
- To all capital ships, aircraft carriers, cruisers (including A.A. cruisers) and destroyer leaders.
- To bases, depôts and repair ships where Ordnance Artificers (O) are borne.
- Three copies to "Excellent" and two copies to each of Chatham and Devonport Gunnery Schools.

4. The pamphlets will be supplied by Admiralty without demand and should be taken on charge with the drawings supplied on the gunnery fixture lists.

3250.—Holman Projector, Mark III, Drill—Method of Loading and Extraction

(C.I.N.O./A.S. 7510/42.—9.7.1942.)

Attention is drawn to the fact that the Holman projector, Mark III, is not intended to eject the cartridge after firing, although ejection sometimes occurs due to pressure being locked in the case when the breech opens.

2. After loading, the shuttle should be left at the breech end of its slide. On firing, the breech flies over and brings the cartridge in line with the shuttle.

3. The shuttle should then be withdrawn, thereby extracting the cartridge. The projector is then ready for re-loading.

4. If the shuttle is left in the open position after loading, on moving it forward to extract the cartridge, there is a tendency to push the expanded case back into the breech, and it is then very difficult to extract.

3251.—Ex-U.S.A. Torpedo Tubes—Modification to Firing Gear

"Town" Class Destroyers and Type "B" Fairmile M.Ls.

(T. 01476/42.—9.7.1942.)

To ensure that the top stop on ex-American torpedo tubes does not lift prematurely through faulty engagement of the latch bolt in its bush, the latch bolt is to be modified and the precautions observed as shown on A.F.O. Diagram No. 171/42.

2. The work should be carried out by Depot Staffs.

3252.—Torpedo Stores—Doors, Light and Heavy, for Torpedoes

(A.S. 2303/42.—9.7.1942.)

The following items, viz. :—

Doors, heavy, for use with war and blowing heads, 21-in., Marks IX-IX**,

Doors, light, for use with collision heads, 21-in., Marks IX-IX**,

Covers, for ballast pockets in A.B., 21-in., Marks IV-IV*, heavy weight, light weight,

are to be regarded as part of the torpedoes and not as components of separate charge.

2. Care is to be taken to ensure that 21-in., Marks IV and IX type torpedoes are always accompanied by the appropriate doors and/or covers.

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

3253.—Aircraft Depth Charges—Introduction of Tools

(A.S. 02556/42.—9.7.1942.)

The following tools have been introduced for issue to H.M. ships carrying aircraft and Naval Air Stations for which depth charges, Mark VII, and/or depth charges, Mark VIII, are supplied, viz. :—

Spanner, box, securing, tails, Stamp No. 6254.

Spanner, securing, nut, Stamp No. 6276.

Tool, withdrawing primer, Stamp No. 5714.

2. Spanner, securing, nut, Stamp No. 6276, facilitates the fitting and unfitting of pistols from depth charges, Mark VIII, when tails are fitted to the latter. Spanner, box, securing, tails, Stamp No. 6254, facilitates the tightening of nuts when securing tails, Marks I and I*, to depth charges, Mark VIII.

3. Tool withdrawing primer, St. No. 5714, effects withdrawal of primers, depth charge, Mark VIII, from the primer tubes of depth charges, Mark VII and Mark VIII, by a simple "plunging" device.

4. Allowances of these tools are as follows :—

Battleships, battle-cruisers and cruisers carrying aircraft	...	1 of each
Aircraft carriers and auxiliary aircraft carriers	... ..	2 of each

5. Distribution of these tools to Naval Armament Depôts and Officers in Charge of Armament Supply is being arranged and H.M. ships concerned are to demand supplies on the basis laid down in paragraph 4 above. Some months will elapse, however, before supplies are available at Naval Armament Depôts and from Officers in Charge of Armament Supply at bases abroad.

3254.—Aircraft and Boat Cranes—Modifications to Improve Maintenance Facilities—A. and A.

(T. 1461/42.—9.7.1942.)

The following modifications designed to facilitate maintenance are to be carried out in all existing cranes as opportunity offers :—

(a) Fixed lubrication points to sheaves and other fittings on the jib which are difficult of access are to be connected by pipes to nipples grouped on panels fitted in suitable positions.

(b) Grease grooves to the pins or bushes of the main vertical rollers are to be extended if necessary to ensure ample cover of the bearing surfaces and the supply points are to be connected by pipes to nipples grouped on a panel fitted in an easily accessible position.

(c) Fixed lubrication points to all bearings of brake controls and interlocks fitted immediately beneath the operating platforms to be connected by pipes to nipples grouped on panels fitted in the proximity of the control pedestals on the operating platforms above.

(d) All steel pins in rod and lever controls to be replaced in manganese bronze and where possible gun-metal bushes are also to be fitted where this has not already been done.

(e) In cases where difficulty is experienced in lubricating electrical apparatus, pipes or nipples are to be fitted in a convenient position to enable this to be readily done.

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

(A.F.Os. 563/38, 3629/39 and 1710/41.)

3255.—Minelaying—Reports of Defects

(T. 1866/42.—9.7.1942.)

Attention is drawn to paragraph 78 (v) of O.U. 5302 (which will be superseded by paragraph 313 of B.R. 317 (1) when this book is issued.)

2. The reports called for therein are of considerable value and should be forwarded as soon as possible after each lay.

3256.—Electrical Loading—REPORTS

Admiralty A/S—M/S, "Fish", "Hill" and "Round Table" Class Trawlers

(D. 09530/42.—9.7.1942.)

The Commanding Officers of all Admiralty A/S—M/S, "Fish," "Hill" and "Round Table" class trawlers in commission are to report the electrical loading, including the maximum, experienced at sea, under varying conditions, in the vessels under their command.

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

3257.—Detonators, Percussion, Watertight—Removal from Cork Packing

(A.S. 3849/42.—9.7.1942.)

Instances have been reported of detonators, percussion, watertight, having stuck so tightly in the cork packing pieces that they could not be removed.

2. No undue force should be used in trying to extract such detonators. Cylinders containing detonators which cannot be easily withdrawn from the cork packing should be landed at the nearest naval armament depôt and a corresponding number of other detonators drawn in replacement.

3258.—Two-wire Battery and Sound-powered Telephones—Types and Uses

(D.E.E.—9.7.1942.)

(1) TYPES AND USES OF TWO-WIRE BATTERY TELEPHONES AND TELAUPADS

(a) TELEPHONES

Mark.	Patt. No.	Description.	Where used.	Remarks.
II	7951	Handset type	General use	—
II*	7952	Handset type for use with :—		
	9057	Receiver hooter	In noisy positions where a louder call up is required but a bell is not desirable.	The receiver mounted in the sound reflector of the receiver hooter, Pattern 9057, effects the louder call up and may also be used as an extra receiver.
II**	7952A	Handset type, with extra receiver ...	In turrets and places where the telephone number is situated near telephone, but amount of noise makes a second earpiece necessary for reception.	—
III	9053	Pedestal pattern, with clip to mount on desk.	Cabins and offices of existing ships ...	Superseded by Mark VI for new construction and future replacements.
IV	9249	Headset, with brooch transmitter and switchbox.	Armament telephones connected to Fire Control exchange.	Superseded by Mark IX, IX*, and IX** respectively for new construction and future replacements.
IV*	9249A	Headset, with brooch transmitter and switchbox.	Armament direct lines where call up is required.	These phones require :— Plug, Pattern 7955. Plug box, Pattern 7953 (single socket) or Pattern 7954 (double socket). Stowage box, Pattern 9288.
IV**	9249B	Headset, with brooch transmitter ...	Armament direct lines where call up is <i>not</i> required.	
V	9283	Handset type, with extra receiver and terminals to connect to calling relay box to provide lamp and bell call up.	In noisy positions where louder call up is required and extra receiver necessary for reception.		Lamp and bell may be common to a group of these telephones. Lamp may be omitted where bell is distinctive and therefore visual indication is not required.

(a) TELEPHONES—*contd.*

Mark.	Patt. No.	Description.	Where used.	Remarks.
V**	9283B	Handset type, with extra receiver and separate lamp and bell call up.	Submarines and for emergency telephones on other ships.	These telephones require three wires as a separate wire is used for call up.
VI	9044	Light handset type	Cabins and offices	
VII	9245	"Dinproof" for bulkhead fitting with two receivers.	For exchange or direct lines in noisy positions where noise is continuous and of a pitch likely to be picked up by transmitter and interfere with normal transmission.	This is designed to facilitate transmission <i>from</i> a noisy compartment. The speaker must have his mouth as close as possible to the mouthpiece if satisfactory transmission is to be obtained and they should therefore be mounted on the bulkhead at the average height of a man's mouth.
VII*	1325	Dinproof	Submarines, in noisy compartments ...	As for Mark VII.
VIII	9238	Handset type, with buzzer incorporated in the instrument.	Submarines in cabins, wardroom and positions where noise is insufficient to warrant fitting V**.	These telephones require three wires as a separate wire is used for call up.
IX	1311	Headset with combined transmitter and switchbox.	Armament telephones connected to telephone exchange.	These telephones require :— Plug Box, Pattern 9874. Plug, Pattern 9875. Stowage Box, Pattern 9288. Supersedes Mark IV, IV* and IV** respectively.
IX*	1312	As for Mark IX	Armament direct where call up is required.	
IX**	1313	As for Mark IX	Armament direct where call up is <i>not</i> required.	

(b) TELAUPADS				
Mark.	Patt. No.	Description.	Where used.	Remarks.
I	9250	Headset, with switchbox (no transmitter).	For use on lines connected to fire control exchange.	These require :— Plug, Pattern 7955. Plug box, Pattern 7953 (single socket) or Pattern 7954 (double socket). Stowage box, Pattern 9288. Superseded by Mark II, II* and II** respectively. These telephones require :— Plug Box, Pattern 9874. Plug, Pattern 9875. Stowage Box, Pattern 9288.
I*	9250A	Headset, with switchbox (no transmitter).	For use on direct lines where call-up is required.	
I**	9250B	Headset (no transmitter)	For use on direct lines where call-up is <i>not</i> required.	
II	1314	Headset with switchbox (no transmitter).	For use on lines connected to fire control exchange (supersedes Mark I.)	
II*	1315	As for Mark II	For use on direct lines where call-up is required (supersedes Mark I*).	
II**	1316	Headset, no switchbox or transmitter.	For use on direct lines where call-up is <i>not</i> required (supersedes Mark I**).	

(2) TYPES AND USES OF SOUND-POWERED TELEPHONES AND TELAUPADS

This type of instrument needs no polarisation by external source of electrical supply, operating on electro-magnetic principles. Therefore, in order not to cause damage, these instruments must not in any circumstances be connected in any circuit fed from an external source of supply. These instruments have been introduced for grouped circuits in the armament telephone systems and for emergency navigational purposes. Their extended use on other services is being considered.

Mark.	Patt. No.	Description.	Where used.	Remarks.
X	1191	Headset and transmitter ...	Direct line where no call-up is required	Telephones, Marks X and XI can be looped direct from telephones, Marks XII and XII* <i>via</i> a telephone plug box. Sound-powered telephones, Marks XII and XII*, also the telephone with ringing selector switch used with Mark XII*, are now superseded by telephones, Marks XV, XVII and XVI respectively.
X*	1192	Transmitter only	As separate transmitter where no call-up is required.	
XI	1193	Handset with stowage clip...	Direct line where no call-up is required	
XII	1194	Magneto ringing	Direct working where call-up is required	
XII*	1195	Magneto ringing	Group working where call-up is required	
III	1190	Telaupad	As separate receiver. Where no call-up is required.	—
—	1196	Stowage boxes	For Marks X, X* telephones and Mark III telaupad.	—
—	1197	Stowage boxes	For Mark XI telephones	—
XV	13231	Handset	Direct lines where generator call-up is required.	Similar to Mark XII, but with a lamp in addition to audible call. 3 wire.
XVI	13232	Handset, with ringing selector switch.	Group working where generator call-up is required.	Arranged for group speaking but selective ringing. 3 wire plus 1 wire per out-station.

(2) TYPES AND USES OF SOUND-POWERED TELEPHONES AND TELAUPADS—*contd.*

Mark	Patt. No.	Description.	Where used.	Remarks.
XVII	13233	Handset	Group working where selective ringing and generator call-up are required.	Similar to Mark XII*, but with lamp in addition to audible call. 4 wire.
—	13234	Weather-proof cover	Protection of Telephones, Mark XV, XVI and XVII.	For use in exposed positions.
—	13236	Telephone Hooter	With Mark XV Telephone where extra call-up is required.	—

TELEPHONES WITH SOUND-POWERED HANDSETS AND BATTERY CALL-UP

XIII	13224	Handset	General use where battery call-up is required.	Similar to Mark II series. 2 wire.
XIV	13225	Handset with extra receiver	General use where additional external lamp and bell and battery call-up are required.	Similar to Mark V and Mark VII. 2 wire. (5 wires to calling relay box.)
XVIII	13235	Handset	Cabins and offices where battery call-up is required.	Similar to Mark VI but with lamp incorporated. 2 wire.

