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ADMIRALTY FLEET ORDERS

ADMIRALTY, S.W.1,
22nd July, 1943.

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

A list of these Orders is enclosed.

By Command of their Lordships,

J. V. Markham

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

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

Head of "P" Branch

P 1 *gmg. JH*

P 2 *gmg. JH*

P 3 *gmg. JH*

P 4 *gmg. JH*

ADMIRALTY FLEET ORDERS

No. Subject.

22nd July, 1943.

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Section 1

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

3242.—Message on Occasion of National Day of France—July 14th (M. 010126/41.—22 Jul. 1943.)

The following message was sent by the First Lord :—

"During the past year the great events in North Africa have brought appreciably nearer the liberation of France. It is, therefore, with special pleasure on this anniversary of France's National Day that on behalf of the Board of Admiralty and Officers and Men of the Royal Navy I send our warmest greetings to all Officers and Men of the French Navy.

We look forward with solid and increasing confidence to complete victory over the Axis Powers and to the day when France will be restored to her greatness.

A. V. ALEXANDER."

3243.—Senior Officer, Naval Air Fighter Schools—Appointment (A.0835/43.—22 Jul. 1943.)

The Commanding Officer, R.N. Air Station, Yeovilton, has been appointed Senior Officer, Naval Air Fighter Schools with responsibilities in respect of R.N. Air Stations, Henstridge and Charlton Horethorne, similar to those of the Senior Officer of ships in company.

2. The Senior Officer Naval Air Fighter Schools will undertake :—

(i) The co-ordination of the methods of training, to ensure the application of a common doctrine between the Naval Air Fighter Schools, and the adoption of the same methods at each to carry out the authorised Syllabus :—

(a) All recommendations for alteration of syllabus or modification of training methods to be made by the Senior Officer Naval Air Fighter Schools.

(b) All recommendations or applications for new forms or types of training equipment (other than aircraft establishment questions) to be made by the Senior Officer Naval Air Fighter Schools, but

(c) All recommendations or applications for alteration to complement to be made by the Naval Air Fighter School concerned.

(ii) The co-ordination of the training programme when common training facilities and areas are used by the Naval Air Fighter Schools.

3. His responsibilities in regard to administration and other matters not covered above will be confined to the R.N. Air Station, Yeovilton.

3244.—Instructions for Boats Attending on Flying Operations (A/c. Acc. 199/43.—22 Jul. 1943.)

Whenever flying is being carried out from ships in harbour or from a seaplane station, at least one power boat must be maintained in readiness for instant use as a crash boat. This boat is to be either under-way in the flying area or moored at a buoy or pier or alongside the ship, in the vicinity of the flying area, and manned by her crew in instant readiness to slip. The boat is to be identified by an areoplane flag displayed in the bows.

2. Whenever flying is being carried out from ships at sea a seaboat is to be maintained in instant readiness for use as a crash boat. Whilst aircraft are actually taking off or being launched, landing or being recovered, a seaboat in catapult ships or destroyers attending on aircraft carriers is to be manned. In other ships in the vicinity, a seaboat is to be prepared for use for recovery of flying crews.

3. Whenever flying over the sea outside gliding distance from land is being carried out from Naval Air Stations at least one power boat should be maintained in readiness for instant use as a crash boat. This boat is to be either under-way in the vicinity of the flying area, or moored at a buoy or alongside a pier in the vicinity of the flying area, and manned by her crew in instant readiness for use as a crash boat. In wartime training must proceed, and therefore local authorities are to decide whether flying practices out of gliding distance from the land may continue when circumstances prevent a crash boat being at readiness. The availability of ships at sea or air sea rescue craft, and also the experience of the flying crews concerned, should be taken into consideration.

4. Instructions as to the supply of crash gear are contained in A.F.O. 3312/43 Crash gear. All items of crash gear should be kept assembled as a complete outfit and stowed in such a position on board as to be immediately available when required for use.

5. In ships where Fleet Air Arm ratings are borne, crash gear is to be maintained and provided by the Fleet Air Arm Unit, and a maintenance rating should be detailed to accompany the gear, when it is provided in a crash boat, during flying operations.

6. At Naval Air Stations concerned, a suitable member of the power boat's crew is to be selected for maintenance, and should be given necessary instruction in the use of crash gear.

3245.—Ship Recognition by Appearance

(A. 0598/43.—22 Jul. 1943.)

The Director of Training and Staff Duties Division is responsible for co-ordinating all matters affecting Ship Recognition by Appearance and for promulgating information on the subject.

2. Authorities concerned with the teaching or lecturing on the subject of Ship Recognition by Appearance may communicate direct with the Director of Training and Staff Duties Division.

3. The Royal Naval Air Station, Arbroath, will continue to advise F.O.N.A.S. on details of organisation for training in Ship Recognition by Appearance at the various Naval Air Stations, in conformity with the Admiralty policy affecting Merchant and War Ship Recognition by Appearance.

(C.A.F.O. 693/41 is cancelled.)

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

3246.—Honours and Awards—"London Gazette" Supplement of 6th July, 1943

(H. & A.—22 Jul. 1943.)

The King has been graciously pleased to approve the following awards in recognition of gallantry displayed in flying operations against the enemy:—

The Distinguished Flying Cross

Acting Temporary Lieutenant-Commander George Douglas.

This officer has taken part in a large number of offensive patrols and has displayed great skill and tenacity. One night in February, 1943, he participated in an attack on nine enemy motor boats. Although his

aircraft was damaged by anti-aircraft fire from the vessels, Lieutenant-Commander Douglas pressed home his attack and destroyed two of them. One night in May, 1943, when his squadron attacked 12 "R" boats, four of which were destroyed and three more damaged, Lieutenant-Commander Douglas displayed brilliant leadership and great determination. By his outstanding efficiency and fearless example, this officer has contributed materially to the fine fighting qualities of the squadron he commands.

Temporary Sub-Lieutenant (A) Denis Theodore John Stanley, R.N.V.R.

As observer, this officer has taken part in a large number of attacks on enemy shipping. He has at all times displayed a high degree of skill and determination and has contributed materially to the successes obtained by his squadron. Lieutenant Stanley has been a most valuable member of aircraft crew.

Temporary Sub-Lieutenant (A) Eric Michael Welch, R.N.V.R.

This officer has participated in many attacks on enemy shipping and has invariably displayed great determination to ensure accurate bombing. One night in May, 1943, in an attack on a number of enemy "R" boats, Lieutenant Welch accomplished excellent work. This officer is a skilful and tenacious pilot, whose example has proved inspiring.

*3247.—Honours and Awards—"London Gazette" Supplement of 13th July, 1943

(H. & A.—22 Jul. 1943.)

ADMIRALTY

Whitehall,

13th July, 1943.

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

For skill and daring in many successful attacks on enemy forces, made in enemy coastal waters, while serving in light coastal craft:

To be a Companion of the Distinguished Service Order

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

Bar to the Distinguished Service Cross

Temporary Acting Sub-Lieutenant George James MacDonald, D.S.C., R.N.Z.N.V.R.

The Distinguished Service Cross

Temporary Sub-Lieutenant Valentine Ohlenschlager, R.N.V.R.

The Distinguished Service Medal

Temporary Petty Officer Edwin John White, D/JX.144769.

Petty Officer Motor Mechanic Robert James Edward Cuthbert, P/MX.98718.

Leading Seaman James Robert Saunders, C/LD/X.3418.

Mention in Despatches

Temporary Leading Seaman Raymond Richard Lees, D/JX.158653.

Able Seaman Cecil Hope Harry, P/JX.158529.

For courage and initiative in a successful engagement with German armed trawlers near the enemy coast, while serving in light coastal craft:

To be a Companion of the Distinguished Service Order

Lieutenant George Dick Kendall Richards, D.S.C., R.N.

The Distinguished Service Cross

Temporary Lieutenant Francis Arthur Michael Bray, R.N.V.R.

Temporary Lieutenant Arthur William Outen, R.N.V.R.

Temporary Sub-Lieutenant William Waterman, R.N.V.R.

Bar to the Distinguished Service Medal

Motor Mechanic John Ernest Wibrin, D.S.M., P/MX.101916.

The Distinguished Service Medal

Able Seaman Kenneth William Drage, C/JX.352357.

Able Seaman William Grainger, D/JX.212834.

Able Seaman John Sanlon, D/JX.306121.

Mention in Despatches (Posthumous)

Signalman Reginald Pitkeathley, D/JX.233079.

For bravery, initiative and devotion to duty in many dangerous minelaying operations :

To be a Companion of the Distinguished Service Order

Acting Temporary Lieutenant-Commander Thomas Aubrey Ashdown, R.N.R.

The Distinguished Service Cross

Temporary Lieutenant Harley Ralph Boyd, R.N.V.R.
Lieutenant Joseph Mason, R.N.R.

The Distinguished Service Medal

Leading Stoker William Harold Morris, P/KX.85407.
Able Seaman Herbert James Barrett, C/JX.277749.
Able Seaman Kenneth Lewis Thomas, C/JX.315294.
Telegraphist Ronald Charles Nelmes, D/JX.169700.
Ordinary Signalman Joseph Henry Pead, P/JX.233986.

Mention in Despatches

Temporary Lieutenant Dennis Alfred Jefferis, R.N.V.R.
Able Seaman Francis John Churcher, P/JX.261893.
Able Seaman Robert Henry Homewood, P/SS.9903.
Telegraphist Leslie John Sprigg, P/JX.279809.
Stoker First Class Andrew Wood, C/KX.113392.

For resolution and leadership in landings near Tobruk :

To be a Companion of the Distinguished Service Order

Lieutenant (Acting Major) John Norman Hedley, Royal Marines.

For enterprise and skill in the destruction of a U-boat while serving in H.M.S. "Archer" :

The Distinguished Service Cross

Acting Temporary Sub-Lieutenant (A) William Wodehouse Noel Balkwill, R.N.V.R.
Acting Temporary Sub-Lieutenant (A) Harry Horrocks, R.N.V.R.

The Distinguished Service Medal

Leading Airman John Wordsworth Wick, SFX.1163.

For bravery and devotion to duty during the reopening of North African ports, and in organizing their defence against enemy air attacks :

The Distinguished Service Cross

Lieutenant Brian Henry Theodore Joseph Smith, R.N.R.

Mention in Despatches

Lieutenant-Commander James Moffat Robb, R.N.
Acting Temporary Lieutenant-Commander Thomas Graham Newby, R.N.R.
Lieutenant Frederick Anthony Cleminson, R.N.
Temporary Lieutenant David Lawrence Gall, R.N.R.
Temporary Lieutenant Reginald Paxton Watson, R.N.V.R.
Temporary Electrical Lieutenant Geoffrey Goodship, R.N.V.R.
Petty Officer Frank Raymond Herbert, D/J.113567.
Petty Officer Telegraphist James Edward Griffin, D.S.M., D/JX.134967.
Yeoman of Signals Gordon Newbald, D/JX.154598.
Leading Seaman James Christopher Molloy, D/JX.154717.
Leading Seaman Alfred David Tully, C/JX.138769.

For coolness and courage in a successful action with enemy E-boats :

Mention in Despatches

Lieutenant-Commander Harold Godfrey Bowerman, D.S.C., R.N.
Temporary Lieutenant Frank Lionel Leaver Holmes, R.N.V.R.

For good services in F.F.S. "Aconit," in a successful action against enemy submarines :

The Distinguished Service Medal

Leading Telegraphist Ian Herrington, P/J.108431.
Able Seaman Richard Francis Ryan, C/SSX.29704.

For good services to the wounded in a ship which was attacked by U-boats :

Mention in Despatches

Temporary Surgeon Lieutenant John Francis Joseph Kelly, R.N.V.R.

For gallantry when their ship was attacked by heavy fire from tanks in a North African port :

The Distinguished Service Cross

Temporary Skipper Percy William Edward Waters, R.N.R.

The Distinguished Service Medal

Petty Officer Motor Mechanic Joseph Campbell, C/MX.76068.

For bravery and devotion to duty while serving in defensively equipped Merchant Ships in North African waters :

The Distinguished Service Medal

Able Seaman Robert Rutherford, D/JX.335130.

Mention in Despatches

Temporary Acting Leading Seaman Reginald Wilfred Lee, D.S.M., P/JX.203203.
Acting Able Seaman Ronald Storey, P/JX.250949.

For bravery and devotion to duty when an armed Trawler was attacked by enemy aircraft :

Mention in Despatches

Signalman George Henry Howard, C/JX.236285.

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

A.F.O. 2925/43.

Mention in Despatches

Temporary Surgeon Lieutenant Norman Hugh Ross McCallum, M.B., Ch.B., R.N.V.R.

A.F.O. 3127/43.

The following award should read as now shown :—

The Distinguished Service Medal

Leading Telegraphist Geoffrey Ernest Wood, P/SSX.28786.

***3248.—Honours and Awards—Free French Navy**

(H. & A. 630/43.—22 Jul. 1943.)

The King has been graciously pleased to approve the following Awards to officers and men of the French Ship "Savorgnan de Brazza" for good services in shooting down a Focke Wulf Kurier while escorting a convoy :—

Mention in Despatches

Capitaine de Frégate A. F. M. Jubelin, F.N.F.L.
Lieutenant de Vaisseau B. Mouton, F.N.F.L.
Q/Mtre. Fusilier Maurice Giry, Matr.1165, F.N.F.L. 40.
Q/Mtre. Canonnier Charles Rollet, Matr.1118, F.N.F.L. 40.
Matelot Canonnier Georges Toullec, Matr.1123, F.N.F.L. 40.

2. These Awards will not be gazetted.

3249.—Honours and Awards—Royal Netherlands Navy

(H. & A. 297/43.—22 Jul. 1943.)

The King has been graciously pleased to approve the following Honorary Appointment for distinguished services in command of Her Netherland Majesty's Minesweepers :

To be an Officer of the Order of the British Empire (Military Division)

Commander Jacobus Johannes Logger, R.N.N.

2. This Award will not be gazetted.

3250.—Address of Communications for Canadian Naval Authorities

(C.E. 55095/43.—22 Jul. 1943.)

The High Commissioner for Canada has requested that, in future, all communications on Naval matters intended for the Canadian Naval authorities in this country should be addressed to the Senior Canadian Naval Officer, London, King's House, 10, Haymarket, London, S.W.1, and not to the High Commissioner for Canada as hitherto, with the following exceptions:—

- (a) Communications involving Canadian Government policy and political considerations affecting the R.C.N.; diplomatic matters, honours and awards, and copies of signals relating to Canadian Naval casualties. (Copies of casualty signals to be sent also to S.C.N.O., London.)
- (b) Admiralty claims and correspondence respecting financial matters, such as travelling expense claims submitted by Canadian Naval personnel.

2. These arrangements are not intended to affect the present system of communications being sent by the Admiralty and Naval Establishments direct to the United Kingdom Representative, Canadian Department of Munitions and Supply, 28, St. James's Square, London, S.W.1, respecting stores demanded on Canadian Naval Requisitions, or to apply to communications usually addressed to Naval Service Headquarters, Ottawa. Nor are they intended to affect the existing arrangements for dealing with matters concerning the construction in the United Kingdom of H.M.C. ships for the Canadian Government and financial transactions connected therewith, but copies of correspondence on such matters should be sent to S.C.N.O., London, for information.

3251.—Special Promotion to Paymaster Lieutenant

(C.W.3932/43.—22 Jul. 1943.)

Their Lordships have approved the special promotion of Paymaster Sub-Lieutenant G. A. Stoke, M.B.E., D.S.C., R.N., to the rank of Paymaster Lieutenant to date 1st May, 1943, for meritorious war service.

A.K.O. 2129/43 3252.—Acting Sub-Lieutenants, R.N.—Courses, September, 1943

(C.W.28605/43.—22 Jul. 1943.)

Provided that they are duly recommended the Midshipmen named in the following groups are due for promotion to Acting Sub-Lieutenant on the 1st September, 1943, and to undergo shore courses for the rank of Lieutenant. They will be required to join for courses p.m. on 29th August, 1943.

2. Midshipmen are to be discharged in sufficient time to take a short period of leave before commencing their studies.

3. Attention is particularly invited to K.R. & A.I., Article 263, as amended by A.F.Os. 2968/42 and 12/43.

4. On being discharged from their ships, the private addresses of all officers are to be reported to the Admiralty (C.W. Branch). Officers discharged from ships on foreign stations are also to report their addresses to H.M.S. "Excellent," and the date of their arrival.

5. Individual appointments will not be promulgated in C.W. List of Appointments, nor will personal appointments be sent to officers except where deviation from the programme becomes necessary. Officers will be borne on the books of "Excellent" throughout the courses. They will be accommodated at the establishment named against the respective courses.

6. Commanding Officers are to take steps to ensure that officers concerned who are serving in ships or establishments under their command at the date of receipt of this Order are made acquainted with its details.

7. Officers appointed to groups "N" and "O" initially commencing their courses in H.M.S. "Dryad", Southwick, Hants, should communicate with the Captain of that establishment for details of the transport available on the day of joining.

8. A number of Acting Sub-Lieutenants (ex lower deck) now undergoing instructions will also be appointed to these courses.

Name	Ship	Course
GROUP "L"		
		<i>Gunnery</i>
M. L. Dawson ...	"Resolution" ...	Begins 30 Aug. 1943.
R. M. A. Braine ...	"Musketeer" ...	Ends 9 Oct. 1943.
G. E. Chichester ...	"Fury" ...	H.M.S. "Excellent."
P. J. Woolland ...	"Orion" ...	<i>Torpedo</i>
A. D. Wilson ...	"Loyal" ...	Begins 11 Oct. 1943.
M. R. Simpson ...	"Resolution" ...	Ends 30 Oct. 1943.
R. Y. Gleadowe ...	"Goathland" ...	H.M.S. "Vernon," Roedean.
G. F. Hart ...	"Middleton" ...	
A. H. Ley ...	"Obedient" ...	<i>Anti-Gas and Fire-Fighting</i>
P. J. Brooks ...	"Ilex" ...	Begins 1 Nov. 1943.
B. H. Loxton, R.A.N.	c/o Australia House	Ends 3 Nov. 1943.
		H.M.S. "Vernon," Portsmouth.
		<i>Submarine</i>
		4 Nov. 1943.
		H.M.S. "Vernon," Portsmouth.
		<i>Signals</i>
		Begins 5 Nov. 1943.
		Ends 27 Nov. 1943.
		H.M.S. "Vernon," Portsmouth.
		<i>Air</i>
		Begins 29 Nov. 1943.
		Ends 4 Dec. 1943.
		R.N. Air Station, Arbroath.
		<i>Navigation</i>
		Begins 6 Dec. 1943.
		Ends 25 Dec. 1943.
		H.M.S. "Dryad."
		<i>Anti-Submarine</i>
		Begins 27 Dec. 1943.
		Ends 1 Jan. 1944.
		H.M.S. "Excellent."
GROUP "M"		
		<i>Gunnery</i>
P. J. Shaw ...	"Resolution" ...	Begins 30 Aug. 1943.
H. D. C. Gibson ...	"Echo" ...	Ends 9 Oct. 1943.
M. B. Cragg ...	"Resolution" ...	H.M.S. "Excellent."
C. West ...	"Orion" ...	
D. M. M. Hackett ...	"Newcastle" ...	<i>Torpedo</i>
J. Monroe ...	"Opportune" ...	Begins 11 Oct. 1943.
B. A. Milford, R.A.N. ...	c/o Australia House	Ends 30 Oct. 1943.
R. E. Bourke, R.A.N.	c/o Australia House	H.M.S. "Vernon," Roedean.
O. Saanum, R. Nor. N.	R. Nor. N.	
H. Ronneberg, R. Nor. N.	} Headquarters	<i>Air</i>
O. Wivestad, R. Nor. N.		Begins 1 Nov. 1943.
		Ends 6 Nov. 1943.
		R.N. Air Station, Arbroath.
		<i>Anti-Gas and Fire-Fighting</i>
		Begins 8 Nov. 1943.
		Ends 10 Nov. 1943.
		H.M.S. "Vernon," Portsmouth.

Name	Ship	Course
GROUP "M"— <i>contd.</i>		
		<i>Submarine</i>
		11 Nov. 1943. H.M.S. "Vernon," Portsmouth.
		<i>Signals</i>
		Begins 12 Nov. 1943. Ends 4 Dec. 1943. H.M.S. "Vernon," Portsmouth.
		<i>Anti-Submarine</i>
		Begins 6 Dec. 1943. Ends 11 Dec. 1943. H.M.S. "Excellent."
		<i>Navigation</i>
		Begins 13 Dec. 1943. Ends 1 Jan. 1944. H.M.S. "Dryad."
GROUP "N"		
		<i>Navigation</i>
A. C. Drewe ...	"Resolution" ...	Begins 30 Aug. 1943.
J. B. D. Miller ...	"Scorpion" ...	Ends 18 Sept. 1943.
C. R. Rosoman ...	"Onslaught" ...	H.M.S. "Dryad."
A. F. Fullerton ...	"Orion" ...	<i>Air</i>
C. J. Backhouse ...	"Eskimo" ...	Begins 20 Sept. 1943.
A. R. Gilmour ...	"Onslow" ...	Ends 25 Sept. 1943.
D. E. R. D. Scott ...	"Wanderer" ...	R.N. Air Station, Arbroath.
B. F. P. Samborne ...	"Malaya" ...	
E. S. Chance ...	"Melbreak" ...	<i>Anti-Gas and Fire-Fighting</i>
B. C. Lovett, R.A.N. ...	c/o Australia House	Begins 27 Sept. 1943.
P. H. Wilson, R.A.N.	c/o Australia House	Ends 29 Sept. 1943. H.M.S. "Excellent."
		<i>Submarine</i>
		30 Sept. 1943. H.M.S. "Excellent."
		<i>Signals</i>
		Begins 1 Oct. 1943. Ends 23 Oct. 1943. H.M.S. "Excellent."
		<i>Anti-Submarine</i>
		Begins 25 Oct. 1943. Ends 30 Oct. 1943. H.M.S. "Excellent."
		<i>Torpedo</i>
		Begins 1 Nov. 1943. Ends 20 Nov. 1943. H.M.S. "Vernon," Roedean.
		<i>Gunnery</i>
		Begins 22 Nov. 1943. Ends 1 Jan. 1944. H.M.S. "Excellent."

Name	Ship	Course
GROUP "O"		
		<i>Navigation</i>
J. L. Huntingford ...	"Resolution" ...	Begins 30 Aug. 1943.
D. Wilkinson ...	"Ofia" ...	Ends 18 Sept. 1943.
H. J. S. Walpole ...	"Orion" ...	H.M.S. "Dryad."
R. G. Higgins ...	"Orion" ...	
P. R. M. Hughes-Hallett	"Haydon" ...	<i>Anti-Gas and Fire-Fighting</i>
I. J. R. Gray ...	"Wensleydale" ...	Begins 20 Sept. 1943.
R. I. Pearse ...	"Malaya" ...	Ends 22 Sept. 1943.
N. L. Sanderson, R.A.N.	c/o Australia House	H.M.S. "Vernon," Portsmouth.
		<i>Submarine</i>
		23 Sept. 1943. H.M.S. "Vernon," Portsmouth.
		<i>Signals</i>
		Begins 24 Sept. 1943. Ends 16 Oct. 1943. H.M.S. "Vernon," Portsmouth.
		<i>Gunnery</i>
		Begins 18 Oct. 1943. Ends 27 Nov. 1943. H.M.S. "Excellent."
		<i>Torpedo</i>
S. Loland, R. Nor. N....	} R. Nor. N. Headquarters	Begins 29 Nov. 1943.
K. Mohn, R. Nor. N. ...		Ends 18 Dec. 1943.
R. Olsen, R. Nor. N. ...		H.M.S. "Vernon," Roedean.
		<i>Anti-Submarine</i>
		Begins 20 Dec. 1943. Ends 25 Dec. 1943. H.M.S. "Excellent."
		<i>Air</i>
		Begins 27 Dec. 1943. Ends 1 Jan. 1944. R.N. Air Station, Arbroath.
GROUP "P"		
		<i>Torpedo</i>
W. M. S. Boyd ...	"Resolution" ...	Begins 30 Aug. 1943.
C. A. Williamson ...	"Intrepid" ...	Ends 18 Sept. 1943.
D. J. Bent ...	"Orion" ...	H.M.S. "Vernon," Roedean.
L. I. Thomas, R.I.N. ...	"King George V" ...	
M. R. Creasey, R.I.N.	"Ashanti" ...	<i>Gunnery</i>
W. Buckoke ...	"Meteor" ...	Begins 20 Sept. 1943.
G. G. Guy ...	"Tanatside" ...	Ends 30 Oct. 1943."
P. J. Morton ...	"Malaya" ...	H.M.S. "Excellent."
C. F. Lewin ...	"Lookout" ...	
N. A. Boase, R.A.N. ...	c/o Australia House	<i>Anti-Submarine</i>
G. H. McIntosh, R.A.N.	c/o Australia House	Begins 1 Nov. 1943. Ends 6 Nov. 1943. H.M.S. "Excellent."
		<i>Air</i>
		Begins 8 Nov. 1943. Ends 13 Nov. 1943. R.N. Air Station, Arbroath.

Name	Ship	Course
GROUP "P"— <i>contd.</i>		
<i>Navigation</i>		
		Begins 15 Nov. 1943. Ends 4 Dec. 1943. H.M.S. "Dryad."
<i>Anti-Gas and Fire-Fighting</i>		
		Begins 6 Dec. 1943. Ends 8 Dec. 1943. H.M.S. "Vernon," Portsmouth.
<i>Submarine</i>		
		9 Dec. 1943. H.M.S. "Vernon," Portsmouth.
<i>Signals.</i>		
		Begins 10 Dec. 1943. Ends 1 Jan. 1944. H.M.S. "Vernon," Portsmouth.

GROUP "Q"		
<i>Torpedo</i>		
R. D. C. Sturgess ...	"Resolution" ...	Begins 30 Aug. 1943.
D. J. Farquharson ...	"Brecon" ...	Ends 18 Sept. 1943.
P. T. A. Goddard ...	"Orion" ...	H.M.S. "Vernon," Roedean.
P. R. Hay ...	"Tartar" ...	
J. A. G. Evans ...	"Loyal" ...	
<i>Navigation</i>		
		Begins 20 Sept. 1943. Ends 9 Oct. 1943. H.M.S. "Dryad."
<i>Gunnery</i>		
		Begins 11 Oct. 1943. Ends 20 Nov. 1943. H.M.S. "Excellent."
<i>Air</i>		
J. L. N. Ommanney ...	"Orwell" ...	Begins 22 Nov. 1943.
C. S. Moseley ...	"Inglefield" ...	Ends 27 Nov. 1943.
J. W. A. Denham ...	"Ilex" ...	R.N. Air Station, Arbroath.
W. Hay ...	"Mahratra" ...	
J. W. Golder, R.A.N....	c/o Australia House	
<i>Anti-Submarine</i>		
		Begins 29 Nov. 1943. Ends 4 Dec. 1943. H.M.S. "Vernon," Portsmouth.
<i>Anti-Gas and Fire-Fighting</i>		
		Begins 6 Dec. 1943. Ends 8 Dec. 1943. H.M.S. "Vernon," Portsmouth.
<i>Submarine</i>		
		9 Dec. 1943. H.M.S. "Vernon," Portsmouth.
<i>Signals</i>		
		Begins 10 Dec. 1943. Ends 1 Jan. 1944. H.M.S. "Vernon," Portsmouth.

