

Head of "P" Branch

HEAD OF "P" BRANCH

A.F.Os. 331—437/43

(See Diagram Issue No. 4/43)

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Not to be communicated to anyone outside H.M. Service

ADMIRALTY FLEET ORDERS

ADMIRALTY, S.W.1,
28th January, 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.

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Head of "P" Branch

ADMIRALTY FLEET ORDERS

No.	Subject.
328.	W.R.N.S. { (1) Uniform Kits. (2) Supply and Accounting Procedure. } <i>Separate issue on 28th January, 1943.</i> } Shore Bases and Establishments only
329.	W.R.N.S.—Loan Clothing—Method of issue.
330.	W.R.N.S.—Plain Clothes Gratuity.

28th January, 1943.

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

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

331. Rescue Tug Service—Organisation—T.124T Agreement.

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

332. Honours and Awards—"London Gazette" Supplement of 19th January, 1943.
 333. Honours and Awards—Royal Hellenic Navy.
 334. Command of Officers Employed in a Rank Below their Own.
 335. Officers and Men Temporarily released from Naval or R.M. Service—Compulsory Enrolment in Home Guard.
 336. Promotion from the Lower Deck to Permanent Commissions (Executive Branch).
 337. Promotion from the Lower Deck to Permanent Commissions (Air Branch).
 338. Ratings Failing for Temporary Commissions—Eligibility for Training as Pilots or Observers.
 339. Temporary Accountant Branch Commissions—Accountant Branch Ratings Only to be Recommended.
 340. Telegraphist Air Gunner, 2nd Class—Syllabus of Instruction and Examination for Non-Substantive Rate.
 341. Telegraphist Air Gunner, 1st Class—Course.
 342. Air Artificer—Transfer of Electrical Artificers.
 343. Training of New Entries—Syllabus.
 344. Applications for Secondment to South African Naval Force—Procedure.
 345. Marriage Allowance—Allowances for Step-Children Eligible for Service Pension and Contributory Acts Pension in Respect of Deceased Father.
 346. Lower Deck Ratings—Allowances for Wives About to Become Mothers.
 347. Invaliding of Amputation Cases.
 348. Tenders—Declaration and Alteration of Allotments.
 349. Losses of Pistols, etc.
 350. W.R.N.S.—Age Limit for Promotion to Officer Rank.
 351. W.R.N.S.—Transfer between Categories.
 352. W.R.N.S.—F.A.A. Categories—Procedure.
 353. W.R.N.S.—Dental Arrangements.
 354. W.R.N.S.—Good Conduct Badges.
 355. Aircraft Recognition Films—Distribution.
 356. Navy, Army and Air Force Institutes—Lower Deck Representative for Home Fleet.

SECTION 3.—G., T., N., E., ETC., & STORES; HULL, EQUIPMENT & FITTINGS.
Gunnery.—(Guns, Mountings, Ammunition, Turrets, Directors, Fire Control, Diving Apparatus, Magazines, etc., and Stores.)

357. Director Firing Gear—Type P Sight—Modification to Provide Positive Locking on Starter Switch.
 358. Rangefinders—Types F.M.7, F.M.9, F.X.4, F.X.5—Fitting of New Design of Adjustable Head Rest.
 359. Gun Mountings—4-in., H.A., Marks III, III** and IV—Star-Shell Spirit Levels for Use with Barrage Sights.
 360. Guns, Q.F., 12-pdr., 12-cwt., Mark V, and Q.F., 4-in., Mark VC—Reduction in Length of Gun Keys.
 361. Guns, Q.F., 2-pdr., Mark VIII—Modification to Feed Boxes.
 362. Machine Guns and Equipment—20-mm., Mark IIIA Mounting—Modification to Lubrication of Top Pivot Bearing—As. and As.
 363. Machine Guns and Equipments—Vickers G.O., Mark V Mountings—Portable Stops for L.A. Fire—As. and As.
 364. Guns, Vickers, 0.303-in., G.O.—Harbour Stowage Positions.
 365. Fuze No. 211, Mark I—Introduction into Service.
 366. Ammunition—Rockets, U. 2-in., Fuze No. 720—Care and Maintenance.
 367. Tubes, Vent, Electric, 0.5-in.—Re-issue.
 368. Sights, No. 7 Dial Sights, Marks II and II*—Formation of Base Pools.
 369. Projectile Bags—Allowances.
 370. Stowage of Projectiles—Use of Sennet.
 371. Painting of Separate Loading Shell and Projectile Base Markings.

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

Torpedo.—(Torpedoes, Tubes, Mines and Minesweeping, Depth Charges, Paravanes, Electrical Equipment, Anti-Gas, Aircraft Torpedoes, etc., and Stores.)

372. Temporary Junctioning of Multicore Cables after Damage.
 373. Additional Electric Lighting—Fitting of.
 374. Starters for 12½-in. and 17½-in. Fans and Pot Fire Furnaces.
 375. Depth Charge Release Equipment—Supply of Grease Guns.
 376. Fuse Release Switches—Replacement of Fuse Elements—A.P. 9355 and A.P. 9377A.

Navigation.—(Navigation Stores, Sextants, Compasses, Charts, Anchors, Sails, etc.)

377. Gyro-Compass—Magnetic Contactor.
 378. Parallel Rules, 18-in Bar Type—Introduction.

Engineer.—(Main and Auxiliary Engines, Boilers, other Machinery in Charge of the Engineer Officer, including Catapults, Coal and Oil Fuel, and Engineering Stores.)

379. Feed Heaters (Caird and Rayner)—Failure of Tubes—REPORTS.
 380. Boiler Fire Row Tube Distortion—Prevention of.

Signals.—(W/T and V/S Apparatus, R.D.F., D.F., S.R.E., Wa/T and Stores.)

381. W/T Equipment in Submarines—Modernisation—Return of Redundant Stores.
 382. Wa/T Type 406M—Introduction.
 383. R.D.F. Sets, Type 272/M (Mark 2) (Mark 3).
 384. R.D.F., Type 286PQ—Special Monthly Reports on C.V.14 Valves.
 385. R.D.F., Types 286 PQ and 292—Ventilation of Panel 3AL.
 386. R.D.F., Types 286PQ, 291 and 292—Connections for Supply to Wavemonitor G.87.
 387. R.D.F., Type 291Y—Conversion to Type 291.
 388. Type 273M (Mark 4), with Outfit AUH—Fitting-out Information.
 389. Hailing Equipment, Type 431/432—Supply, Installation and Maintenance.

Anti-Submarine.—(Asdics, Hydrophones and Echo Sounding and Stores.)

390. Asdic Installation, Type 127D—Establishment List.
 391. Asdic Installation, Type 145XA—Establishment List.
 392. Echo-Sounding Installation, Type 762—Establishment List.

Naval Aircraft.—(Technical.)

393. Martlet II and IV—Wing Locking Pin Access Door.
 394. Taurus XII Engines—Operational Limitations.
 395. Aircraft Tyres—Detection of Creep.
 396. Cerrobend—Instructions as to Use.

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

397. Access to Commanding Officer's Cabin from Upper Deck.
 398. Alternative Means of Escape from Mess Deck.
 399. Outer Bottom Composition.
 400. Steadiflow Oil-Burning System for Galleys—Forced Draught—As. and As.
 401. Main Suction Systems—Efficiency of Strainers—As. and As.
 402. Replace Machinery Spare Parts for Commercial Type Continental Diesel Engines.
 403. Arrestor Gear—Wire Rope Sockets—Special Care when Securing.
 404. Canvas Booby-Hatches—As. and As.
 405. American Types of Naval Aircraft—Spares and Equipment—Procedure for Reporting Shipment from U.S.A.
 406. Naval Aircraft Stores—Classification of Priorities of Supplies.
 407. Sparking Plugs for Napier Sea Lion Engines—Future Supplies.
 408. Electric Forward Capstans.
 409. Small Electric Drilling Machines.
 410. Wire, Enamelled, Copper.
 411. Non-Latex Sementex Deck Coverings.
 412. Naval Storekeeping Procedure—Reduction in Wartime.
 412a. Anchor and Chain Cable Equipment—Increased Size.

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

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

413. Bedding—Naval Personnel Posted for Training at R.A.F. Establishments.
 414. Royal Marines—Issue of Naval Bedding to Ranks Employed in Combined Operations Craft.
 415. W.R.N.S.—Issuing Prices of Clothing.
 416. W.R.N.S.—Purchase of Towels from Service Sources.
 417. Ball and Roller Bearings—Supply at Fixed Prices not Subject to Costing.
 418. Medicinal Tinctures—Issue of Liquid Extracts in Lieu.
 419. Butane Gas for Use in Calor Equipments.