Note.—Sound-powered telephones will not work satisfactorily when connected to standard (*i.e.* non-sound-powered) 2 wire telephones.

Sound Powered Telephones

1. This type of instrument operates on electromagnetic principles and needs no polarisation by external source of electrical supply. Therefore, in order not to cause damage, these instruments must not in any circumstances be connected in any circuit fed from an external source of supply except through condensers (*see* paragraph 12).

2. In using sound powered telephones, it is essential to speak right into the mouthpiece. Unlike battery telephones, shouting does not produce distortion, and the louder the speech the better the reception at the other end.

3. The volume does not appear as great as that from a battery telephone owing to the absence of background noises, but this is made up for by the exceptional purity of the articulation.

4. One great advantage of the sound powered telephone is that it does not pick up the external noise in machinery and other noisy compartments, and enables transmission to be made satisfactorily from such positions.

5. In new systems being fitted in H.M. ships and D.E.M.S. the telephones, Mark XV series, should be used in lieu of Mark XII series, when these latter are quoted on diagrams and specifications.

6. Telephones, Marks XII and XII* should continue to be used for replacement purposes, or for additional lines for existing systems, which it is not possible to replace entirely by telephones of the Mark XV series.

7. It should be noted that telephones of the Mark XV series cannot be used on the same circuit in conjunction with telephones of Mark XII series or *vice-versa*.

8. Telephone, Mark XV, is a development of the Mark XII series. Operating the generator gives a loud call in a special receiver fitted in the case of the instrument and also causes a neon type lamp to glow.

9. Telephones, Marks XVI and XVII, are similar to the Mark XV in general principles, but Mark XVI is fitted with a ringing selector switch which permits any one of a group of six telephones being rung independently, the speech lines being commoned.

10. The Mark XVII is arranged for use at the out stations connected to the Mark XVI and require four wires to provide for the individual ringing.

11. Telephones, Marks XV, XVI and XVII have been designed with sheet steel cases and where fitted in the open they should be fitted with a weather proof cover, Pattern 13234.

Where one of these telephones is fitted in a cabinet, an extension calling hooter, Pattern 13236 should be fitted outside the cabinet.

Where three or more of these telephones are fitted, six-way hooter, Pattern 13242 may be used in lieu of individual hooters.

Telephones with sound-powered Handsets and Battery Call-up

12. These telephones have been designed to utilise the properties of sound powered telephones, but retain the battery signalling facility. They replace the existing two-wire telephones on direct lines, *provided that the instruments of both ends are changed*. Owing to the low efficiency of the battery type receivers, satisfactory results are not obtained when sound-powered telephones are used in conjunction with the ordinary two-wire telephones.

These telephones will be used, eventually, for exchange working, but this will require the conversion of the whole exchange to S/P working, and the provision of special equipment for the shore connection.

Each of the three patterns (Marks XIII, XIV and XVIII) that have been introduced is fitted with a condenser to prevent direct current flowing through the handset. Care must be taken in wiring or testing these telephones to ensure that at no time is low power supply connected to the sound-powered units.

To provide the circuit for operating the line relays an impedance coil is inserted in the circuit when the switch is made.

(A.F.Os. 2026/39, 887/41, 1094/41 and 4874/41 are cancelled.)

3259.—Distilled Water for Secondary Batteries—Supply to Controlled Mining Stations.

Shore Bases including Naval Air Stations, Coastal Force Bases, other Shore Bases with Torpedo Facilities and D.E.M.S. Bases

(N.S./T. 1158/42.—9.7.1942.)

If distilled water of reliable purity for batteries cannot be obtained from local resources, demands should be forwarded to the nearest (S) N.S.O., when arrangements will be made for supplies to be made from a dockyard.

- The water will be supplied in 2-gallon stone jars or 10-gallon carboys.
- When supplies are obtained from local resources they must be supplied in glazed earthenware or glass vessels.
- Supplies in metal receptacles must not be accepted.

3260.—Kelvin's Sounding Machine—Blow Out Coil, Pattern 1443—Introduction

(N.S. 19557/41.—9.7.1942.)

The blow out coil fitted to the starting switch for Kelvin's motor sounding machine has been assigned Pattern No. 1443 (subhead F.3A). The coils will be added as "Consumable" Naval stores to the list of spares for Kelvin's motor sounding machines of both voltages, on the basis of one for each machine.

2. An initial purchase of blow out coils, Pattern 1443, has been made for delivery as shown hereunder. Ships concerned in commission are to forward demands to the appropriate yard or depôt. For ships of new construction supplies should be arranged by storing yards.

<i>Rosyth.</i>	<i>Chatham.</i>	<i>Stroud.</i>	<i>Portsmouth.</i>	<i>Devonport.</i>	<i>Mossley.</i>
190	120	160	120	100	160

- The Establishments of Naval Stores concerned will be amended.

3261.—Boiler Tubes, etc.

H.M.S. "Paladin"

(N.S./P. 10581/42.—9.7.1942.)

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

Type and No. of boilers	...	<table border="0"> <tr> <td colspan="2"><i>Main—</i></td> </tr> <tr> <td>Admiralty 3 drum with Melesco Superheaters.</td> <td>1 No.</td> </tr> <tr> <td colspan="2"><i>Auxiliary—</i></td> </tr> <tr> <td>Spanner Thimble Tube Type</td> <td>1 No.</td> </tr> </table>	<i>Main—</i>		Admiralty 3 drum with Melesco Superheaters.	1 No.	<i>Auxiliary—</i>		Spanner Thimble Tube Type	1 No.
<i>Main—</i>										
Admiralty 3 drum with Melesco Superheaters.	1 No.									
<i>Auxiliary—</i>										
Spanner Thimble Tube Type	1 No.									
Total No. of tubes fitted	...	<table border="0"> <tr> <td>Generator</td> <td>...</td> <td>...</td> <td>4498 No.</td> </tr> <tr> <td>Thimble</td> <td>...</td> <td>...</td> <td>192 No.</td> </tr> </table>	Generator	4498 No.	Thimble	192 No.
Generator	4498 No.							
Thimble	192 No.							

Row.	Ext. Dia.	Thickness.	Fitted length.	No. of tubes fitted.	Remarks.
	in.	in.	ft. in.		
A	1 $\frac{3}{4}$	0.128	10 6 $\frac{1}{2}$	144	} All tubes are bent.
B	1 $\frac{3}{8}$	0.128	10 3	142	
C	1 $\frac{1}{8}$	0.116	10 0 $\frac{1}{4}$	222	
D	1 $\frac{1}{8}$	0.116	9 10 $\frac{3}{8}$	220	
E	1 $\frac{1}{8}$	0.116	9 9 $\frac{1}{8}$	222	
E.1	1 $\frac{1}{8}$	0.116	9 8 $\frac{1}{2}$	8	
F	1	0.104	9 6 $\frac{3}{8}$	250	
G	1	0.104	9 5 $\frac{3}{8}$	248	
H	1	0.104	9 5 $\frac{1}{2}$	246	
J	1	0.104	9 5 $\frac{1}{2}$	244	
K	1	0.104	9 5 $\frac{1}{8}$	242	
L	1	0.104	9 6 $\frac{1}{4}$	240	
M	1	0.104	9 6 $\frac{3}{4}$	238	

Row.	Ext. Dia.	Thickness.	Fitted length.	No. of tubes fitted.	Remarks.
	in.	in.	ft. in.		
N	1	0.104	9 7 $\frac{1}{2}$	326	} All tubes are bent.
O	1	0.104	9 8 $\frac{3}{8}$	234	
P	1	0.104	9 9 $\frac{1}{4}$	232	
Q	1	0.104	9 11 $\frac{1}{4}$	230	
R	1	0.104	10 0 $\frac{3}{4}$	228	
S	1	0.104	10 2 $\frac{3}{8}$	226	
T	1	0.104	10 4 $\frac{3}{4}$	224	
U	1	0.104	10 7 $\frac{1}{2}$	222	
<i>Auxiliary</i>					
—	2	0.128	10	72	} Thimble tubes tapered ends.
—	2	0.128	9	120	

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

(This Order will not be reprinted.)

3262.—Feed Water Filters—Substitute for Coconut Fibre

(E.-in-C./D. 6352/42.—9.7.1942.)

Owing to the need for economy in the use of coconut fibre, trials have been carried out with substitute materials and sisal hemp has been found satisfactory.

This material, which is available only at Chatham, may be demanded when coconut fibre is not available.

2. The weight of sisal hemp required is nearly double that of the coconut fibre it replaces. Before installing, the sisal should be well teased to minimise felting and should be tightly packed to avoid formation of cavities and consequent imperfect filtration. In service, sisal hemp will be found to undergo about 25 per cent. shrinkage in volume.

3. Petrol is not to be used on board for degreasing of either coconut fibre or sisal hemp. Both these fibres may be readily degreased by washing in a hot strong solution of washing soda, subsequently rinsing with distilled water.

3263.—Admiralty Type Superheater Supports—Damage by Shock

(D. 09653/42.—9.7.1942.)

In a recent case of a ship subjected to non-contact underwater explosion, damage to a generator tube in the row immediately above the superheater was caused by the sliding foot of the superheater supporting plate jumping upwards from its guide.

2. In order to safeguard against similar occurrences ships' officers are to arrange, on the next occasion of withdrawing Admiralty type superheaters, for keeps to be secured to the sliding feet of the supporting plates where practicable. Care is to be taken to ensure that freedom for expansion is not prejudiced. The work is to be treated as a defect.

3. Melesco type superheaters are already satisfactory in this respect and require no modification.

(C.-in-C., H.F., 24.4.42, No. 580/H.F.729/11/37.)

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

3264.—Thermometers, Patterns 5748, 5749 and 5750—Return for Repairs*Submarines*

(N.S. 13193/41.—9.7.1942.)

With reference to A.F.O. 4523/41, Messrs. Negretti and Zambra, the makers of Patterns 5748, 5749 and 5750 thermometers have stated that a saving would be effected if any of these instruments that have become defective were returned for repair.

2. Vessels concerned should, therefore, return to the Superintending Naval Store Officer, Devonport, any defective thermometers of these patterns.

3. When a stock has been accumulated, the Superintending Naval Store Officer, Devonport, should return the instruments to the maker for repair, if possible, care being taken not to damage the thermometers or their delicate mechanism.

(A.F.O. 4523/41.)

3265.—Omission of Tinning of Evaporator—Shells and Distiller Tubes*H.M. Ships*

(D. 8021/42.—9.7.1942.)

As a war measure the tinning of evaporator and distiller shells and tubes is to be omitted in order to effect an economy in tin.

2. Some contamination by copper may occur when water is in contact with untinned cuprous materials, but it is considered most unlikely that any concentration injurious to health will result. If, however, it is noted that soapy solutions turn blue-green such a concentration is indicated; the water will also be unpleasant to the taste.

3. When renewals of the tinned parts of evaporators and distillers now on service are made, the new parts are not to be tinned, but tinned brass tubes are to be used for re-tubing distiller condensers until existing stocks are exhausted, after which untinned aluminium brass tubes are to be used. No further supplies of tinned brass tubes are to be purchased. Before fitting untinned aluminium brass tubes they are to be immersed in clean sea water for at least 3 days, after which they are to be thoroughly rinsed in fresh water and dried. The purpose of this treatment is to form a protective film on the tubes and prevent contamination of the made water by metallic salts.

4. In all ships where tinning has been omitted from the internal parts of evaporators and distillers, the water in the ships' tanks is to be kept slightly alkaline, by the addition of lime as necessary. The water in the tanks is to be tested weekly for alkalinity with phenol phthalein.

3266.—W/T Installation Type 86—Fitting-out Information

(S.D. 598/42.—9.7.1942.)

A.S.E. Preliminary Specification No. B.152/42 has been prepared to show the method of fitting and wiring W/T installation, Type 86.

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

3. Copies of the specification have also been forwarded to the Warship Production Superintendents, Scottish, East Scotland, Belfast, South Wales, North Eastern, North Western, Humber, Southern, and Thames areas. The Principal (Ship) Overseers and Emergency Repair Overseers of all ships approved to be fitted with W/T installation Type 86 are therefore to apply to the Warship Production Superintendents of their areas for a copy of A.S.E. Specification No. B.152/42 in accordance with the procedure laid down in A.F.O. 790/40.

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

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

3267.—Receiver Outfits CDC and CDF and Wavemeter Outfit GK—Fitting-out Information*Submarines*

(S.D. 634/42.—9.7.1942.)

A.S.E. Preliminary Specification No. B.148/42 has been prepared to show the method of fitting and wiring receiver outfits CDC and CDF and wavemeter outfit GK in submarines.