Name	Ship	Course
GROUP "R"		
<i>Anti-Gas and Fire-Fighting</i>		
P. E. L. Shaw ...	"Brissenden" ...	Begins 30 Aug. 1943.
A. Richardson ...	"Resolution" ...	Ends 1 Sept. 1943.
H. C. E. Bulley ...	"Orion" ...	H.M.S. "Vernon," Portsmouth.
D. E. Teare ...	"Puckeridge" ...	
W. J. Corry ...	"Calpe" ...	
M. D. Fortescue ...	"Obdurate" ...	2 Sept. 1943.
E. P. G. Whinney ...	"Inconstant" ...	H.M.S. "Vernon," Portsmouth.
P. S. Hicks-Beach ...	"Lookout" ...	
J. D. Goble, R.A.N. ...	c/o Australia House	
D. R. Mugg, R.A.N. ...	c/o Australia House	
<i>Signals</i>		
		Begins 3 Sept. 1943. Ends 25 Sept. 1943. H.M.S. "Vernon," Portsmouth.
<i>Navigation</i>		
		Begins 27 Sept. 1943. Ends 16 Oct. 1943. H.M.S. "Dryad."
<i>Anti-Submarine</i>		
		Begins 18 Oct. 1943. Ends 23 Oct. 1943. H.M.S. "Vernon," Portsmouth.
<i>Air</i>		
		Begins 25 Oct. 1943. Ends 30 Oct. 1943. R.N. Air Station, Arbroath.
<i>Torpedo</i>		
		Begins 1 Nov. 1943. Ends 20 Nov. 1943. H.M.S. "Vernon," Roedean.
<i>Gunnery</i>		
		Begins 22 Nov. 1943. Ends 1 Jan. 1944. H.M.S. "Excellent."

(A.F.Os. 2968/42 and 12/43.)

A.F.O's. ✓ 3253.—Naval and Royal Marine Officers—Increased Uniform Allowances
(C.W. 16373/43.—22 Jul. 1943.)

2401/45
3155/45
7358/45
3620/46

In order to remove misunderstandings regarding the conditions governing the eligibility of Officers for the increased grant for the provision of white and /or tropical outfit authorised by A.F.O. 5867/42, the order is amplified and re-issued herewith.

2. The standard war-time uniform allowance of £45 for Naval and R.M. officers has been increased to £55. The higher amount will be paid to Officers who would ordinarily have been eligible for the £45 grant on or after the 1st December, 1942.

3. Relevant increases in non-standard rates of uniform allowances have been authorised by A.F.O. 2113/43.

4. Payment will be authorised by the Director of Navy Accounts, except in the case of those Naval Establishments which have been specifically authorised to make local payment of the standard rate of uniform allowance. Individual applications for payment are not, therefore, required.

5. The existing grant of £5 towards the cost of white and/or tropical uniform is increased to £10 with effect from the 1st December, 1942, and payment of this

allowance will be authorised on application to the Director of Navy Accounts. Each application should be certified by the Commanding Officer to the effect that the officer concerned was required to provide himself with white and/or tropical outfit on or after the 1st December, 1942, and that this outfit was provided in addition to the ordinary blue or khaki uniform.

6. Officers who have received the original grant of £5 under A.F.O. 5027/41 and whose Commanding Officers certify that they have been required to re-equip themselves, and have re-equipped themselves, with white and/or tropical uniform on or after 1st December, 1942, are eligible for the balance of £5.

7. Officers who were required to possess and wear white and/or tropical uniform before 30th May, 1941, and have not received the grant of £5 under A.F.O. 5027/41, and whose Commanding Officers certify that they have been required to re-equip themselves, and have re-equipped themselves, with white and/or tropical uniform on or after 1st December, 1942, and that this outfit was provided in addition to the ordinary blue or khaki uniform, are eligible for the grant of £10.

8. The special grant of £7 10s. 0d. for white uniform for Skippers and Chief Skippers authorised by A.F.O. 2335/40 is similarly increased to £10 for those Officers who first become eligible for the grant on or after 1st December, 1942. Application should be made as laid down in paragraph 5 above.

9. Skippers and Chief Skippers who have already received the original grant of £7 10s. 0d. for the provision of white and/or tropical uniform authorised by A.F.O. 2335/40, and whose Commanding Officers certify that they have been required to re-equip themselves, and have re-equipped themselves, with white and/or tropical uniform on or after 1st December, 1942, are eligible for the balance of £2 10s. 0d.

10. Grants for white and/or tropical uniform will be authorised only by the Director of Navy Accounts, and must be applied for.

11. The grants of £5 or £10 for white and/or tropical uniform are not payable to the officers enumerated in paragraph 3 (I), 1-4, of A.F.O. 2113/43.

12. This Order does not apply to officers of Dominions and other navies.

(A.F.O. 2113/43.)

(A.F.Os. 2335/40 and 5867/42 are cancelled.)

3254.—R.N. Hospitals—Title of Accountant Officer

(M.D.G. 30189/43.—22 Jul. 1943.)

The Accountant Officers of all R.N. Hospitals will in future be referred to as such, the use of the title "Store Officer and Cashier" being discontinued.

3255.—Naval Staff Course—Re-Institution of

(C.W. 14114/43.—22 Jul. 1943.)

Commencing in October next, the Naval Staff Course will be re-instituted, in a modified form during the War, for a limited number of officers.

2. The duration of the course will be two months; a syllabus will be issued in due course.

3. R.N. officers of the rank of Lieutenant-Commander or Lieutenant, and R.M. officers will be eligible for selection as in Article 328, K.R. & A.I.

4. R.N.R. and R.N.V.R. officers (Executive and Special Branches) of the rank of Lieutenant-Commander or Lieutenant may also be considered for the course, if specially recommended.

5. Applications to undergo the course should be made forthwith and should be accompanied by forms S.206 or S.206b, and the Commanding Officer's report as detailed in Article 329, K.R. & A.I. When an R.N.R. or R.N.V.R. officer is specially recommended for the course, his Commanding Officer's report should state *inter alia* the grounds upon which the special recommendation is made.

3256.—Deceased Naval Ratings—Credits on Form S.46 should not include Subscriptions

(N.L./D.N.A. 558/43.—22 Jul. 1943.)

Difficulties have arisen from time to time owing to the manner in which Form S.46 has been completed in the case of a D.D. rating, and attention is directed to the following matters.

2. Form S.46 purports to show the naval assets due to the deceased rating's estate, and should, therefore, be restricted to those arising out of his service. The assets are disposed of at the Admiralty according to the terms of the deceased rating's Will or under the law of intestate succession, and accordingly any sum shown on the form will pass to the persons entitled under the Will, or, if the rating died intestate, to his legal personal representative.

3. Frequently the shipmates of a deceased rating desire to help his dependants, and a subscription or its equivalent raised by them has sometimes been shown on Form S.46. This course may, however, be undesirable on two grounds:—

(i) If the primary purpose of the subscription is the immediate relief of the financial difficulties of the beneficiary, this may be defeated by its inclusion in Form S.46 owing to the often unavoidable delay in ascertaining the total amount of naval assets and determining who is entitled thereto.

(ii) It sometimes happens that the person whom it is desired to benefit is not the legal personal representative of the deceased, but some person such as a foster parent, unmarried dependant living as a wife, or illegitimate child. Such persons have no legal title in the absence of a Will in their favour, and, as explained in paragraph 2 the entry of any sums on Form S.46 purports to show that they are part of the deceased's estate, and should, therefore, pass, on intestacy, to the legal personal representative.

4. Subscriptions (including canteen grants) should not, therefore, be reported on Form S.46, but should be paid at once to the persons for whom they are intended by the method provided in K.R. & A.I., Article 1529. The remittance referred to under clause (a) thereof can be designated for payment to the individual concerned.

5. An alternative method to direct subscriptions, by which assistance is sometimes given by the shipmates of a deceased rating, is by the sale of his effects at inflated prices considerably above their real value. This result is attained sometimes by the articles being put back several times for resale, and at others, although sold only once, by the bidding of disproportionately high prices at the sale.

6. It is important that it should be understood that when only one sale takes place, the whole of the proceeds of that sale, however much they may be, form part of the deceased's estate and must be shown on Form S.46 and ultimately paid to those legally entitled whether by Will or on intestacy. When the articles are put back one or more times for resale, however, only the proceeds of the original sale form part of the deceased's estate and must be paid to those legally entitled thereto, while the proceeds of the subsequent sales belong to and are at the free disposal of the respective purchasers who put them back for resale and can be paid direct to the person for whom they are intended.

7. When, therefore, it is desired to benefit some person other than the legal personal representative, either a separate subscription should be made in accordance with paragraph 4 of this Order, or the method of putting the articles back for resale should be used. In the latter event, the position as described in paragraph 6 above, should be borne in mind. In order that the position as set out above may be clearly understood, it is desirable that it should be explained before any sale is held.

8. Either of the methods referred to in paragraph 7 above may be similarly used where it is desired to give immediate assistance to the beneficiary although that person may be legally entitled to the deceased's estate and would, in due course, receive the naval assets as part thereof.

9. It should be noted that the effects may be purchased by a charge against pay as well as by payment in cash, and that the same method is permissible under K.R. & A.I., Article 1529, in the case of subscriptions.

10. Where effects have been put back for resale under paragraph 7, all the purchases should be reported as usual on the back of Form S.46, but the proceeds of the original sale should be totalled separately and this figure only should be carried to the account on the front of the form. Resales should be totalled separately and against such total a notation should be made and signed by the Accountant Officer as follows:—

“The sum of £ should be paid to (name of nominee and address if known) at the desire of the purchasers”

and an addition made to the certificate on the front of the form—

“Additional resales as shown on other side.”

Payment will be made by Director of Navy Accounts on receipt of Form S.46. If there is likely to be delay in ascertaining the balance of wages, the account of sale of effects should be forwarded separately. When no division of sale proceeds is reported as above, the total amount will be paid to the legal personal representative.

11. Applications are frequently received at the Admiralty from next-of-kin or dependants who have been informed by H.M. ship about the credits as shown on Form S.46. The applicant naturally expects to receive immediate payment of the credits mentioned, but, as previously indicated, unavoidable delay often occurs before payment can be made by Director of Navy Accounts by reason of the belated arrival of Form S.46 and the time necessarily occupied in determining title. Moreover it is often necessary to make adjustments on Form S.46 on account of income tax, travelling warrants, wages debts, etc. Information should not, therefore, be given direct by H.M. ship to next-of-kin or dependants about naval assets (Form S.46) of a deceased naval rating. On the other hand there is no objection to the total of a separate subscription or of subsequent resales being communicated direct from H.M. ship to the nominee, as these sums will not form part of the estate and can, therefore, be paid by the Director of Navy Accounts in full as soon as Form S.46 is received at the Admiralty.

(K.R. & A.I., Articles 1529, 1769 and 1787, A.F.O. 17/42.)

***3257.—Engine Room Ratings—Drafting and Advancement During the War**
Submarines and other vessels driven by internal combustion engines
(N. 10073/43.—22 Jul. 1943.)

With reference to paragraph 2 (b) of A.F.O. 110/41, it has now been decided that E.R.As. (Continuous Service) who are serving in motor vessels shall be permitted to qualify for Charge of Machinery Certificates and for Chief E.R.A. in the same way as is provided for H.O. and R.N.R. E.R.As. under this Order.

2. This decision is also applicable to R.N.V.R. E.R.As. in accordance with the regulations for advancement under A.F.O. 2124/40.

3. A.F.O. 110/41 should be regarded as amended accordingly.

(A.F.Os. 2124/40—not in annual volume—and 110/41.)

***3258.—Electrical Artificers—Transfer to Air Artificer (L.O.)**
(N. 26521/42.—22 Jul. 1943.)

Electrical Artificers who (a) are serving with the Fleet Air Arm, (b) have previously served in Carriers or at Naval Air Stations are eligible for transfer to the new rating of Air Artificer (L.O.). Those under (a) should be given the option of direct transfer; those under (b) will be placed on roster by date of application and transferred by Commodore of their depot to the numbers required. Transfer will be voluntary and, in the first stage, will be to Air Artificer (L) until conversion course in ordnance work has been completed when the full rating of Air Artificer (L.O.) will be assumed. Pay and conditions of service will be as for other Air Artificers, and former service will reckon as if in the Electrical Artificer Branch. Advancement, when due, will not be delayed through waiting for conversion course. Opportunities of promotion to Warrant Aircraft Officer will be similar to existing opportunities to Warrant Electrician.

2. Applications, with date of volunteering and full particulars of ratings concerned, should be reported by signal to Commodore of man's depot, repeated to Combrax, Lee-on-Solent.

(A.F.Os. 6255/42, 342/43 and 908/43.)

(Admiralty Message 785A 011358/May.)

3259.—Non-Substantive Rating of A.A.2 (L.C.)—Institution of

(N/T.S.D. 390/43.—22 Jul. 1943.)

The following amendment should be made to A.F.O. 3976/42, Table II. Against A.A.2 (L.C.). In the “remarks” column add “L.R.3 and Q.R.3 who have served for six months in coastal forces are eligible.”

(A.F.O. 3976/42.)

A.F.O. 1550/45 ***3260.—Radio Mechanics (S)—Future Policy and Advancement to Chief Radio Mechanic**

(N. 14342/43.—22 Jul. 1943.)

The rating of Radio Mechanic (S) was originally introduced to relieve the Telegraphist Branch of some of the work of W/T maintenance at W/T stations abroad, thus setting free a number of senior telegraphist ratings for service afloat.

2. Since the establishment of the Radio Mechanic (R) and (W) Branch however, with the responsibility for maintenance of all radio equipment, the functions of the Radio Mechanic (S) have become over specialised. Furthermore, the number of Radio Mechanics (S) is small compared with (W) and (R) and difficulties have arisen in regard to advancement.

3. It has therefore been decided that no further entries as Radio Mechanic (S) are to be made, the duties of W/T maintenance at shore stations are to be merged with those of the Radio Mechanic Branch as a whole, and the rating of Radio Mechanic (S) is to die out.

4. It would not, however, be reasonable to require existing Radio Mechanics (S) to qualify in the maintenance of all forms of Radio Equipment before becoming eligible for Chief Petty Officer rate. Special regulations for the advancement in the Radio Mechanic (S) Branch have therefore been approved.

5. The following are the qualifications for advancement to Chief Radio Mechanic (S):—

- (a) Fulfil requirements of K.R. & A.I., Article 409, as regards conduct and fitness.
- (b) Have three years' service as P.O. Radio Mechanic (S).
- (c) Have passed an examination in H.M. Signal School after a short course.
- (d) Be recommended on Form S.507.

6. To be selected for the course mentioned in paragraph 5 (c), names of recommended candidates are to be forwarded on Forms S.1303 to the Captain, H.M. Signal School. The first course is expected to start in October next.

7. When qualified, ratings will be rostered on the “point” system laid down for Artificers and Shipwrights in K.R. & A.I., Article 413.

(A.F.O. 2214/42 and C.A.F.O. 66/42.)

3261.—Pay—T.124 T Personnel

(C.W. 7273/43.—22 Jul. 1943.)

With reference to A.F.O. 1663/43, Their Lordships have approved Standard Rates of pay for Mercantile Marine officers engaged on T.124T agreement for service in Commissioned Rescue Tugs. The National Maritime Board's decisions to merge Differential Pay into basic pay, and to grant certain increases in the basic rates of pay, have been incorporated in the New Standard Rates which operate from 1st February, 1943. Particulars of the latter rates have been communicated to the Administrative Authorities, and to Base Accountant Officers concerned, by Admiralty letter.

2. Revised rates of pay for ratings serving on T.124T agreement have also been approved as follows. Similarly, these rates take effect from 1st February, 1943, and include the Maritime Board's decisions referred to in the preceding paragraph.

Rating	Monthly Rates		
	£	s.	d.
Quartermaster	14	10	0
Carpenter	17	5	0
Boatswain	16	0	0
Boatswain's Mate	15	0	0
Seaman	14	0	0
Ordinary Seamen with between 12 and 24 months' sea service	8	10	0
Ordinary Seamen with not less than 24 months' sea service	10	0	0
Engine Storekeeper	15	10	0
Donkeyman	15	12	6
Greaser	15	0	0
*Fireman	14	10	0
Steward	19	10	0
Assistant Steward	13	0	0
†Cook	17	10	0
Assistant Cook... ..	13	0	0
Deck Boy	5	3	9

* The rates for a Fireman for the first 6 months' sea service as such is £13 2s. 6d. This period is reduced to 3 months for Firemen who have had pre-sea training in an approved Course.

† Cook ratings who hold a higher General Cooking Certificate recognised by the Panel of the National Maritime Board, in addition to the Ministry of War Transport Certificate, are entitled to an additional £1 per month.

3. Payment of Seafarers' War Risk Money is not affected by this Order.

4. Their Lordships have also approved a T.124T scheme, based on that for personnel serving on T.124X agreement as promulgated in A.F.O. 3606/40. A separate Order will be issued shortly in this connection.

(A.F.O. 3606/40 and 1663/43.)

*3262.—T.124 and Variants and Cable Ship (C.S.P./1)—Personnel—Award of War Service Badge

(N.L. 178/43.—22 Jul. 1943.)

Their Lordships have approved the award of an honorary badge, to be known as the "War Service Badge," to ratings serving on T.124 and variant Agreements in recognition of length of service with good conduct during the present war. All ratings of the R.N. equivalent of C.P.O. or below, serving on T.124, T.124X, T.124T and Cable Ship (C.S.P./1) Agreements, are eligible for the award of this badge, subject to the conditions stated below. The badge will be similar to the R.N. Good Conduct Badge, except that the width of the stripe will be $\frac{5}{16}$ in. Chief Petty Officers will not wear the badge but its award will be noted on their records. Other ratings will wear the badge on the left arm in the same manner as the R.N. Good Conduct Badge is worn. It is emphasised that the award of the badge will not carry with it any additional pay.

2. *Service qualification.*—The minimum period of war service required to qualify for award of a War Service Badge is three years. Service on T.124 Agreement before signing T.124X Agreement and any previous service in the Royal Navy during the present war reckonable for the R.N. Good Conduct Badge (including mobilised service as a Reservist) will be allowed to count towards the three years required.

The following periods of service are not to be reckoned towards the award of War Service Badges :—

- Time in the second class for conduct.
- Time for which a character assessment of "Decline to Report" has been given.
- Time prior to desertion unless the "R" or "R.Q." is removed.
- Time for which pay is not allowed (e.g. during detention, cells, etc.).

3. *Conduct qualifications.*—The standard of conduct required for award of the badge is to be a high one and comparable to that required for the award of the R.N. Good Conduct Badge. A badge is not to be awarded automatically on completion of the required period of service, even if character has been assessed "V.G.", and Commanding Officers are to satisfy themselves that the award of a badge is merited.

During the two years of qualifying service immediately preceding the date of award, a rating must not have been (a) punished by warrant, or reduced to the second class for leave; (b) disrated, reduced to the second class for conduct or leave, or had the continuity of his "Very Good" conduct broken, as a Naval Penalty following conviction by the Civil Power.

4. *Applications for award.*—Ratings who have fulfilled the qualifications stated above may apply to their Commanding Officers (through their divisional officers) for the award of a badge. A badge will not be awarded unless the rating himself applies for it.

5. *Awards.*—Provided the Commanding Officer is entirely satisfied that the rating has performed the necessary service, with "Very Good" conduct during the last two years, he will authorise the wearing of the badge and will record the award on page 2 of the Agreement Form in the following manner :—

- Column (1) Name of ship;
- Column (2) Rating;
- Column (3) Date of award;
- Columns (4) and (5) "W.S. Badge awarded";

adding his signature in the appropriate space. The award is also to be recorded in the remarks column of the ship's ledger, on the conduct sheet and other documents as necessary.

Notification regarding any award must be made to the Department concerned as follows :—

- T.124 and T.124X—D. of S.T.—Form S.165A.
- T.124T—C.C.R.T.—Form S.165B.
- Cable Ships—D.A./S.W.—Form C.S.P.2.

Request for information as to the previous record of a rating may be sent to the appropriate Department, but should be limited to those cases in which real doubt is felt by the Commanding Officer as to the rating's eligibility.

6. *Date of award.*—Awards made by Commanding Officers before the 1st October, 1943, may be dated from the day on which ratings have qualified, but on and after that date awards are to be dated when they are approved by Commanding Officers. Should there be any instance where a man has been punished for a serious offence between becoming eligible for award of a badge and the date of receipt of this A.F.O., he may be awarded a badge after six months "V.G." conduct from the date of such punishment (i.e. on the date the badge would be restored under paragraph 8 if the rating had possessed it and been deprived of it when punished).

Awards by Commanding Officers are to be accepted as final and are not subject to subsequent revision, except that a clerical error made in the notations on page 2 of the agreement may be corrected.

7. *Supply arrangements.*—The badges required for issue under this order are to be drawn by Accountant Officers from the victualling yard in the normal way. Red and blue badges are stocked and the pattern numbers are—red, Pattern No. 22A; blue, Pattern No. 22B. A free issue of one red and one blue badge is to be made on first award to ratings below C.P.O. Any subsequent issue is to be on repayment, the issuing prices being the same as those for R.N.R. and R.N.V.R. Good Service Badges shown in the list of issuing prices of Seamen's Clothing and Badges.

8. *Deprivation for misconduct.*—A rating may be deprived of a war service badge by his Commanding Officer as a punishment for a particular offence. A punishment warrant is not required unless it is necessary for other punishments awarded at the same time (K.R. & A.I., Article 540, Table II, and A.F.O. 4210/40). Deprivation is also to be enforced as an accompanying penalty when a rating holding the badge is sentenced to imprisonment, detention or cells, or is reduced to the second class for conduct. Desertion will entail forfeiture of the badge.

9. *Restoration.*—A badge deprived as a punishment may be restored after six months "Very Good" conduct under the same rules as laid down for restoration of R.N. Good Conduct Badges (K.R. & A.I., Article 564, Clause 3). If sentenced to deprivation a second time within three years, the qualification for restoration is twelve months "Very Good" conduct.

Both deprivations and restorations of badges are to be recorded as directed in paragraph 5 above.

10. *Character assessment.*—A character assessment not higher than "Good" is to be awarded to any rating who has been deprived of a war service badge during the period for which his character is being assessed. A.F.O. 2608/42 is amplified accordingly.

11. This Order does not apply to personnel serving on Dominion or Asiatic Agreements.

(K.R. & A.I., Articles 540 (Table II) and 564.)

(A.F.Os. 4210/40 and 2608/42.)

3263.—W/T and V/S, Coder Ratings—Training and Advancement during War

(N. 9009/43.—22 Jul. 1943.)

The following amendment should be made to A.F.O. 885/43:—

Note.—(1) to Table II add:—

(e) *Qualifying Courses Abroad.*

For V/S 2 and W/T 2. These courses are held at Alexandria, H.M.C.S. "St. Hyacinthe," and in Australia.

For V/S 3 and W/T 3. These courses are held as above and at Bombay and Durban.

Application for these courses should be made in accordance with Station Orders.

(A.F.O. 885/43.)

3264.—Radar Branch—Arrangements

(N. 5978/43.—22 Jul. 1943.)

Attention is drawn to C.A.F.O. 1815/42, paragraph 8. The number of acting Radar operators volunteering to transfer to the Radar branch is at present negligible, and if Radar complements are to be maintained at their present figure it is essential that the number of volunteers should be materially increased.

2. Commanding officers are to draw the attention of ratings concerned to this, pointing out that when the non-substantive rates referred to in A.F.O. 6115/42 are introduced the rates of non-substantive pay, conditions of service, etc., will be similar to those of existing comparable non-substantive rates, e.g., gunnery and torpedo.

3. The instructions in A.F.O. 4496/42, paragraphs 9 (b) and 10, in so far as they concern time spent as acting Radar operators, are suspended for such ratings. If otherwise eligible for transfer in accordance with A.F.Os. 4496/42, paragraph 9 (b), and 6115/42, paragraph 2 (b), they are to be sent to H.M.S. "Valkyrie" for training.

Applications for any necessary seamen reliefs are to be forwarded to depots or local pools as appropriate, or to H.M.S. "Assegai" in the case of ratings from the Eastern Fleet.

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

(C.A.F.O. 1815/42.)

3265.—Payment to Boys

(N. 12927/43.—22 Jul. 1943.)

With reference to K.R. & A.I., Article 1743, money balances standing to the credit of boys may be paid to them at any time between the date of their leaving the training establishment and being rated Ordinary Seaman, or the equivalent in other branches, provided that they deposit the amount in the Post Office Savings Bank or purchase National Savings Certificates. Attention is directed to sub-clause (f) of the poster S.23.

2. A minimum of £2 is to be retained on the ledger to meet possible charges.

3. Credit balances are to be retained on the ledger while the boys are in the training establishment. When they are about to be drafted from the training establishment the advantages of the Post Office Savings Bank, and/or the purchase of National Savings Certificates, are to be explained to them and they are to be encouraged to open a Post Office Savings Bank account or to purchase National Savings Certificates with the balances due to them, and they are to be informed that, if they do so, the Post Office Savings Bank book or National Savings Certificates will be sent direct to the Accountant Officer of their first ship. It is advisable that depositors and/or purchasers should inform their next-of-kin of the bank book number and/or holder's registered number; this will avoid correspondence in the event of loss.

4. Boys may be permitted to allot to the Post Office Savings Bank under the provisions of A.F.O. 4568/40.

(K.R. & A.I., Articles 1743 and 1756, cl. 3 (b).)

(A.F.Os. 206/40 and 4568/40.)

3266.—W.R.N.S.—Cinema Operators—Conditions of Service

(N. 12510/43.—22 Jul. 1943.)

The final paragraph of A.F.O. 1667/43 is to be amended in view of the issue of A.F.O. 1901/43, which appoints the Superintendent, W.R.N.S., The Nore, as the drafting authority for all W.R.N.S. Cinema Operators.

2. Demands for Dome A.A. Teacher Operators are to be forwarded, in future, to the Superintendent, W.R.N.S., The Nore (copy to the Command Superintendent).

3. Commanding Officers are to notify the Superintendent, W.R.N.S., The Nore, when any Cinema Operator qualifies locally as a Dome A.A. Teacher Operator, and the fact is to be recorded on the rating's Service Certificate.

(A.F.Os. 1667/43 and 1901/43.)

3267.—W.R.N.S.—Entry Depot and Training Establishment for Writers (General), Shorthand-Typists and Typists

(N.13764/43.—22 Jul. 1943.)

A new entry depot and training establishment for W.R.N.S. Writers (General), Shorthand-Typists and Typists, is being opened at Wesley College, Headingley, Leeds, on 21st July, 1943.

2. The administrative authority of the establishment will be the Flag Officer-in-Charge, Humber, who will appoint a Commanding Officer.

3. The establishment will be known as H.M.S. "President VI", and its accounts will be carried out in H.M.S. "President V".

4. The technical training to be undertaken in the establishment will be carried out under the supervision of the Paymaster Captain-in-Charge of the Accountant Ratings' Training Establishment, Highgate, who has authority to communicate direct, as may be necessary, in connection with matters affecting the new establishment.

5. General and disciplinary training and the drafting of Wrens on completion of training will be the responsibility of the Superintendent, W.R.N.S. (Training), who similarly has authority to communicate direct, as may be necessary, with the F.O.I.C., Humber, and the W.R.N.S. Officer-in-Charge of the establishment.

3268.—W.R.N.S.—Good Conduct and Progressive Pay—Verification of Claims to Former Service

(N.14486/43.—22 Jul. 1943.)

With reference to A.F.O. 354/43 paragraph 4 (as amended by A.F.O. 2827/43) and A.F.O. 1666/43, paragraph 5, A.F.S. and W.A.A.F. service which is acknowledged by W.R.N.S. ratings on entry will be verified by the Director of Navy Accounts who will notify whether the service may count towards the award of good conduct badges and progressive pay.