SECTION 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE

420. Second Sea Lord, Personnel Departments and Secretariat Branches Concerned.
 421. Amendments to Books.
 422. A.M.S.Is.
 423. Naval Store Depot, Forom House—Addresses.
 424. H.M.S. "Excalibur" (Late H.M.S. "Tiger's Whelp")—Postal Address.
 425. Articles-in-Use Ledgers for Naval Aircraft.
 426. W.R.N.S.—Medical Returns.
 427. B.R.378(G)—Aircraft Store Establishment for Martlet IV Aircraft.
 428. B.R.622—Pamphlet on Paravanes S, Mark I and I* and T.S.D.S.—Revised Establishment.
 429. Form D.16 (Outside)—Abolition.
 430. Form O.6—Ammunition Labels—Additions.
 431. Form S.1556—Issue.

SECTION 6.—SHORE ESTABLISHMENTS

432. Manpower—Release of Women Clerical Staffs.
 433. Mobile Female Industrial Workers—Withdrawal from Admiralty Establishments.
 434. Superintendent of Typists—Overtime Pay.
 435. Indian Personnel Serving in H.M. Ships—Appointment of Indian Seamen Welfare Officers.
 436. *Cancelled.*
 437. Cessation of Financial Adjustment Between Navy Votes in Respect of Work Done and Stores Supplied or Returned.

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

Section 1

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

331.—Rescue Tug Service—Organisation—T.124T. Agreement

(M./T.D. 1506/43.—28.1.1943.)

H.M. Rescue Tugs are manned by Mercantile Marine personnel signed on T.124 T. Agreement. This Agreement is only applicable to the Rescue Tug Service and it is only personnel signed under this Agreement who are permitted to serve in H.M. Rescue Tugs, such personnel may not serve in any other class of vessel.

2. The Rescue Tug Service is administered and maintained by the Captain-in-Charge, Rescue Tugs, Admiralty, under the direction of the Director of Trade Division.

3. There is a Training School at Campbeltown where all T.124 T. personnel receive initial training in Deep Sea Towing, Gunnery, Signalling and Naval Discipline. Appointments and Promotion of Officers in the Rescue Tug Service is carried out by C.C.R.T. at the Admiralty; recruiting and drafting of all other personnel is carried out by Commander-in-Charge, Rescue Tug Training Base, Campbeltown. All Officers and Ratings on joining are borne on the books of H.M.S. "Nimrod" Campbeltown, for H.M.R.T. "Minona".

4. All engineering matters are dealt with by the Chief Marine Superintendent, Rescue Tug Service, Admiralty.

There are three Marine Superintendents:—

- (a) C/O the F.O.I.C., Glasgow, whose area covers Scotland with the exception of Campbeltown.
- (b) C/O F.O.I.C., Harwich, whose area is from Flamborough Head to Portland inclusive.
- (c) C/O the F.O.I.C., Cardiff, whose area is from the West of Portland to the Mull of Galloway.

The Maintenance Officer, Rescue Tugs, Campbeltown, fulfils the Marine Superintendents' duties at Campbeltown and for Northern Ireland.

The duties of the Marine Superintendents are to assist the appropriate Naval Authorities in these areas on all technical and other matters in connection with R.Ts., and in the care and maintenance of hawsers and special equipment in the Rescue Tugs. The Marine Superintendent for Scotland is responsible for all matters in connection with the commissioning of H.M. Rescue Tugs after being requisitioned or built in the U.K. Marine Superintendents may only deal direct with the Admiralty on technical matters. Marine Superintendents or Maintenance Officers, Rescue Tugs, will also be appointed to bases abroad to carry out the duties defined above, where the number of Rescue Tugs necessitates such a provision. Marine Superintendents are borne on the books of "President" for duty outside Admiralty.

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

*332.—Honours and Awards—“London Gazette” Supplement of 19th January, 1943

(H. & A.—28.1.1943.)

CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD,

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

19th January, 1943.

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

Motor Mechanic Herbert Caffrey, C/MX.76653.

For gallant and devoted services in rescuing survivors from a merchant ship damaged in convoy.

Acting Petty Officer Ernest William Andrews, C/JX.141549.

Acting Leading Stoker Albert Cromwell, C/KX.92665.

For great enterprise and resource in boarding a damaged merchant ship, and helping to bring her safely to port.

ADMIRALTY,

Whitehall, S.W.1.

19th January, 1943.

The KING has been graciously pleased to approve the following Awards:

For bravery and skill in successful patrols in H.M. Submarine “Thrasher”:

Bar to the Distinguished Service Order

Lieutenant Hugh Stirling Mackenzie, D.S.O., R.N.

The Distinguished Service Cross

Lieutenant Reginald Patrick Fitz-Gerald, R.N.

Lieutenant Ian Stewart MacIntosh, M.B.E., R.N.

Bar to the Distinguished Service Medal

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

The Distinguished Service Medal

Petty Officer Telegraphist George Davison, D/JX.136382.

Stoker Petty Officer William Musco, C/X.59506, R.N.R.

Stoker Petty Officer Charles Arthur Smith, P/KX.82170.

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

Acting Leading Seaman John Edwin Kennedy, D/SSX.19934.

Able Seaman Frank Ball, P/J.50360.

Able Seaman John McMillan, P/SSX.17756.

Mention in Despatches

Lieutenant James Newenham Elliott, R.N.

Lieutenant (E) Linnell Palk Barker, D.S.C., R.N.

Mr. George Charles Seagrove Morrell, Temporary Acting Warrant Engineer, R.N.

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

Acting Chief Petty Officer George Henry Charles Lamport, D.S.M., C/JX.133403.

Leading Signalman Wilfred Crichton, D/JX.143643.

Leading Steward James Sidney Arthur Beale, P/L.14524.

Stoker First Class Daniel Conroy, C/K.65009.

For gallantry, skill and devotion to duty in the face of persistent air attack in bringing their ship to port when she had been damaged.

The Distinguished Service Cross

Mr. Vincent Lindsey Lee, Commissioned Engineer, R.N.

The Distinguished Service Medal

Leading Cook William Garrett Hardy, C/MX.58483.

Sick Berth Attendant Norman Claude Morgan, P/MX.63887.

Mention in Despatches

Lieutenant-Commander William Frank Niemann Gregory-Smith, D.S.O., D.S.C., R.N.

Lieutenant Charles Edward Mytton Thornycroft, R.N.

Petty Officer Harold Douglas Smith, C/J.90313.

Stoker Petty Officer David Pennington, C/KX.75092.

Engine Room Artificer Fifth Class Colin Hulme, C/MX.101743.

Able Seaman Edgar Alan Cowdrey, P/JX.151195.

Able Seaman Harry Hambrook, C/JX.151488.

Able Seaman Douglas Ronald Victor MacDonald, C/JX.142940.

For courageous and devoted rescue work and for skill in shooting down two enemy aircraft, during the passage of an important convoy to Archangel through the dangers of ice and heavy seas, and in the face of relentless attacks by the Enemy:

The Distinguished Service Cross

Mr. Arthur James Knell, Chief Officer.

Mr. Edmund Ireland Whitewright, Chief Engineer Officer.

The Distinguished Service Medal

Boatswain James Kelly Thompson.

Mention in Despatches

Temporary Surgeon Lieutenant Richard Dennis Wilkins, M.R.C.S., L.R.C.P., R.N.V.R.

Temporary Sub-Lieutenant Ronald Maidstone King, R.N.V.R.

Temporary Acting Petty Officer Robert James Campbell, D/JX.181626.

For good service in boarding a damaged merchant ship, and helping to bring her safely to port:

Mention in Despatches

Lieutenant-Commander Dennis Harold Palmer Gardiner, D.S.C., R.N.

Temporary Lieutenant Gordon Osborne, R.N.V.R.

Leading Seaman Alexander Harry Talbot, C/JX.149171.

Signalman Robert Hamilton White, C/SSX.31621.

For good services in rescuing survivors from a merchant ship damaged in convoy:

Mention in Despatches

Temporary Sub-Lieutenant Thomas Ivor Williams, R.N.V.R.

Temporary Sub-Lieutenant Norman James Galbraith, R.N.V.R.

Able Seaman Maurice Steele, C/JX.155031.

Ordinary Seaman Roy Pattinson Dent, C/JX.211216.

For good service in defensively equipped merchant ships:

The Distinguished Service Medal

Acting Able Seaman Alexander Charles Pilbro, C/JX.238940.