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

3. Copies of the specification have also been forwarded to the Warship Production Superintendents, Scottish, East Scotland, Belfast, South Wales, North Eastern, North Western, Humber, Southern, and Thames areas. The Principal (Ship) Overseers and Emergency Repair Overseers of all submarines approved to be fitted with receiver outfits CDC and CDF and wavemeter outfit GK are therefore to apply to the Warship Production Superintendents of their areas for a copy of A.S.E. Specification No. B. 148/42 in accordance with the procedure laid down in A.F.O. 790/40.

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

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

3268.—R.D.F. Type 286P—Provision of Pattern W.3170 Transformer and Rectifier Unit

(S.D. 642/42.—9.7.1942.)

Temporary provision has hitherto been made for filament heating and bias for the diode valves used in diode switches fitted with Type 286P.

2. Pattern W.3170 Transformer and Rectifier units are now available for these purposes and are being issued to bases at home and abroad.

3. Ships concerned are to arrange for these items to be demanded and fitted at the first opportunity.

4. The assistance of a qualified R.D.F. Officer or Radio Mechanic will be required.

3269.—D/F Outfit FM4—Revised Fitting-out Information

(S.D. 635/42.—9.7.1942.)

A.S.E. Preliminary Specification No. B.106/42 has been prepared to show the revised method of fitting and wiring of D/F Outfit FM4.

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

3. Copies of the Specification have also been forwarded to the Warship Production Superintendents, Scottish, East Scotland, Belfast, South Wales, North Eastern, North Western, Humber, Southern, and Thames areas. The Principal (Ship) Overseers and Emergency Repair Overseers of all ships approved to be fitted with D/F Outfit FM4 are therefore to apply to the Warship Production Superintendents of their area for a copy of A.S.E. Specification No. B.106/42 in accordance with the procedure laid down in A.F.O. 790/40.

4. It is to be noted that Preliminary Specification No. B.106/41 and any advance fitting-out drawings, etc., which may have been distributed are superseded by this Specification and should now be pulped.

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

3270.—D/F Outfit F.M.7—Plan Packing

(N.S. 21276/42.—9.7.1942.)

Arrangements have been made to plan pack D/F outfits F.M.7.

2. To facilitate issues, authorities concerned are to report to the Admiralty (repeated to Superintending Naval Store Officer, Haslemere), the following information whenever a request is made for the supply of this type of outfit :—

- (a) The type of frame coil to be fitted ;
- (b) the length of cable required ;
- (c) the pattern of motor or coupling unit to suit the gyro system.

3271.—Asdic Installation, Type 123—Establishment List—Errata

(N.S. 013899/42.—9.7.1942.)

Lists of Errata No. 2, dated 6th June, 1942, to Establishment List No. A/S 23, dated 18th July, 1939, and Supplement thereto, have been prepared, and copies will be distributed in due course to all Services concerned by the Naval Store Officer, R.N. Store Depot, Walcot Street, Bath.

3272.—Aircraft Fuel Tanks—Precautions Against Water

(A.M.R. 2143/41.—9.7.1942.)

The cause of several aero engine failures has been traced to the presence of water in the aircraft's fuel system. Such water may enter the aircraft's fuel tanks during filling or may be the condensate of moist air drawn into the tanks.

2. To reduce the chances of such failures to a minimum, the following precautions are to be observed, so far as operating conditions permit.

- (i) If time allows, refuelling should be carried out through a good chamois leather.
- (ii) Fuel tanks of aircraft should not be left half full. If they are not to be emptied they should be refilled as soon as possible after flight. Refuelling should be carried out on return from flight and not postponed until preparation for the next flight.
- (iii) If fuel tanks are emptied, their filler caps should be left off unless excessive dust in the atmosphere makes this inadvisable.
- (iv) Frequent check draining of the filters should be carried out. In some circumstances it may be necessary to do this daily. The periodicity is to be laid down by the Commanding Officer.
- (v) Frequent tests should be made for water in the bowsers of Naval Air Stations.
- (vi) In ships carrying aircraft, frequent tests should be made by the Ship's Staff for water in the petrol or storage tanks, especially :—
 - (a) when they are not completely full, or
 - (b) after heavy weather, or
 - (c) after a marked change, in atmospheric conditions, or
 - (d) after the storage tanks have been refilled.
- (vii) In ships carrying aircraft, the instructions contained in B.R.16—Engineering Manual, 1932, Chapter VIII, are to be strictly observed.

3273.—Naval Aircraft—Pesco Vacuum Pump, Type B.3—Inspection of Drive Coupling

(A.M.R. 2394/42.—9.7.1942.)

A number of failures of both the laminated and rubber types of coupling on the above pump have occurred.

2. To detect incipient failures in the initial stages, the couplings of such pumps, whether of British or American manufacture, are to be examined for cracks in laminations or retaining cups at next minor inspection and subsequently at each alternate minor inspection until further notice. Special M.A.P. Instruction R.D.A./46 refers.

3274.—Aerial Insulator, Strain, Type 18—Replacement of Nose Piece

(A.M. 4577/42.—9.7.1942.)

Failures have occurred in service of insulators type 18 due to fracture of the nose-piece.

2. A redesigned nose is therefore being introduced, in which the axial hole and recess are omitted. This will considerably strengthen the nose in the region of the split pin.

3. As and when the existing nose-pieces become unserviceable they are to be replaced as described below.

4. The following equipment is required :—

Stores Ref.	Nomenclature	Quantity.
10B/13226 ...	Nose, Insulator, Type 18 ...	1 per insulator, Type 18.

5. The procedure is as follows :—

- (i) Remove the existing nose.
- (ii) Fit a new nose (Stores Ref. 10B/13226).
- (iii) The stranded wire is to be fed through the transverse hole in the nose of the insulator and secured back on itself by securely twisting to a length of one and a half inches *tightly wound* and ensuring that the stranded aerial wire does not itself become untwisted.

6. Ships and Services requiring the redesigned nose-piece for replacement should raise demands on their appropriate R.N. Store Depôts at home or storing yards abroad where small stocks of the nose-piece will be available.

3275.—Watertight Door Markings

(H. 2136/42.—9.7.1942.)

Attention is drawn to the issue of A.F.O. "P" Series 289/42 and 290/42 and to A.F.O. 3914/41 on the subject of watertight door marking.

(A.F.O. 3914/41.)

3276.—Guns, 2-pdr., Mark XI—Gun Platform for Forward Gun—A. and A.

72-foot H.D.M.Ls.

(G. 1520/42.—9.7.1942.)

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

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

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

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

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

3277.—Danger of Fires at Stoves*H.M. Ships*

(D. 8638/42.—9.7.1942.)

Fires have occurred* in various classes of ships as a result of galley and heating stoves being inadequately insulated from adjacent woodwork, and inflammable material coming in contact with hot stove-pipes.

2. Commanding Officers are to ensure by inspection that full protection against fire from such causes exists in ships under their command and are to take such action as may be necessary to provide protection where this is found inadequate.

*(F.O.I/C Cardiff, 6.4.42, No. C.247/106.)**(This Order is to be retained until complied with.)***3278.—Cotton Type Rangefinders, Pattern 10059***Allied Ocean-going D.E.M.S.*

(N.S. 407/40.—9.7.1942.)

Approval has now been given for the supply of one Cotton type rangefinder, Pattern 10059, to each allied ocean-going D.E.M.S. fitted with an L.A. or H.A./L.A. gun.

2. Purchase of an additional quantity of 1,000 rangefinders has been arranged from Messrs. E. R. Watts & Sons, Ltd., on contract dated 17.4.42, C.P.4/26853/42/F261, for delivery as follows:—

	<i>Number</i>
D.E.M.S. Staff Officer, New York	75
D.E.M.S. Staff Officer, Halifax	75
D.E.M.S. Staff Officer, Bombay	150
D.E.M.S. Staff Officer, Sydney	75
D.E.M.S. Staff Officer, Wellington, N.Z.	25
Naval Store Officer, Durban	25
Naval Store Officer, Port Said	150
Naval Store Officer, Simonstown	100
Superintending Naval Store Officer, Colombo	50
Area Naval Store Officer, Hull	100
Superintending Naval Store Officer, Clyde Area	100
Area Naval Store Officer, Newcastle	75

*(A.F.O. 1736/41.)***3279.—Walrus Aircraft—Spare Slings**

(N.S./A.M. 4962/42.—9.7.1942.)

Attention is drawn to the allowance in O.U. 6327A of Sling Assembly for use with Walrus aircraft. Before requests for slings are forwarded, ships should confirm that the items are not already held in stock under A.S.E. allowance. The Sling Assembly consists of the following items:—

*Section 26B**Aircraft Slings Gear, consisting of:—*

11639	Lead	...	...	...	1
30058	Link	...	...	...	1
30059	Link	...	...	...	1
11640	Pin	...	...	...	1
11641	Pin	...	...	...	2
11642	Shackle	...	...	...	2
11643	Shackle	...	...	...	2
32342	Sling front and rear	...	...	...	2 of each.

3280.—Submarines' Boats

(N.S. 011379/42.—9.7.1942.)

No further 12-ft. collapsible boats, 13½-ft. motor dinghies, or inflatable rubber dinghies, will be supplied as part of first outfit of stores to individual submarines of new construction during hostilities.

2. Boats or dinghies on board submarines in commission, together with associated equipment (crutches, oars, &c.) should be returned to the nearest dockyard if not required on board.

3281.—Lubricating Oil Filling Connections—Modification*H.M. Submarines "Parthian," "Rainbow," "Thames," "Porpoise," "Swordfish," "Triton," "Unity" and "S" Classes*

(D. 8299/42.—9.7.1942.)

In order to enable lubricating oil to be taken on board at sea without the necessity for changing over the filling connection for fuelling, it has been decided to modify the lubricating oil filling connections in the above-mentioned submarines.

2. A two-inch hose connection, suited to the flexible lubricating oil hoses carried on board, is to be fitted to the subsequent fuel filling pipe. Where an external lubricating oil filling connection is being provided, a hose connection is also to be fitted to the lubricating oil filling line in the engine room, if not already provided.

3. A valve is also to be fitted at the pressure hull where the lubricating oil filling pipe passes through.

*(Admiral (S), 16.4.42, No. 787/SM.711.)**(This Order is to be retained until complied with.)***3282.—Protection against Attack by Boring Worms***Unsheathed Wooden Vessels of Fishing Boat Type in Tropical Waters*

(D. 8064/42.—9.7.1942.)

A number of unsheathed wooden vessels, drifters, motor minesweepers, motor fishing boats and vessels of similar type are in service or are intended for service in tropical waters. The following notes may be of value in assisting local authorities concerned with these vessels in limiting damage to the hulls due to attacks by teredo worm and other marine borers.

2. The ideal procedure is to slip any unsheathed wooden vessels at intervals of not more than three months and, if possible, keep the vessels on the slip for a few days in order to dry off the outer bottom planking and thus kill off any worms which may be living in the planking.

3. If the time on the slip is short, resort can be made to the old practice of scorching the bottom planking to kill the worm and dry off the surface. The method of scorching off the bottom in use on the junks on the south China coast is as follows. An old iron bed frame with wire spring mattress and fitted with long tube extension handles arranged stretcher fashion, so that the mattress can be held by two men holding the stretcher handles, is used. A continuously fed fire of dried bracken or dried grass, such as is used for cattle bedding, or even shavings, is then made on the wire mattress. The stretcher bed fire is held up close to the bottom planking so that the flames scorch the planking, the bed fire being kept continuously moving about in slow motion (like a hot flat iron when ironing clothes) until the whole of the outer bottom below water has been dried and lightly scorched by the fire.

4. An alternative to burning grass under the bottom would be to use a painter's blow lamp, but this would be a slow process for a vessel of any size, whereas the dried grass fire method can cover a large area in quite short time. A method such as this would, however, be necessary for the vertical portion of the bottom in the vicinity of the waterline, which could not be treated by the method described in paragraph 3 above.

5. After drying the bottom, one or two good coats of black varnish tar mixed with white spirit should be applied, care being taken to avoid any small gaps in the painting. After the coatings of tar have been applied ordinary anti-fouling can be brushed on.

6. It has been suggested that the following treatment of the hull instead of tarring would be effective in keeping out marine borers, where there is no serious liability of the coating being knocked off or cracked due to fenders or other vessels lying alongside. The hull should be dried and scraped clean. A preparation consisting of equal proportions of tar, pitch and sulphur should then be applied to

the bottom. The preparation is applied hot, the tar being boiled, pitch added and allowed to dissolve and the sulphur then added. The mixture should be well stirred and applied by brush at the boiling temperature of the tar. When the coating is dry the anti-fouling paint should be applied. The above recipe may be found to give too brittle a coating but local authorities may give it a trial if they desire.

7. When the wooden vessels are on the slip they should be carefully examined for teredo, especially positions such as where the rudder stock enters the hull and the underside of keel.

3283.—Bottom and Boot-topping Compositions

H.M.S. "Furious"

(D. 7718/42.—9.7.1942.)

British bottom composition, Admiralty quality No. 1, and Peacock and Buchan's boot-topping composition, are the approved compositions for H.M.S. "Furious" and are to be applied to the ship on the next occasion of docking.