AFO 4266/43

2. Applications by serving W.R.N.S. ratings to count such service are not to be allowed by local naval authorities without prior reference to the Director of Navy Accounts, who is to be furnished with sufficient details to enable the service claimed to be verified from the appropriate records, a copy of the submission being forwarded to the Director, W.R.N.S. Unless they are specifically called for in individual cases, Service documents are not to accompany the applications.

3. Claims by ratings who entered the W.R.N.S. before recruits were generally required to declare former service in the A.T.S. or W.A.A.F. will be admitted to the same extent as they would have been had the service been declared.

(A.F.Os. 364/43, 1666/43 and 2827/43.)

3269.—W.R.N.S.—Professional Qualifications for Advancement for Accountant Branch Ratings

(N. 16322/43.—22 Jul. 1943.)

With reference to A.F.O. 2128/43, paragraphs 5 (a) and 7 (a), all Wren ratings who left H.M.S. "President V" before 13th May, 1943, are required to pass the oral test for leading rate.

2. With reference to paragraph 8 (a) and (b) of A.F.O. 2128/43, Wren Cooks (O) and (S) are not required to be examined in breadmaking when passing for Leading or Petty Officer's rate.

(A.F.O. 2128/43.)

3270.—W.R.N.S.—Vision Standards

(M.D.G. 19284/43.—22 Jul. 1943.)

With reference to A.F.O. 2023/42, candidates for entry into the W.R.N.S. in the categories of Stewards and Cooks may be accepted with Vision Standard 6 whilst the shortage in these categories persists, subject to the same conditions as for men as laid down in A.F.O. 4753/40.

(A.F.O. 741/41—not in annual volume.)

(A.F.Os. 4753/40 and 2023/42.)

*3271.—W.R.N.S.—Uniform—Wearing of Badges

(N.L. 11440/43.—22 Jul. 1943.)

It has been reported that W.R.N.S. personnel have been seen wearing shoulder badges showing their place of origin (Dominion or Colony). The wearing of such shoulder badges is forbidden by A.F.O. 5643/42 which is applicable to W.R.N.S. personnel as well as R.N., R.N.R. and R.N.V.R. personnel.

(A.F.O. 5643/42.)

3272.—Senior Roman Catholic Chaplain, R.N.—Address

(C.W. 4285/43.—22 Jul. 1943.)

The Right Reverend Monsignor E. Dewey, V.G., Senior Roman Catholic Chaplain, R.N., has been appointed "President" additional for duty outside Admiralty.

His address is:—

Ormonde Hotel,
Belsize Grove,
Hampstead, London, N.W.3.
Telephone No.—Primrose 2118.

2. Communications for Monsignor Dewey should now be sent to the above address and not to the R.N. Hospital, Chatham.

*3273.—Naval Salvage Money—Distribution

(D.N.A./S. 922/42.—22 Jul. 1943.)

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

Award for the salvage of SS. "Linnell" during the period 5th–10th June, 1939, by H.M.S. "Brigand" and H.M. Dockyard Tug "Respond" and working parties from H.M. ships "Barham", "Woolwich", "Devonshire" and "Maidstone".

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

	"Respond"	"Brigand"	"Barham"	"Woolwich"	"Devonshire"	"Maidstone"
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
3rd class ...	—	3 17 0	—	—	—	—
4th class ...	—	—	—	—	—	—
5th class ...	14 15 6	—	—	—	—	—
6th class ...	11 1 7	—	—	—	—	—
7th class ...	8 17 4	1 10 9	3 17 11	—	—	—
8th class ...	7 7 9	1 5 8	—	—	—	—
9th class ...	5 18 2	1 0 7	2 11 11	3 4 1	2 14 4	3 12 3
10th class ...	4 8 8	15 5	—	—	—	—
11th class ...	3 13 11	12 10	1 12 7	1 19 11	1 13 11	2 5 2*
12th class ...	2 4 3	7 8	—	1 4 0	—	1 7 0*

* (Nine ratings of H.M.S. "Maidstone's" working party who were present on two occasions are to receive double shares.)

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.

3274.—Accidental Death—Danger of Lying in Vicinity of Exposed Steering Gear

(N.L. 11422/43.—22 Jul. 1943.)

A fatal accident occurred recently on board one of H.M. trawlers as the result of a rating making a practice of sleeping in the vicinity of the exposed steering gear without realising the risk involved.

2. Commanding Officers of all ships having exposed steering gear are to promulgate an order forbidding ratings to lie in its vicinity.

3275.—Complement Amendments

Escort Carriers

(N/A.W.D. 394/43.—22 Jul. 1943.)

The following amendments are to be made to schemes of complements:—

H.M. ships "Archer" and "Biter" (Admiralty letter N/D.P.S.573/41/M of 15 Nov. 1941).

H.M. ships of "Tracker" class (Admiralty letter N/D.P.S.304/42/M of 25 Jun. 1942).

H.M. ships of "Ruler" class (Admiralty letter N.6117/43 of 17 Mar. 1943).

H.M.S. "Activity" (Admiralty letter N/D.P.S.1013/41/M of 28 May 1942).

H.M. ships "Nairana" and "Campania" (Admiralty letter N.20524/42 of 2 Dec. 1942).

H.M.S. "Pretoria Castle" as escort carrier (Admiralty letter N.8351/42 of 20 Nov. 1942) and as trials carrier (Admiralty letter N/D.P.S.60/43/M of 17 May 1943).

Ship's Staff (Air)

Add: 1 Lieutenant (O) or (A), Air Signal Officer, or Warrant Air Officer (O) or (A.G.).

3276.—Complement—Amendment
Light Fleet Carriers

(N. 14162/43.—22 Jul. 1943.)

The following amendment is to be made to the scheme of complement of light fleet carriers, issued with Admiralty Letter N/D.P.S.108/42/M of 29th October, 1942 :—

Add : 1 Lieutenant (E) or Sub-Lieut. (E).

3 Stokers.

✓ **3277.—Customs Privileges for Shore Establishments**

(N.L. 20463/42.—22 Jul. 1943.)

Naval Victualling Yard stocks of rum, tobacco and certain items of groceries are purchased duty-free and, in order to avoid loss of revenue through the consumption of these stores by unauthorised individuals, the Board of Customs and Excise require that no Naval Shore Establishments may receive supplies of these stores duty-free without the express covering authority of Their Lordships, who will obtain the concurrence of the Board of Customs and Excise. Application for such covering authority should be made as early as possible before the first delivery of stores is actually required. In exceptional cases where establishments may be taken over and occupied in circumstances of urgency, which may preclude application for privileges before the supplies are required, Customs are prepared to authorise their Local Officers to allow duty-free Service groceries and rum only, on the strict understanding that application for approval of the establishment will be made by the Naval authority concerned simultaneously with the local authorisation of the interim supply of duty-free Service groceries and rum. If the establishment is subsequently not approved for inclusion in the Privilege List all the dutiable stores consumed under this arrangement will be liable for duty.

2. *In no circumstances should duty-free tobacco be issued in the absence of the prior approval of the inclusion of the receiving establishment in either Privilege List I or II.*

3. Considerable delay and unnecessary correspondence is being caused in some cases where Customs privileges are required for Shore Establishments, because the particulars required are either not supplied, or are incomplete. In order to avoid such delay, the attention of all officers concerned is drawn to the following points relating to applications for Customs privileges for Shore Establishments. It is not possible to consider applications where the requisite information is not supplied.

4. (a) *Privilege List I* is a list of Shore Establishments which are service victualled from Naval sources and privileged to be supplied with Naval victualling yard groceries, service tobacco and rum, duty free. (Royal Naval Hospitals and Sick Quarters are not entitled to receive rum duty free).

(b) *Privilege List II* is a list of groups of Naval personnel borne on ships' books, and working in guarded establishments, who receive compensation for victualling and are privileged to receive the standard allowance of service tobacco only. Such personnel usually reside outside the guarded establishment concerned.

(c) *Privilege List III* is a list of Royal Marine Establishments which are service victualled from Naval sources and are privileged to receive duty free supplies of victualling yard groceries only.

(d) W.R.N.S. Establishments which are service victualled from Naval sources may be approved to receive duty free supplies of victualling yard groceries. W.R.N.S. personnel are not entitled to receive service tobacco or rum.

Before personnel in receipt of compensation for victualling who are accommodated in an establishment already approved for Privilege List II can be transferred to Naval service victualling, application must be made for the grant of Privilege List I facilities.

All applications for Customs privileges should indicate which of the above lists is appropriate and must include particulars under the headings (a) to (e) of paragraph 5 and if necessary, (1)–(4) of paragraph 7, together with the full name of the establishment and of the ship to which it is attached.

5. The general conditions which must be complied with by all Shore Establishments for inclusion in the above privilege lists are that the establishment must :—

- (a) be self-contained ;
- (b) be walled or fenced off ;

- (c) have all exits guarded ;
- (d) not occupied by civilians ; and
- (e) the personnel must be borne on ships' books.

The conditions laid down for entitlement ensure :—

- (1) that there is no possibility of loss occurring to the revenue by leakage out of the establishment of duty free stores. In this connection attention is directed to the quantities of tobacco which personnel are allowed to land under K.R. & A.I., Article 919.
- (2) that unauthorised persons, civilian or otherwise, shall not have access to the storage place in which duty free stores are kept.

It is, therefore, essential that suitable arrangements must be made for the safe custody of such stores.

It must be understood that each separate set of premises in which it is desired to store or use service stores duty-free, whether the premises house an entire establishment or part of a dispersed establishment, must be separately approved.

Under no circumstances can hardship be considered a ground for allowing the privilege.

6. Their Lordships have no power to grant duty free privileges in the case of establishments which do not comply with the above conditions, but in some cases (e.g. Naval Hospitals, or other establishments where it is not possible to provide sentries for guarding) the privileges may sometimes be allowed, provided the Customs Authorities can be satisfied that facilities exist which provide satisfactory alternative conditions. In cases where it is not possible to comply with all of the conditions, the privilege may be restricted to duty free service groceries only.

7. The presence of unentitled personnel (Civilians, Army, R.A.F.) as a rule disqualifies establishments from receiving Customs privileges but, where the proportion is small, consideration will be given to these cases. In all such cases, the following information should be supplied, in addition to that mentioned above :—

- (1) The numbers of Naval personnel and numbers of other occupants who are not entitled to Customs privileges (the numbers of Army and R.A.F. personnel and civilians should each be stated separately).
- (2) Whether, in the case of Army and R.A.F. personnel,
 - (a) they are separately messed and accommodated,
 - (b) they are serving with the Navy for duty,
 - (c) they are subject to the Naval Discipline Act.
- (3) What access unentitled personnel have to the quarters occupied by the Naval personnel, and
- (4) What arrangements can be provided to prevent trafficking between entitled and unentitled personnel, and to ensure that K.R. & A.I., Article 919, is complied with.

Care should be taken that the information given is accurate as far as possible, and no issue of duty free stores should be made before the privilege is granted except as authorised in paragraph 1 above. If the establishment complies with the required conditions, approval will normally be given following a visit by the local Customs Officer, who will satisfy himself that the arrangements for the safe custody of duty free stores, and for preventing any possible loss to the revenue, are satisfactory.

In cases where Shore Establishments which are already included in the privilege lists are enlarged or altered in any way, care should be taken that the establishment complies with the conditions under which the privilege was originally granted (which are stated in the letter of approval notifying the entitlement of the establishment).

✓ (A.F.O. 4850/42 is cancelled.)

3278.—Neuropsychiatric Cases—Reports

(C.W./M.D.G. 56975/42.—22 Jul. 1943.)

Representations have been made by R.N. hospitals dealing with neuropsychiatric cases that the reports ordered by C.A.F.O. 144/42 are seldom received and that special requests to the ship or establishment which discharged the case to hospital are necessary. Delay in disposal of patients consequently occurs.

2. The attention of Commanding Officers and Medical Officers is drawn to the importance of rendering these reports. While it is the duty of the Medical Officer to inform the Commanding Officer that the case is one in which a report under C.A.F.O. 144/42 is required, the preparation and rendering of the report is the responsibility of the Commanding Officer.

(C.A.F.O. 144/42.)

3279.—Dental Treatment by Civilian Practitioners—Scale of Fees and War Increases Thereof

(M.D.G. 33783/43.—22 Jul. 1943.)

From July 3rd, 1943 the war increases to be added to the basic scale of fees (reproduced below) allowable to civilian dental practitioners in respect of approved dental treatment or the supply etc. of dentures at the expense of Naval funds is to be calculated on the following basis:—

A. In cases where operative treatment or provision of dentures has been duly authorized and was commenced on or before the 2nd July 1943, and the total of the item charges shown in the basic scale of fees exceeds the sum of One Pound sterling the war increase will be on the following scale:—

<i>Total of the item charges</i>	<i>War increase</i>
(Excluding any charge in respect of treatment for which no scale fee is laid down):—	

	<i>s.</i>	<i>d.</i>
Over 20s. and up to 30s. inclusive	2	0
Over 30s. and up to 40s. inclusive	3	0
Over 40s. and up to 50s. inclusive	4	0
Over 50s. and up to 60s. inclusive	5	0
Over 60s. and up to 80s. inclusive	6	0
Over 80s. and up to 100s. inclusive	7	0
Over 100s. and up to 120s. inclusive	8	0
Over 120s.	9	0

(See Footnote to Scale of Fees).

B. In cases where the treatment or provision of dentures has similarly been authorised and was commenced on or after the 3rd July, 1943, the following scale of war increases will apply:—

<i>Total of the item charges</i>	<i>War increase</i>
(Excluding any charge in respect of treatment for which no scale fee is laid down).	

	<i>s.</i>	<i>d.</i>
Up to 10s. inclusive	2	6
Over 10s. and up to 20s. inclusive	5	0
Over 20s. and up to 30s. inclusive	7	6
Over 30s. and up to 40s. inclusive	10	0
Over 40s. and up to 50s. inclusive	12	6
Over 50s. and up to 60s. inclusive	15	0
Over 60s. and up to 70s. inclusive	17	6
Over 70s. and up to 90s. inclusive	20	0
Over 90s. and up to 110s. inclusive	22	6
Over 110s. and up to 130s. inclusive	25	0
Over 130s.	27	6

Note.—The supplementary fee allowable under "A" above in respect of dentures constructed in approved acrylic resin material ceases to apply.

C. Basic Scale of Fees.

1. Scaling and treatment of the gums, per individual. 7s. 6d. but not chargeable in respect of a jaw for which a denture of ten or more teeth is supplied.
2. Fillings, per filling 7s. 6d. with a maximum charge of 12s. 6d. for fillings in any one tooth.
3. Root treatment, per tooth... .. 7s. 6d. with a maximum charge of 17s. 6d. for fillings and root treatment in any one tooth.
4. (a) Extractions:—

	<i>£</i>	<i>s.</i>	<i>d.</i>
One tooth		2	6
Two teeth		5	0
Three or four teeth		7	6
Five or six teeth		10	0
Seven or eight teeth		12	6
Nine or ten teeth		15	0
Eleven or twelve teeth		17	6
Thirteen or fourteen teeth	1	0	0
Fifteen or sixteen teeth	1	2	6
Seventeen or more teeth	1	5	0

4. (b) Administration of general anaesthetics: fee per case in connection with the extraction of:

	<i>£</i>	<i>s.</i>	<i>d.</i>
One to four teeth		5	0
Five to eight teeth		7	6
Nine to twelve teeth		12	6
Thirteen to sixteen teeth		17	6
Seventeen or more teeth	1	1	0

Provided that no fee in excess of 7s. 6d. shall be payable for the administration of a general anaesthetic unless a doctor or dentist (other than the dentist performing the extractions) administers the anaesthetic.

5. Dentures:—(See Footnote).

	<i>£</i>	<i>s.</i>	<i>d.</i>
One tooth	1	1	0
Two teeth	1	1	0
Three teeth	1	6	0
Four teeth	1	11	0
Five teeth	1	16	0
Six teeth	2	1	0
Seven teeth	2	6	0
Eight teeth	2	11	0
Nine teeth and more	2	15	0
Maximum fee for upper or lower	2	15	0
Maximum fee for upper and lower	5	10	0

6. Repairs 7s. 6d. for the first and 5s. 0d. for each subsequent item of work on a denture as mentioned below with a maximum for each denture of 12s. 6d. in respect of items 1, 2 and 4 or a maximum for each denture of £1 in respect of all items.
 - (i) Cracks, fissures or fractures of dentures.
 - (ii) The replacing of a loosened tooth or loosened band or wire.
 - (iii) The adding of one new tooth or one band or one wire.
 - (iv) An extension of the plate, even when that extension embraces part of a natural tooth.

	<i>£</i>	<i>s.</i>	<i>d.</i>
7. Remakes:—(See Footnote)			
One tooth		14	0
Two teeth		14	0
Three teeth		17	4
Four teeth		1	0
Five teeth		4	0
Six teeth		1	7
Seven teeth		1	10
Eight teeth		1	14
Nine teeth and more		1	16
Maximum per denture (including any necessary additions at 5s. per tooth	2	0	0

8. Crowns (including any necessary root treatment) 1 12 6

9. Examination and report fee where patient does not return for treatment 2 6

Footnote.—In cases where the supply or remodelling of dentures (items 5 and 7 above) was commenced prior to 3rd July, 1943, and the supply was effected in an approved acrylic resin material in lieu of vulcanite the scale fee should be increased by 10s. 0d. in respect of each denture.

This supplementary fee does *not* apply in cases commenced on or after 3rd July, 1943, or to the repair of dentures (Item 6).

(A.F.Os. 2476/37—not in annual volume—and 3074/39.)

✓*3280.—The Navy Records Society

(C.W. 29240/43.—22 Jul. 1943.)

At the request of the Council of the Navy Records Society, attention is drawn to the work of the Society which has contributed so greatly to the elucidation of Naval history. The Society is open to all who are interested in the history and traditions of the Royal Navy. Their Lordships desire to encourage officers to join the Society and to give it the support of a strong Naval membership.

2. The Society was founded fifty years ago, in 1893, under the patronage of His late Majesty King George V, then H.R.H. The Duke of York. The patron of the Society is His Majesty The King.

3. The purpose of the Society is to make the original records of our Naval history more readily accessible. Since its foundation it has published eighty-three volumes, including records of the Armada, the First Dutch War and the Napoleonic Wars, and the papers of several First Lords, including Lord Spencer, Lord Sandwich and Lord Barham. Its volumes are regarded as indispensable to workers in British Naval history.

4. The volume for the year 1943 is the Anglo-Russian War, 1854, being the Admiralty correspondence with the Commanders-in-Chief in the Baltic and Black Sea (the Crimea) in 1854.

5. Anyone who wishes to become a member should write to the Hon. Secretary, care of the Library, Admiralty, S.W.1, who will supply a prospectus of the Society. The annual subscription is one guinea, which entitles a member to receive a copy of the volume published for the year. Members are also entitled to purchase back volumes at a reduced price. In view of increasing costs of production, an increased membership is much desired by the Council.

(A.F.O. 4964/42 is cancelled.)

*3280a.—Convoy Signalmen—Reduced Training

(N./D.P.S. 406/43/M.—22 Jul. 1943.)

It has been decided that reduced technical training for certain Convoy Signalmen will be carried out at Southend, and these men will receive only 8 weeks' Part II training, and 15 trainees will be received each week.

2. On completion of training, these ratings will be called Convoy Ordinary Signalmen (N.Q.). They will be eligible for advancement to Acting Convoy Signalmen (N.Q.) between 9 and 15 months' service, which is the usual period for other Convoy Signal ratings, if they have not had an opportunity of qualifying properly as Convoy Signalmen. When possible, these (N.Q.) Convoy Signal ratings should be put through a further course, and on its successful completion the "N.Q." should be removed whether they are Ordinary Signalmen or Signalmen. Signalmen of this special type will not be eligible for leading or higher rates until they have completed the proper course, and then they would form part of the Convoy Signal Branch.

3. As these young ratings will be representing the Royal Navy in merchant ships of all kinds, but principally in foreign tramp steamers, a high standard of conduct is a primary qualification.

4. Instructions already in force for the training and advancement of Convoy Signalmen are given in A.F.O. 3296/40.

(A.F.O. 3296/40.)

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

3281.—Guns and Breech Mechanisms—0·5-in. Machine Guns—Browning (American Colt), Model M.2, Watercooled, with 36-in. and 45-in. Barrels—Modification of Ammunition Chests

(G.80/42.—22 Jul. 1943.)

A.F.O. 2618/43 is to be amended as follows:—

Paragraph 3, line 2, delete "and in D.E.M.S."

End of paragraph 3, add "In D.E.M.S. the work should be done by Royal Naval Armament Depots; D.E.M.S. Staff Officers and F.O.G.Os. should make arrangements as necessary."

(A.F.O. 2618/43.)

3282.—Gun Mountings—5·25-in., Marks I and II Newton Hydraulic Pump—
Failure of Joint

(H.M. Ships "King George V" and "Dido" classes. Dockyards and Repair Overseers)

(G.2001/43.—22 Jul. 1943.)

Reports of failure of the joint between the end cover and relief valve box of the Newton Hydraulic Pump fitted in 5·25-in., Marks I and II Mountings, have been received.

2. In view of the difficulties which would be encountered in altering the parts to accommodate copper diamond joint rings as has been suggested, the existing design will be retained. Reliability with the paper joint should be ensured if made with paper not more than .008-in. thick coated with gold size on both sides and while "tacky" fitted in between the two jointing surfaces, and the screws adequately tightened.

3. In re-making this joint it should be ensured that the joint surfaces are true to a surface plate.

4. It is important to note than when checking the face of the relief valve box by surface plate, the removable seating for the ball valve should be in place, otherwise it may be found on fitting that the lower face of this seating is proud of the face of the relief valve box, thus preventing a satisfactory joint being made.

3283.—Gun Mountings—20mm., Mark IV, U.S., Training Stops

Ships, Dockyards and Depots concerned

(G.3631/43.—22 Jul. 1943.)

Reports indicate that when the column of a 20 mm., Mark IV, U.S., mounting, fitted with the training stop as described in A.F.O. 2267/43 is lowered there is a tendency for the strap to rise on the column and jam the rotating trunnion bracket.

2. To prevent this jam a loose brass bush should be fitted to the strap as shown in A.F.O. Diagram 217/43 (G.R. 6346).

3. When lowering the column the training stop strap is prevented from contacting the pedestal head by the loose bush engaging between the rotating trunnion bracket and the pedestal.

4. Isolated reports have been received of mountings in which the strap has been welded to the rising column.

5. This method of securing the strap is undesirable and should on no account be adopted.

6. Where possible the work involved in fitting the bush as shown in A.F.O. Diagram 217/43 (G.R. 6346) should be carried out by ships' staffs.

(A.F.O. 2267/43.)

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

3284.—Gun Mountings—4-in., Mark XIX—Modification to Trunnion Bearing Assembly—Mountings, Reg. Nos. 2-404, 445-450, 490-511, 571-589, 592, 594, 645 and 646.

Ships, Dockyards and Repair Establishments

(G. 3766/43.—22 Jul. 1943.)

Experience with the 4-in. twin, Mark XIX, mounting, in service, has shown that the design of the carriage structure is such that it permits, in course of time, a spread of the carriage sides away from the centre of the mounting, resulting in lateral movement of the cradle.

2. In order to prevent this defect recurring, it has been decided to modify the trunnion bearing assembly by the introduction of an additional thrust bearing at each side, whereby the carriage sides are tied together through the medium of the cradle and trunnion pin.

New mountings coming into service will be fitted with this modified trunnion bearing assembly.

3. To provide for the mountings quoted above which have not been modified, delivery of the necessary sets of modification parts to H.M. Dockyard, Portsmouth, has been arranged.

4. Ships carrying the mountings concerned should insert an item, classification "A", in their next lists of As. and As. to cover the work of modification, which is to be carried out by dockyards or repair establishments. Sets of parts, together with prints of Drawings N.22904, N.30603 and N.O.D.5854, for guidance in fitting the modified assembly are to be demanded from H.M. Dockyard, Portsmouth. Registered numbers of the mountings for which the parts are required are to be quoted in the demand.

5. After modification, the redundant dust covers are to be returned to the nearest dockyard.

6. To facilitate work, sets of tools have been distributed as follows:—

- 1 set to H.M. Dockyard, Portsmouth.
- 1 set to H.M. Dockyard, Devonport.
- 1 set to H.M. Dockyard, Chatham.
- 1 set to H.M. Dockyard, Rosyth.
- 1 set to Emergency Repair Overseer, Clyde.
- 1 set to Emergency Repair Overseer, Greenock.
- 1 set to Emergency Repair Overseer, Tyne.
- 1 set to Emergency Repair Overseer, Humber.
- 1 set to Emergency Repair Overseer, Liverpool.
- 1 set to Emergency Repair Overseer, Belfast.
- 1 set to Emergency Repair Overseer, London.
- 1 set to Emergency Repair Overseer, Southampton.
- 1 set to Emergency Repair Overseer, Cardiff.
- 1 set to Emergency Repair Overseer, Falmouth.

7. Emergency Repair Overseers, etc., requiring this gear to complete the As. and As. for any ship to whom it is applicable should loan the set to the firm concerned for return on completion of the work.

8. The gear consists of the following special tools, each provided with a suitable spill to fit the hole in the trunnion pin and to act as a guide in keeping the tools square.

The tools being operated by hand or pneumatic drill:—

- (i) A knifing tool to open out the hexagon-shaped hole before tapping.
- (ii) A set of 6 fluted taps to tap 2.25-in. diameter hole, 8 T.P.I., to receive the bolt, item 3, drawing No. 30603.

Instructions for carrying out the work are included with each set.

9. The following work on fitting has been found necessary as a result of experience before the parts can be assembled on the mountings:—

- (i) The arboring around the upper securing bolt of the bearing bracket (Item 1, Drawing No. N.30603) required enlarging; and
- (ii) The bottom face required considerable easing before the bracket could be aligned for securing;
- (iii) Internal diameter of bearing bracket required easing to ensure free movement in elevation of the adaptor for trunnion pin (Item 2).

10. In cases where firms have already evolved their own tools and methods of carrying out this A. and A. to the satisfaction of the overseers concerned, there is no need to adopt the tools and method outlined above in future cases.

11. Drawings have been supplied to yards abroad for the manufacture of the tools.

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

(A.F.Os. 4052/41 and 2500/42 are cancelled.)

3285.—Ammunition—Boxes, etc.—Ready Use Lockers—Precautions when Landing and when bringing to Produce

(G. 2998/43.—22 Jul. 1943.)

An accident recently occurred when a ready-use ammunition locker, which had been landed from one of H.M. ships, was being cut-up by burning. The locker, which was difficult to open, contained explosives.

2. The attention of Ships' Officers is drawn to Article 123 of the Naval Magazine and Explosive Regulations.

3. When ammunition lockers are being brought to produce, they are to be opened and examined before burning or other operations are commenced.

(N.M.E.R. 1941.)

3286.—Ammunition—Boxes, Packages—Return of Empty Ammunition Packages from H.M. Ships

(G. 07791/43.—22 Jul. 1943.)

H.M. ships have reported congestion caused by empty ammunition packages resulting from:—

- (a) Stowing ammunition in unboxed stowages, in particular 40-mm. Bofors and 2-pdr. pom-pom ammunition.
- (b) Filling ready-use lockers and ammunition loading trays, especially 40-mm. Bofors, 2-pdr. pom-pom and Oerlikon ammunition.
- (c) Unboxing fuzes for fuzing shell.

2. It has been decided that, in addition to the boxes returned after filling the bottle rack stowages in magazines, all ammunition boxes emptied for the purpose of (a), (b) and (c) above, and not normally required before disembarking ammunition, may be returned to the nearest Naval Armament Depot at the discretion of the Commanding Officer.