Acting Able Seaman Warwick Radford Ward, 68977, South African R.N.V.R.

Acting Able Seaman Cyril Lawrence Henry Sorrel, 68580, South African R.N.V.R.

Mention in Despatches

Leading Seaman Cecil John Eley, P/JX.204893.

Acting Able Seaman Charles Frederick Wood, C/JX.249111.

For courage, endurance and determination in a raid on an enemy aerodrome in the Middle East:

The Military Medal

Marine John Francis Duggan, Ply.X.2834, R.M.

The KING has been graciously pleased to grant unrestricted permission for the wearing of the following decorations bestowed by the Queen of the Netherlands upon Officers and Men of the Royal Navy for their services to the Royal Netherlands Navy in the United Kingdom and the Far East:

*Order of Orange Nassau**Grand Cross*

Admiral Sir Martin Eric Dunbar Nasmith, V.C., K.C.B. (Retd.).

Admiral The Hon. Sir Reginald Aylmer Ranfurly Plunkett-Erne-Drax, K.C.B., D.S.O. (Retd.).

Acting Admiral Sir Geoffrey Layton, K.C.B., D.S.O.

Grand Officer

Vice-Admiral Sir Bruce Austin Fraser, K.B.E., C.B.
Rear-Admiral Arthur Francis Eric Palliser, D.S.C.

Commander

Captain (Commodore 2nd Class) John Augustine Collins, C.B., R.A.N.
Captain James Buller Kitson, D.S.O., R.N. (Retd.).
Acting Captain John Benjamin Heath, R.N.
Acting Commander Vincent Edward Kennedy, R.A.N.

Officer

Lieutenant-Commander Eric Vernon St. John Morgan, R.N.

Chevalier

Temporary Lieutenant Francis John Barnes, R.N.V.R.

Silver Medal

Yeoman of Signals Henry Jack Myall, P/JX.134200.

Bronze Medal

Signalman William Sullivan, C/J.64480.
Telegraphist Norman McLeod Murdock, C/WRX651.

The KING has been graciously pleased to grant unrestricted permission for the wearing of the following decorations bestowed by the King of the Hellenes for services with the Greek Air Force :

The Distinguished Flying Cross

Lieutenant Frederick Michael Alexander Torrens-Spence, D.S.O., D.S.C., R.N.

The KING has been graciously pleased to grant unrestricted permission for the wearing of the following decorations bestowed by the President of the United States upon Officers of the Royal Navy for their services in the North African Campaign :

The Distinguished Service Medal

Rear-Admiral Sir Harold Martin Burrough, K.B.E., C.B., D.S.O.
Captain (Commodore 1st Class) Thomas Hope Troubridge, R.N.

The Distinguished Service Cross

Captain Frederick Thornton Peters, D.S.O., D.S.C., R.N.

Amendments (where underlined> to previous Orders of Honours and Awards, under the headings shown :—

Distinguished Service Cross

A.F.O. 7/43.

For courage and skill in attacks on enemy shipping off the enemy coast.

Distinguished Service Medal

A.F.O. 5995/42

Acting Air Artificer Fourth Class Ronald Elliot, FAA/FX75057.

Engineman Joseph Fryirs, LT/KX/16969.

Stoker James Loudon Paris, LT/KX106150.

British Empire Medal

A.F.O. 5995/42

Stoker Donald William Rogers, P/SKX1013.

Mention in Despatches

A.F.O. 4236/42

Acting Lieutenant-Commander Arthur Ward McMullan, R.N.R.

Associate of the Royal Red Cross

A.F.O. 5/43

Lady Romayne Elizabeth Algitha Cecil, Supervising V.A.D., Nursing Member.

***333.—Honours and Awards—Royal Hellenic Navy**

(H. & A. 1034/42.—28.1.1943.)

The King has been graciously pleased to approve the following Honorary Appointment for the destruction of an enemy submarine :—

To be a Companion of the Distinguished Service Order

Lieutenant-Commander George Blessas, Royal Hellenic Navy, H.H.M.S.
"Queen Olga".

2. This Appointment will not be gazetted.

334.—Command of Officers Employed in a Rank below their own

(C.W. 43354/42.—28.1.1943.)

Any officers who are employed in a rank below that which they hold on the seniority list shall rank, in normal circumstances, according to the date on which they reached the rank in which they are being employed, e.g. a Vice-Admiral, employed in the rank of Rear-Admiral, ranks according to the date of his promotion to Rear-Admiral.

2. Retired Flag Officers re-employed in the rank of Commodore, R.N., or R.N.R., rank in accordance with the instructions given in A.F.Os. 1256/41 and 2345/41.

(A.F.Os. 1256/41 and 2345/41.)

335.—Officers and Men Temporarily Released from Naval or R.M. Service—Compulsory Enrolment in Home Guard

(N./S.V.423/42.—28.1.1943.)

The following amendment is to be made to A.F.O. 6367/42. paragraph 4 :—

Delete "Men employed in Drifters, etc., on ENG.6 Agreement", and substitute "Men employed in requisitioned small craft (fishing vessels, sloops, launches, motorboats, rescue tugs, etc.) at Naval Bases".

(A.F.O. 6367/42.)

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

(C.W. 48564/42.—28.1.1943.)

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

Adams, James William ...	... A/P.O. (Ty.)	... P/JX.160951
Burton, Norman Aubrey ...	... A/P.O. (Ty.)	... P/JX.163359
Cooke, Norman Reith ...	... A/P.O. (Ty.)	... P/JX.157630
Hathway, Godfrey Charles ...	... P.O. (Ty.)	... D/JX.153339
Kendall, John Beverly ...	... P.O. (Ty.)	... C/JX.145437
Marsh, Edward ...	... P.O. (Ty.)	... P/JX.156353
Thorpe, Samuel John ...	... A/P.O. (Ty.)	... D/JX.160097
Trethowan, Stanley Charles ...	... P.O. (Ty.)	... D/JX.151833.

(A.F.Os. 3289/40, 1638/42, 3851/42 and 5744/42.)

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

(C.W. 48564/42.—28.1.1943.)

The undermentioned promotion to the rank of Sub-Lieutenant (A), R.N., has been made, to date 1st January, 1943 :—

Dubber, Ronald Edward ... P.O. Airman ... FX.82261

2. The following candidates, who are not qualified Rating Pilots or Observers, will also be promoted to the rank of Sub-Lieutenant (A), R.N., with seniority of 1st January, 1943, subject to satisfactory completion of Pilot or Observer courses as detailed below:—

				Course
Burness, John Allen	...	A/P.O. Airman (Ty.)	FX.82783	Pilot
Cornish, George Frederick	...	A/P.O. Air Mech.	FX.75755	Pilot
French, John Charles Maurice	...	Air Artificer 4th Class	FX.75199	Observer
Robinson, Philip Viney	...	A/P.O. Airman (Ty.)	FX.77478	Pilot
Simpson, Harold Hubert	...	P.O. Airman	FX.77489	Pilot

(A.F.Os. 848/40, 1638/42 and 3351/42.)

338.—Ratings Failing for Temporary Commissions—Eligibility for Training as Pilots or Observers

(C.W. 932/43.—28.1.1943.)

A.F.O. 3740/42 does not apply to ratings who are recommended and volunteer for training as pilots or observers. Such ratings may, at any time after failing the Admiralty Selection Board or the Passing Out Board in H.M.S. "King Alfred" be recommended for Pilot or Observer training.

(A.F.O. 3740/42.)

339.—Temporary Accountant Branch Commissions—Only Accountant Branch Ratings to be Recommended

(C.W. 43637/42.—28.1.1943.)

With reference to A.F.O. 3462/41, in future only Accountant Branch ratings may be recommended for temporary Accountant Branch commissions. Ratings of other branches who have already been given C.W. Forms for temporary Accountant Branch commissions may, however, retain them but no new C.W. Forms (Accountant) are to be started for ratings in branches other than the Accountant Branch.

(A.F.O. 3462/41.)

*340.—Telegraphist Air Gunner, 2nd Class—Syllabus of Instruction and Examination for Non-substantive Rate

(N.26825/42.—28.1.1943.)

The general standard of Telegraphist Air Gunners, 2nd Class, has been under review, and it is realised that the organisation as laid down in A.F.Os. 2359/39 and 2768/40 is inadequate to meet the present situation.

2. The syllabus for Telegraphist Air Gunner, 3rd Class, Qualifying Course, is being revised (O.U. 6326) with the object of producing an efficient practical operator at the expense of instruction in more theoretical subjects. At the same time it is not possible to lower the standard of Telegraphist Air Gunner, 1st Class, in a similar manner, as these ratings are employed largely on instructional duties.