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

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

3284.—Tools—Care in Preservation and Control of Expenditure

(N.S. 20647/41.—9.7.1942.)

There is a shortage of tools of all descriptions, and great difficulty is being experienced in meeting requirements for new construction ships and services.

2. Administrative authorities should therefore impress upon all concerned the necessity for exercising proper care in the preservation and safeguarding of tools, and for strict control over the expenditure of tools classified as consumable naval stores.

3. When dealing with losses of tools by neglect, consideration should be given to charging the full rate book value of the articles so lost against the persons responsible.

3285.—Hot Weather Stores

"Bangor" Class Minesweepers

(N.S./P. 04022/42.—9.7.1942.)

"Bangor" class minesweepers in commission should demand their full allowances of hot weather stores (e.g. table fans, windscoops, camp beds, etc.) on being allocated for service abroad. Supply to new construction ships of this class is to be arranged by storing yard or depôt if the vessels are earmarked for foreign service prior to completion.

2. The words "to be carried on board" in paragraph 1 (c) of A.F.O. 2412/42 should be amended to read as follows:—

"Not to be carried on board when ships are in Home Waters but should be drawn if and when ships are earmarked or allocated for service in hot climates."

3. B.R. 368—Establishment of Naval Stores for Sloops, Corvettes, Minesweepers, etc.—will be amended.

(A.F.Os. 2412/42 and 2532/42.)

Section 4

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

3286.—Medical Gas Cylinders from U.S.A.—Return of Empties

(M.D.G. 27340/42.—9.7.1942.)

Cylinders which have contained oxygen, nitrous oxide, etc., for medical purposes and have been drawn from U.S. sources are to be returned when empty to:—

The British Admiralty Maintenance Representative.

c/o Supply Officer.

U.S. Navy Yard,

Brooklyn, New York,

and marked:—Medical Stores for Superintending Pharmacist (British).

2. Packing notes are to be placed inside the cases and copies of the return notes and packing notes forwarded by air mail to:—

The Superintending Pharmacist (British),

U.S. Naval Medical Supply Depôt,

Pearl and Sands Streets,

Brooklyn, New York.

3287.—Meats, Offals, Butter and Margarine—Repayment Prices to other Service

(V. 1670/42.—9.7.1942.)

From 1st July, 1942, until further notice, the prices to be used by H.M. ships, shore establishments, and victualling yards, at home, for valuing supplies to authorised services, on repayment, from Admiralty stocks, of the undermentioned items of fresh provisions are as follows. Percentage charges as set out in O.U. 5420 (Victualling Rate Book), page xv, paragraph 2, are to be added where applicable.

	per lb.	
	s.	d.
Butter, except as specified below	1	4½
Butter, in tin-lined boxes	1	6½
Butter, in boxes of 36 × 1 lb. tins	1	8½
Margarine, bulk	5	¼
Margarine, packets	6	
Margarine, bulk in tin-lined cases	7	¼
Margarine, packets in tin-lined cases	7	½
Frozen meats and offals:—		
Beef, quarter	8	
Beef, boneless	10	¼
Mutton	6	¾
Pork (imported)	10	
Lamb (imported)	10	
Livers, Ox	9	
Livers, Sheep, Lamb and Calf	1	0
Livers, Pig	9	
Hearts, Ox	6	
Hearts, Sheep, Lamb, Calf and Pig	8	
Kidneys, Ox	1	2
Kidneys, Sheep and Lamb	1	3
Kidneys, Calf	9	¾
Kidneys, Pig	9	¼
Oxtails	7	¾

2. This order does not affect *Fleet Issuing Prices*, which remain as promulgated in A.F.O. 4141/41.

(A.F.O. 4141/41.)

(A.F.O. 1713/42 is cancelled.)

3288.—Frozen Beef—Wrapper Allowance

(V. 2158/42.—9.7.1942.)

As from the 1st July, 1942, the allowance for wrappers for frozen beef will be as follows:—

Frozen Boneless Beef of South American Origin

Hind quarter or forequarter package ... 1 lb. per quarter only.

Frozen Boneless Beef of Colonial Origin

Hind quarter or forequarter package ... 2 lb. per quarter as at present.

Frozen Bone-in Beef

The existing wrapper allowance of 2 lb. per quarter will continue.

3289.—Boneless Beef

(V. 5484/41.—9.7.1942.)

Very little frozen quarter beef *with bone in* is now being imported into this country, and the supply of any proportion of *bone-in* beef in satisfaction of demands from H.M. Ships and Establishments at home cannot now be guaranteed.

2. All demands for frozen beef will be met by the supply of either boneless beef or bone-in beef, according to stocks available at the time.

3. *Packeted* Boneless Beef may still be demanded in accordance with A.F.Os. 1450/42 and 2435/42.

(A.F.Os. 1349/40, 1450/42, 2435/42.)

(A.F.O. 4328/41 is cancelled.)

3290.—Boneless Beef—Bone Allowance

(V. 2157/42.—9.7.1942.)

With reference to A.F.O. 2692/42, paragraph 2, the allowance for each boneless forequarter of beef with the shoulder blade in will be increased to 2½ lb. per forequarter as from the 1st of July, 1942.

(A.F.O. 2692/42.)

3291.—Rubber Sea Boots—Reduction in Demand

(V. 21069/42.—9.7.1942.)

Owing to rubber shortage requirements of rubber sea boots must be reduced. The following reductions are, therefore, to be made in the total quantities of sea boots for all purposes authorised to be carried for loan issue in sea-going ships:—

Vessels larger than Destroyers ...	20 per cent.
Destroyers, Sloops and Corvettes ...	10 per cent.
Other Vessels ...	Nil.

2. In stationary ships and shore establishments the services for which loan sea boots are provided are to be carefully reviewed and any which are not absolutely essential eliminated. The number of rubber sea boots provided as "spares" for passive defence and fire-fighting purposes (C.A.F.Os. 1671/40 and 1709/40) is to be reduced to 10 per cent. on all stations.

3. Steps are to be taken in all ships and establishments to ensure that loan rubber boots are worn *on duty only*, and then only when conditions render the use of such boots essential. Senior Naval Officers at Ports and Bases are to see that this instruction is brought to the notice of the Commanding Officers of small craft and is strictly observed.

4. In order to economise in rubber endeavours are being made to obtain supplies of sea boots made partly of rubber and partly of other materials (canvas or leather) and also to increase the production of leather sea boots for the making of which, however, the supply of material and labour is limited. Should these supplies materialise demands for sea boots will be met by the issue of whatever description is available unless "all-rubber" boots are specifically asked for and the purpose

for which they are required is stated. Pending instructions to any other effect, "all-rubber" boots should be specifically demanded for anti-gas or decontamination purposes and for the use of men working with acids.

(B.R.93, Manual of Victualling, Chap. X, Sections 8 and 25.)

(C.A.F.Os. 1113/40, 1671/40, 1709/40 and 119/42.)

***3292.—Fleet Issuing Prices of Clothing, Soap and Tobacco and Rates of Kit Upkeep Allowance, Clothing Gratuities and Allowances**

(V. 2341/42.—9.7.1942.)

Except as shown in the Appendix to this Order no change will be made in the Fleet Issuing Prices of Clothing promulgated in A.F.O. 2227/41 which, together with the rates of Kit Upkeep Allowance and Clothing Gratuities, specified in that Order will continue in force on and after 1st July, 1942, until further notice.

2. Generally, the prices inclusive of purchase tax shown in A.F.O. 514/42 for clothing issued on repayment at home to officers serving in shore establishments and ships which are not regularly seagoing will remain unchanged. The prices of any new articles which have been introduced during the past six months together with any necessary alterations to old items will be notified by separate A.F.O.

APPENDIX

Note.—The following is to be inserted in the first part of paragraph 1 of A.F.O. 2227/41 after the words "accompanying list":—

"and the revised rates of Kit Upkeep Allowance, Clothing Gratuities and Clothing Allowances shown below."

						s.	d.
Razors, safety, 3-peg (holder and blade) ...	...	...	...	...	each	0	6
Scarves, black ...	...	...	...	...	each	2	3
Scarves, white ...	...	...	...	...	each	2	3
Soap, tooth, with container ...	...	...	...	...	each	0	3
Soap, tooth, refills for ...	...	...	...	...	each	0	2
Socks, blue cashmere ...	...	...	...	...	pair	1	4

UNIFORM

†Class II (made to measure)—

Jumpers, duck ...	...	...	...	...	each	9	9
Jumpers, serge ...	...	...	...	...	each	14	3
Trousers, duck ...	...	...	...	...	pair	10	4
Trousers, serge	pair	14	9

MATERIALS

Tape, composite, ½-in., for blue jean collars	yard	0	1
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OFFICERS' CLOTHING

Badge, cap, Pattern 47, metal	each	7	1
Badge, cap, Pattern 350, T.124 Officers (not granted commissions)	each	7	1
*Pillow cases	each	1	2

†BADGES

Gunner's Mate:—

X.102A Chief Petty Officers, for collars	red,	pair	0	6
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Director Layer—1st Class:—

X.109A Other ratings	red,	each	0	3
X.109B Other ratings	blue,	each	0	3

R.N. Patrol Service, Gun Layer:—

111A Other ratings ...	...	...	...	red,	each	0	4
X.111A Other ratings ...	...	...	...	red,	each	0	3
111B Other ratings ...	...	...	...	blue,	each	0	3
X.111B Other ratings ...	...	...	...	blue,	each	0	3
X.115A Petty Officers (other) ...	...	...	...	red,	each	0	2
X.115B Petty Officers (other)...	...	...	...	blue,	each	0	2

<i>Spare Letters :—</i>							<i>s. d.</i>
X.113A	Letter P	...	...	...	...	red, for 3	0 1
X.113B	Letter P	...	...	...	...	blue, for 4	0 1
X.117A	Letter L	...	...	...	...	red, for 3	0 1
X.117B	Letter L	...	...	...	...	blue, for 4	0 1
X.118A	Letter C	...	...	...	...	red, for 3	0 1
X.118B	Letter C	...	...	...	...	blue, for 4	0 1

<i>Quarters Rating—1st Class :—</i>							<i>s. d.</i>
X.140A	Chief Petty Officer, for collars,	...	...	...	...	red, pair	0 8
X.140B	Chief Petty Officer, for right cuff	...	...	...	...	blue, each	0 4
X.141A	Other ratings ...	...	...	...	...	red, each	0 4
X.141B	Other ratings ...	...	...	...	...	blue, each	0 4

<i>Quarters Rating—2nd Class :—</i>							<i>s. d.</i>
X.142A	Chief Petty Officer, for collars	...	...	...	...	red, pair	0 6
X.142B	Chief Petty Officer, for right cuff	...	...	...	...	blue, each	0 3

<i>Layer Rating—1st Class :—</i>							<i>s. d.</i>
X.146A	Chief Petty Officer, for collars	...	...	...	...	red, pair	0 8
X.146B	Chief Petty Officer, for right cuff	...	...	...	...	blue, each	0 4
X.147A	Other ratings ...	...	...	...	...	red, each	0 4
X.147B	Other ratings ...	...	...	...	...	blue, each	0 4

<i>Layer Rating—2nd Class :—</i>							<i>s. d.</i>
X.148A	Chief Petty Officer, for collars	...	...	...	...	red, pair	0 6
X.148B	Chief Petty Officer, for right cuff	...	...	...	...	blue, each	0 3

<i>Control Rating—1st Class :—</i>							<i>s. d.</i>
X.152A	Chief Petty Officer, for collars	...	...	...	...	red, pair	0 8
X.152B	Chief Petty Officer, for right cuff	...	...	...	...	blue, each	0 4
X.153A	Other ratings ...	...	...	...	...	red, each	0 4
X.153B	Other ratings ...	...	...	...	...	blue, each	0 4

<i>Control Rating—2nd Class :—</i>							<i>s. d.</i>
X.154A	Chief Petty Officer, for collars	...	...	...	...	red, pair	0 6
X.154B	Chief Petty Officer, for right cuff	...	...	...	...	blue, each	0 3

<i>Anti-Aircraft Rating—1st Class :—</i>							<i>s. d.</i>
X.158A	Chief Petty Officer, for collars	...	...	...	...	red, pair	0 8
X.158B	Chief Petty Officer, for right cuff	...	...	...	...	blue, each	0 4
X.159A	Other ratings ...	...	...	...	...	red, each	0 4
X.159B	Other ratings ...	...	...	...	...	blue, each	0 4

<i>Anti-Aircraft Rating—2nd Class :—</i>							<i>s. d.</i>
X.160A	Chief Petty Officer, for collars	...	...	...	...	red, pair	0 6
X.160B	Chief Petty Officer, for right cuff	...	...	...	...	blue, each	0 3