3. To reduce the additional labour which this will cause at Armament Depots, ships are to ensure that all internal fittings are replaced in the packages from which they were removed.

4. When demanding empty ammunition packages for returning ammunition to store or for landing ammunition on deposit, the nature and type of ammunition, together with the number of boxes required, is to be stated on the demand voucher. It is pointed out that the packing pieces in boxes, ammunition, C.190, are varied to suit the type of ammunition supplied.

5. Armament Supply Officers should render demands to D.A.S. for the quantities of packages and packing pieces which it is considered should be held locally to meet requirements as in paragraph 4 of this Order.

3287.—Automatic Emergency Lanterns—Batteries, Pattern No. 8117—Trickle Charging

(T. 1526/43.—22 Jul. 1943.)

The question of trickle charging for batteries, Pattern 8117, which are now extensively used at sea for automatic emergency lanterns, has been under consideration.

2. It appears from reports received that there is a tendency to assume that a trickle charge would be sufficient to compensate for discharges which occur when automatic emergency lanterns come into operation, during lighting failures or damage control drills.

3. Trickle charging is intended only to counteract a small self-discharge which in alkaline batteries is so small that trickle charging is superfluous. A constant charge of the order of 10 milliamps cannot replace the charge taken from batteries discharging at 1 amp. for periods determined wholly by drills or unavoidable lighting failures. For this purpose a normal charge is essential.

4. These batteries must be kept scrupulously clean, and their efficiency is enhanced by periodic overcharges. The importance of maintaining the electrolyte at the correct level is also stressed. The provision of trickle charging would not render permissible any relaxation of the normal care and maintenance routines.

5. It is not, therefore, proposed to provide trickle charging facilities for these batteries.

3288.—Depth Charge and Mine Release Equipment—Supply—REPORTS

Cancelled by
AFO 6567/46 (T. 06732/42.—22 Jul. 1943.)

Supplies of depth charge and mine release equipment, namely:—

- Hydraulically and hand operated depth charge traps,
- Hydraulic firing gear for throwers,
- Hydraulic release for chutes,
- Hydraulic pumps for the above,
- Heavy and light type depth charge chutes, hand release,
- Light type D.E.M.S. chutes, hand release,
- Teleflex operated light type depth charge chutes,
- Teleflex lever control boxes,
- Teleflex control gear,
- Chutes for mines A, Mark I-IV,
- "R" mine chutes,
- Mine chutes, Mark II,
- Mine rails, Mark I*, fitted with traps, Mark II,

are dealt with by the Director of Torpedoes and Mining under Vote 8 III G.

2. In view of the desirability of dispersing stocks as much as possible, quantities of depth charge release equipment are held at various Naval Store Depots, but will be dealt with under Vote 8 III G.

3. It is most important that the exact stocks held in the Dockyards and the Naval Store Depots concerned should be known by the Director of Torpedoes and Mining, so that allocation instructions can be issued without delay on receipt of demands.

4. The following organisation is in being and should be complied with:—

- (i) The Director of Torpedoes and Mining will place orders with contractors for the manufacture of all items mentioned in paragraph 1 above to meet anticipated requirements.
- (ii) Distribution of these items from contractors' works will be regulated by the Director of Torpedoes and Mining to maintain Dockyard and Store Depot stocks.
- (iii) All demands for depth charge and mine release equipment by Warship Production Superintendents and other authorities in the United Kingdom should be forwarded direct to the Director of Torpedoes and Mining, Ensleigh Hutments, Bath, who will in all cases issue the necessary instructions to the appropriate distribution centre.
- (iv) In a case of great urgency, to meet the completion date of a vessel, a demand may be made on the nearest Dockyard or Naval Store Depot, in which case a copy of the demand should invariably be forwarded to the Director of Torpedoes and Mining.
- (v) All issues and receipts of depth charge and mine release equipment by Home Dockyards and Naval Store Depots should be reported to the Director of Torpedoes and Mining, at the time of the transaction, the stock remaining of the items concerned being

stated on the report, Form D.742, "Receipts and Issues of Gun Mountings," or other appropriate form being used for this purpose.

Yards Abroad.—Monthly returns of stocks, issues and receipts, should be furnished to the Director of Torpedoes and Mining, Ensleigh Hutments, Bath. Further supplies of this gear should be demanded as required.

- (vi) Demands are not required for the supply of this gear for new construction vessels. Deliveries will be made to meet completion date requirements. In the event, however, of delay in supply occurring likely to prejudice the completion of any vessel, a demand should be forwarded as indicated in paragraph 4 (iii) above.

5. In order to simplify manufacture and distribution of the single type chute, hand release, only one standard type is being manufactured. This is of the type at present supplied to Fairmile coastal force craft, and differs from the type of single chute at present fitted in most D.E.M.S. vessels only in that the small extra stiffening plate at the outboard end is omitted. Any local stiffening can be fitted at the ship if found to be necessary.

(A.F.O. 3518/41 is cancelled.)

3289.—Depth Charge Carriers

(A.S. 1828/43.—22 Jul. 1943.)

Isolated instances have occurred of depth charge carriers with the stalk rivetted to the carrier having jammed in the barrel of the thrower, due to the rivet heads protruding slightly above the surface of the stalks.

2. This defect can be rectified by filing down the heads of the protruding rivets.

3. This trouble will not occur in carriers of recent production, as stalks are now welded to the carrier.

3290.—Depth Charge Pistols, Marks VII, VIII and IX—New Testing Procedure

(T. 786/43.—22 Jul. 1943.)

It has been decided to adopt the method of air-testing Marks XIV and XVI aircraft depth charge pistols for testing Marks VII, VIII and IX pistols; O.U. 5485, Plate 46, shows the arrangement.

2. The advantages of the functioning and safety tests are that the pistol is tested completely assembled, thereby resembling operational conditions. The new procedure, detailed below, will save considerable time and labour, and thus it is hoped the general standard of maintenance will be improved.

3. Routines are to be carried out as follows:—

On receipt and quarterly (pistols fitted in charges):—

- (i) Functioning test.
- (ii) Safety test.

Annually (all pistols):—

- (i) Dismantle, overhaul, renew rubber gear and re-assemble.
- (ii) Pistol firing test.
- (iii) Functioning test.
- (iv) Safety test.

4. The following testing apparatus is required and should be demanded from the nearest naval armament depot or Officer-in-Charge of armament supply:—

Tube testing St. No. 6554.

Rings I.R. St. No. 6599.

In view, however, of the limited stocks of these items available at present demands are to be restricted to one set per ship and after first meeting requirements of all aircraft carriers priority of supply will be given to bases, depot ships and other H.M. ships in Western Approaches and Home Fleet Commands.

5. The following are no longer required and are to be returned to the nearest N.A. depot on receipt of the above:—

Apparatus testing adjuster	St. No. 6223
Pump, pressure water and hoses	St. No. 6147
Measure, copper 1-oz.	St. No. 6071
Clips, pressure firing	St. No. 6056

6. A modification to the fittings and contents of the standard chest testing set will shortly be issued to allow for the replacement of the items shown in paragraph 5 by those in paragraph 4. Pending this modification, however, contents sheets are to be amended accordingly.

Functioning test

7. Connect the apparatus as shown in O.U. 5485, Plate 46. Check that the pistol is cocked and screw up the detonator carrier taut. Check that the joint between distance tube and depth adjuster is taut and that the fibre washer St. No. 6183 is in place. Set the pistol to any firing depth and insert it complete in the testing tube. The pistol should now be in its normal condition as used in Service, but with no detonator fitted.

8. Close the end cap firmly and raise the air pressure at the rate of 5-lbs. per sq. in. per second. Pistols should fire as follows:—

Marks VII and IX ...	Between 20.5 and 26.7-lbs. per sq. in. (47-60 ft.)
Mark VIII ...	Between 10.25 and 13.3-lbs. per sq. in. (23-30 ft.)

9. Remove the pistol and re-cock.

Fault finding

10. If the pistol fails to fire or fires above the limit, part the depth adjuster from the firing unit, screw in the distance tube cap and repeat the test on the firing unit. Units should fire as follows:—

Marks VII and IX ...	Between 20.5 and 22.3-lbs. per sq. in. (47-50 ft.)
Mark VIII ...	Between 10.25 and 11.1-lbs. per sq. in. (23-25 ft.)

11. *If correct.*—The fault must lie in the depth adjuster. Examine the orifice plate and seating. An ungreased orifice plate can cause firing slightly above the limit, but more serious failures necessitate grinding in the orifice plate. Re-test the complete pistol after taking appropriate action and if failure again occurs return it to depot, the assumption being that the orifice plate is beyond correction.

12. *If not correct.*—The fault must lie in the firing unit. Dismantle, overhaul, renew rubber gear and re-assemble. Carry out an internal pressure test and then the firing test. These will show respectively whether the diaphragm or a joint is faulty and if the firing spring requires adjustment.

Finally, repeat the functioning test on the complete pistol.

Explanatory notes

13. The seating of the orifice plate is not airtight, and a small quantity of air will leak down the central tube, thereby setting up sufficient back pressure to raise the firing head. The greater the time of application of air pressure the greater the back pressure set up, the rate of application laid down is therefore important.

14. The test does not prove that the pistol is precisely calibrated and, therefore, the firing test is retained to be carried out whenever the pistol has been dismantled and overhauled.

15. If the pistol is not correct a greater back pressure will be set up by air leaking through any joint or around the orifice plate, whichever happens to be defective. Hence the pistol will fire above the limit or fail completely and the fault finding routine (paragraphs 10-12) must be carried out.

Safety test

16. Proceed as for the functioning test but admitting pressure at the rate of 10-lb. per sq. in. per second and with the depth adjuster set to each of the safe positions in turn. The pistol must not fire. If the pistol does fire check that the safety rod is correctly engaged.

17. Copies of this Order should be made for the use of personnel testing pistols, pending the issue of the new depth charge handbook, which will include full instructions.

(O.U. 5485.)

3291.—Detonators, Percussion, Watertight, Mark VI, D.C.O., Lot 897, W.5/40 Withdrawal

(A.S./T.1592/43.—22 Jul. 1943.)

All detonators, percussion, watertight, Mark VI, D.C.O., of Lot 897, W.5/40 in service are to be withdrawn.

2. All ships are therefore to land detonators, percussion, watertight, of this lot at the nearest naval armament depot at next opportunity and to draw a similar quantity of detonators, percussion, watertight, of another lot in replacement.

3. Naval armament depots are to dispose of detonators, percussion, watertight, Mark VI, D.C.O., lot 897, W.5/40, as laid down in R.N.A.S., part 2, article 782.

3292.—Electrical Equipment in Exposed Positions—Test for Watertightness

(T.346/43.—22 Jul. 1943.)

Electrical equipment on weather decks and similar exposed positions is specified to be watertight when immersed to a depth of 3 ft. of water.

2. This test, though suitable for manufacturing purposes, cannot be carried out when the equipment has been installed on board ship. To enable the more important equipment to be checked for watertightness on board, either after installation or after re-wiring, a simple vacuum test has been devised for use by ships' staffs.

3. This vacuum test corresponds closely to the immersion test as an indication of watertightness and should be used as a check test when required.

4. The apparatus required is shown in A.F.O. Diagram 215/43 and the necessary parts should be made up on board. In the case of pattern articles not available on board demands should be made on storing yards of depots concerned, quoting this A.F.O. as authority. In the case of destroyers and smaller ships, sets of testing apparatus should be made up for their use by Fleet Repair and Depot ships.

5. To test a watertight fitting having spare single cable glands either of the ordinary packed type or of the sealing end type, replace the nuts by spare nuts into which a tube has been soldered as shown at A or B on the A.F.O. diagram. It is suggested that a set of gland nuts of the normal sizes into which tubes have been soldered should be prepared and kept by ship's staff for testing purposes only. Connect up gauge and pump and apply a vacuum of 3-in. mercury. If this is held for five minutes the fitting may be considered to possess the necessary degree of watertightness.

6. Where a spare gland is not available either of the arrangements illustrated at C on the A.F.O. diagram may be adopted, C1 for brass or steel boxes and C2 for aluminium boxes.

7. It is improbable that the smaller fittings with multiple glands for sealing ends for two or more cables will require testing. Should however it become necessary to test any fitting with these glands either of the arrangements shown at C may be adopted.

8. This test is instituted to help ships' staffs to check the watertightness of the more important gear if they wish to do so. It is not necessary that all watertight gear in exposed positions should be so fitted and tested.

3293.—Emergency Electrical Supply Arrangements—Rubber Sleeving for Jointing Clamps, A.P.5494 or 5494A—Introduction of

H.M. Ships, Battleships, Cruisers, Destroyers, Aircraft Carriers, Depot Ships

(T.3062/42.—22 Jul. 1943.)

In order to provide a watertight enclosure for emergency cable joints where run in exposed or partially flooded positions, purchase of rubber sleeves 12 in. in length and 2 in. in diameter has been arranged for issue to H.M. ships.

2. It will be necessary in the case of the A.P.5494A clamp to substitute a $\frac{5}{8}$ in. B.S.P. hexagon headed nut for the wing nut A.P.6409 and where the cables are provided with hook end terminals A.P.5492 or A.P.5493 they should be bolted together by a standard $\frac{7}{8}$ in. B.S.W. brass nut and bolt, the length of the bolt under the head not exceeding $1\frac{1}{2}$ in.

3. These bolts and nuts are to be provided by ship's staff. The sleeving should be slipped over the end of one of the cables and after the joint has been made should be stretched over the joint and whipped by twine for a distance of 1 in. on to each cable, care being taken to ensure that any folds formed in the sleeve are closed by the binding to avoid water seeping through. Ships' officers are to demand from storing yards a number of these rubber sleeves on the basis of three sleeves for each action repair party box allowed.

4. The rubber sleeves will be added to the Rate Book of Naval Stores, Subhead E, Item 2, as "Pattern 2596". The following quantities have been ordered from the Dunlop Rubber Co. Ltd., under contract CP.1556/43 dated 28th April, 1943:—

400 for Rosyth	400 for Portsmouth
300 for Chatham	400 for Devonport
300 for Sheerness.	

3294.—Main Electrical Supply System—Operation of

(Capital Ships, Aircraft Carriers, Cruisers, Depot Ships and "Adventure")

(T. 1669/43.—22 Jul. 1943.)

With reference to C.A.F.O. 714/42, paragraph 7, and B.R.268(6), paragraph 61 (ii) (b) (as amended by A.F.O., "P" Series 292/42), a case of doubt has been reported from sea as to which Branch Breakers should be kept in local control in Electrical Organisations Nos. 1 and 2.

2. It is emphasised that only Branch Breakers with the "Single Motor" type of control are to be kept in local control in Electrical Organisations Nos. 1 and 2.

3. The fact, however, that a particular Branch Breaker supplies a Single Motor, does not necessarily mean that it is fitted with this type of control. In modern ships, Branch Breakers supplying important services such as turret pump motors, forced lubrication oil pump motors, etc., usually have the "junction box" type of control, in spite of their supply being to single motors, on account of the greatly reduced risk of incorrect operation due to damage to the control wiring. Breakers so fitted should, therefore, be controlled from the Main Switchboard at all times.

(C.A.F.O. 714/42.)

3295.—Mines "A", Marks I-VII—Switches, Hydrostatic, Mark XI*, No. 3, and Mark XIII*, No. 2—Replacement of Ring I.R. "A", St. No. 8438, by I.R. "A", St. No. 8889.

(A.S.8686/43.—22 Jul. 1943.)

In order to ensure a tighter fit round the switch, hydrostatic, Mark XIII, a new ring I.R. "A", St. No. 8889, has been introduced in lieu of Ring I.R. "A" St. No. 8438.

2. The new ring, which has an inside diameter of $1.98 \pm .00$ instead of $2.05 \pm .01$

as in the former Ring I.R. "A", St. No. 8438, will be stencilled with the stamp number 8889, whereas the superseded ring was not marked.

3. Stocks of Ring I.R. "A", St. No. 8438, held loose or in chests, complete, tools and spare "A" mines should be returned by ships and bases at home to A.S.O., R.N. Mine Depot, Frater, near Fareham, Hants. and by those abroad to nearest R.N. Armament Depot. Rings I.R. "A", St. No. 8889, in replacement should be demanded from the depot to which the rings I.R. "A", St. No. 8438, are returned. Depots are to bring to produce any rings I.R. "A", St. No. 8438, held or returned to them from any source.

3296.—Torpedo Stores—Simplification of Tools to Facilitate Manufacture

(A.S. 10810/42.—22 Jul. 1943.)

The design of the undermentioned items has been simplified as indicated to facilitate manufacture, viz:—

(a) *Gags*, St. No. 48.—Will be manufactured as an "L" gag in lieu of existing "T"-shaped gag, thus dispensing with welding.

(b) *Pointers and Clips*, St. Nos. 729, 728, 850 and 1108.—A fixed scale will be used in lieu of rules, St. No. 1463, thus dispensing with the separate supply of rules; an adjustable wire with knurled knob will be used as the pointer.

(c) *Spanners*, St. Nos. 491 and 492.—A new design "L"-shaped double-ended spanner has been introduced to suit services covered by existing spanners, St. Nos. 491 and 492.

2. The new pattern spanner referred to at 1 (c) and the modified pointers referred to at 1 (b) will be accounted for as follows, viz:—

Section III.

Spanners, box, small nuts, heads, bracket, firing gear, etc., St. No. 449.

Pointers and clips, complete with rule instruments measuring B.C. adjustments:—

St. No. 729A,
St. No. 728A,
St. No. 850A,
St. No. 1108A,

and will be allowed in lieu of, and in the same proportions as spanners, St. Nos. 491 and 492, and pointers and clips, St. Nos. 729, 728, 850 and 1108 respectively.

3. Spanners, St. Nos. 491 and 492, pointers and clips, St. Nos. 729, 728, 850 and 1108, and rules, St. No. 1463, will become "OFM," but will continue to be issued to existing services until stocks are exhausted. When modified pointers and clips are issued in "Boxes, instruments measuring B.C. adjustments," rules, St. No. 1463, will *not* be included as a separate item.

4. Labels of chests, etc., and Torpedo Store Accounts are to be amended as necessary.

3297.—Speed/Time/Distance Slide Rule—Modification to Facilitate Conversion of Departure into D. Longitude

(N.S. 014192/42.—22 Jul. 1943.)

Future issues of the Speed/Time/Distance rule Pattern 1435, will now embody a small additional scale which will enable the rule to be set for any latitude between 0° and 80°, and the Departure corresponding to any required D. Long., or vice versa, to be read off at sight.

2. Pattern No. 1448 (Subhead F3A) has been allocated to rules having this additional facility.

3. Ships already supplied with the original rule who wish to exchange it for the new pattern, should demand the new one from Storing Yards, but as these exchanges will not be allowed to interfere with the allocation of rules not yet delivered, it must be recognised that some delay must be expected in supplying the new pattern rule.

4. Rules, Pattern 1435, may be retained as they cannot be modified.

(A.F.O. 5916/42.)

3298.—Brown-Curtis Turbine Blading

Certain "Esse", "Vee" and "Wair" Class Destroyers

(D. 8433/43.—22 Jul. 1943.)

The design of blading of Brown-Curtis turbines has been reviewed in consequence of a number of failures which have recently been reported and the following instructions are promulgated for guidance of all concerned.

2. Blades of the combined type were originally fitted in the 1st row of the 1st and 2nd stages of the H.P. turbines and in the 3rd to 7th stages of the L.P. turbines. The blade roots were machined parallel.

The remaining stages were fitted with individual blades and packing sections.

3. All blades used for replacement purposes in any stage of either H.P. or L.P. turbines are in future to be of the combined type with the blade roots tapered radially and the section of the blade where it joins the root is to be reinforced.

4. A binding wire fitted at .6 of the blade height and secured by silver soldering to the blades after assembly is to be fitted to the 5th, 6th and 7th stages

of the H.P. and the 1st and 2nd stages of the L.P. turbines. Each section of binding wire is to cover the same arc as the shrouding. A.F.O. Diagram No. 212/43, Sketch (a), illustrates these alterations.

5. The outlet edges of the nozzle vanes in the H.P. 2nd to 7th stages and the L.P. 1st and 2nd stages are to be tapered off as shown in A.F.O. Diagram No. 212/43, Sketch (b), as opportunity offers.

6. Existing stocks of individual blades and packing pieces for the H.P. 4th, 5th, 6th and 7th stages and L.P. 1st and 2nd stages may be used up for destroyers converted to 2-boiler escort destroyers only, a binding wire being fitted as for the combined blades. Individual blades are not to be used in any other stage in any of the ships concerned and any such blades held in stock are to be brought to produce and replacements to revised design ordered. Admiralty is to be informed of the action taken.

7. These instructions apply to all old Admiralty "Esse", "Vee" and "Wair" class destroyers fitted with Brown-Curtis turbines except for the H.P. turbines of H.M. ships "Verity", "Witherington" and "Wivern", in which the existing design of blading is to be retained.

3299.—Forced Lubrication Pipes—Fractures—As. and As.

"Algerine" Class Minesweepers (fitted with Turbines of Parsons type)

(D. 8697/43.—22 Jul. 1943.)

In some vessels of the above-mentioned class slight unbalance of turbine rotors has led to the fracture of forced lubrication pipes at the forward ends of the H.P. and L.P. turbines.

2. To minimise the risk of such failures certain forced lubrication pipes are to be rendered flexible by cutting them and fitting oil-resisting rubber gaiters, secured by Jubilee clips, as indicated in A.F.O. Diagram No. 211/43.

3. The necessary working and spare rubber gaiters and clips (two rubber gaiters of each size will be supplied as spares) will be sent direct to the commanding officers of those vessels of the class in commission not already fitted in accordance with A.F.O. Diagram No. 211/43.

4. The Squadron Engineer Officer, Fleet Minesweepers, Port Edgar, is to arrange for an item to be included in the class list of As. and As. to cover the work involved, which should be carried out by the ships' staffs at the first opportunity.

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

3300.—Main Turbines—Modification to Adjusting Blocks

H.M. Ships

(D. 9029/43.—22 Jul. 1943.)

The retaining ring for the thrust pads in certain designs of turbine adjusting block, with pads in the lower half only, is prevented from rotating by a single stop. It has been found possible in some such cases for the half ring to move upwards, displacing the stop plate in its housing, until the inner edge of the thrust pads or the carrier ring touches the shaft.

2. All turbine adjusting blocks of this general design are to be fitted with an additional stop at the horizontal joint on the side opposite to the existing one, on the lines shown in A.F.O. diagram 216/43, which indicates a typical arrangement.

3. The work should be treated as a defect, and in the case of "Black Swan" and modified "Black Swan" Class Sloops, should be carried out at the earliest opportunity, observing that a vessel of the latter class has already experienced trouble with these rings.

4. In all other vessels on service, so fitted, the work should be carried out at the next convenient opportunity.

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

3301.—W.T. Boilers—Washers for W Pattern Brickbolts

(N.S. 15947/43.—22 Jul. 1943.)

Instances have been reported where nuts securing W pattern brickbolts have slacked back under vibration, and where the bricks have been released by the bolt turning in the brick.

2. In ships of new construction arrangements have been made to fit spring washers of the Thackeray type in lieu of the plain washers previously fitted, the nuts being set up sufficiently to allow for differential expansion of the bricks and brickbolts.

3. These washers have been added (as Pattern 5926) to the Authorised List of Naval Stores on page 491, line 16A (Subhead B10).

4. In ships on service plain washers should be replaced by Thackeray washers as necessary in cases where these defects have arisen.

5. To provide for the immediate requirements of the Fleet, the following quantities have been purchased from Messrs. West Bromwich Spring Co., Ltd., under C.P.66053/43, dated 8th June, 1943, but deliveries are not expected to complete until early August:—

Superintending Naval Store Officer, Chatham	...	...	200 doz.
Superintending Naval Store Officer, Portsmouth	...	...	200 doz.
Superintending Naval Store Officer, Devonport	...	...	200 doz.
Superintending Naval Store Officer, Rosyth	...	...	200 doz.
Superintending Naval Store Officer, Severn Area (Newport)	...	...	500 doz.
Superintending Naval Store Officer, Mersey Area (Leigh)	...	...	500 doz.
Naval Store Officer, Sheerness	...	...	200 doz.
Naval Store Officer, West Riding Area (Elland)	...	...	300 doz.
Naval Store Officer, Carfin	...	...	200 doz.

6. The undermentioned quantities should be sent to yards abroad as indicated—

Alexandria	100 doz.	} From Mersey Area.
Gibraltar	...	...	50 doz.
Malta	...	...	50 doz.
Durban	100 doz.	} From Severn Area.
Colombo	...	...	100 doz.
Bermuda	...	...	50 doz.
Simonstown	...	...	50 doz.
Kilindini	50 doz.	

Ships concerned should demand their minimum immediate requirements from their Storing Yards.

3302.—Emergency Battery Driven Transceiver Aft in Destroyers—Fitting of —A. and A.

(S.D. 01136/43.—22 Jul. 1943.)

To meet the possibility of all W/T and R/T equipment in the fore part of destroyers being put out of action, it has been decided to supply all destroyers having only one W/T office with an emergency battery-driven W/T R/T transceiver to be fitted in the after superstructure.

2. The exact position and method of fitting will differ in various types of destroyers according to the space available, but the set should as a general rule be fitted well aft above the waterline.

3. When equipment becomes available, American transceivers, Type TCS, will be supplied. In the meantime R.A.F. G.P. sets R1082/T1083 will be supplied in lieu.

4. Commanding Officers of ships concerned are to insert an item, Classification "A," in their next list of As. and As., "To fit emergency transceiver aft," quoting this Order as authority.

5. A number of spare sets will be issued to certain operational bases for issue to light craft other than destroyers when required to proceed on a detached voyage.

6. Installation should be within the capabilities of base staffs. For guidance in fitting, reference should be made to Specification No. B.232/43 in the case of the R.A.F. G.P. set, and to Specification No. B.224/43 in the case of Type TCS.

7. The provisions of this Order are applicable to new construction, and P.S.Os. and W.E.Ss. concerned should arrange for the work involved to be carried out in accordance with the specifications detailed above.

8. Stores will be supplied, without demand, by S.N.S.O.(H).

3303.—Radar Type 291/U/W—Replacement of Resistance in Indicator Units Design "L"

Cancelled by
AFO 5336/46

(S.D. 012024/43.—22 Jul. 1943.)

Resistance R.17 in Pattern W.4889 indicator units design "L" fitted in chassis bearing serial numbers 1 to 353, has proved unsatisfactory in service, and should be replaced by a Pattern W.6227 resistance (2,400 ohms) to obtain the necessary accuracy and stability.

2. The serial number of the chassis is to be found stamped on the rear end, and should not be confused with the serial number of the indicator, which is to be found on the front panel.

3. Commanding Officers of ships, trawlers and coastal craft concerned, should arrange for this modification to be carried out by base staff at the first opportunity. Demands for the necessary resistances should be forwarded to S.N.S.O., Haslemere.

3304.—R.A.F. G.P. as an Emergency Installation, Radar Sets, Types 284P (3) and 285P (3), W/T Installation, Type TCS—Fitting-out Information

(S.D. 01311/43.—22 Jul. 1943.)

A.S.E. Preliminary Specifications Nos. B.232/43, B.217/43 and B.224/43 have been prepared to show the methods of fitting and wiring R.A.F. G.P. set as an emergency installation, Radar sets, Types 284P(3) and 285P(3), and W/T installation, Type TCS, respectively.