3. It therefore follows that if the qualifications of Telegraphist Air Gunners, 2nd Class, are to form a real intermediate step between Telegraphist Air Gunners, 3rd and 1st Class, it will be necessary to provide some definite form of instruction for candidates. It is not at present practicable to institute a special course for Telegraphist Air Gunner, 2nd Class, but in lieu of this a syllabus of instruction is given in Appendix I to this Order. This instruction should be organised by the Air Signal and Air Gunnery Officers of the Fleet and Naval Air Stations, and should form a prerequisite for taking the examination.

4. Furthermore, in order to ensure that the required standard for Telegraphist Air Gunners, 2nd Class, is maintained, the examination given in Appendix II to this Order has been made more comprehensive than hitherto.

5. Form S.445 is to be amended as necessary for Telegraphist Air Gunner, 2nd Class, in accordance with Appendix II of this order. A revised Form S.445 will be issued as soon as possible.

APPENDIX I

Syllabus of Instruction for Candidates for Telegraphist Air Gunner, 2nd Class

The instruction for candidates should be based mainly on the syllabus for Telegraphist Air Gunner, 3rd Class, as laid down in O.U.6326. This latter syllabus is comprehensive in outline but the time available in the Telegraphist Air Gunners, 3rd Class, course, restricts the amount of detail which can be taught on each subject. The instruction for candidates must therefore provide mainly a more detailed and advanced knowledge of the syllabus for Telegraphist Air Gunner, 3rd Class, rather than an increase in scope. The following notes are a guide to those portions of the syllabus laid down in O.U.6326 which will need to be amplified (in addition to any general revision necessary) in order to provide the higher standard of knowledge required for Telegraphist Air Gunner, 2nd Class:—

A.—Radio Theory—

A.C. Circuits.—Acceptor and rejector circuits; resonant condition; selectivity.

Coupled Circuits.—Types of coupling; critical coupling; band-pass effect.

Valves.—Triode; static characteristics; constants; idea of dynamic characteristic, inter-electrode capacity; tetrode; variable mu pentode.

Reception.—Purpose of detector; diode detector circuit and action (briefly); triode as a detector; circuit and action (briefly); reaction; C.W. reception.

Amplification.—Class "A" operation; equivalent circuit; V.A.F. bias methods (battery, auto, cathode); A/F and R/F voltage amplifier circuits; interstage coupling; R/F gain control; tetrode; variable mu pentode. Power amplification A/F output; matching transformer. Push-pull circuit; Class "A" and "B"; QPP valve and circuit. R/F power stage; Class "B" and "C"; idea of A.T.P. de-coupling circuits.

Super-Heterodyne Receiver.—Principle. Frequency changer valves simplified circuit. Image interference; how minimised. I.F. stages. Use of double-diode for detection and simple A.G.C. elementary idea of filters.

Valve Oscillator Circuits.—Phasing and feed-back. Self-bias by grid condenser and leak. Idea of "squegging".

Transmitters.—Master oscillator control. Piezo-electric property of quartz crystal. Crystal oscillator circuits; frequency limitation; frequency multiplication. The P.A. stage; keying; neutralising. Amplitude modulation; percentage and side-bands. Grid and anode modulation; basic circuits (simplified). Simplified circuit of typical transmitter.

Aerials.—Distributed L and C; resonant condition; half-wave aerials; quarter-wave (Marconi) aerials; tuning. Simple polar diagrams.

Propagation.—Ground and sky waves; ionosphere skip-distance. V.H/F. propagation; optical range.

D/F.—Rotating loop; polar diagram. Sensing; introduction of required "Vertical"; cardioid diagram. D/F errors.

B.—Radio technical and practical—

Operation of as many different types of equipment in general service as possible. Practical fault-finding on as many different types of equipment in general service as possible.

Installation of equipment in as many different types of aircraft as possible.

Performance and functions of all equipment in service and where fitted.

Care and maintenance of dry batteries and accumulators.

Bonding, screening and insulation tests.

Hangar tuning.

C.—Radio organisation and procedure—

W/T and R/T procedure in general, with practical exercises.

Spotting and bombardment procedure.

Duties of reconnaissance, shadowing, action observation, and A/S patrol aircraft.

Regional control.

R.A.F. radio aids to navigation.

Blind approach systems.

D.—*V/S.*—

Principal signal books and their uses.
Principal meanings of flags and pendants.
Naval aircraft code—thorough knowledge.
Coding exercises with recoding devices.

E.—*Air R.D.F.*—

Practical instruction on all air R.D.F. equipment in service.

F.—*Practical morse*—

Practical buzzer and flashing exercises as necessary to enable standard for Telegraphist Air Gunner, 3rd Class, to be maintained.

G.—*Armament*—

Mechanism, operation, stripping, clearing of stoppages and maintenance of Vickers G.O. and Browning guns.

Operation of cine camera guns and of Thompson, Lanchester and Sten machine carbines. Understand the interpretation of camera gun film results.

Theory of free gun shooting including relative methods of sighting and tracer firing. Free gun sights in use. Sight and gun alignment. Range estimation.

Free gun mountings (including turrets) in naval aircraft.

Aircraft pyrotechnics and small arms ammunition.

Aircraft recognition.

Air fighting and defensive tactics. Thorough knowledge of methods of fighting in use and employment of squadron lookouts.

APPENDIX II

Examination for Telegraphist Air Gunner, 2nd Class

(1) The examination is to be conducted by Fleet or Station Examination Boards convened by Commanders-in-Chief, or by Flag Officers commanding Naval Air Stations abroad, or by Rear-Admiral, Naval Air Stations for Naval Air Stations at Home. Commanders-in-Chief may delegate Flag Officers to appoint Squadron Boards where circumstances do not permit of all candidates appearing before a Fleet Board.

(2) The composition of the board and the method of conducting the examination rest with the convening authority, who will decide on the number of officers who are to comprise a board, and whether more than one board will be required.

Normally, the minimum examination board should be composed of:—

1 Lieutenant-Commander (Observer)—as President.

1 Lieutenant (Air Signals).

1 Warrant Air Officer (O) or a Chief or Petty Officer, Telegraphist Air Gunner, 1st Class.

(3) Normally, the examination is to be held three times a year, and ratings who fail to pass are not to be allowed to compete again for four months after first failure or for eight months after each subsequent failure.

(4) The papers for the written examinations are to be set by the Fleet or Squadron Examining Board for all candidates in the Fleet or Squadron, and by R.A.N.A.S. for Naval Air Stations at home. The practical examinations and tests are normally to be conducted by the Examining Board (*but see* paragraph 5).

(5) In view of the existing difficulties of conducting examinations in wartime, the following arrangements may be carried out when circumstances do not permit of the normal conduct of the examinations.

(a) *Written Examinations (A and B)*—The written papers to be set as indicated in paragraph 4 above, but the examinations are to be conducted in each candidate's ship or air station under arrangements made by the Commanding Officer—the sealed examination papers being opened at a fixed time.

(b) *Practical Examinations and Buzzer Test (C, D, E and G)*—May be carried out by ship or air station officers as soon as possible after the written examinations, and the results forwarded to the Fleet, Squadron, or Station Examining Boards for insertion in Form S.445.

(c) *Practical Radio Test in the Air (F)*—Where this test cannot conveniently be carried out, it may be substituted by a statement from the Commanding Officer of the ship or air station that the rating concerned is

thoroughly competent in the air and is fully capable of carrying out the test as laid down. This statement is to be forwarded to the Administrative Authority at the same time as Form S.445.

(6) Application to be examined is to be made on Form S.445 accompanied by the candidate's history sheet, and provided that a rating is successful in the examination, the date on which he applied will be the basic date of passing, for record and all other purposes. In order to provide a permanent record of their basic dates, candidates' applications are to be made in the normal service manner through the Request Book. The application on Form S.445 is to include a list of the types of radio and armament equipment with which the candidate has had practical experience.

(7) The result of the examination is to be entered on the Candidate's History Sheet and on Form S.445. The latter form is then to be forwarded to the candidate's ship or air station for the Commanding Officer to insert the basic date of passing, after which it is to be sent to the Commodore, R.N. Barracks, Lee-on-Solent, through administrative authorities. In the case of failure to pass the examination the form is to be retained with the candidate's papers for future reference.

(8) The syllabus for the examination is as follows:—

A.—*Written Examination on Radio, Theory and Technical.*—A written paper on radio, theory and technical, based on the syllabus of instruction for candidates given in Appendix I above.