<i>Torpedo Coxswain and Coastal Force Coxswain :—</i>							<i>s. d.</i>
X.121A	Petty Officer ...	...	...	...	...	red, each	0 4
X.121B	Petty Officer ...	...	...	...	...	blue, each	0 3

<i>Leading Torpedoman—Low Power :—</i>							<i>s. d.</i>
X.125A	Other ratings ...	...	...	...	...	red, each	0 4
X.125B	Other ratings ...	...	...	...	...	blue, each	0 3

<i>Higher Submarine Detector :—</i>							<i>s. d.</i>
X.84A	Other ratings ...	...	...	...	...	red, each	0 4
X.84B	Other ratings ...	...	...	...	...	blue, each	0 3

<i>Submarine Detector :—</i>							<i>s. d.</i>
X.86A	Other ratings ...	...	...	...	...	red, each	0 2

<i>Rating Observer :—</i>							<i>s. d.</i>
X.88A	Chief Petty Officer, for collars	...	...	...	...	red, pair	0 8
X.88B	Chief Petty Officer, for right cuff	...	...	...	...	blue, each	0 4
X.89A	Other ratings ...	...	...	...	...	red, each	0 5
X.89B	Other ratings ...	...	...	...	...	blue, each	0 5

<i>Acting Rating Observer :—</i>							<i>s. d.</i>
X.90A	Chief Petty Officer, for collars	...	...	...	...	red, pair	0 6
X.90B	Chief Petty Officer, for right cuff	...	...	...	...	blue, each	0 3
X.91A	Other ratings ...	...	...	...	...	red, each	0 4
X.91B	Other ratings ...	...	...	...	...	blue, each	0 4
94A	Rating Pilot, for wear by Chief Petty Officers on the right cuff, and by other ratings on the right arm	...	...	...	...	red, each	0 5
94B	Rating Pilot, for wear by Chief Petty Officers on the right cuff, and by other ratings on the right arm	...	...	...	...	blue, each	0 4

<i>Air Mechanic—Air Frame Section :—</i>							<i>s. d.</i>
X.303A	Petty Officer ...	...	...	...	...	red, each	0 3
X.303B	Petty Officer ...	...	...	...	...	blue, each	0 3
X.304A	Leading Rating ...	...	...	...	...	red, each	0 2
X.304B	Leading Rating ...	...	...	...	...	blue, each	0 2
X.305A	Other ratings ...	...	...	...	...	red, each	0 2
X.305B	Other ratings ...	...	...	...	...	blue, each	0 2

<i>Air Mechanic—Engine Section :—</i>							<i>s. d.</i>
X.307A	Petty Officer ...	...	...	...	...	red, each	0 3
X.307B	Petty Officer ...	...	...	...	...	blue, each	0 3
X.308A	Leading Rating ...	...	...	...	...	red, each	0 2
X.308B	Leading Rating ...	...	...	...	...	blue, each	0 2
X.309A	Other ratings ...	...	...	...	...	red, each	0 2
X.309B	Other ratings ...	...	...	...	...	blue, each	0 2

<i>Air Mechanic—Electrical Section :—</i>							<i>s. d.</i>
X.311A	Petty Officer ...	...	...	...	...	red, each	0 3
X.311B	Petty Officer ...	...	...	...	...	blue, each	0 3
X.312A	Leading Rating ...	...	...	...	...	red, each	0 2
X.312B	Leading Rating ...	...	...	...	...	blue, each	0 2
X.313A	Other ratings ...	...	...	...	...	red, each	0 2
X.313B	Other ratings ...	...	...	...	...	blue, each	0 2

<i>Air Mechanic—Ordnance Section :—</i>							<i>s. d.</i>
X.315A	Petty Officer ...	...	...	...	...	red, each	0 3
X.315B	Petty Officer ...	...	...	...	...	blue, each	0 3
X.316A	Leading Rating ...	...	...	...	...	red, each	0 2
X.316B	Leading Rating ...	...	...	...	...	blue, each	0 2
X.317A	Other ratings ...	...	...	...	...	red, each	0 2
X.317B	Other ratings ...	...	...	...	...	blue, each	0 2

<i>Air Fitter—Air Frame Section :—</i>							<i>s. d.</i>
X.319A	Petty Officer and Leading Rating ...	...	...	...	...	red, each	0 3
X.319B	Petty Officer and Leading Rating ...	...	...	...	...	blue, each	0 3
X.320A	Other ratings ...	...	...	...	...	red, each	0 3
X.320B	Other ratings ...	...	...	...	...	blue, each	0 3

<i>Air Fitter—Engine Section :—</i>							<i>s. d.</i>
X.322A	Petty Officer and Leading Rating ...	...	...	...	...	red, each	0 3
X.322B	Petty Officer and Leading Rating ...	...	...	...	...	blue, each	0 3
X.323A	Other ratings ...	...	...	...	...	red, each	0 3
X.323B	Other ratings ...	...	...	...	...	blue, each	0 3

<i>Air Fitter—Electrical Section :—</i>							<i>s. d.</i>
X.325A	Petty Officer and Leading Rating ...	...	...	...	...	red, each	0 3
X.325B	Petty Officer and Leading Rating ...	...	...	...	...	blue, each	0 3

<i>Air Fitter—Ordnance Section :—</i>							<i>s. d.</i>
X.328A	Petty Officer and Leading Rating ...	...	...	...	...	red, each	0 3
X.328B	Petty Officer and Leading Rating ...	...	...	...	...	blue, each	0 3

<i>Visual Signaller—1st Class :—</i>							<i>s. d.</i>
X.7A	Chief Petty Officer, for collars	...	...	...	...	red, pair	0 8
X.7B	Chief Petty Officer, for right cuff	...	...	...	...	blue, each	0 4

				<i>s. d.</i>	
<i>Visual Signalman—2nd Class :—</i>					
X.11A	Chief Petty Officer, for collars	...	red, pair	0	6
X.11B	Chief Petty Officer, for right cuff	...	blue, each	0	3
<i>Wireless Telegraphist—1st Class :—</i>					
X.59A	Chief Petty Officer, for collars	...	red, pair	0	8
X.59B	Chief Petty Officer, for right cuff	...	blue, each	0	4
<i>Wireless Telegraphist—2nd Class :—</i>					
X.60A	Chief Petty Officer, for collars	...	red, pair	0	6
X.60B	Chief Petty Officer, for right cuff	...	blue, each	0	3
X.67A	Other ratings	...	red, each	0	4
X.67B	Other ratings	...	blue, each	0	4
X.21A	Good shooting badge for marksman, for right cuff	...	red, each	0	3
X.21B	Good shooting badge for marksman, for right cuff	...	blue, each	0	2
<i>Sailmaker :—</i>					
X.73A	Chief Sailmaker, for collars	...	red, pair	0	6
X.73B	Chief Sailmaker, for right cuff	...	blue, each	0	3
X.74A	Sailmaker	...	red, each	0	3
X.74B	Sailmaker	...	blue, each	0	3
X.75A	Sailmakers' mates and fabric workers	...	red, each	0	2
X.75B	Sailmakers' mates and fabric workers	...	blue, each	0	2
<i>Stoker :—</i>					
X.4B	Mechanician, for right cuff	...	blue, each	0	3
X.5B	Chief Stoker, for right cuff	...	blue, each	0	2
<i>Regulating Branch :—</i>					
X.246A	Master-at-Arms, for collars	...	red, pair	0	6
X.247A	Regulating Petty Officer	...	red, each	0	2
X.247B	Regulating Petty Officer	...	blue, each	0	2
<i>Sick Berth Staff :—</i>					
X.175A	Red Cross in circle—with letter L	...	red, each	0	3
X.175B	Red Cross in circle—with letter L	...	blue, each	0	3
X.176A	Red Cross in circle—with letter M	...	red, each	0	3
X.176B	Red Cross in circle—with letter M	...	blue, each	0	3
X.177A	Red Cross in circle—with letter O	...	red, each	0	3
X.177B	Red Cross in circle—with letter O	...	blue, each	0	3
<i>Dental Surgery Attendants :—</i>					
178A	Letter D.	...	red, each	0	2
178B	Letter D.	...	blue, each	0	2
<i>Dental Mechanics :—</i>					
179A	Letters D.M.	...	red, each	0	3
179B	Letters D.M.	...	blue, each	0	3
<i>Buglers :—</i>					
X.71	Bugles	...	red, each	0	2
X.72	Bugles	...	blue, each	0	2
<i>Royal Naval Reserve :—</i>					
X.268A	Letters R.N.R.	...	red, each	0	2
X.268B	Letters R.N.R.	...	blue, each	0	2
<i>Royal Naval Volunteer Reserve :—</i>					
X.269A	Letters R.N.V.R.	...	red, each	0	2
X.269B	Letters R.N.V.R.	...	blue, each	0	2
<i>Boom Defence Ratings :—</i>					
X.200A	Small Vessel Gunlayers (B.D.)	...	red, each	0	4
X.200B	Small Vessel Gunlayers (B.D.)	...	blue, each	0	3
X.201A	Quarter Ratings, 3rd Class (B.D.)	...	red, each	0	3
X.201B	Quarter Ratings, 3rd Class (B.D.)	...	blue, each	0	2
X.202A	Torpedo ratings, (B.D.)	...	red, each	0	3
X.202B	Torpedo ratings (B.D.)	...	blue, each	0	2

				<i>s. d.</i>	
X.203A	Visual Signalman (B.D.)	...	red, each	0	3
X.203B	Visual Signalman (B.D.)	...	blue, each	0	3
204A	Chief Riggers (B.D.)	...	red, pair	1	1
204B	Chief Riggers (B.D.)	...	blue, each	0	6
X.205A	Riggers (B.D.)	...	red, each	0	4
X.205B	Riggers (B.D.)	...	blue, each	0	4
X.206A	Riggers Mates (B.D.)	...	red, each	0	3
X.206B	Riggers Mates (B.D.)	...	blue, each	0	3
290	Bomb Disposal Squad	...	red, each	0	2
<i>Controlled and Observation Mining Ratings :—</i>					
126A	Leading Watchkeepers and Watchkeepers	...	red, each	0	2
126B	Leading Watchkeepers and Watchkeepers	...	blue, each	0	2
131A	Letters C.M.	...	red, each	0	1
131B	Letters C.M.	...	blue, each	0	1
132A	Letters C.M.S.	...	red, each	0	1
132B	Letters C.M.S.	...	blue, each	0	1

(A.F.Os. 2227/41 and 512/42.)

3293.—Clothing Issued on Repayment at Home—PricesOfficers Serving in Shore Establishments and Ships which are not Regularly Seagoing*

(V. 2946/42.—9.7.1942.)

The following alterations and additions to the lists of prices shown in the Appendix to A.F.O. 514/42 are to be brought into force as from the date of receipt of this Order :—

				<i>£ s. d.</i>	
<i>I.—Officers' clothing—</i>					
	Ties, black silk (evening wear)	...	each	0	2 6

III.—“Other ranks” clothing—

The price to be charged for “other ranks” clothing issued on repayment to Royal Marine Officers serving on shore and in R.M. units on shore at home is the current issuing price (*vide* B.R.141) plus one-third to the nearest penny above.

(A.F.O. 514/42.)

3294.—Royal Marines—Disposal of Uniform Effects and Issue of Plain Clothes

(A.G.R.M./V.21231/42.—9.7.1942.)

Consequent upon amended prices, the following amendments are to be made to A.F.O. 174/42 :—

- Paragraph 3, lines 3 and 4.
Amend “(at present £2 2s. 11d.)” *to read* “(at present £2 16s. 5d.)”
- Paragraph 5—line 8.
Amend “(at present £1 6s. 0d.)” *to read* “(at present £1 17s. 0d.)”

(A.F.O. 174/42.)

3295.—Losses of Stores through Theft

(V. 399/42.—9.7.1942.)

Instances have occurred in which losses of stores, suspected to have been due to theft, have been written off charge in the store accounts of H.M. ships and shore establishments without a report being made to the Admiralty in accordance with Article 1938, K.R. & A.I.

2. The procedure laid down in the Article referred to (which applies to naval, naval armament, victualling, medical, and any other description of Government stores) should be followed in future in all cases when losses are suspected to be due to theft.

3296.—O.U. 5420—Rate Book, 1942—Victualling and Royal Marine Stores
(V. 6225/41.—9.7.1942.)

The Victualling Rate Book, 1942 edition, will shortly be distributed. The new rates, if not already notified by Admiralty Letter, should be brought into force on the earliest date practicable after receipt of the new rate book.

3297.—W.R.N.S.—Kits for Wrens (M)

(V. 1583/42.—9.7.1942.)