2. Copies of the specifications have been forwarded to the Commanders-in-Chief, Eastern Fleet and Western Approaches, Admirals Superintendent, Chatham, Devonport, Portsmouth, Orkneys, Malta and Rosyth, Flag Officers, West Africa, East Africa and Ceylon, Commodores Superintendent, Gibraltar and Simonstown, Commodores-in-Charge, Sheerness and Halifax, Commodore, R.I.N., Bombay, Captain-in-Charge, Bermuda, Captains Superintendent, Alexandria and Durban, Naval Officer-in-Charge, Londonderry, Deputy Superintendent, Pembroke, Naval Secretaries, Wellington and Melbourne (for the officers concerned at Melbourne, Sydney and Fremantle), Secretary, Naval Board (N.D.A.), Ottawa, and to B.A.M.R., Washington.

3. Copies of Preliminary Specification No. B.232/43 have also been forwarded to the Commodore, Algiers.

4. Copies of Preliminary Specification No. B.217/43 have also been forwarded to the Commodore, Algiers, and Flag Officers-in-Charge, Milford Haven and Aden (for Port Radar Officers).

5. Copies of Preliminary Specification No. B.224/43 have also been forwarded to Director of Coastal Force Material and to the Commanding Officers, H.M. Ships "Fox," "Midge," "Mantis," "Beehive," "Wasp," "Aggressive," "Hornet," "Attack," "Bee," "Dartmouth II," "Mosquito" and "Gregale."

6. Copies of the specifications have also been forwarded to the Warship Production Superintendents, Scottish, East Coast of Scotland, North Western, North Eastern, Southern, South Wales, London, Humber and Belfast Areas, and to Warship Electrical Superintendents, Scottish, North Western, North Eastern, South Wales, London, South Western and Northern Ireland Areas. The Principal Ship Overseers and Emergency Repair Overseers of all ships approved to be fitted with R.A.F. G.P. sets, Radar sets, Types 284P(3) and 285P(3), W/T installation, Type TCS, are therefore to apply to the Warship Production Superintendents of their Areas for the appropriate specification in accordance with the procedure laid down in A.F.O. 790/40.

7. It is to be noted that any advance fitting-out drawings, etc., which may already have been distributed are superseded by these specifications and should be destroyed.

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

3305.—Type 291—Modification to Panel 3AN

Cancelled by
AFO 5336/46

(S.D. 03275/43.—22 Jul. 1943.)

The following modifications are to be made to panels 3AN as appropriate. They are to be carried out by base staffs, Commanding Officers making arrangements for this to be done at the first opportunity.

2. The necessary stores are to be demanded by bases accordingly from the S.N.S.O., Haslemere.

3. *Fitting of Perforated Side Covers.*—Panels 3AN bearing Serial numbers A11 to A37, A42, A66 to A75, A77 to A86, A94, and MC1 to MC200 are fitted with louvred side covers. These are to be replaced by perforated sheet covers, Pattern W.7428, using the same fixing screws as are at present used.

4. *Fitting of New Design Tray.*—Panels 3AN made by both Messrs. A.G.I. and Marconi are at present fitted with a design of tray (1/16th-in. sheet metal) that has proved unsatisfactory in service. This is to be replaced by a Pattern W.8295 tray, unsprung (when available) of 1/8-in. sheet metal, to which the existing resilient mounts are to be attached. The three captive screws on the front of the panel are to be removed, and the longer screws, which will be provided, inserted one in each clamp on the sides of the panel.

5. *Fitting of H.T. Fuses.*—Panels 3AN bearing Serial numbers A1 to A254 and MC1 to MC200 do not incorporate H.T. fuses. These should be fitted to avoid risk of fire as shown in A.F.O. Diagram 210/43 (A.S.E. Drawing 35442). The necessary stores are contained in Pattern W.9478 box of parts.

6. *Adjustment of position of Transmitter.*—Opportunity should be taken to check that the transmitter is positioned so that it cannot touch adjacent equipment under extreme conditions of movement on its resilient mounts and to allow access to the fuses.

7. *Fitting of Shield for H.T. Switch.*—Panels 3AN made by both Messrs. A.G.I. and Marconi have, at present, unshielded H.T. switches. Shields, Pattern W.9075 should be fitted as shown in A.F.O. Diagram 210/43 (A.S.E. Drawing 35442) to avoid risk of damage to the switch when the panel is being moved for servicing, and of damage to the transmitter due to the switch being accidentally put to "ON" before the set is warmed up.

8. *Fitting of Pattern 2136 Resistance.*—Panels 3AN bearing Serial numbers A1 to A254 and MC1 to MC200 inclusive are fitted with various substitute patterns of resistances as the NT99 grid leak (R25 in Handbook N440Z). These are to be replaced by the components contained in box of parts, Pattern W.8155 as shown in A.F.O. Diagram 210/43 (A.S.E. Drawings 35442).

9. *Replacement of certain other Resistances.*—Panels 3AN bearing Serial numbers A1 to A300 and MC1 to MC600 inclusive, are fitted with a number of resistances, as shown in the following table that have proved unsatisfactory in service. These, which are contained in box of parts, Pattern W.9072, should be replaced by those indicated.

Resistance No.	Pattern No.	To be replaced by Pattern No.	Value	Body Colour	End Colour	Dot Colour
R4.	21	W.2729	10,000 ohms \pm 10 per cent. RMA1.	Brown	Black	Orange
R5.R9.	1234	W.3678	270,000 ohms \pm 10 per cent. RMA2.	Red	Violet	Yellow
R6.R7.	23	W.2732	100,000 ohms \pm 10 per cent. RMA1.	Brown	Black	Yellow
R.8.	6974	W.2261	1 megohm \pm 10 per cent. RMA8.	Brown	Black	Green
R.12.	6970	W.1594A	22,000 ohms \pm 10 per cent. RMA8.	Red	Red	Orange
R.13.	6979	W.4975	4,700 ohms \pm 10 per cent. RMA8.	Yellow	Violet	Red
R.14.	6872	W.3633	15,000 ohms \pm 10 per cent. RMA2.	Brown	Green	Orange
R.16.	6967	W.1558	1,000 ohms \pm 10 per cent. RMA8.	Brown	Black	Red
R.18.	8857	W.5140	5,600 ohms \pm 10 per cent. RMA2.	Green	Blue	Red
R.19.						
R.21.	W.3500	W.3293A	220 ohms \pm 10 per cent. RMA8.	Red	Red	Brown
R.22.	W.4022	W.2950A	47 ohms \pm 10 per cent. RMA8.	Yellow	Violet	Black

Notes.—(i) RMA1 resistors are 2-in. long.
RMA2 resistors are 1 $\frac{3}{8}$ -in. long.
RMA8 resistors are $\frac{1}{16}$ -in. long.

(ii) A Pattern W.4022 resistance is fitted as part of the Board Pattern W.6147 supplied (under A.F.O. 387/43) to convert panels 3AN Pattern W.3726X (Type 291Y) to Pattern W.3726 (Type 291). This resistance is R.22 and should be replaced as detailed above.

(A.F.O. 387/43.)

3306.—T.W.12 C.H./C.P. W/T Sets—Fitting-out Information

(S.D. 01310/43.—22 Jul. 1943.)

A.S.E. Preliminary Specification No. B.226/43 has been prepared to show the method of fitting and wiring T.W.12 C.H./C.P. W/T sets.

2. Copies of the specification have been forwarded to the Commanders-in-Chief, Eastern Fleet and Western Approaches; to the Admirals Superintendent, Chatham, Devonport, Portsmouth, Orkneys, Malta and Rosyth; to the Flag Officers, West Africa, East Africa and Ceylon; Director Coastal Force, Material Division; Commodore, Algiers; Commodores Superintendent, Gibraltar and Simonstown; Commodores-in-Charge, Sheerness and Halifax; Commodore Commanding, R.I.N., Bombay; Captain-in-Charge, Bermuda; Captains Superintendent, Alexandria and Durban; Naval Officer-in-Charge, Londonderry; Deputy Superintendent, Pembroke; Naval Secretaries, Wellington and Melbourne (for the officers concerned at Melbourne, Sydney and Fremantle); Commanding Officers, H.M. ships "Fox," "Midge," "Mantis," "Beehive," "Wasp," "Aggressive," "Hornet," "Attack," "Bee," "Dartmouth II," "Mosquito" and "Gregale"; Secretary Naval Board (N.D.A.), Ottawa; B.A.M.R., Washington.

3. Copies of the specification have also been forwarded to the Warship Production Superintendents, Scottish, East Coast of Scotland, North Western, North Eastern, Southern, South Wales, London, Humber and Belfast areas, and to the Warship Electrical Superintendents, Scottish, North Western, North Eastern, South Wales, London, South Western and Northern Ireland areas. The Principal

(Ship) Overseers and Emergency Repair Overseers of all ships approved to be fitted with T.W.12 C.H./C.P. W/T sets are therefore to apply to the Warship Production Superintendents of their areas for a copy of A.S.E. Specification No. B.226/43 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 already have been distributed are superseded by this specification, and should be destroyed.

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

3307.—W/T—Modification to the Control Board of A.C. Supply Outfit DDD

(Submarines)

(S.D. 0839/43.—22 Jul. 1943.)

In order to provide sufficient power at 230 volts, 50 cycles, for supplying additional A/S apparatus, it has been decided to modify the control boards of A.C. supply outfit DDD so that any of the output circuits can be connected independently to either motor alternator. Thus, when maximum power is required, both machines can be run simultaneously and the load divided between them. One machine only should normally be used, when this would be sufficient for requirements.

2. Arrangements are being made for the introduction of a new design of control board (Pattern W8294) for fitting in new construction submarines; until this becomes available for new construction, and in existing submarines, the existing control boards are to be modified by means of Pattern W8342 box of parts for modifying Pattern 8833/B or W4032/A board, A.C. control, for A.C. supply outfit DDD by the dockyard or contractor concerned.

3. Commanding Officers of existing submarines are to insert an item in their next list of As. and As., classification A:—

"To modify the control board of A.C. supply outfit DDD in accordance with A.F.O. 3307/43, concurrently with the fitting of additional A/S equipment, or when the new amplifier is installed."

4. The method of modifying the control board is shown on A.F.O. diagram Nos. 218/43 (1-2) (A.S.E. drawings Nos. 31188 and A).

5. The new design of control board will contain three additional output circuits, thus providing a total of four ways for supplying the A/S sets. In the case of existing control boards, however, it will be necessary to fit external distribution arrangements for supplying the A/S equipment from the single set of terminals on the control board.

6. Submarines concerned are to demand the following stores from the S.N.S.O. Haslemere, quoting this order as authority:—

Pattern No.	Description	Quantity
W8342	Box of parts for modifying Patterns W4032/A or 8833/B board, A.C. control for A.C. supply outfit DDD.	1

All stores rendered redundant by the above change are to be returned to the nearest storing yard to be absorbed into stock.

3308.—W/T Outfit 4TA—Supply of

New Construction Light Craft

(S.D. 01367/43.—22 Jul. 1943.)

Overseers concerned with new construction light craft (except pre-fabricated vessels) approved to be fitted with Type 60 EQR in the main W/T office should note that this set is not yet available.

2. Pending availability of Type 60 EQR, transmitter outfit 4TA is to be installed in lieu.

3. The method of fitting outfit 4TA, which is the same as when it is fitted as part of Type 37PR, should be in accordance with Specification 9372 as far as applicable.

4. Stores as applicable will be supplied in accordance with Establishment List No. T55, dated 7th November, 1940.

3309.—Bristol Sleeve Valve Engines—Prevention of Internal Corrosion

(A.M.R. 2571/43.—22 Jul. 1943.)

Instances have been reported of Bristol sleeve valve engines when in a state of preservation being rendered unserviceable due to water accumulating in the pockets of the uppermost cylinder junk-heads and seeping past the valve of the relief valve type of dummy sparking plugs, into the cylinders, thereby setting up corrosion.

2. In order to obviate this trouble arrangements are to be made for the uppermost cylinders of such engines to be fitted with two solid type dummy sparking plugs, as introduced by Mod./E.1382. In addition, the upper cylinders should, where possible, be covered with cotton backed waxed paper or similar moisture resisting paper suitably secured to the cylinders.

3. Attention is drawn to the need for one solid type sparking plug to be removed from each cylinder before the engine is turned to avoid damage which may occur through hydraulicing.

(A.F.O. 5313/42 is cancelled.)

3310.—Bearing Plate, Pattern 42—Withdrawal of Allowance*"Flower" Class Corvettes*

(N.S. 35939/42.—22 Jul. 1943.)

The allowance to "Flower" class corvettes of a bearing plate, Pattern 42, is to be withdrawn as soon as these vessels are fitted with a gyro-compass or Asdic equipment, Type 123D.

2. Ships in commission affected should return bearing plates to the Naval Store Officer, Slough.

"Flower" class corvettes under construction are being fitted with gyro-compasses.

3. The Establishment of Naval Stores for Trawlers and "Flower" Class Corvettes, B.R.347, will be amended.

3311.—Bottom Compositions for B.A.V.Gs. and A.C.Vs.*Dockyards, P.E.R.Os. and E.R.Os.*

(D.8739/43.—22 Jul. 1943.)

When recoating of the hulls the following B.A.V.Gs. and A.C.Vs. is necessary the approved bottom compositions as indicated are to be applied:—

<i>Ship</i>	<i>Bottom Compositions</i>
"Archer"	Clark
"Biter"	International
"Battler"	Red Hand
"Hunter"	International
"Stalker"	International
"Attacker"	Vivians
"Fencer"	Red Hand
"Tracker"	British
"Chaser"	British
"Pursuer"	British
"Striker"	Clark
"Searcher"	Clark
"Ravager"	Macarthur
"Smiler"	Macarthur
"Slinger"	Macarthur
"Speaker"	Moravia
"Trouncer"	Moravia
"Trumpeter"	Moravia

2. If the U.S.A. Navy type composition is adhering well and in good condition it should not be removed, but after cleaning thoroughly by brushing, one coat of approved protective and one coat of approved anti-fouling should be applied. If deteriorated, or flaking, it should be removed as completely as circumstances permit and the surface thoroughly cleaned and wire brushed before application of the number of coats found necessary of the new composition.

3. The extent to which removal of the U.S.A. Navy composition is found necessary or considered desirable at the next earliest opportunity should be indicated on the D.495 form. Special care is to be taken to report the state of the U.S. compositions in order that the protective and anti-fouling qualities of these types of compositions in comparison with British types may be assessed.

3312.—Crash Gear—Equipment for Boats Attending on Flying Operations*Ships and R.N. Air Stations concerned*

(N.S. 015927/43.—22 Jul. 1943.)

With reference to A.F.O. 3244/43, paragraph 4, the outfit of crash gear required for the equipment of each crash boat attending on flying operations and the total allowance of each article to the various classes of ships concerned, are shown in the Appendix to this order. For R.N. Air Stations concerned, these stores are allowed as necessary to equip (on the basis shown in column 3 of the Appendix) each boat authorised to be maintained as a crash boat.

2. The quantities allowed to aircraft carriers are based on the necessity for meeting the requirements of attendant destroyers and enabling an outfit to be disembarked with aircraft squadrons, detached on special duties, should this be considered desirable. The allowance for destroyers *not* attending on aircraft carriers are applicable to "Hunt" class, but the outfit is not allowed to "Wairs" or to "Vees" converted for long range escort duties. In the event of any of the latter ships being required to attend on aircraft carriers, the crash boat gear should be obtained from the carrier.

3. Where applicable, this gear should be already available on board ships in commission and at R.N. Air Stations. If the gear is not available, however, demands should be forwarded to the storing yards or depots as necessary. Supply to ships of new construction should be arranged by storing yards in accordance with the allowances.

4. *Stowage Boxes.*—If not already supplied, boxes for the stowage of smaller items of crash gear and for the set of breathing apparatus, Pattern 3485, should be manufactured in accordance with A.F.O. Diagram 214/43. For ships of new construction or re-construction, the boxes are to be manufactured by shipbuilders, in the case of contract built ships, and by dockyard for ships being built or reconstructed at the yards.

Should the manufacture of the boxes be beyond station or ship's resources (e.g. in the case of destroyers), arrangements may be made for a box to be manufactured to this design in a dockyard.

The contents of the boxes are to be clearly shown on the inside of the lid.

5. The tube cutters are designed for cutting metal structural members of aircraft, and are not to be used for cutting bolts, bars, streamline wires or stranded cable, for which purpose croppers, bolt, are suitable.

6. Instructions in the use and maintenance of Salvus apparatus are included in B.R.155.

7. The equipment of tools, etc., for air-sea rescue boats, etc., is as shown in A.F.O. 5558/41.

APPENDIX.

Pattern or R.A.F. Spares Ref.	Description	Total Allowance per Ship							Remarks (11)	
		Equipment for each Crash Boat (3)	"Albatross", "Argus", and all Escort Carriers (4)	"Unicorn" and Light Fleet Carriers (5)	"Furious", "Illustrious", and later Fleet Carriers (6)	Ships fitted with Catapults (7)	Cruisers not carrying Aircraft (8)	Flotilla Leaders and Destroyers (see para. 2) When attending on Aircraft Carriers (9) When not attending on Aircraft Carriers (10)		
21F/339	Cutters, tube, complete	1*	2	3	4	1	—	—	—	A = To be obtained on loan from the Aircraft Carrier concerned.
21F/340	Blades for cutters, spare	1*	2	3	4	1	—	—	—	B = To be earmarked from normal allowances or drawn from stocks on board.
1A/3745	Croppers, bolt, 36 in.	1	2	3	4	1	—	—	—	* Not allowed to classes of ships in columns 8 and 10.
21F/254	Knives, quick release	1	2	3	4	1	—	—	—	† Not allowed to classes of ships in column 9
1A/520	Crowbar	1	2	3	4	1	—	—	—	** Not allowed to classes of ships in columns 7-10.
C.668	Axe, hand	1	2	3	4	1	—	—	—	†† See Note B.
C.670	Axe, felling	1	2	3	4	1	—	—	—	*** Not allowed to ships in column 10.
1420	Creepers, 6 lb.	1	2	3	4	1	—	—	—	For ships in column 9 see Note A.
21F/266	Helmets, flame-proof	1†	2	3	4	1	—	—	—	** Not allowed to classes of ships in columns 7-10.
21F/240	Gauntlets, flame-proof	1 pair†	4 pairs	5 pairs	6 pairs	1 pair	—	—	—	†† See Note B.
—	Salvage hooks	1**	2	3	4	—	—	—	—	*** Not allowed to ships in column 9
4313	Saws, hack	2††	—	—	—	—	—	—	—	For ships in column 9 see Note A.
C.788	Saws, hack, blades for	6††	B	B	B	B	B	B	B	** Not allowed to classes of ships in columns 7-10.
C.791	Chisels, hand, cold, 8 in.	1††	—	—	—	—	—	—	—	†† See Note B.
—	Hammers, sledge	1††	B	B	B	B	B	B	B	*** Not allowed to ships in column 10.
4723	Extinguishers, fire, Pyrene, 1 quart	2††	B	B	B	B	B	B	B	For ships in column 9, see Note A.
4726	Extinguishers, fire, Foam type, 2 gallons.	2***	B	B	B	B	B	B	B	For ships in columns 4-8, see Note B.
3485	Breathing apparatus, "Salvus"	1 set††	—	—	—	—	—	—	—	

(A.F.O. 5558/41—In Annual Volume.)

(A.F.Os. 3502/40 and 5420/41—not in Annual Volume—are cancelled.)

(A.F.Os. 932/42 and 1814/42 are also cancelled.)

3313.—D.G. Equipment of Minesweepers—Policy

H.M. Fleet Minesweepers and Minesweeping Trawlers, Whalers and Drifters

(S.D.G. 86/43.—22 Jul. 1943.)

Developments in enemy mining technique make it desirable to improve the equipment of vessels employed in minesweeping as far as is practicable, having regard to the existing material and labour situation.

2. Consequent upon the above it is desired to promulgate the following policy regarding the fitting of D.G. equipment in minesweepers:—

(i) *Trawlers, Whalers and Drifters* (but not M.M.S. or B.Y.M.S.) fitted for sweeping moored or magnetic mines and operating abroad or being equipped to operate abroad are—

(a) To be fitted with FI QI coils to D.G. Trawler Specification No. 5;

(b) To be fitted with "M" coils to D.G. Trawler Specification No. 5, except that they are to be capable of regulation down to a minimum of 50 ampere turns.

(Note.—Trawler D.G. Specification No. 5 will be amended in due course.)

Vessels concerned are to include an item in their next lists of As. and As.

D.G. equipment to be fitted to D.G. Trawler Specification No. 5 with "M" coil regulation down to 50 ampere turns. } Classification "A*"

(ii) *Trawlers, Whalers and Drifters* fitted as moored or magnetic minesweepers for service in U.K. waters will not use Course Correction. Their D.G. equipment will be "M" coil only and fitted to Trawler Specification No. 6, except in the case of wooden drifters, which will be fitted to D.G. Specification No. 7.

(iii) *Fleet Minesweepers*.—All new construction Fleet minesweepers, whether equipped for sweeping moored or magnetic mines, are to be fitted with D.G. equipment capable of complete 3-Step Course Correction,

i.e., M, FP & QP } & FI, QI and AI coils.
or
MF, MM & MQ }

3. A system of Automatic Course Correction operated from the gyro-compass is being developed, and eventually hand/automatic equipment will be fitted in new construction Fleet minesweepers. Pending the completion of this development, hand only equipment will be supplied.

4. The term Fleet minesweepers is here intended to cover all vessels larger than trawlers which are being specially built or equipped for minesweeping, except destroyers.

5. It is not practicable at this juncture to take retrospective action to fit AI coils in older Fleet minesweepers which were equipped for sweeping moored mines only.

3314.—Grease Container, Pattern 4415—Suspension of Supply

(N.S./C.P. 63349/43.—22 Jul. 1943.)

Owing to the necessity for conserving supplies of non-ferrous materials during hostilities, purchase of grease containers, Pattern 4415, (Sub-head B, Item 10) has been suspended.

2. Stocks held by Dockyards and Store Depots will be issued until exhausted.

3. The Sea Store Establishments concerned will be amended.

(A.F.O. 1171/29—not in Annual Volume.)

3315.—Junction Box, Pattern 12965, for Low Power Circuits—Introduction

(N.S. 15221/43.—22 Jul. 1943.)

Arrangements have been made for the introduction of the following :—

Pattern 12965—Boxes, junction, for low power circuits, 2-pole, 6-way, with provision for earthing.

2. This box supersedes connection boxes, Patterns 7005 and 7887, which have now been marked obsolete in the Rate Book. No further purchase of Patterns 7005 and 7887 will be made, but existing stocks should be utilised.

3. The arrangement of Pattern 12965 is shown on Drawing D.E.E.9245, copies of which may be obtained on application to the Director of Electrical Engineering, Bath.

4. Admiralty regional electrical engineers should bring the above information to the attention of gun machinery contractors in their area, to whom supply will be made as a free issue from Admiralty stock on receipt of demands D.501 from Overseer.

5. A contract has been placed with Messrs. Jackson Electric Store Co., Ltd., for delivery at the rate of 200 per month, allocated as follows :—

	Leeds	Clyde	Chatham	Ports- mouth	Devon- port	Rosyth	Mossley	Stroud
	20	20	20	20	20	20	40	40

3316.—Naval Aircraft—Return of Defective Hydraulic Relay Valves

(N.S. Air 4502/43.—22 Jul. 1943.)

Valves, hydraulic, relay, Stores Ref. 27G/1480, 1946, 1949, etc., are in short supply. These items are capable of repair. Ships and services concerned are therefore to ensure that defective articles are returned to—

Superintending Naval Store Officer (Midland Area),
R.N. Store Depot,
Coventry,

for repair and subsequent re-issue.

3317.—Oxy-Acetylene Cutting Apparatus—Allowances*Fleet, Light Fleet and Escort Carriers*

(N.S. 17515/43.—22 Jul. 1943.)

In order that sufficient apparatus may be available in the above-mentioned ships for damage control purposes, the allowance of oxy-acetylene cutting apparatus to these ships has been increased to enable six cutters to be operated, and details of the apparatus are shown in the appendix to this Order. A.F.O. 1642/43 should be amended accordingly. No increase has been made to the allowances for welding purposes (i.e. low pressure oxygen regulators, welding blowpipe and nozzles) and these items have not been shown in the appendix.

2. Ships concerned in commission should demand from their storing yards the apparatus required to complete to the allowances shown. Supply to ships under construction should be arranged by the warrant yards in the usual manner.

3. The oxy-acetylene cutting equipment for damage control purposes, other than the cylinders, should be distributed among the sectional Damage Control Headquarters. Instructions regarding the stowage of cylinders containing compressed gases are given in the Engineering Manual, B.R.16, Article 310, paragraphs 10 and 11.

4. Dockyards should obtain requirements of the apparatus shown in the Appendix, other than cylinders, from the British Oxygen Company, Ltd., under the standing contract. Oxygen and acetylene cylinders should be supplied from stock.

5. The Sea Store Establishments concerned will be amended.

APPENDIX

Revised Allowances of Oxy-Acetylene Cutting Apparatus for Fleet, Light Fleet, and Escort Carriers

(Note.—Cutting apparatus at present carried as part of the oxy-acetylene cutting and welding apparatus for engineering purposes is to be regarded as satisfying part of the undermentioned allowances.)

Subhead	Pattern	Description	Quantity
E.7	—	Charged oxygen cylinders, complete with Admiralty pattern valves, caps and rings, 100 cub. ft. each.	36
E.7	—	Charged acetylene cylinders, complete with valves and Admiralty plugs and chains, coir covers for each cylinder.	12
B.3	—	High pressure oxygen regulator fitted with pressure gauges.	6
B.3	—	Acetylene regulator and pressure gauge ...	6
B.3	—	Universal cutting blowpipe, complete with guides and nozzles for cutting plates.	6
B.3	—	Stands for oxygen and acetylene cylinders ...	6 sets
E.7	—	Cylinder key ...	6
E.2	C2440	3-Ply I.R. tubing...	12 } 50 ft.
E.2	407	Asbestos covered and braided tubing ...	12 } lengths
E.11	99	Gloves ...	12 pairs
	100		
E.12	1215A 1215C	Goggles ...	12 pairs
B.3	—			Steel box with lock and two keys for storage of loose parts.	6

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

3318.—Pendants, Masthead, Commissioning, and Ensigns—Revised Allowances*(Coastal Force Craft)*

(N.S.15227/43.—22 Jul. 1943.)

The allowances to all Coastal Force Craft of masthead pendants and white ensigns fitted on staves have been withdrawn.

2. The allowance to 72-ft. M.Ls. of unfitted masthead commissioning pendants, 1 yard, is to be increased to two.

Coastal Force bases should arrange for fitted ensigns and pendants returned from attached craft to be taken into stock for subsequent reissue when required as unfitted ensigns and pendants.

Attached 72-ft. M.Ls. can be completed to the new allowance of masthead pendants in this manner.

3. Supply to craft under construction should be adjusted by supplying yards and depots.

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

3319.—Pneumatic Tools

(N.S. Air 1267/42.—22 Jul. 1943.)

The following Pattern Nos. have been given to pneumatic tools detailed in C.A.F.O. 2593/1942, under Subhead B, Item 11 :—

1	...	6101	8	...	4003
2	...	6102	9	...	4004
3	...	6103	10	...	4005
4	...	6104	12	...	4006
5	...	6105	13	...	4007
6	...	4001	14	...	4008
7	...	4002	15	...	4009

2. Aircraft Stores Establishments will be amended in due course.

3. A Pattern No. has not yet been assigned to No. 11 Desoutter Electric Drill Gun.

(C.A.F.O. 2593/42.)

3320.—Portable Fire and Salvage Pumps—Transport

(D. 016517/43.—22 Jul. 1943.)