B. *Written Examination on Radio Organisation and Procedure and V/S.*—A written paper on radio organisation and procedure and V/S, based on the syllabus of instruction for candidates given in Appendix I above.

C.—*Practical Examination in Coding.*—A practical examination in coding requiring a thorough knowledge of the Naval Aircraft Code and the employment of recoding devices.

D.—*Practical Examination on Radio Equipment.*—An oral examination on all radio equipment in general service in the Fleet Air Arm, including Air R.D.F. equipment, based on the syllabus of instruction for candidates given in Appendix I above. All candidates will not have had equal opportunities of gaining practical knowledge of every type of equipment in general service, and this should be taken into account when conducting the examination (*see* paragraph 6 above). A high standard is required on all the equipment with which a candidate has had experience, and the examination is to include a test of practical faultfinding in an aircraft.

E.—*Practical Buzzer Test.*—A buzzer test of the same standard as for Telegraphist Air Gunners, 3rd Class, course.

F.—*Practical Radio Test in the Air.*—A practical radio test to be carried out in the air as follows:—

Candidate to tune with a controlling aircraft on a high frequency when both are airborne, exchange messages on R/T, shift back to W/T, open to 60 miles from controlling aircraft and remain at this distance.

Controlling aircraft then to order shift to a medium or low frequency; candidate to pick up signals from controlling aircraft, tune to them, and establish communication. Examining officer to satisfy himself that tuning is accurate.

Controlling aircraft then to order shift to a second high frequency, candidate to establish W/T communication as before.

Coded messages or enemy reports to be exchanged on each frequency, at least one message and reply requiring the employment of a recording device.

The candidate to show a complete log immediately upon landing, and to have used correct procedure throughout. When assessing the examination results, the examining officer should bear in mind the conditions prevailing at the time, and should not penalise a candidate for breakdowns which cannot be remedied in the air.

G.—*Oral Examination in Armament.*—An oral examination in armament based on the syllabus of instruction for candidates given in Appendix I above. All candidates will not have had equal opportunities of gaining

practical knowledge of the different types of equipment in general service, and this should be taken into account when conducting the examination (see paragraph 6 above). A high standard is required on all equipment with which the candidate has had experience.

(9) The standard required to pass the examination is as follows:—

In each of the written and practical examinations (A, B, C, D and G) 80 per cent. is required in order to pass.

In the practical buzzer test and radio test in the air (E and F) no marks are to be awarded. Candidates are to be "passed" or "failed".

(A.F.Os. 2359/39 and 2768/40—not in annual volume—are cancelled.)

*341.—Telegraphist Air Gunner, 1st Class—Course

(N. 26825/42.—28.1.1943.)

With reference to A.F.Os. 1659/39 and 1222/39 the course for the non-substantive rate of Telegraphist Air Gunner, 1st Class, will be arranged as follows:—

(a) At the Naval Air Signal School, R.N. Air Station, Arbroath. Specialised instruction of a high standard in theoretical and practical W/T, R/T and aircraft R.D.F. Length of course, 14 weeks.

(b) At the Air Armament School, R.N. Air Station, St. Merryn. Advanced instruction in Air Gunnery. Length of course, 3 weeks.

The total length of the course is, therefore, 17 weeks.

2. The syllabus of the course is laid down in O.U. 6326—"Syllabuses of courses for the training of Naval Flying Personnel".

3. Application for the course is to be made on Form S.445.

(A.F.O. 1222/39—not in annual volume—A.F.O. 1659/39.)

(A.F.O. 2359/39—not in annual volume—is cancelled.)

*342.—Air Artificer—Transfer of Electrical Artificers

(N. 26521/42.—28.1.1943.)

With reference to paragraphs 1 and 5 of A.F.O. 6255/42, introducing the rating of Air Artificer (L.O.), combining electrical and ordnance duties, the following instructions are promulgated for the transfer of Electrical Artificers:—

(a) those who are now serving in the F.A.A. will be given the option of transferring to Air Artificer (L.O.) for future employment with naval aircraft;

(b) those who have at any time served in Carriers or at Naval Air Stations, and who volunteer, will be placed on a roster and transfer effected as required.

2. Electrical Artificers who are accepted and are transferred to Air Artificer (L.O.) will count their former service in the Electrical Artificer Branch as service in the equivalent rating of the Air Artificer Branch.

3. Names and other particulars of Electrical Artificers who volunteer for transfer to Air Artificer (L.O.) should be reported to the Commodore of the man's depot who will approve transfer and arrange relief as necessary for men serving as indicated in paragraph 2 (b) above, at the same time informing the Commodore, R.N. Barracks, Lee-on-Solent, and the Captain, H.M.S. "Vernon."

(A.F.O. 6255/42.)

Cancelled by 343.—Training of New Entries—Syllabus

(N./T.S.D. 1600/42.—28.1.1943.)

The following Syllabus for Part I and Part II training of Hostility Only Ordinary Seamen, is to be substituted for that laid down in A.F.O. 4364/41.

2. The object of the Course is to produce in ten weeks a clean, fit and disciplined man with sufficient knowledge to enable him to pick up the duties of a seaman after a short period of practical experience at sea.

3. Facilities for practical seamanship vary in the different establishments; the amount of time devoted to each subject is, therefore, left to the discretion of Commanding Officers of Establishments.

SYLLABUS

Part I. Disciplinary training (5 weeks)

Kitting up.
Establishment lectures (i.e., Executive and Divisional Officers, Doctor, Chaplain, etc.).
Lectures on ships.
Ship's geography.
Organisation—watches, divisions, routine, etc.
Ranks and ratings.
Duties of sub and non-sub ratings.
Messing, canteen, leave, censorship.
Welfare—pay, requests, complaints, messing, canteen.
W.T. doors and fittings.
Saluting, squad-drill (Handbook of Field Training, Part I).
Boats and boat pulling.
Simple knots.
Simple naval terms and abbreviations.
Muster kit.
Hammocks.
Washing clothes.
Methods of communication, messages, telephones, voice pipes, etc.
2-day Passive Defence Course.
Range, Musketry and Field Training if time permits.

Part II. Technical Course for Seamen Ratings (5 weeks)

(a) Seamanship (2½ weeks)

Organisation

Organisation of a ship's company.
Duties of Officers and Petty Officers.
Nautical terms.
Brief explanation of fire and collision stations.
W/T doors and hatches and their markings.
Communications, passing messages by telephone and voicepipe.

Compass and Wheel

Wheel orders. Telegraphs and revolution indicators.
Bow, beam and quarter bearings for look-out duties.
Bow, steaming and anchor lights.
Brief description of lead and line.

Rigging

Simple bends, hitches and splices.
Throwing heaving lines—practical.
Tackles in common use.
Hawsers.
Securing hawsers and painters.
Brief description of P.Vs.

Boat Work

As much practical boat pulling as facilities permit.
Boats and boats' gear. Boat's falls.
Sea boat, securing, lowering and hoisting.

Anchors and Cables

Brief description of gear on the forecastle.
Method of letting go and weighing anchor.

(b) Gunnery (2½ weeks)

Field training, musketry and assault course	3½ days
Gun drill (mainly at battle teacher)	3½ days
Maintenance of armament	1 day
Ammunition	1 day
Fire control	1 day
Look-out duties (A.A. and surface)	1 day
Aircraft recognition	1 day
Examination	½ day

12½ days

(b) *Gunnery* (2½ weeks)—contd.*Field Training*

Handbook of Field Training, Part I. Brief resume.
Handbook of Field Training, Part III. (Sections 1-26, 36, 38.)

Musketry

Lecture on rifle shooting.
Instruction on rifle.
0·22 practices.
0·303 practices if range available and time permits.

Assault Course

Details to be forwarded by H.M.S. "Excellent".

Maintenance of Armament

Importance of cleaning working parts before superficial brightwork.
Elementary principles of lubrication.
Care in painting to avoid painting over grease nipples, and working parts.
Importance of not leaving metal polish tins, cotton waste, etc., in way of machinery, hoists, breech mechanisms, etc.
Practical demonstration on a gun of what points to examine and test.
Importance of reporting defects at once.

Ammunition

Sequence of events from time of firing to time of burst with Q.F. gun, firing H.E.T.F., H.E.D.A. and S.A.P., e.g. electric or percussion primer—cordite in brass cartridge, pressure built up in gun to propel shell, time fuze causes shell to burst.
Ditto, with B.L. gun.
Care in handling ammunition, tubes, etc.
Magazine regulations re smoking material, cleanliness in magazine, magazine shoes.
Practical filling of ·303 Lewis magazines, Oerlikon drums, 2-pdr. belt filling machine.