The following Kit has been approved for W.R.N.S. ratings employed on maintenance duties:—

- 1 Overcoat.
- 1 Raincoat.
- 2 Jackets, blue serge.
- 1 Skirt, blue serge.
- †2 Prs. Trousers serge (Naval Class II Uniform pattern).
- 2 Shirts, white.
- 5 Collars, white, semi-stiff.
- 2 Shirts, navy blue (supplied with 2 collars per shirt).
- 1 Black Tie (Naval Class III Uniform pattern).
- †1 Jersey, blue woollen.
- 2 Prs. Shoes, black leather.
- 3 Prs. Stockings, black lisle.
- 1 Hat.
- 2 Kerchiefs, triangular, cotton, for headwear.
- †1 Cap Ribbon.
- 1 Pr. Gloves, blue woollen.
- †*2 Blue Overall Suits (one piece).
- †1 Oilskin Sou'wester.
- †*1 Oilskin Jacket.
- †*1 Pr. Oilskin Trousers.
- *1 Pr. Boots, sea, rubber.

Badges appropriate to rating.

2. Items marked “*” are to be supplied on loan. The items marked “†” are to be of the standard pattern for seamen and are to be supplied from the stock held by the Accountant Officer for general issue. The rubber sea boots are to be of the standard pattern or the type supplied for W.R.N.S.

3. The following items are to be withdrawn from these ratings when the trousers and navy blue shirts are issued to them, and are to be dealt with as laid down in A.F.O. 4521a/40:—

- 1 Skirt, blue serge.
- 2 Shirts, white.
- 4 Collars, white, semi-stiff.

4. Trousers, jersey, sea-boots and oilskins are to be worn by these ratings only when actually employed on maintenance duties. At other times the regulation uniform for W.R.N.S. ratings, laid down in A.F.O. 75a/40, paragraph 1, is to be worn.

(A.F.Os. 75a/40, 2723/40, 4521a/40 and 1831/42.)

3298.—W.R.N.S.—Underwear for Issue on Repayment to Officers and Ratings

(V. 2847/42.—9.7.1942.)

The issue of elastic roll-on belts on repayment will be discontinued when present stocks are exhausted.

(A.F.O. 1485/42.)

Section 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE

3299.—Amendments to Books

(E.F.O.—9.7.1942.)

The undermentioned amendments 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.

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

- A.F.O. P.289/42.—B.R. 67—Seamanship Manual, Volume I—Amendment.
- P.290/42.—B.R. 68—Seamanship Manual, Volume II—Amendment.
- P.291/42.—B.R. 260 (41)—Handbook of Mark XX Sinker—Amendment No. 1.
- P.292/42.—B.R. 268 (6)—Electrical Manual, Volume II—Main Electrical Supply Systems—Notes on Care and Maintenance and Operation—Amendment No. 4.
- P.293/42.—O.U. 5332 (37)—Procedure for Supervision of Ships and Vessels Building and Completing at Contractors' Yards—Amendment No. 17.
- P.294/42.—O.U. 6259—Regulations for Maintenance of 18-in. Mark VIII*, F.A.A., M.T.B.T. and M.T.B. VIII*S. Torpedoes—Amendment No. 36.
- P.295/42.—O.U. 6260—Handbook of Mark XVI Mine Unit—Amendment No. 5.
- P.296/42.—O.U. 6395—Handbook of Mark XIV, XV and XVII Mines, and Mark XV, XVII and XVII* Sinkers—Amendment No. 1.

(A.F.O. 3167/42.)

3300.—A.M.S.Is.

(E.F.O.—9.7.1942.)

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

(A.M.S.Is. 234-240/42.)

(A.F.O. 3168/42.)

3301.—Books, Publications—Arrangements for Supply

(G. 013093/41.—9.7.1942.)

A.F.O. 586/42 is to be amended as follows:—

Paragraph 11. *Cancel and substitute:—*

“(D) D.E.M.S.

11. The D.E.M.S. Staff Officers at the ports are responsible that D.E.M. Ships are provided with all the books relevant to the equipment carried. The C.Bs. will be issued by N.C.S.Os. at the request of the D.E.M.S. Staff Officers who will provide the N.C.S.O. with the name of the ship and the names of the books required, giving as long notice as possible; even so it will probably be necessary for the N.C.S.O. to carry a small stock of the books likely to be required.

O.U.s. and B.R.s. will be issued by D.E.M.S. Staff Officers who should maintain sufficient stock for the purpose.”

(A.F.O. 586/42.)

3302.—Certificates of Registry for British Ships—Issue

(T.D./M.4519/40.—9.7.1942.)

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

Name	Description	Official Number	Port of Registry
"Cathay" ...	Steamship ...	148843	Glasgow
"Dandolo" ...	Steam trawler ...	129341	Aberdeen
"Ellida" ...	Motor yacht ...	136285	Glasgow
*"Hikibydo" ...	Motor yacht ...	131791	Southampton
"Lilida" ...	Motor yacht ...	166788	Southampton
"Rochester" ...	Steam trawler ...	109529	Lowestoft
"Vireo" ...	Steam trawler ...	133392	Hull

* The original certificate has been recovered and cancelled.

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

(A.F.O. 1307/42.)

3303.—Naval Aircraft—Common Amendment List to all Appendices "A"—Power Unit Schedule

(A.M. 5415/42.—9.7.1942.)

All aircraft Appendices "A" specifying Plate, cockpit, engine data, are to be amended to show the undermentioned alternative, as follows :—

Column 2	Column 3
	or
	Holder :—
	(Cockpit) :—
27H/1991	Engine data card
	and
	Card :—
	Engine data.

2. Standard airframe transfer lists are to be amended where necessary.

3. This Order is to be quoted as the authority for the amendment, as this action will not be covered by the ordinary amendment list procedure.

3304.—I.D. Forms S.A. and A.A.—Revision

(Sta./T.D. 712/41.—9.7.1942.)

The following have been revised and allotted the "S" numbers shown. Old editions are obsolete :—

(a) I.D. Form S.A.—Particulars of Attacks on Merchant Vessels by Enemy Submarines.	S.1533
(b) I.D. Form A.A.—Particulars of Attacks on Merchant Vessels by Enemy Aircraft.	S.1534

2. When available, a first distribution of both forms will be made, without demand, to authorities abroad as follows :—

	S.1533	S.1534
N.C.S.O., Reykjavik ...	50	25
N.S.H.Q., Ottawa ...	2,500	50
N.C.S.O., Bermuda ...	100	—
N.C.S.O., Jamaica ...	100	—
N.C.S.O., Trinidad ...	100	—
N.C.S.O., Lisbon ...	50	50
N.C.S.O., Gibraltar ...	100	25
D.A., Freetown ...	200	50

	S.1533	S.1534
D.A., Simonstown ...	100	—
D.A., Durban ...	200	—
D.A., Alexandria ...	100	100
D.A., Malta ...	50	50
D.A., Colombo ...	200	50
A.C.N.B., Melbourne ...	250	100
N.Z.N.B., Wellington ...	100	50
B.R.O., Panama ...	25	—
B.R.O., Colon ...	50	—
N.C.S.O., Murmansk ...	100	100
N.C.S.O., Archangel ...	50	50

3. Naval Control Service Officers at Home are to demand supplies required from the R.N. Store Depot, Elveden Road, Park Royal.

3305.—Foreign Service Personnel—Notification of Admission to and Discharge from Hospital

(M.D.G. 29336/42.—9.7.1942.)

See A.F.O. 3217/42 under Section 2 of this issue.

3306.—Cathedral Psalters with Chants—Issue of

(Sta. 15689/42.—9.7.1942.)

It has been approved that on stocks of the present Cathedral Psalters, with chants, etc. (B.R.426, 428, 429 and 430) becoming exhausted, or worn out, the same book is to be used in all shore establishments and afloat.

2. The book selected for this purpose is the "New Cathedral Psalter set to appropriate Chants (St. Paul's Cathedral Chant Book)," published by Novello & Co. (Catalogue No. 73), and it is to be accounted for as B.R. 428. Issue to ships will be on the same basis as B.R.426.

3307.—A/S "H" Publications

(A/S.W. 6937/42.—9.7.1942.)

The following publications issued by Director of A/S Warfare (Bath) or H.M.S. "Osprey" are now obsolete and should be destroyed by pulping :—

- A/S H.1—Instructions for using Deep Water Echo-sounding Gear in "Herald".
- A/S H.2—Instructions for using Shallow Water Echo-sounding Gear in H.M.A.S. "Moresby".
- A/S H.7—Instructions for using Shallow Water Echo-sounding Gear with Recorder in H.M.A.S. "Yarra".
- A/S H.13—Echo-sounding Installation, Type 755.
- A/S H.16—Temporary Handbook for Echo-sounding Recorders, Types 753, 754 and 756.
- A/S H.36—Hydrophone Equipment for Floating Pontoon at Singapore. Instructions for Fitting and Operating.
- A/S H.56—List of Gauges for Types 123A, 128 and 134. Appendices I, II and III to A/S H.56.
- A/S H.74—Notes on Fitting and Refitting Directing Gear, Pattern A.810.

2. No certificates of destruction need be rendered.

3308.—A/S "H" Publications

(A/S.W. 6938/42.—9.7.1942.)

A number of publications have been issued by Director of A/S Warfare (Bath) or H.M.S. "Osprey" in which the covers and flyleaves have been marked "secret" or "confidential" unnecessarily. These are :—

- A/S H.8—Instructions for Use with Signal Injector A/S 36.
- A/S H.10—Instructions for Use with Recorder A/S 49.
- A/S H.27—Type 124—Adaptation for Echo-sounding. Outline of Operating Instructions.

A/S H.28—Instructions for Shipping and Unshipping Trawler Type Domes.
 A/S H.29—Instructions for Use with Recorder A/S 45.
 A/S H.41—Signals A/S 136—Brief Specification.
 A/S H.68—Pamphlet on High Frequency Motor Alternators.
 A/S H.68/1—Addendum No. 1 to Pamphlet on High Frequency Motor Alternators.

2. The "confidential" or "secret" marking should be deleted from covers, flyleaves and figures. These books need not be held on charge.

3309.—O.U. and B.R. Publications—Distribution during June, 1942

(N.S. 36/42—9.7.1942.)

B.R. 125.—Supplements No. 14, 15 and 16. Lloyd's Register of Shipping, 1941/42.
 B.R. 150B—Naval Manual of Aircraft Recognition.
 B.R. 157 (3)—Naval Electrical Pocket Book.
 B.R. 272—Drill for 4.7 Q.F. Mark XII and XII* Guns on C.P. Twin Mark XIX M.T.G.
 B.R. 274—Handbook and Drill for 20 M.M. Oerlikon Machine Gun, Marks I, II, II U.S.N. and IV U.S.N. on Marks I, IIA and IIIA Mountings.
 B.R. 284—Preliminary Pamphlet for 2 pdr. Q.F. Mark XIV Gun.
 B.R. 291—Tables showing particulars in regard to Naval Ordnance.
 B.R. 297—Turret Gun Drill for 4.7-in. Q.F. Mark XI Guns on Twin Mark XX Mountings.
 B.R. 370—Establishment of Naval Stores for H.M. Mooring Vessels.
 B.R. 625 Part I } Ordnance Board Ballistic Tables.
 B.R. 625A Part II }
 B.R. 664—Amendment No. 19, King's Regulations and Orders for the Army.
 B.R. 695—Annexe 31 and 32, International List of Telegraph Offices.
 O.U. 5292—Revised Cards 5, 15 and 24A. New Cards 18D, 18E, 24B, 25A and 34F. Block Sketch Cards of British War Vessels.
 O.U. 5494A } Amendment No. 83, Silhouettes of Aircraft, Royal Air Force.
 A.P. 1480A }
 O.U. 5494C } Amendment No. 20, Silhouettes of Aircraft, Italian.
 A.P. 1480C }
 O.U. 6090 (J)—Range Tables Nos. 534, 535 and 536, for B.L. 6-in. Mark XII and XIIB Guns.

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

A.F.O. "P" 256 to "P" 269 inclusive—see A.F.O. 2808.
 A.F.O. "P" 270 to "P" 278 inclusive—see A.F.O. 2939.

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

C.A.F.O. "S.C." 23—Correction No. 8 to O.U. 5366/35.
 C.A.F.O. "S.C." 24—Correction No. 8 to B.R. 266/41.
 C.A.F.O. "S.C." 25—Correction No. 4 to O.U. 5371/39.
 C.A.F.O. "S.C." 26—Correction No. 15 to O.U. 5339.
 C.A.F.O. "S.C." 27—Correction No. 17 to O.U. 5516.

Miscellaneous.

A.P. 804—Amendment No. 11.
 Army List—Part I and Part II.
 Army Orders 46–64.
 Special Army Orders 65–71.
 British Survey—Vol. III, No. 22 and No. 23.

(A.F.O. 2813/42.)

3310.—Books—O.U. 6090 (J), Range Table No. 537, Range and Elevation Scales—Table No. 538 and Range and Time Scales Table No. 539, dated April, 1942—for B.L. 6-in. Guns, Mark XII and XIIB—Issue.

(G. 05697/42.—9.7.1942.)

The above mentioned tables are now in the press and copies will be issued without demand from the Royal Naval Store Depôt, Elveden Road, Park Royal, N.W.10 when supplies become available.