Ships' Officers should satisfy themselves that eye plates and other facilities are available about the ship, particularly over hatches and ladders, for the ready transport of portable fire and salvage pumps by means of the steel blocks pattern 5128A supplied in accordance with A.F.O. 2183/41. Any deficiencies should be made good by the ship's staff. Eye plates should be suitable for a working load of 700 lbs.

(A.F.O. 2183/41—not in annual volume.)

3321.—Rangefinders—1 Metre

(N.S. 010553/42.—22 Jul. 1943)

The modification of 1 metre rangefinders referred to in paragraph 3 of A.F.O. 5062/42, enables the instrument to be used with the M.B.12 belt mounting, but does not alter the type of the rangefinder; consequently the rangefinders in the complete equipment, Pattern 10080, are not all of the same type.

2. Demands for spares for rangefinder equipment of Pattern 10080, are, therefore, to indicate in every instance the type of rangefinder concerned to ensure that the correct items are supplied.

(A.F.O. 5062/42.)

3322.—Ready Use W.T. Lockers

Admiralty design Trawlers of "Tree," "Dance," "Shakespeare," "Isles" and "Western Isles" Classes.

(P. 2495/43.—22 Jul. 1943.)

Consequent on the fitting of ready use shell and cordite lockers in accordance with A.F.O. 6402/42 all ready use racks are to be landed.

The lockers are to be sited in accordance with A.F.O. Diagram 213/43 (1-2).

(A.F.O. 6402/42.)

3323.—Re-arrangement of Bridge Fittings on Re-armament as A/S Escort Destroyers—As. and As.*"A" and "B" Class Destroyers.*

(D. 011012/43.—22 Jul. 1943.)

When "A" and "B" class destroyers are re-armed as A/S escort vessels in accordance with C.A.F.O. 1098/43, the arrangement of upper bridge fittings is to be modified to conform with the arrangements shown on Portsmouth Drawing Po. M.C.D. 020537.

2. Copies of this drawing will be supplied by Admiralty, Bath, on request.

3. Commanding Officers concerned are to include an item, classification "A", in their next lists of As. and As. to cover the work involved, quoting this order as the authority.

(A.S., Portsmouth, 29 Apr. 1943, No. 3810.)

(C.A.F.O. 1098/43.)

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

3324.—Rubber Materials—Reduction of Demands

(N.S. 18022/43.—22 Jul. 1943.)

In order to conserve stocks of rubber materials, the quantities of sheet, tubing, etc., except rings, included in the first outfit of consumable naval stores for new construction vessels are to be reduced by 50 per cent., subject to a minimum supply of a quantity equivalent to once that fitted.

2. Demands from H.M. ships and shore establishments are to show the service for which the articles are required and the quantities actually fitted. Unless the demanding officer certifies that the requirement is necessary for the efficient operation of essential machinery, etc., the total quantity of such materials carried as spare should not exceed once that fitted and replenishment demands should be calculated accordingly.

(S.N.S.O., Rosyth, No. 1910—10 Mar. 1943.)

(A.F.O. 298/43.)

3325.—Stand Pipes to Cable Passages, all Cruisers concerned and P.S.Os. for New Construction—As. and As.

(T.02670/42.—22 Jul. 1943.)

War experience has shown that in order that cable passages may be pumped out in emergency, it is necessary to fit permanent stand pipes to these compartments.

2. Commanding Officers of ships concerned, including "Ceylon" and modified 1939 "Dido" class cruisers, are to insert an item classification "A" in the ships "A" and "A" list to cover the following:—

To fit 3½-in. dia. stand pipes at the after end of each compartment forming cable passages. The pipes are to extend from the floor of compartment to 2-ft. 6-in. above the lower deck with WTSV at lower deck, and are to terminate in a swing bolt coupling suitable for portable pumps.

Air plugs are also to be fitted to these compartments where not already provided.

3326.—Station Keeping Lights—As. and As.*126 ft. Motor Minesweepers.*

(D/P. 06247/43.—22 Jul. 1943.)

In order to obtain 30 ft. between the upper and lower station keeping lights to meet the requirements of C.A.F.O. 118/43, the height of the foremast in 126 ft. motor minesweepers is to be increased by 5 ft.

2. For vessels in service where this modification has not already been carried out, a short pole should be clamped to the foremast extending the height of the mast by 5 ft.

3. This is an approved "A. and A." item, classification A, for all vessels of the class.

(C.A.F.O. 118/43.)

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

3327.—Stores, Supply of, for Instructional Purposes—Procedure*R.N. Aircraft Training Schools and Establishments*

(N.S. Air 3709/43.—22 Jul. 1943.)

Until further notice, the following will be the procedure for supplying R.N. Aircraft Training Schools and Establishments with stores for instructional purposes:—

(i) *Tools and Workshop Equipment.*

Initial supply will be arranged by Admiralty without demand.

(ii) *Instruments, Airframe and Engine Parts, and Spares of all Descriptions.*

The requirements of these stores can usually be met by the supply of unserviceable articles in a reasonably good condition. The Services concerned should therefore demand unserviceable items from their appropriate R.N. Store Depots. These should be met, as far as possible, by the R.N. Store Depots working in co-ordination with the R.N. Workshops and Repair Yards.

Any items which remain outstanding, after every possible endeavour has been made to supply unserviceable items, should be met from—

- (a) Repairable stock,
- (b) Serviceable used stock,
- (c) Serviceable stock,

in that order.

(iii) *Consumable Stores.*

Reasonable supplies of consumable stores, up to a maximum of three months' expenditure, should be demanded periodically from the appropriate R.N. Store Depot. The demands should be forwarded in one batch, preferably covering three months, and any intermediate demands should be reduced to a minimum.

2. When additional stores are required,

- (a) of an important or valuable nature,

or

- (b) which are in short supply,

or

- (c) which are not normally used by the Naval Air Services,

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

(Admiralty Letter N.S. Air 2357/42/A.14055, 15 Dec. 1942, to F.O.N.A.S.)

(A.F.Os. 2780/43 and 2984/43 are cancelled.)

3328.—Telemotor System—Accumulator Bye-Pass Device, in Submarines

(D.017336/43.—22 Jul. 1943.)

With reference to A.F.O. 2660/43, paragraph 3, the particulars of the springs being supplied are as follows:—

Dia. of wire	...	...	...	0.16 in.
Mean dia. of coils	...	...	...	0.95 in.
No. of free coils	...	...	...	12
Length free	...	...	...	3.75 in.

(Item F. Vickers Armstrongs Drawing No. 0721A.)

(A.F.O. 2660/43.)

3329.—Transfer of Items from Subhead F.1A, Part II, to Subhead F.1A, Part I

(N.S. 0318/41.—22 Jul. 1943.)

The undermentioned items, which are used primarily for W/T purposes, are to be transferred from Subhead F.1A, Part II, to Subhead F.1A, Part I:—

Pattern	Description
7338	Key, magnetic
7340	Contact, silver
7341	Contact, adjustable
7342	Spring, backing
7397	Contact, adjustable
6612	Coupling, flexible
6617	Box gear.

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

3330.—Trough for Grindstone, Pattern 1496A—Withdrawal of Allowance

“Flower” Class Corvettes

(N.S. 12527/43.—22 Jul. 1943.)

The allowances of the following items to “Flower” class corvettes are to be withdrawn:—

Subhead	Pattern	Description
B.10	1496A	Trough with hood, bearings, axle and handle, for grindstones, Patterns 1856/7/9.
E.8	1859	Grindstone, Newcastle, medium grit.

2. Ships in commission should return these items to the nearest dockyard or Naval store depot.

3. Supplying yards and depots should arrange for the cancellation of any demands outstanding for vessels under construction and for the return to store of troughs, etc., already issued for such vessels.

4. The Establishment of Naval Stores for Trawlers and “Flower” Class Corvettes—B.R.347—will be amended.

3331.—Type F.46 Torpedo Aiming Cameras—Standard Procedure for Loading and Operation

(A.C.R.D. 454/43.—22 Jul. 1943.)

1. When watches are fitted to cameras.—(a) After the magazine is attached to the camera, the photographer operates the camera once to test it. (When preparing for A.D.T. or A.R.T. this should be done jointly by the pilot and photographer. The operation then also serving as the test drop.)

(b) Photographer winds on A.S.I. camera film (if A.S.I. camera is fitted).

(c) Torpedo switches to “off” immediately after operation (a).

(d) Prior to spreading for attack, the leader will signal for the synchronisation photograph to be taken. All aircraft take this photograph simultaneously. (This operation to be carried out over water.)

(e) When spread for the attack, make the torpedo release switches. (In the case of an A.L.T. this operation is necessary so that the A.S.I. camera can be operated when the attack is made.)

(f) Take photograph at the moment of the attack.

(g) When more than one attack is being made during a flight, the Telegraphist Air Gunner or the Observer is to “turn over” the A.S.I. camera after the first and each subsequent attack ready for the next one. (If no Telegraphist Air Gunner or Observer is carried, and it is necessary to make more than one attack during a flight, torpedo switches to “off” immediately after the first attack has been made.)

(h) Torpedo release switches to “off” after last attack has been made.

(i) After reforming, repeat operation (d). (This only to be done if less than three attacks have been made.)

(j) Operate the camera at least twice on the return flight and prior to landing.

2. When watches are not fitted.—Same as for (1), with the following exceptions:—

(a) Operation (d) to be carried out by pilots individually prior to take off.

(b) Operation (i) need not be carried out.

(A.F.O. 1609/43 is cancelled.)

3332.—Working of Oil Fuel—Provision of Adaptors

(N.S. 015562/42.—22 Jul. 1943.)

As the provisions of C.A.F.O. 1965/42 and C.A.F.O. 1966/42 have now been extended to the undermentioned vessels, *vide* the orders quoted in the statement below, arrangements have been made for the purchase of 78 adaptors, Pattern 1507, in order to meet the requirements detailed in paragraphs 6 of the C.A.F.O.s mentioned. Distribution has been arranged as follows:—

H.M. Ships.	Authority.	Allowance per ship.	Supplying Depot.	Quantity being purchased.
"Ajax" ...	C.A.F.O. 450/43	4 No.	N.S.O. Preston.	42 No.
"Achilles" ...				
"Orion" ...				
"Leander" ...				
"Hobart" ...				
"Hawkins" ...				
"Frobisher" ...				
"Emerald" ...				
"Enterprise" ...				
"Adventure" ...				
	Admiralty letter D.026496/42— 22/3/43.			
"London" ...	C.A.F.O. 496/43	6 No.	S.N.S.O. Severn Area.	36 No.
"Devonshire" ...				
"Sussex" ...				
"Shropshire" ...				
"Norfolk" ...				

2. Supply to ships concerned should be made without demand from the R.N. Store Depots shown above.

3. The Establishment of Naval Stores for Executive purposes (B.R. 358) will be amended.

(Admiralty letter D.026496/42—22 Mar. 1943.)

(C.A.F.O.s 1965/42, 1966/42, 234/43, 450/43, 496/43 and A.F.O. 6189/42.)

Section 4

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

3333.—Loan Clothing—Revised Establishment

Trawlers and Drifters (other than Ocean Escort Trawlers)

(V. 6198/42.—22 Jul. 1943.)

The following revised establishment of sea boots and oilskins for trawlers and drifters (other than ocean escort trawlers) has been approved:—

Sea boots ...	1 pr.	} For each officer and man employed continually on deck at the same time.
Oilskin jackets ...	1 No.	
Oilskin trousers ...	1 pr.	
Oilskin sou'westers ...	1 No.	

2. The necessary adjustments are to be made in the quantities of sea boots and oilskins at present carried, and where the old allowance is in excess of the new the excess is to be returned to store as soon as possible and the reductions effected in each class reported to the Admiralty by Administrative Authorities.

3. B.R. 93A, Manual of Victualling, Appendix G (9), and A.F.O. 1010/40 are to be amended accordingly.

(C.-in-C., Nore, No. 6035, of 15 Dec. 1942; B.A.O., H.M.S. "Lochnivar," of 4 Oct. 1942.)

(B.R. 93, Manual of Victualling, Appendix G (9).)
(A.F.O. 1010/40—not in annual volume.)

3334.—Meat—Amendment to List of Local Contracts, 1943-44

(C.P.5/22350/43.—22 Jul. 1943.)

The following amendments should be made to the list of local meat contracts for 1943-4:—

GREAT YARMOUTH ...	Agent's address is— 26, Market Place, Yarmouth.
HOLYHEAD ...	Agent's telephone number is— Holyhead 128.

3335.—Medical Stores, Invoices and Packing Notes

(M.D.G. 33688/43.—22 Jul. 1943.)

Attention is drawn to the necessity for complying with the instructions contained in A.F.O. 983/33 when cases and packages of medical stores are returned to the R.N. Medical Depot, Huthwaite, or other issuing depots.

2. Non-compliance with the instructions renders it impossible to credit the ship or establishment concerned with the articles returned, and results in loss of time and wastage of storage space whilst endeavour is made to trace their origin.

(A.F.O. 983/33.)

3336.—Orangeade—Issue to Dockyard Personnel

(M.D.G. 19260/43.—22 Jul. 1943.)

Owing to the difficulty in obtaining orange preparations, the following formula is to be substituted for that at present in use for concentrated sulphuric acid orangeade:—

Diluted sulphuric acid ...	12 parts
Essence of lemon (B) ...	16 parts
Syrup (Simplex) ...	52 parts

2. Demands for the essential materials required should be forwarded.

3337.—Tinned Bacon

(V.4178/43.—22 Jul. 1943.)

As a temporary arrangement supplies of Tinned Bacon of American origin packed in 1½-lb. tins, instead of the usual 1-lb. tin, will be issued from H.M. Victualling Yards and Depots at home.

2. The Fleet Issuing price of 1½-lb. tins is 2s. 9d. per tin and the Victualling Rate Book (O.U. 5420/42) price is 3s. 0d. per tin.

(O.U. 5420/42.)

(A.F.O. 4719/42.—App. A.)

3338.—W.R.N.S.—Supply and Accounting Procedure

(V.4651/43.—22 Jul. 1943.)

A.F.O. 328/43 is to be amended as follows:—

Paragraph 9. *Add* :—

"All articles of seamen's clothing for the use of W.R.N.S. personnel are to be supplied from the stock held by the Accountant Officer for general issue, and any demands for such clothing should be made in accordance with A.F.O. 231/43 and not sent to D.W.R.N.S.

(A.F.O.s. 1484/42, 231/43 and 328/43.)

3339.—W.R.N.S.—Uniform Kit

(V.5600/42.—22 Jul. 1943.)

A.F.O. 328/43 is to be amended as follows:—

Class A—

Against "2 overalls, navy blue" insert "for Cine-gun Assessors, Cinema operators (including Dome A.A. operators), D.G. recorders, Fabric workers, Hairdressers, Mail Clerks, Photographers, Photographers' Assistants, Printers, Supply (Clothing, Naval Stores, Victualling and F.A.A. Stores) only".

Class B—

Against "2 overalls, navy blue" insert "for Minewatchers only".

Class C—

Against "2 overalls, navy blue" insert "for Gardeners (including Groundsmen) only".

2. Two navy blue overalls are to be withdrawn from ratings who were supplied with two as part of their free kit on entry, but who are not now entitled to them.

The overalls so withdrawn are to be dealt with in accordance with paragraph 4 of A.F.O. 2604/43. Stocks held in excess of requirements are to be disposed of as follows:—

(a) *If unworn and in new condition*, to be returned to whichever is the nearest of the following depots:—

- (i) H.M. Naval Victualling Depot
Russell's Warehouse, Ullswater Street, Leicester.
- (ii) H.M. Naval Victualling Depot,
Southern Area, Guildford.
- (iii) H.M. Naval Victualling Depot,
Kilmarnock, Ayrshire.

(b) *If worn but otherwise in good condition and fit for further use*, the overalls should be retained for loan issue to probationary Wrens in accordance with paragraph 4 of A.F.O. 328/43 but second-hand overalls should not be utilised for gratuitous issues on enrolment. Any surplus should be reported to Director, W.R.N.S., Admiralty, London, who will arrange disposal.

(C.-in-C., Plymouth's No. 588/Ply. 324 of 20 Feb. 1943.)

(A.F.O.s 328/43 and 2604/43.)

3340.—Warm Clothing—Gratuitous Issue to Personnel Drafted from United Kingdom to H.M. Ships, etc., in North America

(V.2087/41.—22 Jul. 1943.)

Attention is drawn to A.F.O. 4883/41, paragraph 2, in accordance with which personnel drafted from the United Kingdom to Home Fleet ships refitting at North American ports during the period 1st September to 30th April are, if entitled, to be given a free issue of the warm clothing authorised in paragraph 1 of the A.F.O. quoted before leaving the establishment from which they are drafted.

(A.F.O. 4883/41.)

3341.—Waste—Salvage and Disposal of Oily Rags and Cotton Waste

(Home Dockyards and Shore Establishments)

(N.S. 24565/43.—22 Jul. 1943.)

The names of the firms holding contracts for the cleaning of oily rags and oily cotton waste for the period ending 31st December, 1943, are as follows, and it is important that rags and waste should be sent to these contractors only:—

Oily rags—

The Allied Industrial Services, Ltd.,
Lidget Green, Bradford, Yorks.

Messrs. Shahinian, Ltd.,
Ealing Road, Alperton, Middlesex.

Millbay Cleaning and Dyeing Co.,
Millbay Road, Plymouth.

Oily cotton waste—

Messrs. Thos. Witter & Co., Ltd.,
Appley Bridge, near Wigan, Lancs.

2. The instructions contained in paragraph 4 of A.F.O. 4451/42 should be carefully observed in order that a check may be made on the amount of work received by each firm.

3. Care should be taken to ensure that materials which are clearly not recoverable as wiping rags or cotton waste are not sent to contractors for treatment.

(A.F.O. 4451/42.)

(A.F.O. 6207/42 is cancelled.)

Section 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE

3342.—Amendments to Books

(E.F.O.—22 Jul. 1943.)

The undermentioned amendments, A.F.O.s. P.406–431/43, to B.R. and O.U. books are available for issue from the R.N. Store Depot, Elveden Road, Park Royal, N.W.10, in accordance with A.F.O. 1268/39, paragraph 3.

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

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

A.F.O.*P.406/43.—B.R. 378(B)—Barracuda A.S.E.—Amendment No. 9.

P.407/43.—B.R. 4, Part II—Naval Storekeeping Manual—Amendment No. 4.

P.408/43.—B.R. 5—Manual of Naval Cookery—Amendment No. 7.

P.409/43.—B.R. 268(6)—Electrical Manual, Volume II—Main Electrical Supply Systems—Notes on Care and Maintenance and Operation—Amendment No. 7.

P.410/43.—O.U. 6345/40—Instructions for the Conduct of Tilt Tests—Amendment No. 5.

P.411/43.—B.R. 247—Pamphlet of the Thompson 0.45-in. Sub-Machine Gun—Amendment No. 2.

P.412/43.—B.R. 732/1940—Instructions for the Disposal of Mines Washed or Brought Ashore—Amendment No. 19.

P.413/34.—O.U. 6090(B)—R.T. No. 254 for 4.7-in. Guns—Amendment.

P.414/43.—O.U. 6090(B)—R.T. No. 379 for 4.7-in. Guns—Amendment.

P.415/43.—O.U. 6090(B)—R.T. No. 392 for 4.7-in. Guns—Amendment.

P.416/43.—O.U. 6090(B)—R.T. No. 393 for 4.7-in. Guns—Amendment.

P.417/43.—O.U. 6090(B)—R.T. No. 394 for 4.7-in. Guns—Amendment.

P.418/43.—O.U. 6090(B)—R.T. No. 395 for 4.7-in. Guns—Amendment.

P.419/43.—O.U. 6090(B)—R.T. No. 457 for 4.7-in. Guns—Amendment.

P.420/43.—O.U. 6090(D)—R.T. No. 381 for 15-in. Guns—Amendment.

P.421/43.—O.U. 6090(D)—R.T. No. 505 for 15-in. Guns—Amendment.

P.422/43.—O.U. 6090(D)—R.T. No. 508 for 15-in. Guns—Amendment.

P.423/43.—O.U. 6090(E)—R.T. No. 430 for 2-pdr. Guns—Amendment.

P.424/43.—O.U. 6090(E)—R.T. No. 431 for 2-pdr. Guns—Amendment.

P.425/43.—O.U. 6090(G)—R.T. No. 557 for 5.25-in. Guns—Amendment.

P.426/43.—O.U. 6090(J)—R.T. No. 238 for 6-in. Guns—Amendment.

P.427/43.—O.U. 6090(J)—R.T. No. 241 for 6-in. Guns—Amendment.

P.428/43.—O.U. 6090(J)—R.T. No. 397 for 6-in. Guns—Amendment.

P.429/43.—O.U. 6090(J)—R.T. No. 398 for 6-in. Guns—Amendment.

P.430/43.—O.U. 6090(U)—R.T. No. 193 for 16-in. Guns—Amendment.

P.431/43.—O.U. 6090(X)—R.T. No. 423 for 4.5-in. Guns—Amendment.

*Exceptionally A.F.O. P.406 will be distributed without demand by the Superintending Naval Store Officer, R.N. Store Depot, 191a Askew Road, Shepherds Bush, W., who holds the stock of the parent book.

(A.F.O. 3219/43.)

3343.—A.M.S.Is.

(E.F.O.—22 Jul. 1943.)

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

(A.F.O. 3220/43.)

3344.—Address of Communications for Canadian Naval Authorities

(C.E. 55095/43.—22 Jul. 1943.)

Attention is drawn to A.F.O. 3250/43 in Section 2 of this issue.

3345.—Air Publications Distributed During June, 1943.

(N.S. Air/125/43.—22 Jul. 1943.)

The undermentioned Air Publications, Leaflets, etc., were distributed during June, 1943.

2. Any Service receiving more copies of any amendment list or leaflet than it needs should return such surplus copies to the Superintending Naval Store Officer 191A, Askew Road, Shepherd's Bush, W.12, with a statement of the actual number of copies required.

3. Services which have not received copies of Amendment lists or leaflets referred to in this order, and which hold copies of the parent publication, should demand the appropriate number of copies from the Superintending Naval Store Officer, Shepherd's Bush.

Airframes and Engines

- | <i>Air Publication No.</i> | <i>Description</i> |
|----------------------------|---|
| 1416G. | Vol. II, Part 1—Kestrel XXX Engine—Leaflet No. Z.10. |
| 1449B. | Vol. II, Part 1—Tiger Moth II Aircraft—Leaflet No. Z.27. |
| 1449B. | Vol. III, Part 1—Tiger Moth II Aircraft—Amendment List No. 14. |
| 1451B. | Vol. II, Part 1—Pegasus II L3 Engine—Leaflets Nos. Z.54, Z.55. |
| 1451C. | Vol. II, Part 1—Pegasus II M2, II M3 Engine—Leaflets Nos. Z.51, Z.52. |
| 1451D. | Vol. II, Part 1—Pegasus III, VI and XXX Engine—Leaflets Nos. E.6 (A.L. 1), M.1 (A.L. 4), Z.44, Z.45. |
| 1451F. | Vol. II, Part 1—Pegasus XX Engine—Leaflet No. Z.40. |
| 1451G. | Vol. II, Part 1—Pegasus XXII Engine—Leaflets Nos. D.17, Z.37, Z.38. |
| 1451H. | Vol. II, Part 1—Pegasus XVIII Engine—Leaflets Nos. Z.7 (A.L. 1), Z.31. |
| 1451H. | Vol. II, Part 3—Pegasus XVIII Engine—Amendment List No. 8, slips re non-availability of Amendment List No. 7. |
| 1491A. | Vol. II, Part 1—Mercury VLS Engine—Leaflet No. Z.55. |
| 1491B. | Vol. II, Part 1—Mercury VIII and IX Engine—Leaflet Nos. D.24 (A.L. 2), Z.44, Z.45. |
| 1491C. | Vol. II, Part 1—Mercury XII Engine—Leaflets Nos. D.11, Z.33. |
| 1491D. | Vol. II, Part 1—Mercury XV and XX Engine—Leaflets Nos. D.12 (A.L. 1), Z.38. |
| 1500. | Vol. I—Gipsy Major Engine—Amendment List No. 3 with gummed labels. |
| 1511D. | Vol. II, Part 1—Tiger VIII Engine—Leaflet No. Z.17. |
| 1515A. | Vol. II, Part 1—Walrus I Aircraft—Leaflet Nos. B.6, B.7, M.29. |
| 1515B. | Vol. II, Part 1—Walrus II Aircraft—Leaflet Nos. A.1, B.2, C.1, F.2, M.3. |
| 1515A and B. | Vol. II, Part 3—Walrus I and II Aircraft—Amendment List No. 6. |
| 1517. | Vol. II, Part 1—Swordfish Aircraft—Leaflet No. C.33 (A.L. 1). |
| 1523A. | Vol. II, Part 1—Gladiator Aircraft—Leaflet No. P.14. |
| 1523B. | Vol. II, Part 1—Gladiator Aircraft—Leaflet No. P.7. |
| 1525. | Vol. II, Part 1—Anson Aircraft—Leaflets Nos. C.13, C.13 (A.L. 1), C. 18 (A.L. 2), D.20, Q.17, Q.12 (A.L. 2), Z.59 (A.L. 2), Z.75, Z.76. |
| 1525. | Vol. II, Part 2—Anson Aircraft—Amendment List introducing Issue 4. |
| 1526A. | Vol. II, Part 1—Cheetah IX Engine—Leaflet Nos. C.28, Z.27. |
| 1526B. | Vol. II, Part 1—Cheetah X Engine—Leaflet No. Z.19. |
| 1530A. | Vol. II, Part 1—Blenheim I Aircraft—Leaflet No. Z.54. |
| 1530B. | Vol. II, Part 1—Blenheim IV Aircraft—Leaflet Nos. M.24, Z.4 (A.L. 1) Z.45. |
| 1532A. | Vol. II, Part 2B—Harrow I, II Aircraft—Amendment List Serial Nos. MU1—MU27. |
| 1564A. | Vol. I and P.Ns.—Hurricane IA and IB and Sea Hurricane IA and IB Aircraft—Amendment List No. 59N. |
| 1564A. | Vol. II, Part 1—Hurricane IA and IB and Sea Hurricane IA and IB Aircraft—Leaflet Nos. C.14, D.9, P.26, Z.67, Z.68. |
| 1564B. | Vol. I—Hurricane IIA, IIB, IIC Aircraft—Amendment List No. 33. |
| 1564B. | Vol. II, Part 1—Hurricane IIA, IIB, IIC Aircraft—Leaflet Nos. C.11, C.12, C.13, C.15, D.6, H.8 (A.L. 2), H.9 (A.L. 2), H.19, M.9, Z.48, Z.49, Z.50, Z.51. |
| 1565A. | Vol. I and P.Ns.—Spitfire IA, IB Aircraft—Amendment List No. 29K. |

Airframes and Engines—contd.