Fire Control and Director

Standardised method of passing orders.
Communication drill, using telephones.
Brief description of function of principal gunnery control positions, i.e., director, control position, T.S., turret, rangefinders.
Brief description of how elevation and bearing of target are transmitted to receivers at guns and of how range and deflection are added in T.S.
How to set a sight.
Care of instruments.

Gun Drill

Brief demonstration of how to work the breech at B.L. and Q.F. gun.
Demonstration of how to set a fuze.
Gun drill at 4-in. B.L. and/or Q.F. guns.
Battle teacher runs.
Drill at Oerlikon.

Look-out Duties (O.U. 5532 (40))

Duties of A.A. look-out.
Method of sweeping (A.A. look-out).
Method of sweeping (surface look-out).
Method of reporting.
Care of binoculars.
Focussing and use of binoculars.

Aircraft Recognition

Introductory lecture.
Introductory film—Part 10 and 11.
1st line German types (very briefly).
Luftwaffe film.

Physical and Recreational Training

P. and R.T. is to be included throughout the course.

Commanding officers when arranging their time-table of instruction should aim at devoting to physical training approximately one-seventh of the total instructional time available.

(A.F.O. 4364/41.)

***344.—Applications for Secondment to South African Naval Force—Procedure**

(N. 23640/42.—28.1.1943.)

Applications for secondment to the S.A.N.F. are to be dealt with in the same way as applications for loan to Dominion Navies. Requests should not be forwarded to the Admiralty, but to the Commodore of the man's depot in accordance with paragraph 3 of A.F.O. 1823/37.

2. Ratings applying should be warned that the chances of acceptance are slender in view of the small number of R.N. ratings required for service with the S.A.N.F.

(A.F.O. 1823/37.)

***345.—Marriage Allowance—Allowances for Step-Children eligible for Service Pension and Contributory Acts Pension in respect of Deceased Father**

(N./P.M. 2037/41.—28.1.1943.)

Service Pensionary Allowance and Contributory Pensions Acts Allowance are not payable concurrently, and the issue of the former debars the payment of Children's Allowance under the Naval Marriage Allowance Regulations, except when this is greater than the Service Pension. In the latter event, the excess of Children's Allowance over Service Pension has hitherto been payable.

2. As from 11th June, 1942, where step-children, etc., are eligible for Service Pension and would be eligible for Contributory Acts Pension in respect of their deceased father, if there were no Service pension, and when the rate of Children's Allowance normally payable under the Naval Marriage Allowance Regulations added to the rate of Contributory Acts Pension Allowance exceeds the rate of Service Pension Allowance, the excess will be paid from Naval Funds as Children's Allowance.

3. Applications for additional allowances for step-children who may be considered eligible under this concession should be made by the Naval personnel concerned to the Director of Navy Accounts (in the case of Naval and Marine Officers and Naval Ratings) or to the appropriate R.M. Division (in the case of R.M. other ranks). The name and particulars of the deceased father in respect of whom pensions are payable should be stated.

4. K.R. & A.I. will be amended.

***346.—Lower Deck Ratings—Allowances for Wives about to become Mothers**

(N. 1228/42.—28.1.1943.)

Wives (except St. Helenans) in receipt of Marriage Allowance, and unmarried dependants living as wives in receipt of Special Dependants Allowance, may be paid for an expected child an allowance for the last 13 weeks of pregnancy. The allowance for the expected child will be at the ordinary rate of Children's Allowance. If the birth is late the allowance will continue. No payment will be made for any period prior to 3rd December, 1942.

2. Application for this allowance should be made to the Director of Navy Accounts (Branch 9), Bath, or the Royal Marine Division concerned, not earlier than four months before the anticipated birth of the child, on Army Form O.1700-17 which may be obtained at any Post Office, and ratings should tell this to their wives where necessary.

3. It is necessary that the certificate in Army Form O.1700-17 as to the expected date of birth of the child should be signed as directed in the Form.

347.—Invaliding of Amputation Cases

(M.D.G. 712/43.—28.1.1943.)

Cases of amputation are not to be brought forward for invaliding until the artificial limb has been fitted.

This is applicable to Non-Attributable as well as Attributable cases.

(Instructions for R.N.H., Articles 406, 588.)

348.—Tenders—Declaration and Alteration of Allotments

(D.N.A. 20391/42.—28.1.1943.)

In cases where serious delay is likely to occur in the declaration, alteration or stoppage of an allotment if the usual procedure is carried out, tenders which are absent from their Accountant Base or parent ship, refitting, or on special service, are to render forms S.63D in quadruplicate, two copies being sent direct to the Director of Navy Accounts (Branch 9), Bath, for immediate action and one to the Accountant Officer of the parent base. Forms S.63D sent in this way are to be serially numbered and marked "Issued under A.F.O. 348/43" and great care is to be taken in ships in filling them up. The name of the parent ship should be shown and the forms forwarded under covering reference.

The Director of Navy Accounts will take action on S.63D and forward one copy to the base or parent ship which will then render the appropriate forms S.63, S.54, etc. marked "Confirmatory, A.F.O. 348/43" to the Director of Navy Accounts in confirmation and inform the ship of action taken.

2. Care should be taken to reduce or increase regular advances of pay and to amend pay and indentify books (S.43a) as requisite, necessary notification being made to the base or parent ship.

349.—Losses of Pistols, etc.

(A.S. 955/43.—28.1.1943.)

It will be noted from A.F.O. 137/43 that in respect of Service losses of Pistols and other Naval Armament Stores the *normal* amount to be recovered is the vocabulary price exclusive of any percentage.

2. This amount in the case of Pistols Revolver No. 1 is £5.

(A.F.O. 137/43.)

A.Y.O. 2129/45 *350.—W.R.N.S.—Age Limit for Promotion to Officer Rank

(C.W. 41268/42.—28.1.1943.)

W.R.N.S. ratings will in future be eligible for promotion to officer rank (Acting 3rd Officer) on reaching the age of twenty provided they have completed one year's service in the ranks.

2. The ruling whereby ratings may be promoted at the age of 20½ after six months' service still applies, but no officer will be confirmed in rank as Third Officer until attaining the age of 21.

(A.F.O. 4863/42.)

351.—W.R.N.S.—Transfer Between Categories

(N.16291/42.—28.1.1943.)

With reference to A.F.O. 5760/42, paragraphs 5 and 6, the powers of Commanders-in-Chief to approve transfers from or to the categories concerned may be delegated to Superintendents, W.R.N.S., of Commands.

2. The procedure for transfers from or to F.A.A. categories is laid down in A.F.O. 352/43.

(A.F.Os. 5760/42 and 352/43.)

A.Y.O. 2610/45 352.—W.R.N.S.—F.A.A. Categories—Procedure

(N. 27983/42.—28.1.1943.)

The following instructions are promulgated for information and guidance in amplification of A.F.O. 5648/42 :—

1. Channels of Communication—

(a) Demands for W.R.N.S. personnel of F.A.A. categories are to be made by commanding officers to Commodore, R.N. Barracks, Lee-on-Solent.

(b) A request from a W.R.N.S. rating of a F.A.A. category for transfer from one air station to another, if approved by the commanding officer, is to be forwarded by him to the Commodore, R.N. Barracks, Lee-on-Solent. Superintendents, W.R.N.S., concerned are to be notified by the W.R.N.S. Drafting Officer (Air) when the transfer has been arranged.

(c) A request for transfer from a general service to a F.A.A. category, e.g., from coder to photographic assistant, is to be forwarded by the commanding officer to the Superintendent, W.R.N.S., of the command, who will pass it to the Commodore, R.N. Barracks, Lee-on-Solent, with her recommendation. If the transfer requires the sanction of the Admiralty, the commodore will submit the application accordingly through R.A.N.A.S. (A.F.O. 5760/42 as amended by A.F.O. 351/43).

(d) A request for transfer from a F.A.A. to a general service category is to be forwarded by the commanding officer to the Commodore, R.N. Barracks, Lee-on-Solent, who will pass it to the Superintendent, W.R.N.S., of the command for approval or submission, where necessary, to the Admiralty through the C.-in-C. (See paragraph (c) above.)

2. Advancement—

Forms B.13(W) will be issued to commanding officers by the Commodore, R.N. Barracks, Lee-on-Solent, and will not pass through Superintendents, W.R.N.S. Commanding officers are, therefore, to inform Superintendents, W.R.N.S., when ratings of F.A.A. categories in their commands have been advanced.