3311.—B.R. 183—Naval Electrical Manual, Vol. I—Revised Establishment

(T/Sta. 10173/42.—9.7.1942.)

The stock of B.R. 183 has fallen below the authorised reserve and in order to avoid, during wartime, a further reprint of copies, the establishment of this book has been revised and is now shown as follows:—

Flag Officers	...	...	...	1
Battleships and Battle cruisers	...	...	...	3
Cruisers and Aircraft carriers	...	...	...	2
Destroyer depôt ships and submarine depôt ships and shore bases.	...	...	...	1
Repair ships	...	...	...	1
Monitors, minelayers, armed merchant cruisers, naval wireless stations, and armed boarding vessels.	...	...	...	1

2. Any copies now held which are not allowed and any copies held in excess of the establishment should be returned to the R.N. Store Depôt, Edgware Road, Cricklewood, N.W.2.

3312.—Form O.6—Ammunition Labels—Additions

(A.S.—9.7.1942.)

Serial No.	Description	Where used	Page in Form O.6 (October, 1941, revision).	Sta. No.
N.821	Fuzes, percussion, D.A.—.....filled sleeves for No. 246 fuzes.	In lid of cylinder No. 384.	29	} 15249/42
N.822	.....filled sleeves for No. 246 fuzes, in..... cylinders No. 384.	In recess in lid of Box M.81.	29
N.823	.....delay rings for No. 246 fuzes.	In lid of cylinder No. 384.	29
N.824	.....delay rings for No. 246 fuzes, in..... cylinders No. 384.	In recess in lid of Box M.81.	29

2. Stocks are being maintained by Officer-in-Charge, Port Mills, Brimscombe, only.

3313.—Form O.6—Ammunition Labels—Addition

(A.S./Sta.15220/42.—9.7.1942.)

Serial No.	Description	Where used	Page in Form O.6 (Oct., 1941 revision)	Sta. No.
N.589	Detonators, torpedo, electric, No. 1 (fitted in carriers, Mark II, each in cylinder).	In recess on lid of W.85 box.	25	15220/42

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

3. Labels, Serial No. N.200, are to be used only for Detonators, torpedo, electric, No. 1, fitted in Mark I carriers.

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

3314.—Forms S.576 and S.576A—Treatment of V.D.

(M.D.G. 38469/41.—9.7.1942.)

See A.F.O. 3227/42 under Section 2 of this issue.

3315.—O.U.6090 (B)—Revised Page 9 to Range Table No. 254, and Revised Page 9 to Range Table No. 392 for Q.F., 4.7-in. Guns, Marks IX, IX*, IX** and XII, dated April, 1942—Issue.

(G. 2997/42.—9.7.1942.)

The above-mentioned revised pages are now in the press.

2. Copies will be issued to all holders of Range Tables, Nos. 254 and 392, without demand, from the Naval Store Depôt, Elveden Road, Park Royal, N.W.10, when supplies become available.

3. On receipt of these revised pages, copies of revised page 9, dated December, 1933, to Range Table No. 254, and page 9 dated August, 1936, to Range Table No. 392, should be disposed of in accordance with the instructions in Form O.U.2A.

3316.—O.U.6090 (T)—Range Tables Nos. 541 and 542 for 0.5-in. Browning Machine Gun—Issue

(G. 05543/42.—9.7.1942.)

The above mentioned range tables are now available and copies will be issued to all concerned without demand, from the R.N. Store Depôt, Elveden Road, Park Royal, N.W.10.

Section 6.—SHORE ESTABLISHMENTS

3317.—War Bonus—Non-Industrial Staffs

(C.E. 55063/42.—9.7.1942.)

As from the 1st June, 1942, the following revised amounts of bonus are payable to whole-time non-industrial Civil Servants, established and unestablished, whose remuneration (excluding bonus) does not exceed £500 per annum:—

Age.	Annual Remuneration.	Amount of Bonus.
Under 18	—	4s. 0d. a week
18 and over, but under 21	—	6s. 6d. a week
21 and over	Up to and including £250 ...	{ Men, 13s. 6d. a week Women, 10s. 0d. a week
21 and over	Over £250 and up to and including £500 ...	{ Men, 7s. 6d. a week Women, 6s. 0d. a week

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

3. The weekly equivalents of the annual rates of remuneration quoted in the first paragraph as determining the amount of bonus payable, and the annual equivalent of the weekly rates of bonus to be applied to persons on annual salaries,

should both be calculated on the basis of 52½ weeks to the year. The total remuneration in the latter case should be rounded up to the next complete shilling.

4. For the purpose of determining an individual's remuneration, account should normally be taken of any allowances, e.g. overseeing allowance, but certain allowances of a variable character are excluded. Overtime pay will not reckon as remuneration for this purpose, and allowances specifically in lieu of overtime pay should accordingly be excluded. Where officers are provided with rent-free quarters, the value of these quarters will be taken into account in determining eligibility for bonus. The pensionable or gratuitable value of board (including fuel) should also be taken into account.

5. Bonus will be reckonable for the calculation of overtime pay, and the over-riding maximum overtime rates of the Clerical Class are now those based on inclusive salaries of £369 12s. 0d. (men) and £295 13s. 0d. (women). It will not reckon for superannuation purposes and it will be ignored in calculating starting pay on promotion. In the case of an officer on a mark-time salary, the appropriate amount of bonus is granted in addition to the mark-time salary.

6. The increased bonus should be brought into overtime calculations as from the first overtime week (or, where applicable, the first consecutive four-weekly period) after the 28th June, 1942, or as soon as possible after that date, but in any case not later than the first overtime week (or the first four-weekly period) after the 12th July, 1942. Overtime claims already paid in respect of periods between these two dates should not be re-calculated to include the increased bonus.

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

8. War Bonus should be taken into account for the purpose of calculating the balance of Civil pay of Civil Servants serving with H.M. Forces under Treasury Circular No. 13/39 (promulgated in A.F.O. 1135/39).

9. The Civil Service War Bonus is payable to staffs while on passage or serving abroad, provided they are not in receipt of Colonial or Foreign Service allowance, or in receipt of inclusive salaries in respect of their overseas service. It is not payable in the case of Civilian Shore Wireless Service personnel serving at certain stations where they are provided with various benefits in kind.

10. The increased bonus now authorised and the bonus authorised by A.F.O. 4564/41 will apply to staff serving in Eire with effect from 1st June, 1942, and 1st September, 1941, respectively. The necessary adjustments in pay should be made accordingly, but any overtime claims paid prior to the date of this Order should not be re-calculated to include the increase in bonus.

11. The calculation of the wages of part-time clerical, etc., staff should, as from the 1st June, 1942, take into account the increased amounts of bonus now authorised.

APPENDIX

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

Age	Ordinary remuneration including reckonable allowance	Amount of bonus (annual rate)
Under 18 ... ..	... ..	£10 9s. 0d.
18 and over but under 21 ... ..	... ..	£16 19s. 0d.
<i>Men</i>		
21 and over	Up to £250 inclusive	£35 4s. 0d.
	Over £250 and up to £265 inclusive	Sufficient to bring ordinary remuneration and bonus together up to £285 4s. 0d.

Age	Ordinary remuneration including reckonable allowance	Amount of bonus (annual rate)
<i>Men—contd.</i>		
	Over £265 11s. 0d. and up to £500 inclusive	£19 12s. 0d.
	Over £500 but less than £519 12s. 0d. inclusive	Sufficient to bring ordinary remuneration and bonus together up to £519 12s. 0d.
<i>Women</i>		
21 and over ...	Up to £250 inclusive	£26 2s. 0d.
	Over £250 and up to £260 8s. 0d. inclusive	Sufficient to bring ordinary remuneration and bonus together up to £276 2s. 0d.
	Over £260 8s. 0d. and up to £500 inclusive	£15 13s. 0d.
	Over £500, but less than £515 13s. 0d. inclusive	Sufficient to bring ordinary remuneration and bonus together up to £515 13s. 0d.

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

Age	Ordinary remuneration including reckonable allowance	Amount of Bonus (weekly rate)
Under 18 ...	... ..	4s. 0d.
18 and over but under 21 ...	... ..	6s. 6d.
<i>Men</i>		
21 and over ...	Up to £4 15s. 10d. inclusive	13s. 6d.
	Over £4 15s. 10d. and up to £5 1s. 9d. inclusive	Sufficient to bring ordinary remuneration and bonus together up to £5 9s. 4d.
	Over £5 1s. 9d. and up to £9 11s. 9d. inclusive	7s. 6d.
	Over £9 11s. 9d. but less than £9 19s. 3d. inclusive	Sufficient to bring ordinary remuneration and bonus together up to £9 19s. 3d.
<i>Women</i>		
21 and over ...	Up to £4 15s. 10d. inclusive	10s. 0d.
	Over £4 15s. 10d. and up to £4 19s. 9d. inclusive	Sufficient to bring ordinary remuneration and bonus together up to £5 5s. 10d.
	Over £4 19s. 9d. and up to £9 11s. 9d. inclusive	6s. 0d.
	Over £9 11s. 9d. but less than £9 17s. 9d. inclusive	Sufficient to bring ordinary remuneration and bonus together up to £9 17s. 9d.

(A.F.Os. 1135/39 and 1725/42.)
(A.F.O. 2711/42 is cancelled.)

3318.—Temporary Clerks—Pay—Duties—Grading

(C.E. 54199/42.—9.7.1942.)

A new agreement has been reached between the Staff Associations and H.M. Treasury concerning the pay, duties and grading of Temporary Clerks which supersedes that referred to in A.F.O. 3102/41. The agreement reads as follows:—

“ Pay, Duties and Grading of Temporary Clerks

Memorandum of Agreement between the Treasury on the one hand and the Civil Service Alliance and the Association of Ex-Service Civil Servants on the other hand.

(i) The duties of Temporary Clerks shall be:—

Grade III.—Duties normally allotted to Clerical Assistants (General and Departmental) and to “S” class clerks, and the simpler duties performed by the basic grades of the General and Departmental Clerical Classes (i.e. of the standard of those duties of the General Clerical Class with which, as is recognised in paragraph 6 of the agreement enclosed with Treasury Circular 11/36 [A.F.O. 3140/36], the duties of Clerical Assistants, Grade I, in the higher ranges overlap).

Grade II.—Minor supervisory duties, and individual work of a higher order than that appropriate for Grade III.

Grade I.—Supervisory duties not of the minor character for which Grade II grading is appropriate, but not up to Higher Clerical Standard.

(ii) The rates of pay, exclusive of war bonus, shall be:—

Ages	London		Intermediate Centres		Provinces	
	Men s. d.	Women s. d.	Men s. d.	Women s. d.	Men s. d.	Women s. d.
<i>Grade I—</i>						
Under 25	78 0	62 6	76 0	60 6	74 0	58 6
25 or over	84 0	67 6	82 0	65 6	80 0	63 6
then by annual increments of 4s. (men) or 3s. (women) to						
	88 0	70 6	86 0	68 6	84 0	66 6
	92 0	73 6	90 0	71 6	88 0	69 6
	96 0	76 6	94 0	74 6	92 0	72 6
<i>Grade II—</i>						
18	47 6	40 0	45 6	38 0	43 6	36 0
19 and 20	54 0	46 6	52 0	44 6	50 0	42 6
21 and 22	65 0	52 6	63 0	50 6	61 0	48 6
23 and 24	68 6	55 0	66 6	53 0	64 6	51 0
25 or over	72 0	57 6	70 0	55 6	68 0	53 6
then by annual increments of 4s. (men) or 3s. (women) to						
	76 0	60 6	74 0	58 6	72 0	56 6
	80 0	63 6	78 0	61 6	76 0	59 6
	84 0	66 6	82 0	64 6	80 0	62 6
<i>Grade III—</i>						
17	31 6	31 6	29 6	29 6	27 6	27 6
18	40 0	35 0	38 0	33 0	36 0	31 0
19 and 20	45 0	40 0	43 0	38 0	41 0	36 0
21 and 22	55 0	45 0	53 0	43 0	51 0	41 0
23 and 24	58 6	47 6	56 6	45 6	54 6	43 6
25 or over	62 0	50 0	60 0	48 0	58 0	46 0
then by annual increments of 4s. (men) or 3s. (women) to						
	66 0	53 0	64 0	51 0	62 0	49 0
	70 0	56 0	68 0	54 0	66 0	52 0
	74 0	59 0	72 0	57 0	70 0	55 0

The rates of pay underlined are the highest rates which may be paid on first appointment or promotion to each grade; except that an officer promoted to Grade I or Grade II should, where it is to his advantage, enter the higher scale at existing pay plus accrued increment.

The first increase of 4s. (men) or 3s. (women) given to Grade I Clerks after the age of 25 will be given when the officer has completed one year's service in the grade at the rate applicable to age 25 or over, or from the operative date of this Agreement, whichever is the later. The provision in the Agreement of 4th June, 1941, that the increases allowed to Grade II and Grade III Clerks should be given when officers had completed one year's service at the 25 or over rate, or from the operative date of that Agreement, whichever was the later, will stand; these increases become the first increments in the new scales.