- | <i>Air Publication No.</i> | <i>Description</i> |
|----------------------------|--|
| 1565A. | Vol. II, Part 1—Spitfire IA, IB Aircraft—Leaflet Nos. M.12 (A.L. 1) M.13 (A.L. 1), N.4 (A.L. 1). |
| 1565B. | Vol. II, Part 1—Spitfire IIA and IIB Aircraft—Leaflet Nos. F.5, M.7 (A.L. 1), M.8 (A.L. 1), Z.53, Z.54. |
| 1565E. | Vol. II, Part 1—Spitfire VA, VB, VC Aircraft—Leaflet Nos. C.4 (A.L. 1), C.7, F.4, F.5, M.2 (A.L. 1), M.3 (A.L. 1), Z.45, Z.46, Z.47. |
| 1571A. | Vol. III, Part 1—Roc I Aircraft—Amendment List No. 8, slips re non-availability of Amendment List No. 7. |
| 1577A. | Vol. III, Part 1—Henley I Aircraft—Amendment List No. 12. |
| 1578A. | Vol. II, Part 1—Wellington I, IA and IC Aircraft—Leaflet Nos. A.15, C.49. |
| 1578A, B and D. | Vol. III, Part 1—Wellington Aircraft—Amendment List Nos. 29, 30. |
| 1582C. | Vol. II, Part 1—Lysander III, IIIA, III (TT), IIIA (TT) Aircraft—Leaflet Nos. P.4, Z.21. |
| 1585A. | Vol. II, Part 1—Magister I Aircraft—Leaflet No. Z.34. |
| 1588A. | Vol. II, Part 1—Botha I Aircraft—Leaflet No. M.22. |
| 1589B. | Vol. I.—Perseus X and XA Engine—Amendment List No. 5. |
| 1589B. | Vol. II, Part 1—Perseus X and XA Engine—Leaflet Nos. D.12 (A.L. 1), Z.28. |
| 1589B. | Vol. II, Part 3—Perseus XX, XXA Engine—Amendment List No.23 |
| 1589C. | Vol. II, Part 1—Perseus XII Engine—Leaflet Nos. D.15 (A.L. 1), Z.5. |
| 1589C. | Vol. II, Part 3—Perseus XII Engine—Amendment List No. 7. |
| 1590A. | Vol. II, Part 1—Merlin I Engine—Leaflet Nos. Z.2 (A.L. 1), Z.3 (A.L. 1), Z.12. |
| 1590B. | Vol. I, 3rd Ed., February, 1943—Merlin II, III and V Engine—Initial Distribution. |
| 1590B. | Vol. II, Part 1—Merlin II, III and V Engine—Leaflet Nos. A.3 (A.L. 1), C.15, Z.2 (A.L. 1), Z.3 (A.L. 1), Z.5 (A.L. 1), Z.8 (A.L. 1), Z.14. |
| 1590C. | Vol. II, Part 1—Merlin IV Engine—Leaflet Nos. A.2 (A.L. 1), C.14, Z.2 (A.L. 1), Z.3 (A.L. 1), Z.4 (A.L. 1), Z.7 (A.L. 1), Z.13. |
| 1590D and M. | Vol. II, Part 1—Merlin VIII and XXX Engine—Leaflet Nos. A.4 (A.L. 1), C.11, C.12, C.13. |
| 1590E. | Vol. II, Part 1—Merlin X Engine—Leaflet Nos. C.7 (A.L. 1), C.13, H.6, J.2, J.6, M.5, Z.1 (A.L. 1), Z.2 (A.L. 1), Z.3 (A.L. 1), Z.6 (A.L. 1), Z.7 (A.L. 1), Z.12. |
| 1590F. | Vol. II, Part 1—Merlin XII Engine—Leaflet Nos. A.1 (A.L. 1), C.11, J.3, Z.1 (A.L. 1), Z.2 (A.L. 1), Z.5 (A.L. 1), Z.8 (A.L. 1), Z.11. |
| 1590G. | Vol. I—Merlin XX and XXI Engine—Amendment List No. 7. |
| 1590G and N. | Vol. II, Part 1—Merlin XX and 21, 22, 23, 24 and 25—Leaflet Nos. A.3 (A.L. 1), C.1, D.8, Z.1 (A.L. 1), Z.4 (A.L. 1), Z.10. |
| 1590J and L. | Vol. I—Merlin 45 and 46 Engine—Amendment List No. 6. |
| 1590J and L. | Vol. II, Part 1—Merlin 45 and 46 Engine—Leaflet Nos. A.2 (A.L. 1), C.10, G.11, D.8, J.5 (A.L. 1). |
| 1593A. | Vol. II, Part 1—Gipsy Queen I Engine—Leaflet Nos. Z.16, Z.17. |
| 1593A. | Vol. II, Part 3—Gipsy Queen I Engine—Amendment List No. 1. |
| 1593A. | Vol. III, Part 1—Gipsy Queen I Engine—Amendment List No. 11. |
| 1593A. | } Vol. II, Part 3, Combined—Gipsy VI-1 Aero-Engine—Initial Dis-
tribution. |
| 1593B. | |
| 1593C. | |
| 1792A. | |
| 1593B. | Vol. II, Part 1—Gipsy Queen II Engine—Leaflet Nos. Z.10, Z.11, Z.12. |
| 1593B. | Vol. II, Part 2—Gipsy Queen II Engine—Amendment List No. 3. |
| 1593C. | Vol. II, Part 1—Gipsy Queen III Engine—Leaflet No. Z.9. |
| 1596A. | Vol. I—Oxford I and II Aircraft—Amendment List No. 7. |
| 1596A. | Vol. II, Part 1—Oxford I and II Aircraft—Leaflet Nos. B.11, B.13, H.8 (A.L. 3), Z.65, Z.66. |
| 1592B. | Vol. II, Part 1—Defiant II Aircraft—Leaflet Nos. A.3, F.4, F.5, P.7, Q.6. |
| 1596A and E. | Vol. II, Part 3—Oxford I and II Aircraft—Amendment Lists Nos. 5, 6. |
| 1665A. | Vol. II, Part 1—Albacore I Aircraft—Leaflet Nos. C.20, Q.10 (A.L. 1), Q.11 (A.L. 1). |

Airframes and Engines—contd.

Air Publication No.	Description
1669A.	Vol. II, Part 1—Master I Aircraft—Leaflet Nos. A.18, D.9, D.10, H.3, J.25, J.26, Z.46 (A.L. 1), Z.49 (A.L. 1), Z.52.
1705A.	Vol. III, Part 1—Pratt & Whitney Aircraft Engine—Outside Labels.
1707A.	Vol. II, Part 1—Taurus II Mod. I and XII—Leaflet Nos. D.22, Z.28.
1707A and B.	Vol. III, Part 1—Taurus II—Amendment List No. 8.
1707B.	Vol. II, Part 1—Taurus VI Mod. L and XVI Engine—Leaflet No. H.3.
1708A.	Vol. I—Proctor I and II Aircraft—Amendment List No. 20.
1708A.	Vol. II, Part 1—Proctor I and II Aircraft—Leaflet No. Z.30.
1708C.	Vol. I—Proctor III Aircraft—Amendment List No. 9.
1708C.	Vol. II, Part 1—Proctor III Aircraft—Leaflet No. Z.21.
1721B.	Vol. II, Part 1—Beaufighter II Aircraft—Leaflet Nos. M.5 (A.L. 2), Z.54, Z.55.
1760A.	Vol. II, Part 1—Fulmar I and II Aircraft—Leaflet No. Q.14.
1763A.	Vol. II, Part 1—Dominie I Aircraft—Leaflet No. Z.14 (A.L. 1).
1763A.	Vol. II, Part 2—Dominie I Aircraft—Amendment List Serial Nos. MU.1—MU.22.
1792A.	Vol. II, Part 1—Gipsy VI-1 Engine—Leaflet No. Z.10.
1807A.	Pilot's Notes—Havoc I Aircraft—Initial Distribution, incorporating Amendment List Nos. 5A and 6B.
1807A.	Vol. II, Part 1—Havoc I Aircraft—Leaflet Nos. J.5, J.5 (A.L. 1).
1807B.	Vol. II, Part 1—Havoc II Aircraft—Leaflet Nos. H.7, J.4, J.4 (A.L. 1), M.3, Z.31.
1810A.	Vol. I—Sabre I and II Engine—Amendment List No. 9.
2018A and B.	Pilot's Notes—Barracuda Aircraft—Amendment List No. 1.
2018A.	Vol. II, Part 1—Barracuda Aircraft—Leaflet Nos. B.2, C.1, M.1, Z.13 (A.L. 1), Z.14, Z.15, Z.16.
2018A and B.	Vol. III, Part 1—Barracuda Aircraft—Amendment List No. 3.
2031A.	Vol. II, Part 1—Martlet I Aircraft—Leaflet No. F.1.
2031B.	Vol. I—Martlet I Aircraft—Amendment List No. 3.
2031D.	Vol. II, Part 1—Martlet IV Aircraft—Leaflet Nos. C.1, K.1, M.5, Z.2, Z.3, Z.8 (A.L. 1), Z.9.
2031E.	Provisional Pilot's Notes—Martlet V Aircraft—Initial Distribution.
2035A.	Vol. II, Part 1—Chesapeake Aircraft—Leaflet No. Z.7 (A.L. 1).
2046A.	Vol. III, Part 1—Double Cyclone "G.R.-2600-A" Series Engine—Amendment List Nos. 7, 8.
2140A.	Vol. II, Part 1—Merlin XX Power Plant, Mark I—Additional Distribution.
2140A.	Vol. II, Part 1—Merlin XX Power Plant, Mark I—Leaflet Nos. Z.7, Z.8, Z.9, N.1.
2233A.	Vol. II, Part 1—Griffon II Power Plant, Mark I Engine—Initial Distribution with Leaflet Nos. Z.1, Z.2, Z.3, Z.4.
2234A.	Vol. II, Part 1—Griffon II Engine—Leaflet No. Z.3.
2234A.	Vol. III, Part 1—Griffon II Engine—Initial Distribution.
2243A.	Vol. I (Provisional)—Sabre III Power Plant, Mark I—Initial Distribution.
2280A.	Vol. II, Part 1—Seafire IB Aircraft—Leaflet Nos. B.3, B.5, H.1, H.2, Z.13, Z.14.
2280B.	Vol. II, Part 1—Seafire IIC Aircraft—Leaflet Nos. B.1, B.3, B.5, C.1, M.1, Z.13, Z.14.
2280A and B.	Vol. I—Seafire IB, Seafire IIC Aircraft—Amendment List No. 5.
2280A and B.	Pilot's Notes (Provisional)—Seafire IB, Seafire IIC Aircraft—Amendment List No. 1.
2281A.	Vol. I—Martinet I Aircraft—Amendment List No. 6.
2281A.	Vol. II, Part 3—Martinet I Aircraft—Amendment List Nos. 2, 3, 4, 5, 6.
2339A.	Vol. II, Part 1—Kingfisher I Aircraft—Leaflet No. J.1.
2342A.	Provisional Pilot's Notes—Seamew Aircraft—Initial Distribution with special instructions.
2380A.	Provisional Pilot's Notes—Tarpon I Aircraft—Initial Distribution.
2382A.	Provisional Pilot's Notes—Hellcat Aircraft—Initial Distribution.

General Publications

Air Publications No.	Description
A.P. (N) 1.	Establishment of Air Publications, O.U.s. and B.R.s. for Naval Air Services—Amendment List Nos. 5 (P.343/43), 6 (P.354/43).
826.	Vol. I—Regulations for Civilian Employees at Air Ministry Establishments—Amendment List No. 9.
837.	War Edition, December, 1942—Manual of Administration in the R.A.F.—Initial Distribution.
958.	Vol. I—Kings Regulations and Air Council Instructions for R.A.F. Second Edition, 1928—Amendment List No. 121.
1086.	Vol. I, Part 3A—Wireless Telephone and Telegraph Stores—Sub-division 4 and Front Title covers.
1086.	Vol. I, Part 4—Instruments, Gaseous Apparatus, Parachutes and Models—Amendment List No. 1.
1086.	Vol. I, Part 4A—Cameras and Photographic Stores—Amendment List No. 1.
1086.	Vol. I, Part 4B—Gaseous Apparatus, A/C Personnel Equipment, Parachute and Dropping Apparatus Supplies and Equipment—Amendment List No. 1.
1086.	Vol. I, Part 5—Armament Stores—Amendment List No. 2.
1086.	Vol. I, Part 5C—Armament Sights, Target Gear, and Instructional Equipment—Amendment List No. 2.
1086.	Vol. I, Part 5D—Aircraft Armament Carrying Gear—Amendment List No. 1.
1086.	Vol. I, Part 9. Accoutrements and Necessaries—Initial Distribution.
1086.	Vol. I, Part 11—Propellers, Cases, Radiators, Streamline Wires and Tie Rods—Amendment List No. 1.
1086.	Part 11A—Aircraft Air and Oil Cleaners, Oil Coolers and Filters—Initial Distribution.
1086.	Vol. I, Part 11D—Wheel Equipment, Dinghies, Emergency Supplies and Miscellaneous Aircraft Equipment—Initial Distribution.
1086.	Vol. I, Part 11E—Aircraft Covers, Starters, Pumps, Relay Brake Controls, Gun Firing Buttons, and Airborne Firefighting Equipment—Amendment List No. 4.
1086.	Vol. I, Part 13A—Timber, Cordage, Textiles, Rubber and Packing Cases—Amendment List No. 1.
1086.	Vol. I, Part 13B—Paints, Chemicals, Cleaning Materials, Disinfectants, Fuel and Oil—Amendment List No. 1.
1086C.	Vol. I, Part 2—Tools and Portable Machinery—Amendment List No. 3.
1095.	Vol. I—Electrical Equipment Manual—Amendment List Nos. 105, 108.
1095.	Vol. II, Part 1—Electrical Equipment Manual—Leaflet Nos. A.28 (A.L. 1), G.54.
1180A.	Vol. II, Part 1—Parachutes X, Type Modifications of D Rings Stowages—Initial Distribution with Leaflet Nos. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10.
1181.	Vol. III, Part 1C, Section 2/8—Rotax Eclipse Types "E160C" and "C1231" and Combined Hand and Electric Starters—Amendment List No. 2.
1182.	Vol. II, Part 1—Safety Equipment Manual—Leaflet Nos. A.47, A.48, A.49, B.19 (A.L. 1), B.23, B.29.
1186.	Vol. II, Part 1—R.A.F. Signal Manual, Part IV (Instruments)—Leaflets Nos. A.187, A.188, A.189.
1186A.	Vol. II, Part 1—R.A.F. Signal Manual, Part IV (VHF Equipment)—Leaflet Nos. A.23, B.2, D.4, E.4.
1242.	Vol. II, Part 1—R.A.F. Armament Training Manual (Machine Guns, Small Arms, etc.)—Leaflet No. M.18.
1275.	Vol. II, Part 1—Instrument Manual—Leaflet Nos. C.22 (A.L. 1), D.14, E.4, K.23.
1355.	Vol. II, Part 1—Photographic Equipment Manual—Leaflet Nos. A.32, B.35.
1464.	Vol. II, Part 1—Engineering Manual for the Royal Air Force—Leaflet Nos. A.24, A.29 (A.L. 1), C.32 (A.L. 3), D.194, G.135, D.7 (A.L. 1), G.134, 2 to Index, October, 1942.

- | <i>Air Publication No.</i> | <i>Description</i> |
|--|--------------------|
| 1464A.—Vol. I—Engineering Manual for the R.A.F.: General Principles, Workshop Layout and Practices—Amendment List No. 25 to Part 5; Amendment List No. 37 to Part 3. | |
| 1464B.—Vol. I, Part 3, Section 3, Chapter 8—Engineering Manual for the R.A.F.: General Aerodrome, Aircraft and Workshop Equipment—Amendment List No. 11. | |
| 1464B.—Vol. I, Part 5, Section 9, Chapter 3—Engineering Manual for the R.A.F.: General Aerodrome, Aircraft and Workshop Equipment—Amendment List No. 46. | |
| 1464B.—Vol. I, Part 5, Section 11, Chapter 7—Engineering Manual for the R.A.F.: General Aerodrome, Aircraft and Workshop Equipment—Amendment List Nos. 43, 44. | |
| 1464B.—Vol. III, Part 8, Section 42U—Engineering Manual for the R.A.F.: General Aerodrome, Aircraft and Workshop Equipment—Amendment List No. 6. | |
| 1480A.—Vol. I—Recognition Handbook of British Aircraft—Amendment List No. 96. | |
| 1480B.—Vol. I—Silhouettes of German Aircraft—Amendment List Nos. 33, 34. | |
| 1480X.—Vol. I—Recognition Handbook of British Experimental Aircraft—Amendment List No. X.17. | |
| 1507A.—Vol. II, Part 1—A.B.C. Auxiliary Power Unit, Type 2 (Air-cooled)—Leaflet No. A.3. | |
| 1512.—Vol. II, Part 1—Queen Bee Rigging and Maintenance Notes—Leaflet No. A.5. | |
| 1538B.—Vol. I—De Havilland Bracket Type Airscrew—Amendment List No. 7. | |
| 1538B.—Vol. II, Part 3—De Havilland Bracket Type Airscrew—Amendment List No. 5. | |
| 1538D.—Vol. I—De Havilland Hydromatic Type Airscrew—Amendment List No. 15 (slips re non-availability of Amendment List Nos. 12, 13, 14). | |
| 1538D.—Vol. II, Part 1—De Havilland Hydromatic Type Airscrew—Leaflet Nos. 13, 14, 15, 16. | |
| 1538E.—Vol. II, Part 1—Rotol V.P. Propellor—Leaflet No. 6. | |
| 1538E.—Vol. II, Part 3—Examination and Overhaul of the Propellor Governor Unit, Spinner and De-icing Equipment—Amendment List No. 1. | |
| 1538F.—Vol. II, Part 3—Examination and Overhaul of the Propellor Governor Unit, Spinner and De-icing equipment—Amendment List No. 1. | |
| 1538G.—Vol. I—De Havilland 4-Bladed Hydromatic Variable-Pitch Propellers (with one piece barrel)—Amendment List No. 3. | |
| 1641F.—Vol. II, Part 1—Hispano 20 mm. Guns, Marks I and II—Leaflet Nos. D.4, D.5, M.4 (A.L. 1). | |
| 1641P.—Vol. I—Small Arms—Amendment List No. 2 and Amendment Certificate and Section pages. | |
| 1641P.—Vol. II, Part 3—Small Arms—Amendment List No. 3. | |
| 1659A.—Vol. I—Frazer Nash Gun Turrets—Amendment List No. 26. | |
| 1659A.—Vol. II, Part 1—Frazer Nash Gun Turrets—Leaflet No. M.33. | |
| 1659C.—Vol. II, Part 1—Boulton Paul Gun Turrets—Leaflet No. F.18. | |
| 1661F.—Vol. I—Miscellaneous Cartridges—Amendment List No. 11. | |
| 1661G.—Vol. I—Demolition Explosives and Associated Stores—Amendment List No. 11. | |
| 1664.—Vol. I—Bomb Carriers—Amendment List Nos. 33, 34. | |
| 1664D.—Vol. I—American Bomb Winches—Initial Distribution with Amendment List Nos. 1, 2. | |
| 1670.—Vol. III, Section 2—Technical Vehicles—Amendment List No. 6. | |
| 1670.—Vol. III, Section 2, Chapter 3—Technical Vehicles—Amendment List No. 3. | |
| 1670.—Vol. III, Section 5—Technical Vehicles—Amendment List Nos. 6, 7. | |
| 1670.—Vol. III, Section 8—Technical Vehicles—Amendment List No. 7. | |
| 1670.—Vol. III, Section 12—Technical Vehicles—Amendment List No. 1. | |
| 1743.—Vol. II, Part 1—Navigation Instruments Manual—Leaflet No. 4. | |
| 1803.—Vol. I—Aeroplane Hydraulic Equipment—Amendment List Nos. 12, 14, slips re non-availability of Amendment List No. 13. | |

- | <i>Air Publication No.</i> | <i>Description</i> |
|--|--------------------|
| 1803.—Vol. II, Part 1—Aeroplane Hydraulic Equipment—Initial Distribution with Leaflet Nos. Z.1, Z.2, Z.3. | |
| 1803.—Vol. II, Part 2—Aeroplane Hydraulic Equipment—Amendment List No. 1. | |
| 1830.—Vol. I—War Equipment Schedule for Hurricane II (Fighter) Squadron—Amendment List Nos. 2, 3. | |
| 1897.—War Equipment Schedule for Spitfire (Fighter) Squadron—Amendment List No. 6 and errata. | |
| 1927.—Air Force Code—Amendment List No. 27. | |
| 1975.—Vol. I, 1st edition.—Salvaging Balloons, etc.—Amendment List No. 1. | |
| 1976.—Performance Tables of Foreign Service Aircraft—Amendment List Nos. 43, 44, 45. | |
| 1980.—How to Avoid Flying Accidents due to Weather—Initial Distribution. | |
| 1984.—Standard Technical Training Notes; Fitters Armourer and Armourers—Amendment List No. 1. | |
| 2058A.—Vol. I—Provisional Ammunition Memoranda—Amendment List No. O.3 (9 pages). | |
| 2111A.—Vol. II, Part 3—Aircraft Depth Charges and Equipment—Amendment List Nos. 8, 9. | |
| 2121B.—Vol. II, Part 1—Variable Pitch Airscrews—De Havilland and Hamilton Hydromatic Type—Oil Distributor Valve Housing—Assembly and Dismantling—Leaflet Nos. 10, 11, 12. | |
| 2135.—Vol. I—Cine-Projectors—Amendment List No. 1. | |
| 2240.—Vol. II, Part 1—Aero-Engine Accessory Gear Boxes and Drives—Leaflet No. 2. | |
| 2240.—Vol. III, Sections 1–6—Aero-Engine Accessory Gear Boxes and Drives—Amendment List No. 1. | |
| 2241.—Vol. II, Part 1—Fuel Pump—Initial Distribution with Leaflet No. Z.1. | |
| 2274A.—Vol. I, Part 1—Radio Sets. U.S. Air Corps Technical Orders—Amendment List No. 1. | |
| 2274A.—Vol. I, Part 2, Section 4—A.T.A. and A.R.A. Radio Telegraph and Telephone Receiver and Transmitter Aircraft Radio Corp.—Initial Distribution. | |
| 2283A.—Vol. I, Part 1—Radio Compasses. U.S. Air Corps Technical Orders—Amendment List No. 1. | |
| 2294A.—Vol. I, Part 1—Engine Speed and Synchronism Indicators. U.S. Air Corps Technical Orders—Initial Distribution incorporating Amendment List No. 1. | |
| 2297A.—Vol. I, Part 1—Pilot and Venture Tubes. U.S. Air Corps Technical Orders—Initial Distribution with Amendment List No. 1. | |
| 2306.—Vol. III, Parts B, C, D, E and G—Schedule of Spare Parts. Servicing Trolleys—Additional Distribution. | |
| 2317A.—Vol. I, Part 1—Ground Camera, Type 1—Initial Distribution with Amendment List No. 1. | |
| 2319A.—Vol. I, Part 1—Photographic Printers. U.S. Air Corps Technical Orders—Amendment List No. 1. | |
| 2330A.—Vol. I—Notes for the Guidance of Armament Personnel on the Storage, Handling, Fuzing and Loading of Bombs and Mines—Amendment List No. 1. | |
| 2437A.—Vol. I, Part 1—Bendix Scintilla Aircraft Switches Manual. U.S. Air Corps Technical Orders—Initial Distribution. | |
| 2437A.—Vol. I, Part 2, Section 1—Bendix Scintilla Aircraft Switches Manual. U.S. Air Corps Technical Orders—Initial Distribution. | |
| 2450.—Vol. I—Airscrew Clothing Manual—Amendment List No. 1. | |
| 2457A.—Vol. II, Parts 2 and 3—Smoke Screening Equipment—Amendment List Nos. 1, 2 to Part 2. | |
| 2462A.—1st Edition—Engineer Publications—Initial Distribution. | |
| 2470A.—Vol. I, Part 1—Rotary and Vibrator Inventors—Initial Distribution. | |
| 2486.—Vol. II, Part 3—Instruction for Removing, Installing, Dismantling, Assembling, Testing, Lubricating, Maintenance, and Repair of Ground Gun Mounting—Initial Distribution with Amendment List No. 1, 2. | |
| 2486A.—Vol. I—Hispano, 20-mm., Ground Gun Mounting—Initial Distribution. | |

General Publications—contd.

- Air Publication No.* *Description.*
- 2486B.—Vol. I—Stock Type A.A. Twin Gun Mounting—Initial Distribution.
- 2487.—Vol. I, Section I, Chapter 2, Provisional—Sound Reproducing Apparatus, Types 1 and 4—Initial Distribution.
- 2495.—Aircraft Torpedo Manual—Title Page and Foreword.
- 2577A.—Vols. I and II, Part 3—Sperry Upper Local, Lower Remote and Lower Ball Gun Turrets—Initial Distribution.
- 2578A.—Vols. I and II, Part 3—Bendix Lower Gun Turret, Model "J"—Initial Distribution.
- 2578B.—Vols. I and II, Part 3—Bendix Lower Gun Turret, Model "J"—Initial Distribution.
- 2579A.—Vols. I and II, Part 3—Consolidated Tail Gun Turret—Initial Distribution.
- 6016.—Ground Handling Notes for Master I, II, III—Amendment List No. 3.
- 6022.—Ground Handling Notes for Typhoon—Amendment List No. 5.
- 6033.—Ground Handling Notes for Fortress—Initial Distribution.
- 6039.—Ground Handling Notes for Mustang I Aircraft—Amendment List No. 1.
- 6040.—Ground Handling Notes for Kittyhawk—Initial Distribution.
- 6042.—Ground Handling Notes for Ventura I and II—Amendment List Nos. 1, 2, 3.
- 6067.—Ground Handling Notes for Anson I and IV—Amendment List No. 1.
- 6068.—Ground Handling Notes for Argus—Amendment List No. 1.

Appendices "A"

- 1169.—Folland—Amendment List No. 8.
- 1244.—Swordfish—Amendment List No. 52.
- 1277.—Beaufighter II—Amendment List Nos. 62–69 inclusive.
- 1308.—Seafire IIC—Amendment List No. 19.
- 1324.—Martinet—Amendment List Nos. 7–12 inclusive.
- 1367.—Walrus—Amendment List No. 5.
- 1381.—Wellington IC—Amendment List Nos. 4, 5, 7.
- 3015.—Chesapeake I—Amendment List No. 8A.
- 3043.—Goose I—Amendment List No. 3A.
- 3060.—Reliant—Amendment List No. 5.
- 3073.—Martlet V—Initial Distribution and Amendment List 1A.
- 3074.—Seamew I—Amendment List No. 1A.
- 3087.—Tarpon I—Initial Distribution.

W.S.S.

- 856 (Supersedes No. 747).—Blenheim IV—Initial Distribution.
- 857 (Cancels No. 767).—Fulmar I and II—Initial Distribution.

S.A.T.C.L.

- 662 (Cancels 145)—Havoc II—Initial Distribution.
- 644 (Cancels 510)—Wellington IC—Initial Distribution.

O.U.s. and B.R.s.

- B.R. 378.—General—Amendment List No. 11 (P.356/43).
- B.R. 378A.—Swordfish—Amendment List No. 10 (P.349/43).
- B.R. 378E.—Albacore—Amendment List Nos. 11 (P.309/43), 12 (P.350/43).
- B.R. 378F.—Fulmar—Amendment List No. 1 (P.351/43).
- B.R. 378J.—Seafire—Amendment List Nos. 4 (P.295/43), 5 (P.352/43).
- B.R. 378X.—Kingfisher—Amendment List No. 4 (P.364/43).
- B.R. 378Z.—Walrus—Amendment List Nos. 9 (P.310/43), 10 (P.353/43).
- B.R. 380B.—Barracuda I and II—Initial Distribution with A.28 Forms. Amendment List No. 1 (P.311/43).
- B.R. 380E.—Albacore—Initial Distribution.
- B.R. 794.—The A-6 Type 16mm. Cine Camera Magazine Loading Operations—Amendment List No. 1 with Camera Illustrated Photographs 1 and 2.