3. Leave—

The authority for granting leave, whether ordinary, compassionate or unpaid, will be as for general service W.R.N.S. ratings but the Commodore, R.N. Barracks, Lee-on-Solent, is to be notified :—

(a) if a relief is required ;

(b) when unpaid leave has been granted, in order that seniority on the advancement roster may be adjusted. (A.F.O. 3373/42).

4. Miscellaneous—

The following particulars are also to be notified to the Commodore, R.N. Barracks, Lee-on-Solent, in respect of W.R.N.S. ratings of F.A.A. categories, for record purposes :—

(a) Changes of name on marriage.

(b) Discharges.

(c) Names of volunteers for overseas service (A.F.O. 4724/42).

(d) Change of next of kin or address.

(A.F.Os. 3373/42, 4724/42, 5648/42, 5760/42 and 351/43.)

353.—W.R.N.S.—Dental Arrangements

(N. 26167/42.—28.1.1943.)

It has been decided to waive the dental standard for entry into the W.R.N.S. A form containing the following statement is to be forwarded to each recruit with her calling-up letter. 'I agree to undergo such dental treatment after entry as may be considered necessary to maintain health and service efficiency'.

2. On joining the training establishment, mobile ratings will be eligible for necessary dental treatment at the public expense under the same general conditions as Naval personnel entered for the period of hostilities, including the provision or remodelling etc., of dentures if necessary ; but during their probationary period treatment will normally be restricted to the relief of pain and the remedy of contagious dental disease. Extensive operative treatment involving the subsequent provisions of dentures, or appliance work other than necessary minor repairs to existing dentures, will be deferred until the candidate has been finally enrolled.

3. Immobile ratings will be subject to the same regulations as mobile ratings, except that they will not be given any dental treatment until they have been enrolled.

4. Treatment will ordinarily be obtained at Service Dental Centres and the employment of local civilian dental practitioners on a fee basis at the approved rates, and subject to the general conditions laid down for the treatment of Naval ratings should only be resorted to if normal Service facilities are not available. In such cases extensive treatment or the supply of dentures or remodelling of dentures should not be proceeded with without prior written approval by the Medical Director-General of the Navy, of the proposed treatment and its estimated cost.

5. With reference to paragraph 7 of A.F.O. 2022/42, mobile probationers undergoing treatment for the remedy of contagious dental disease will be entitled to pay during the material period.

6. Officers of the W.R.N.S. are not eligible for the supply, remodelling or repair of dentures at the public expense except to remedy the effects of an injury sustained on duty as the result of an accident directly attributable to the Service.

(A.F.O. 2022/42.)

(A.F.Os. 4503/41—not in annual volume—and 446/42 are cancelled.)

A.F.O. 2425/45 354.—W.R.N.S.—Good Conduct Badges

(N.24557/41.—28.1.1943.)

The grant of Good Conduct Badges, with pay at the rate of 2d. a day, has been approved for ratings of the W.R.N.S.

2. The conditions of the grant are to be generally in line with those for naval personnel as laid down in K.R. & A.I., Articles 526 and 527, clauses 1-6 (K.R. 2/39), and the form of the badge will be the same as for naval ratings, except that it will be in blue. As W.R.N.S. ratings cannot be awarded a lower character assessment than "Fair", clause 6 (c) of K.R. & A.I., Article 527, will not be applicable.

3. The date from which the initial qualifying period of three years is to commence is 3rd September, 1939, or the date of entry on full time duty, whichever is the later.

4. Time served in the A.T.S. and/or W.A.A.F. during the present war will be allowed to reckon under the general provisions of K.R. & A.I., Article 532 (K.R. 2/39) governing the counting of former Army and/or R.A.F. service towards the acquisition of Good Conduct Badges by naval ratings.

5. A rating, W.R.N.S., may be deprived of a Good Conduct Badge or Badges as a punishment. The power to award this punishment rests with the Commanding Officer of the establishment and may not be delegated. A warrant is not required, but a written record giving dates and full particulars of the offence and punishment awarded is to be made and signed by the Commanding Officer and is to accompany the Quarterly Punishment Return (Form S. 181). Deprivation will necessitate the award of a character assessment not higher than "Good" (A.F.O. 2849/42).

6. Restoration of badges may be granted in accordance with the rules in K.R. & A.I., Article 564 (K.R. 2/39).

7. The date of commencement of "V.G." conduct is to be inserted in the space headed "Remarks on Conduct" on the old form of W.R.N.S. Conduct Sheet (S.1523) and in the space provided on the revised form (A.F.O. 5097/42). If the date differs from that which would normally appear from the Service Certificate, the date is to be inserted in red ink.

8. Badge notations are to be recorded on the Service Certificate in the three columns reserved for character and efficiency assessments, the last six lines being utilised as follows:—

1st line for heading	...	Good Conduct Badges.
2nd line for sub-headings—Date	1st, 2nd, 3rd	Granted Deprived Restored.
3rd-6th lines for notations.		

(K.R. & A.I., Articles 526, 527, 532 and 564.)

(A.F.Os. 2849/42 and 5097/42.)

(A.F.O. 4865/42 is cancelled.)

355.—Aircraft Recognition Films—Distribution

(N/T.S.D. 957/42.—28.1.1943.)

A new series of Aircraft Recognition films is in process of preparation by the War Office in co-operation with the Admiralty. The films are available in 35 mm. and 16 mm. under the general terms of A.F.O. 3334/42.

2. Distribution to Naval authorities is proceeding according to the priority outlined in the following appendix. A list of the films is also appended.

3. This distribution is based on the principle of providing the widest possible coverage to ensure that all units have every chance of seeing these films (or those parts most useful to them) on the greatest possible number of occasions. It is considered that in addition special showings of these films are ideal for inserting in recreational programmes. They should be utilised to the maximum possible extent.

4. Any base or depot ship or authority not listed in the appendix requiring copies should apply direct to The Director of Training and Staff Duties, Admiralty, in accordance with A.F.O. 3334/42, paragraph 8, stating size required.

5. Any ship or authority not listed in the appendix but possessing copies should report the fact to D.T.S.D., Admiralty.

6. Any ship or authority receiving duplicate or redundant copies that cannot be put to good use locally should return them to the Superintending Naval Store Officer, The Naval Instructional Film Library, Britannia Yard, Neasden Lane, London, N.W.8, D.T.S.D. Admiralty, being informed.