(iii) The other conditions of service of Temporary Clerks remain unchanged.

(iv) This Agreement does not apply to Temporary Clerks in the Ministry of Labour, whose position will be discussed departmentally, and is without prejudice to the arrangements in operation in certain local offices of the Ministry of Food.

(v) This Agreement will operate as from the first anniversary of the date in paragraph 5 of the Agreement appended to T.C.11/41 [*vide* A.F.O. 3102/41].

(vi) This Agreement will not be subject to review until after the 31st December, 1945.

(vii) This Agreement is without prejudice to the view of the Staff Associations that the pay of men and women in the common classes should be the same.

Signed on behalf of the Treasury, E. H. RITSON.

Signed on behalf of the Civil Service Alliance, L. C. WHITE.

Signed on behalf of the Association of Ex-Service Civil Servants,

21st May, 1942."

H. W. FENN.

2. The lower age limit for appointment to Grade I remains 25, and the rate of pay shown in the Agreement for Grade I under 25 is only intended to provide for any exceptional cases which may be specially authorised.

3. It will be seen that provision has been made in the Agreement for a short scale of pay in each of the three grades. This has involved review of the existing rates of pay of Grade II Clerks between the ages of 21 and 24 inclusive. Existing Grade II Clerks between these ages may retain their present rate of pay so long as it is more favourable. It will also be seen that no rates are shown for Grade III Clerks under 17 years of age. The conditions of service of all juveniles are at present under review and pending the issue of further instructions the rates of pay for such Clerks should be those laid down in A.F.O. 3102/41.

4. It has now been decided that if a Temporary Clerk resigns from one Government Department in order to take up similar duties in another Government Department and takes up such duties without a break—other than an interval of a few days from causes outside his control—the service in the two Departments may be aggregated for all purposes unless the second employing Department has evidence that the service in the previous Department was terminated because it was unsatisfactory, or was terminated by the individual without reasonable notice, or in the face of objection by the former employing Department. Past cases may be adjusted accordingly, but it will be for persons concerned to apply individually for such adjustment, and adjustments will take effect only from the date of successful applications. No claims should be accepted if they are not received within two months of the date of this Order.

5. Attention is drawn to paragraph (i) of the above Agreement in which the duties of Grade I Clerks are defined. Cases in which Grade I Temporary Clerks are at present employed on duties *fully* comparable to those of Higher Clerical Officers should be reported to the Admiralty (C.E.II, Bath, or C.E.I, London, as appropriate) with a view to consideration being given to their being regraded as Temporary Assistants.

(A.F.Os. 3140/36—not in annual volume—2673/39, 817/40, 1180/40, 3102/41, 3557/41, 4901/41, 1615/42, 1725/42 and 2709/42.)

3319.—Workpeople—Relaxation of Regulations Concerning Entry

(L. 8875/42.—9.7.1942.)

With reference to A.F.O. 1991/40, it is pointed out that the arrangements authorised therein are applicable to all Admiralty civil establishments at home, and not merely to H.M. dockyards. The attention of heads of establishments is particularly drawn to paragraph 1 (c) of that Order amending Home Dockyard Regulation 305 (10).

(A.F.O. 1991/40.)

3320.—Income Tax, 1942/43—Provisional Deductions—Non-Industrial Civilian Staff

(D.N.A. 10447/42.—9.7.1942.)

Provisional tax deductions for the year 1942/43 in respect of persons entered during the year 1941/42 are to be made by reference to a *full year's liability*, i.e. the notification of final assessment for the year 1941/42 received from the Chief Inspector of Taxes should *not* be used as a basis, but an independent calculation made. This instruction is applicable to all Admiralty establishments at home and abroad.

2. With reference to A.F.O. 511/42, the Chief Inspector of Taxes has again drawn attention to the fact that many cases are still arising in which provisional tax deductions have not been instituted. As previously stated it is of great importance that such deductions should be made from the earliest possible date after entry in order to avoid hardship that might otherwise arise from the subsequent collection of tax over a restricted period and the instructions contained in A.F.O. 511/42 are to be strictly complied with in future.

(A.F.O. 511/42.)

3321.—Income Tax—Civilian Staff at Home Establishments (except Manual Wage Earners)—REPORTS

(D.N.A. 10447/42.—9.7.1942.)

New Entries

The Chief Inspector of Taxes has reported that examination of the 1942/43 Schedules now being received from establishments contain the names of a large number of persons entered during the year 1941/42, the entry of whom has not been previously reported in accordance with the instructions contained in A.F.Os. 3324/41 and 4566/41 (*see also* A.F.O. 1203/42), which were specially framed with a view to avoiding delay in the issue of assessments and the inconvenience to taxpayers which results from such delay. Care is to be taken to ensure that in future the Chief Inspector of Taxes is notified in the prescribed manner of all new entries.

Cessations

The Chief Inspector of Taxes has also drawn attention to the fact that there are many instances of failure to notify him when persons are discharged from Government employment. Very serious inconvenience is caused by this non-compliance with instructions and the Chief Inspector should invariably be notified of all cessations on the appropriate form No. 6A (D.C.B.) with as little delay as possible.

(A.F.Os. 3324/41, 4566/41 and 1203/42.)

3322.—Female Industrial Employees—Supervisory Grades

(L. 19366/41.—9.7.1942.)

Where the duty of supervising the actual work of female industrial workpeople, in war-entrant grades, is entrusted to women other than female Storehouse Assistants, etc. (whose rates of pay are such as to provide for this element of supervision), such women should be graded either as Leading Workwomen or as Chargewomen, according to the particular responsibilities involved.

2. In such cases, Leading Hands of female workpeople are to receive duty pay of 3s. a week in addition to weekly wages equivalent to those of the highest-paid woman supervised; Chargewomen are to receive charge pay of 6s. a week in the same conditions, and will also be eligible for 10 days' leave with pay annually. It will be a matter for Admiralty decision, in the first place, whether a particular post should be allocated to a Leading Hand or a Chargewoman.

3. Chargewomen of grades normally employed in peace-time, e.g. with a scale of 7s. to 11s. charge pay, are unaffected by this Order, and any individual Chargewoman of a war-entrant grade, who is at present in receipt of charge pay of 7s., may continue to be paid at that rate on a personal basis.

3323.—Extended Employment of Women in Admiralty Establishments in War Time—Juvenile Rates

(L. 9279/42.—9.7.1942.)

In the case of women employed on men's work, whose rates are fixed in accordance with A.F.O. 3438/41, or 3182/42, the following rates should be paid to girls of 16 and 17 years of age when similarly employed:—

Aged 16 ... Appropriate rate for adult women less 45 per cent.

Aged 17 ... Appropriate rate for adult women less 35 per cent.

2. If any girl, aged 16 or 17, covered by the terms of paragraph 1, is already in receipt of a higher rate of pay, this should be continued on a personal basis.

3. The above arrangements will be operative as from the same date as A.F.O. 3182/42.

4. This Order does not apply to girls of 16 and 17 years in grades excluded from the effect of A.F.O. 3182/42, who should continue to be paid in accordance with A.F.O. 1662/41.

(A.F.Os. 1662/41, 3438/41, 5348/41 and 3182/42.)

3324.—Checks for Late Attendance of Workpeople—Exclusion from Earnings for Income Tax Purposes

(D.N.A. 22582/41.—9.7.1942.)

The checks imposed for late attendance in accordance with the instructions contained in Appendix XIV, Home Dockyard Regulations, are in future to be excluded from earnings in reporting the latter to the local inspector of taxes for income tax purposes.

(Appendix XIV, Home Dockyard Regulations.)

3325.—Admiralty Civil Police—Selection of Men for Posts of Senior Warders

(U.S.B. 347/42.—9.7.1942.)

All Warders appointed to the rank of Senior Warder in the Admiralty Civil Police in actual vacancies in the complement (whether with previous experience as Warder, or not) are to serve a probationary period of 3 months, but while serving this probationary period such men are to receive the pay and wear the uniform of Senior Warder.

2. Men who have been promoted to the rank of Senior Warder may be reverted to the rank of Warder at any time during this 3 months' probationary period, and should be so informed upon being promoted. At the end of the probationary period of 3 months their appointment is to be confirmed or they are to be reverted to the rank of Warder at the discretion of the head of the establishment.

3. Men who are already serving a probationary period as Senior Warders under A.F.O. 4569/41 are to receive the higher rate of pay as from the date of appointment to the higher rank.

(A.F.O. 4569/41 is cancelled.)

3326.—New Naval Armament Coasting Vessels

(A.S. 02315/42.—9.7.1942.)

The Naval Armament Coasting Vessels now building at the yard of Messrs. Philip & Son, Ltd., Dartmouth, are to be named as follows:—

J.6091	...	...	...	"Kinterbury"
J.6119	...	...	...	"Crombie"

3327.—Gun Mountings, Transferable—Values for Financial Year 1942

(G. 210/42.—9.7.1942.)

It has been decided that the values assigned to transferable gun mountings promulgated in A.F.O. 1472/40 as amended by A.F.O. 1996/40 and amplified by A.F.O. 3448/41 should remain in force for the year 1942.

The following additions should, however, be made to the list:—

Nature of Mounting	Detailed Value		Total Value
	£	£	
6 Pounder Non Recoil	130		130
20 mm. Oerlikon Mark IIA	142		142
20 mm. Oerlikon Mark IIIA	134		134

(A.F.Os. 1472/40, 1996/40 and 3448/41.)

3328.—Regulations for the Conveyance of Government Explosives in Freight Ships during the Present Emergency (T.152)

(A.S. 15739/41.—9.7.1942.)

The above mentioned regulations have now been printed and copies have been distributed to Naval Armament Depôts and Establishments in the United Kingdom and abroad.

2. The regulations require to be read in conjunction with Ministry of War Transport Circular No. 1740 regarding the conditions of stowage of explosives on board ship and of dangerous and certain other goods in ships carrying explosives.

3. The regulations in T.152 supersede certain sections of the regulations for H.M. Sea Transport Service, namely:—

(i) Arts. 164–189.

(ii) Tables showing classification according to stowage (explosive section).

(iii) Appendix XII.

4. Requirements for the new publication T.152 and Ministry of War Transport Circular No. 1740, additional to the distribution referred to in paragraph 1 above, should be demanded on the Keeper of Stationery and Printing, Admiralty, S.W.1.

3329.—Store Rooms—Fire Precautions

(D. 8455/42.—9.7.1942.)

Investigation consequent on a fire which occurred in a store room brought to light the fact that highly combustible stores were stowed dangerously near to a coal burning stove.

2. Fuel burning stoves are not as a rule to be used for heating store rooms which contain highly combustible material.

3. Where this is unavoidable stringent precautions are to be enforced.

4. No racks or stocks are to be sited within six feet of any fuel burning stove and suitable fire guards are to be provided.

5. Attention is drawn to B.R. 93, Vol. I, Chapter XII, Sections 12 and 13.

(F.O. *ic* Liverpool, 12.3.42, No. 581/240/264.)

3330.—Private Motor Vehicles used on Official Business—Revised Scheme of Mileage Allowance for Naval and Civil Personnel

(C.E. 8626/42.—9.7.1942.)

Attention is drawn to A.F.O. 3221/42, Section 2 of this issue.

3331.—Private Wireless Apparatus—Installation in Admiralty Buildings and Naval and Marine Barracks, Camps, etc., in Great Britain and Northern Ireland

(D. 6233/42.—9.7.1942.)

The charges authorised in paragraphs 9 and 10 of A.F.O. 3067/42 to cover the cost of electric current consumed by private wireless apparatus installed in Admiralty buildings are not to be made for the duration of the war.

(A.F.O. 3067/42.)

(A.F.O. 3105/41 is cancelled.)

3332.—Electrical Spare Gear—Relaxation of Standard of Packing

Dockyards and Repair Bases at Home

(D. 013668/42.—9.7.1942.)

Consequent upon the receipt of representations from a firm largely concerned with the supply of boxes for electrical spare gear, it has been decided that the following relaxations of the requirements of the Standard Electrical Specification No. 3, Clause 59, for the construction and finish of such boxes may be allowed, when necessary—

- (a) the boxes may be made of any good hard wood (soft wood is not to be accepted except in absolute emergency).
- (b) The boxes may be screwed together, but the lids are to be provided with hinges and catches. Locks need be supplied only where the signal department specifically calls for any special features, any cases of doubt being referred to the Captain Superintendent, H.M. Signal Establishment.
- (c) The necessity for recessing the boxes to carry small components may be waived and any good alternative method of securing the items against movement from vibration or transport accepted in lieu.

(D.A.E.E., London and Southern District S.E. Area, 13.A.42, Ref. GM/1/4.)

3333.—Advice of Cash Account being Passed

(D.N.A. 11193/42.—9.7.1942.)

See A.F.O. 3222/42 in Section 2 of this issue.