- Air Publication No.* *Air Diagrams.*
- 2127.—Sheet 1, Issue 1—Merlin VIII, 30, 32 Lubrication Diagrams—Initial Distribution.
- 2168.—Sheet 1, Issue 2—Principles of Deflection Fire-Free Gun—Range Estimation—Initial Distribution.
- 2173.—Sheet 1, Issue 1—Curve of Pursuit—Initial Distribution.
- 2338.—Sheet 1, Issue 1—Curve of Pursuit—Attack—Initial Distribution.
- 2378.—Sheet 1, Issue 1—Aircraft Torpedo Control—Effect of Wind—Initial Distribution.
- 2566.—Sheets 1 and 2, Issue 1—Griffon I, II, IV Aero-Engine—Initial Distribution.
- 2567.—Sheets 1 and 2, Issue 2—Griffon II, III and IV Aero-Engines—Lubrication Diagrams—Initial Distribution.
- 2569.—Sheet 1, Issue 1—Griffon II, III and IV Aero-Engines Boost Control—Initial Distribution.

Miscellaneous.

- Large Silhouettes—Junkers JU 86P (Jumo) Issue 1, Corsair I (Double Wasp) Issue 1, Savoia SM.79 Issue 2, Waco GG 4A. Issue 1, D.F.S. 230 B2 Issue 2, Messerschmitt ME 323 Issue 1, Savoia SM 82 Issue 2, Lancaster II Issue 1, Warhawk (Merlin) Issue 1, Barracuda I (Merlin) Issue 1—Initial Distribution.
- Air Force Lists, March, 1943—Initial Distribution.
- Provisional Armament Publication, No. 29—Amendment List No. 3.
- Tee Emms.—Vol. III, No. 3, June, 1943—Initial Distribution.
- Revision Sheets for Standard Aeronautical Material and Fitting—Initial Distribution.
- Revision Sheets for Standard Aeronautical Material and Fittings Nos. AN. 790, 5757, 6011, 6021, 6026, Standard 1097, 1122—Initial Distribution.

3346.—Form O.6—Ammunition Labels—Additions

(A.S./Sta. 15981/43.—22 Jul. 1943.)

Serial No.	Description.	Where used.	Page in Form O.6.	Sta. No.
N.870	Holders, detonator, Mark VIII; each fitted with detonator, electric, No. 21, Mark X.	In recess on lid of cylinder No. 273, Mark IV.	25	15981/43

2. Demands should be made as necessary in accordance with A.F.O. 97/43.
(A.F.O. 97/43.)

3347.—B.R. 370—Establishment of Naval Stores for H.M. Mooring Vessels—List of Errata No. 1—Distribution

(N.S. 22782/43.—22 Jul. 1943.)

List of Errata No. 1 to B.R. 370—Establishment of Naval Stores for H.M. Mooring Vessels has been prepared, and copies will be distributed to services concerned from R.N. Store Depot, Park Royal, without demand.

3348.—{ B.R. 408—The Scottish Service Book
B.R. 409—The New People's Hymnary } Issue of
(Sta. 16272/43.—22 Jul. 1943.)

Copies of the above are now available, and supplies required by Chaplains of the denominations concerned should be demanded, through the usual channels, from the R.N. Store Depot, Elveden Road, Park Royal, N.W.10, under the B.R. numbers shown. If desired, Tunebooks for above Hymnbooks may be obtained on application to the Keeper of Stationery and Printing, Admiralty, S.W.1.

3349.—B.R. 821—Preliminary Pamphlet for 4-in., Mark XIX Gun on Mark XXIII Mounting—Issue

(G. 1998/43.—22 Jul. 1943.)

The above-mentioned pamphlet is now available and will be issued without demand, as soon as possible, from the R.N. Store Depot, Elveden Road, Park Royal, London, N.W.10, as follows:—

	Copies	Remarks
<i>H.M. Ships—</i>		
Frigates, "River" class ...	2 each	
Trawlers, "Military" class ...	1 each	
Other ships fitted ...	1 each	
<i>Gunnery Schools—</i>		
H.M.S. "Excellent" ...	6	
Devonport ...	2	
Chatham ...	2	
Durban ...	2	
Dockyards ...	1 each	
Fitting-out Gunnery Officers ...	1 each	
Fitting-out Gun Mounting Overseers.	1 each	
Australian Authorities ...	100	
Canadian Authorities ...	25	
New Zealand Authorities ...	5	
<i>D.E.M.S. Staff Officers—</i>		
London ...	5	3 for Training Centres
Southampton ...	6	2 for Training Centre
Devonport ...	2	3 for H.M.S. "Safeguard"
Falmouth ...	3	1 for Training Centre
Cardiff ...	13	1 for Training Centre
		2 for Training Centre, Cardiff
		3 for H.M.S. "Flying Fox"
		1 for Training Centre, Swansea
		1 for Training Centre, Milford Haven
Liverpool ...	12	2 for Training Centre, Liverpool
		1 for Training Centre, Manchester
		2 for H.M.S. "Wellesley"
		1 for Training Centre, Barrow
		1 for Training Centre, Workington
Belfast ...	4	2 for Training Centre
Glasgow ...	11	3 for Training Centre, Glasgow
Lyness ...	2	2 for Training Centre, Greenock
Aberdeen ...	2	1 for Training Centre
Leith ...	6	1 for Training Centre
		2 for Training Centre, Leith
		1 for Training Centre, Dundee
Newcastle ...	13	2 for Training Centre, Newcastle
		1 for Training Centre, Blyth
		1 for Training Centre, Sunderland
		1 for Training Centre, Middlesbrough
Hull ...	5	2 for Training Centre, Hull
		1 for Training Centre, Grimsby
Gibraltar ...	3	1 for Training Centre
Freetown ...	5	1 for Training Centre
Simonstown ...	8	2 for Training Centre
		1 for Training Centre, Durban
Abadan ...	3	1 for Training Centre, Khoramshar
Port Said ...	14	3 for Training Centre, Port Said
		2 for Training Centre, Alexandria
		1 for Training Centre, Aden
Algiers ...	6	
Malta ...	3	1 for Training Centre

D.E.M.S. Staff Officers—contd.

	Copies	Remarks
Bombay ...	11	2 for Training Centre, Bombay
		1 for Training Centre, Karachi
		1 for Training Centre, Madras
		1 for Training Centre, Calcutta
Port Tewfik ...	1	1 for Training Centre
Colombo ...	3	1 for Training Centre
Trinidad ...	2	1 for Training Centre
Bermuda ...	2	1 for Training Centre
Kingston (Jamaica) ...	1	
Aruba ...	1	
Curacao... ..	2	
Buenos Aires ...	2	
Reykjavik ...	1	
Murmansk ...	2	
New York ..	10	
Commanding Officer, H.M.S. "Glendower"	1	

2. The copies issued to D.E.M.S. Staff Officers are for the use of Base Staffs (including sub-bases) and Training Centres.

Copies are not available for issue to Defensively Equipped Merchant Ships and should not be demanded.

3. The final handbook which will supersede this pamphlet is now being prepared and will be available shortly. Provision will be made for the issue of copies of the handbook to Masters of vessels concerned.

3350.—B.R. 851—Control of Cross Infection in Hospital Wards

(M.D.G. 28233/43.—22 Jul. 1943.)

Medical Research Council War Memorandum No. 11—"Control of Cross Infection in Hospital Wards"—is in the press and will be issued under the token number B.R. 851.

2. This memorandum is to be in the possession of all Medical Officers.

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

At Home—To the R.N. Store Depot,
Elveden Road,
Park Royal, N.W.10.

Abroad—To local distributing authorities, to whom supplies will be made, without demand, when available, to meet these demands.

3351.—O.U. 5365E—Part V (Mining Stores)—Priced Vocabulary of Naval Armament Stores—Revised Edition—Distribution

(A.S. 337/43.—22 Jul. 1943.)

A revised edition of the Priced Vocabulary of Naval Armament Stores, O.U. 5365E (Mining Stores) is now ready for distribution, and initial supplies to replace the obsolete edition will be made without demand.

2. Applications for any additional (minimum) requirements should be addressed to D.A.S. (Branch E(F)), Admiralty, Bath.

3. Prices have not been inserted in this edition, but will, if necessary, be subsequently promulgated by errata.

3352.—Frequency Guide Supplements—Distribution

(E.F.O/S.D. 08111/43.—22 Jul. 1943.)

Distribution of the Frequency Guide Supplement, P.1/M.350, Optimum Frequency Band-Tables for the period August, 1943, to October, 1943, to British and Allied ocean-going merchant ships fitted with H/F transmitters and to similarly fitted merchant ships when sailing in British and Allied interests is to cease.

2. Future distributions of Frequency Guide Supplements to the merchant vessels mentioned will be limited to M.350 Frequency Guide for the North and South Atlantic and M.350 Frequency Guide for the Indian Ocean.

(A.F.O. 2205/43.)

3353.—Establishment of Naval Stores for Fairmile Craft—Errata No. 2

(N.S. 16662/43.—22 Jul. 1943.)

List of Errata No. 2 to the Establishment of Naval Stores for Fairmile Craft has been prepared and copies have been distributed by the Director of Stores, Admiralty, to services concerned.

2. The List of Errata consists of—

(a) Reprinted establishment pages (which should be substituted for the former pages in copies of the establishment supplied from the Admiralty prior to June 1943.)

(b) Amendments in respect of the remaining establishment pages which should be noted thereon.

3. New services are being supplied with a reprint of the establishment which embodies the revised pages and amendments promulgated in lists of Errata Nos. 1 and 2 and is endorsed "All amendments promulgated in List of Errata Nos. 1 and 2 are included in this copy". Copies of the lists of Errata are not therefore required by these services.

Stocks of the reprint do not permit of the replacement of copies of *earlier editions* of the establishment held by numerous authorities. These establishments should already have been corrected to list of Errata No. 1 and when amended by list of Errata No. 2 will be identical with the reprint.

4. Stocks of this establishment, and lists of errata thereto, are not held at R.N. Store Depot, Park Royal. Demands for new or additional requirements should be addressed to the Director of Stores, Admiralty, London, S.W.1, except for new construction craft which are supplied with the establishment on commissioning, by the Captain, M.L.

3354.—Royal Marine Training Group (Wales)—Names of Camps and Addresses

(R.M. No. 7354/43A/M. 1978/43.—22 Jul. 1943.)

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

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

Camp Letter	Name	Location	Units Occupying Camp
"A"	Matapan Camp ...	Ynys-y-Maengwyn	Depot R.N.A.S.D.F.
"C"	Gibraltar Camp ...	Llanegryn ...	Group H.Q. and R.M.
"D"	Burma Camp ...	Llwyngwrl... ..	Arty. Trng. Centre.
"B"	Jeeland Camp ...	Arthog	R.M. Engineer Training
"E"	Crete Camp ...	Barmouth	Centre.

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

Commander,

Royal Marine Training Group,

Llanegryn, Towyn,

Merionethshire, North Wales.

Telegrams: Marine, Llanegryn.

Temporary telephone number: Towyn 381.

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

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

(A.F.O. 3114/43 is cancelled.)

3355.—Cancelled.

3356.—Ship Recognition Cards for Air Use

(A/NAD. 1084/42.—22 Jul. 1943.)

The following ship recognition cards have been revised:—

S.1335E	...	...	...	British Empire
S.1335G	...	...	...	Germany
S.1335I	...	...	...	Italy
S.1335J	...	...	...	Japan
S.1335U	...	...	...	United States.

Form S.1335F (France) will not be reprinted.

2. These cards are for the use of aircraft personnel and are to be inserted in S.1335—F.A.A. Call Signs and Codes.

3. The revised cards will be issued, without demand, by the Superintending Naval Store Officer, Park Royal, on the following scale:—

Fleet Carriers	...	...	...	...	150
Light Fleet Carriers and "Unicorn"	...	...	...	...	100
Escort Carriers	...	...	...	...	60
M.A.Cs.	...	...	...	...	6
Catapult Ships	...	...	...	...	4
<i>Naval Air Stations—</i>					
Yarmouth (Nova Scotia)	...	...	...	...	450
Arbroath	...	...	...	...	350
Piarco and Worthy Down	...	...	...	...	300
Crail, Henstridge, Inskip, Machrihanish, Yeovilton, Katukurunda, Tanga, Wingfield.	...	...	...	...	100
Fearn and Hatston	...	...	...	...	50

4. Superseded cards (including S.1181d, Card No. 3—Italy, which was relabelled S.1335I in accordance with A.F.O. 397/42) are to be destroyed on receipt of revised cards.

(A.F.O. 397/42 is cancelled.)

3357.—Telegrams—Unused Reply-paid Vouchers

(D.N.A. 8976/43.—22 Jul. 1943.)

Reply-paid telegram forms should be used whenever practicable. Occasionally, however, replies are sent on official forms. In this event the unused reply-paid vouchers should in future be collected and forwarded each month to Director of Navy Accounts (Branch 6/1.A.), Foxhill Hutments, Bath.

2. No steps to obtain refund or credit of their value are to be taken locally.

Section 6.—SHORE ESTABLISHMENTS

*3358.—Honours and Awards—"London Gazette" Supplement No. 36076 of 2nd July, 1943

(H. & A.—22 Jul. 1943.)

CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD,

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

2nd July, 1943

The King has been graciously pleased to give orders for the following appointments to the Most Excellent Order of the British Empire and for the publication in the "London Gazette" of the names of the persons specially shown below as having received an expression of Commendation for their brave conduct.

To be Additional Members of the Civil Division of the Most Excellent Order of the British Empire

Harry Murray Taylor, Salvage Officer, H.M. Dockyard.

James Thomson, Chief Diver, H.M. Dockyard.

For brave conduct in hazardous circumstances.

Commendations

Alfred Bellamy, Skilled Labourer, H.M. Dockyard.

Arthur Derrick, Chargeman of Fitters, H.M. Dockyard.

Christopher Nelson, Skilled Labourer, H.M. Dockyard.

Roy Priddis, Hired Fitter, H.M. Dockyard.

Sidney Robbins, Established Fitter, H.M. Dockyard.

3359.—Defence Regulations 58A—Revised Procedure Concerning Directions

(L. 1658/43.—22 Jul. 1943.)

In connection with the application of Statutory Rules and Orders (1943) No. 651—*vide* A.F.O. 2214/43—the following arrangements etc. will come into force from the date of this Order, in all Admiralty establishments where civilian workpeople are employed, except such establishments as are scheduled under Essential Work Orders.

2. A record is to be drawn up (in consultation with the National Service Officer as may be necessary) in accordance with the provisions of Section 6(a) of the new Statutory Order, and facilities are to be granted as may be required under Section 6(b) and (c) of the Order.

3. At least three weeks before the expiration of the period stated in the directions, or, if no period is stated, at least three weeks before 8th November, 1943, application for renewal of directions (in the case of workers whose services it is desired to retain) should be made in the manner prescribed below (paragraph 7).

4. It will be observed from Section 3(3) of the new Order that if a directed person is suspended without pay, he will be able to secure withdrawal of the directions, so that suspension of such persons may involve the final loss of their services. It is recognised, however, that this might have the effect of precluding the use of disciplinary suspension in cases of absenteeism, bad time-keeping, etc.; the Ministry of Labour and National Service have therefore agreed that a new form of directions, specifying certain hours of attendance, may be substituted for existing directions which contain no such provision in cases where workers have absented themselves from or been persistently late in presenting themselves for work, without reasonable excuse; in such cases application should be made to the National Service Officer at the appropriate Local Office of the Ministry of Labour for the issue of such special direction to be considered; such applications should give details of the absenteeism or lateness, and should state (a) at what hours the worker should come to and leave work, (b) at what hours he has actually come and gone. Persistent infringement of directions issued in the new form would afford grounds for prosecution and should therefore be reported to the National Service Officer.

5. In the event of the discharge of a directed worker for any cause other than serious misconduct, application should first be made to the appropriate National Service Officer for withdrawal of directions, in accordance with Section 3(1) of the new Order.

6. If, under Sections 3 or 4 of the Order, a National Service Officer asks for the reinstatement of a directed worker who has been dismissed for serious misconduct, or takes action, following submission to a Local Appeal Board, contrary to the interests of the Admiralty, a report of the matter should be forwarded to the Secretary of the Admiralty (L. Branch), Bath; but the requests, etc. of the National Service Officer should be complied with, pending any further instructions.

7. The procedure laid down in A.F.Os. 4736/40, 1130/41, 409/42, 721/42, 1402/43 and C.A.F.O. 525/41 will no longer operate. Instead, officers in charge of establishments should apply in all proper cases to the National Service Officer at the nearest Local Office of the Ministry of Labour for the issue of directions to the worker or workers concerned to remain in, or return to, their employment. The particulars to be furnished in all such cases are as follows:—

- (1) Name and address of employee.
- (2) Admiralty establishment at which employed.
- (3) Is he still employed.
- (4) If already left, state whereabouts, if known.
- (5) Capacity in which employed.
- (6) Rate of wages and conditions of employment.
- (7) Particulars of employment to be performed and rate of wages and conditions of such employment, if different from above.

8. Requests for the issue of directions to remain in the employment or to return to it should not be made merely because the worker whom it is desired to retain wishes to leave. Requests should be made only where the Superintendent is satisfied that the services of the worker concerned are urgently required for important work from which he cannot be spared or in which he could not be replaced without difficulty. The question of personal or domestic hardship is one matter which National Service Officers have to consider before issuing directions and requests for direction should not be made in cases where it is clear that there are circumstances of hardship which would make the issue of a compulsory direction unreasonable.

9. Separate instructions will be issued in due course, as may be necessary, concerning the effect of the new Order upon non-industrial staff.

3360.—August Bank Holiday, 1943—Arrangements for Civilian Non-Industrial Staffs. (C.E. 52803/43.—22 Jul. 1943.)

As announced in A.F.O. 1641/43, August Bank Holiday, Monday 2nd August will be a public holiday. Saturday 31st July, will be a closed day and civilian non-industrial staff will be accorded a privilege holiday on that day. In Scotland, the corresponding days will be the Autumn Holiday as usually observed.

2. Any person who may be required for service reasons to attend on both or either of these days should be granted time off in lieu of attendance wherever practicable, but where this cannot be arranged, no additional payment should be made. Time off in lieu of Saturday 31st July should be given on a later Saturday. Part timers may be granted a holiday on the Saturday; but individuals (other than those to whom the provisions of A.F.O. 2909/43 apply) should not be paid or be given any additional holiday if they would not have been in attendance on that day.

3. In view of the restrictions imposed on passenger train services during the August Bank Holiday period, it is necessary to restrict travel during that period to a minimum and leave which involves the use of other than local rail travel between the 30th July and 3rd August, 1943, both dates inclusive, should not normally be granted. In the case of evacuated staffs and those employed on prolonged detached duty, etc. the use of free or partly free rail travel passes for journeys during the period mentioned should not be allowed. These restrictions will not preclude the grant of leave which involves travelling on compassionate grounds, e.g. where the person is summoned home because of the serious illness of a near relative.

4. Members of Departmental A.R.P. or Home Guard units who attend their office solely for A.R.P. or Home Guard purposes during the holiday may, wherever practicable, be given equivalent time off in lieu in respect of hours of duty inside their normal working hours. The ordinary subsistence arrangements prescribed respectively for A.R.P. and Home Guard duties performed outside working hours, will apply.

(A.F.Os. 1641/43 and 2909/43.)

3361.—Typing Grades Proficiency Tests

(C.E. 54693/43.—22 Jul. 1943.)

Further examinations have been announced as follows:—

	<i>Shorthand</i>	<i>Typewriting</i>
Date of examination	16th October, 1943	30th October, 1943
Last day for receipt of entries by	23rd August, 1943	30th August, 1943
Under Secretary's Office, Admiralty, Bath.		

2. The arrangements for these examinations will be on the same general lines as those for earlier examinations with slight modifications as are indicated below.

3. Separate lists of candidates for typing and shorthand should be prepared and forwarded to reach Under Secretary's Office, Admiralty, Bath, not later than the times given above. Lists of candidates should be prepared alphabetically in the following form:—

Subject of examination:

Office	Name	Fee paid	Where brought to account	Particulars of previous test in same subject		
				Date	Where held	Amount of fee paid on each occasion

The name of the invigilator, his office address and telephone number should also be reported, together with particulars of the examination centre.

4. Fees should be taken on charge by the Cashier or other Accountant Officer as a credit to P.I. Royal Society of Arts, and a simple form of receipt issued to each candidate. Special attention is to be paid to the instructions issued in A.F.O. 5615/42 concerning the entrance fee payable by all candidates, viz., that any candidate who has previously paid a fee (without refund) for an examination in the *same* subject will be required on the second and subsequent occasion to pay a reduced fee of 3s. 9d. For the first examination in either subject the fee is 5s. 0d.

5. It is the responsibility of Heads of Establishments to make the necessary arrangements for the examination of Admiralty candidates employed in such establishments, and where there is more than one Admiralty office in any town (e.g. Glasgow), the arrangements are to be co-ordinated and the examinations held at one centre if practicable. Where only a small number of Admiralty candidates are concerned, the local Ministry of Labour official should be approached with a view to co-operation with other Government departments in the same locality to hold the examination at one centre for all Government offices in the area. In selecting an examination centre, particular care should be taken to ensure its suitability, e.g. as regards light, warmth, ventilation, audibility (at shorthand examination) and floor space necessary for the number of candidates to comply with the conditions laid down by the Royal Society of Arts. Where the examination is held under the auspices of another Department, an assurance should be obtained as to the suitability of the centre selected.

6. It should be clearly understood that no entries will be accepted after the dates stated above. Each candidate will be allotted a number and in no circumstances can the papers of that candidate be transferred to any other candidate. Invigilators are to take particular care to see that the numbers on the papers issued correspond with the numbers allotted to the candidates.

(A.F.O. 5615/42.)

3362.—Abatement of Pay to Cover Possible Leave Overpayments when Workpeople go Sick

(L.6158/42.—22 Jul. 1943.)

The practice of abating pay to cover annual leave already taken (Home Dockyard Regulations, Article 177a, paragraph 12) need not be insisted on when a workman falls sick and is unable to attend for work, except in cases where there is real cause to suppose that it is probable that the workman concerned will not return to duty.

2. Special care should of course continue to be taken by Paying Officers to obtain information at the earliest possible date of intending resignations or discharges, so that any necessary adjustments may be made to pay envelopes.

(A.F.O. 6097/42.)

3363.—Removal of Furniture on Transfer of Industrial and Non-Industrial Civilian Staff

(C.E. 3741/43.—22 Jul. 1943.)

It has been decided that where the regulations provide for the refund of removal expenses, removals of furniture for distances of more than 60 miles, and, where suitable railway facilities are available, for removals of less than that distance, should normally be undertaken by rail. Where the desirability of using rail transport seems doubtful (whether for distances over or under 60 miles) by reason of the possibilities of substantial delay or some such factor as a long road haul from the rail heads, the Regional Transport Commissioner in whose region the journey commences should be consulted by Heads of Departments or Establishments for approval to use road transport.

2. Removal by road may generally be allowed within a radius of 60 miles from the loading point, provided always that suitable railway facilities are not available. Heads of Departments and Establishments should give careful consideration to all applications to use road transport before approaching the Regional Transport Commissioner, and where sanction is given to use road transport two or three competitive tenders should continue to be obtained. It is essential that as much empty running of vehicles as possible should be eliminated, and therefore only the tender of a removal contractor with vans based near to or available at the loading point should be accepted. Where the application for removal by road has been approved by the Regional Transport Commissioner a copy of the relevant correspondence should be forwarded with the claim for removal expenses.

3. Where the furniture is actually conveyed by rail, the railway companies allow the transferee and members of his family to travel at two thirds of the ordinary fare upon production of a certificate from the railway company's goods department. Care should be taken that such a certificate is obtained and produced to the booking clerk, together with the Travelling Warrant (Form D.N.A. 833) suitably endorsed that the furniture is being conveyed by rail. (The warrant should not be endorsed "Bulk Travel".) This fare concession applies equally to removals undertaken by private contractors where the furniture is consigned by rail.

4. *Non-Industrial Staff Only.*—As from the date of this order non-industrial staff who are temporarily transferred or evacuated and are permitted to move their homes under the limited war-time removal regulations as laid down in A.F.O. 820/41 Part II, and A.F.O. 821/41 may, when it is necessary to incur special expenses for temporary sleeping accommodation whilst the furniture is in transit, receive subsistence allowance up to three nights at one third of the initial rate appropriate to the officer himself for each dependent member of his household (over three years of age) normally residing with him. For this purpose, male members of the family may be included normally up to sixteen years of age, or, if receiving full-time instruction at an educational establishment, up to eighteen years of age, but not above those limits unless they are incapacitated by mental or physical infirmity from earning their own living. In exceptional cases subsistence allowance at the above rate may be extended to cover a period of not more than six nights in all. The officer himself will receive subsistence allowance at long term rates or billeting terms, as may be appropriate, under the conditions of the orders referred to above and where he has preceded his family, no additional allowance will be payable if he joins his family in temporary accommodation while the furniture is being removed.

(Home Dockyard Regulations, Addendum No. 3, Art. 442.)

(A.F.Os. 820/41, 821/41, 2200/42, 2580/42 and 2712/42.)

(A.F.O. 4220/42 is cancelled.)

3364.—Admiralty Workpeople Serving with H.M. Forces—Release for Civilian Work of National Importance

(L. 13964/42.—22 Jul. 1943.)

Where Admiralty workpeople at present serving with H.M. Forces are released for civilian work of national importance, with the approval of the Ministry of Labour and National Service, the procedure described at (i), (ii) and (iii) of A.F.O. 4342/41 is to be followed with such alterations as are necessary. The addresses to which the men have been sent should be obtained, in the case of men released from the R.A.F., from the Air Officer-in-Charge of Records, Ruislip, Middlesex, and, in the case of men released from the Army, from the Record Office of the particular unit in which the man has been serving.

2. Men eligible for balance of civil pay before such release will still be eligible if they subsequently rejoin the Forces provided that they rejoin immediately after their period of approved civilian employment; they should, therefore, be instructed to complete a fresh Form B of Treasury Circular 13/39.

(A.F.O. 5605/42 is cancelled.)

3365.—Cancelled

3366.—Fuel Economy—Coal

Home Shore Establishments

(N.S./C.P. 22259/43.—22 Jul. 1943.)

The Ministry of Fuel and Power are having increasing difficulty in meeting the demand for large coal, and the Ministry's Coal Supplies Officers have instructions to examine all requests for supplies of large coal with a view to determining to what extent alternative types and descriptions of coal may be used.

2. The investigation will concern those supplies coming forward under specific contracts arranged to meet the "domestic" requirements of individual Establishments; it will not involve bulk supplies ordered forward by the Admiralty to Dockyards, Bases, etc., under the arrangements made direct with the various coal-producing areas.

3. Naval Shore Establishments may therefore be approached by Coal Supplies Officers in the near future with the object of discussing whether such substitution of large coal by other descriptions can be accepted.

4. There are also similar supply difficulties in regard to sized fuels such as cobbles, nuts, etc., and the officers of the Ministry may suggest alternative types in these cases. It is the desire that, as far as possible, a proportion of open cast coal, slack, coke breeze, etc., may be adopted as the alternative fuel in suitable cases.

5. Where possible, agreement should be reached locally regarding any variation of the description of solid fuel to be supplied in future, and where agreement has been reached to accept alternative descriptions in future, details should be reported to the Admiralty in order that the necessary amendments to the contracts may be arranged with the suppliers. If any Naval Shore Establishment is already satisfied that substitution of the kind envisaged can be accomplished, details should be reported immediately to the Admiralty without waiting for any enquiry from officers of the Ministry of Fuel and Power.

(A.F.O. 1992/42.)

3367.—Rubber Hose and Rubber Tubing—Endorsement of Orders

(P. 9846/43.—22 Jul. 1943.)

The following amendment is to be made to A.F.O. 3121/43:—

In paragraph 1, line 4, insert after "orders" the words "by Admiralty Contractors" and in line 5, before "plant" the word "their".

(A.F.O. 3121/43.)