APPENDIX

	No. of Copies	No. of Copies
C-in-C., Home Fleet	4	R.N. Base, Trincomalee 1
C-in-C., Eastern Fleet	6	R.N.B., Portsmouth 1
C-in-C., South Atlantic	1	R.N.B., Chatham 1
C-in-C., Portsmouth	2	R.N.B., Plymouth 1
C-in-C., America and West Indies	2	H.M.S. "Collingwood" 1
F.O.I.C., Falmouth	1	H.M.S. "Royal Arthur" 1
Admiral Commanding Orkneys and Shetlands.	1	H.M.S. "St. George" 1
F.O.I.C., Greenock	1	H.M.S. "King Alfred" 1
F.O.I.C., Belfast	1	H.M.S. "Bulolo" 1
F.O.I.C., Newcastle-on-Tyne	1	H.M.S. "Vectis" 1
F.O.I.C., London	1	H.M.S. "Glasgow" 1
F.O.I.C., Liverpool	1	H.M.S. "Nimrod" 1
N.S.O., Simonstown	1	R.N.C., Greenwich... .. 1
R.N. Base, Peterhead	1	H.M.S. "Excellent" 2
F.O.I.C., Portland	1	Capt. (G), Devonport 2
R.N. Base, Grimsby	1	Capt. (G), Chatham 2
R.N. Base, Colombo	1	R.A., Scapa 1
Capt. (D), Londonderry (H.M.S. "Sandhurst").	1	A/A Range, Ainsdale 1
Capt. (D), Greenock	1	A/A Range, Alexandria 1
H.M.S. "Medway"	1	R.M.B., Stonehouse 1
H.M.S. "Forth"	1	R.M.B., Eastney 1
H.M.S. "Iron Duke"	1	R.M.B., Chatham 1
H.M.S. "Cochrane"	1	R.M. Depot, Exton 1
H.M.S. "St. Angelo"	1	R.M. Camp, Townhill 1
H.M.S. "Nile"	1	H.M.S. "Glendower" 1
H.M.S. "Afrikander"	1	H.M.S. "Wellesley" 1
H.M.S. "Edinburgh Castle"	1	Staff Officer, D.E.M.S., London ... 1
H.M.S. "Malabar"	1	Staff Officer, D.E.M.S., Cardiff ... 1
H.M.S. "Lochailort"	1	Staff Officer, D.E.M.S., Liverpool ... 1
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port.		R.N. Camp, Stockheath ...	1
Staff Officer, D.E.M.S., Swansea	1	New Barracks, Gosport ...	1
Staff Officer, D.E.M.S., Sunderland	1	R.N.C., Dartmouth ...	1
Staff Officer, D.E.M.S., Manchester	1	H.M.S. "Blenheim" ...	1
Staff Officer, D.E.M.S., Greenock	1	H.M.S. "Cabbala" ...	1
Staff Officer, D.E.M.S., Lyness ...	1	H.M.S. "Cabot" ...	1
Staff Officer, D.E.M.S., South-	1	H.M.S. "Colombia" (R.N.N.) ...	1
hampton.		H.M.S. "Scotia" ...	1
Staff Officer, D.E.M.S., Gibraltar	1	H.M.S. "Trelawney" ...	1
Staff Officer, D.E.M.S., Alexandria	1	H.M.S. "Tyne" ...	1
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town.		H.M.S. "Europa" ...	1
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Staff Officer, D.E.M.S., Bermuda	1	H.M.S. "Northney I" ...	1
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Staff Officer, D.E.M.S., Madras ...	1	Milford Haven ...	1
Staff Officer, D.E.M.S., Colombo	1	H.M.S. "Northney II" ...	1
Staff Officer, D.E.M.S., Cumber-	1	H.M.S. "Northney III" ...	1
land.		R.N.A.S., Evanton ...	1
H.Q., Maritime Regt., R.A. ...	6	H.M.S. "Adventure" ...	1
H.M.S. "Marshal Soult" ...	1	F.O.I.C., Ceylon ...	1
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H.M.S. "Beaver" ...	1	H.M.S. "Vienna" ...	1
N.O.I.C., Swansea ...	1	H.M.S. "Leigh II" ...	1
H.M.S. "Lochinvar" ...	1	H.M.S. "Caroline" ...	1
H.M.S. "Western Isles" ...	1	H.M.S. "Beaver III" ...	1
H.M.S. "St. Christopher" ...	1	H.M.S. "Ferret" ...	1
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Capt. (D), 16 ...	16 mm. 2	Grimsby.	
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Aultbea.		Staff Officer, D.E.M.S.,	16 mm. 1
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		R.N. Base, Granton	16 mm. 1

LIST OF FILMS

(See also A.F.O. 3334/42)

A.32—Recognition of Aircraft—

	Showing Time in Mins.		Showing Time in Mins.
Series II		Series II—contd.	
Part 10—Introduction I ...	9	Part 41—Focke Wulf 200K ...	6
Part 11—Introduction II ...	9	Part 42—Lancaster	
Part 12—Spitfire ...	6	Part 43—Defiant (supplied by special request only).	
Part 13—Hurricane ...	6	Part 44—Focke Wulf 190	
Part 14—Beaufort ...	7	Part 45—Skua (supplied by special request only).	
Part 15—Hudson III ...	8	Part 46—Mosquito	
Part 16—Anson I ...	6	Part 47—Sunderland III	
Part 17—Blenheim IV and Ju.88.	6	Part 48—Liberator II	
Part 18—Heinkel III, Mark V	6	Part 49—Fulmar	
Part 19—Dornier 172 incorpo- rating 215.	6	Part 50—Catalina and Dornier 18K	
Part 20—Junkers 52 ...	6	Part 51—Dornier 217E	
Part 21—Airacobra ...	6	Part 52—Albamarle	
Part 22—Typhoon ...	6	(a) Part 53—Master III	
Part 23—Manchester ...	6	Part 54—Mustang	
Part 24—Junkers 87B ...	7	Part 55—Albacore	
Part 25—Me.109E, Me.109F... 6		Part 56—Heinkel 177	
Part 26—Martlet ...	6	(a)*Part 57—Horsa (Glider)	
Part 27—Tomahawk I (includes shots of Kittyhawk and Mohawk).	6	Part 58—Baltimore	
Part 28—Wellington I.C. ...	6	(a) Part 59—Vigilant and Fieseler 156	
(a) Part 29—Gotha Glider D.F.S. 230.	6	(a) Part 60—Focke Wulf 189	
Part 30—Stirling ...	7	Part 61—Vengeance	
Part 31—Halifax and Junkers 90.	8	Part 62—Mitsubishi T.96 Navy Bomber.	
Part 32—Maryland I and II... 6		Part 63—Mitsubishi T.97 Army Bomber.	
Part 33—Heinkel 115... 6		Part 64—Mitsubishi T.00 Navy Fighter.	
Part 34—Boston I and II ... 6		Part 65—Macchi C.202	
Part 35—Beaufighter I and II 6		Part 66—Mitchell (North American B.25).	
Part 36—Me.110 (insert of 210) 6		Part 67—Re 2001	
Part 37—Hampden I ... 6		Part 68—Lightning	
Part 38—Whitley V ... 6		*Part 69—Barracuda	
Part 39—Fortress ... 6		Part 70—Aichi T.99	
Part 40—Lysander and Hen- schel.	6	Part 71—Henschel 129	

* Films "starred" must be treated on an "Official Use Only" basis.

(a) Films marked "(a)" are for showing to Fleet Air Arm, Royal Marines and Combined Operations personnel only.

Quiz Films—

(Note.—These films show flying shots of aircraft, each film covering five aircraft. They will be used for testing the training given by the individual aircraft recognition films and also for more advanced training.)

	Showing Time in Minutes
Part 101—Quizcraft I. Spitfire, Hurricane, Ju.88, Blenheim IV, Halifax.	10
Part 102—Quizcraft II. Hudson, Tomahawk, Airacobra, Wellington, Ju.87B.	9
Part 103—Quizcraft III. Defiant—Catalina, Beaufighter, Stirling, Manchester.	
Part 104—Quizcraft IV. Me.109E, Boston III, Maryland, Sunder- land, Whitley.	
Part 105—Quizcraft V. Mustang, Fulmar, He.IIIK, Beaufort, Me.110.	
Part 106—Quizcraft VI. Typhoon, Lancaster, Ju.52, F.W.190, Mosquito.	

Series III. Air Ministry Films (supplied by special request only).

C.241—Hampden	C.296—Buffalo
C.286—Botha	C.298—Caproni 310
C.287—Savoia S.79	C.299—Chesapeake
C.288—Breda 65	C.300—Fiat B.R.20
C.289—Savoia S.81	C.301—Fiat C.R.42
C.290—Cant Z.1007	C.302—Fiat G.50
C.291—Breda 88	C.303—Macchi
C.292—Boston	C.304—Test Reel 1
C.293—Cleveland	C.305—Test Reel 2
C.294—Fulmar	C.306—Test Reel 3

(A.F.Os. 3334/42 and 3595/42.)

*356.—Navy, Army and Air Force Institutes—Lower Deck Representative for
Home Fleet

AFO. 1560/43

(V.4648/42—28.1.1943.)

E. A. 1st Class Arthur S. Willicrap, Official number D/M. 38492, has been elected Lower Deck Representative for the Home Fleet at the Headquarters of the Navy, Army and Air Force Institutes for 12 months commencing 1st January, 1943, in succession to Chief Petty Officer Frederick A. French, Official number D/J.94677.

(A.F.O. 4944/41—Not in Annual Volume.)

Section 3.—G., T., N., E., etc., & STORES; HULL,
EQUIPMENT & FITTINGS357.—Director Firing Gear—Type P Sight—Modification to provide positive locking
on Starter Switch."Dido" and "Fiji" classes, "King George V" class, "M" and "L" Class
destroyers where fitted

(G. 015478/42.—28.1.1943.)

It has been found that the switch for starting the type P sight oil unit gyro may as at present arranged be disturbed accidentally from its "off" position.

2. This may cause the gyro to run up independently of the oil motor from which the gyro receives its lubricant. Overheating and ultimate seizure of the gyro bearings may then occur if the oil motor is not periodically run in accordance with the instructions given in C.B. 1925 (14).

3. A revised design of locating plunger and strip has therefore been prepared for fitting to the starting switch in lieu of the present semi-positive detent gear.

4. Sets of parts for converting all switches at present in service are being obtained under contract and will when made be supplied without demand to all ships and establishments concerned.

A.F.O. Diagram 31/43 (1-2) shows the arrangement and details of the new items which will be supplied.

5. In the meantime suitable precautions should be taken for the protection of the switch arm against possible disturbance from contact with the clothing of personnel who may be in the vicinity or passing to their respective positions.

(C.B. 1925 (14))

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

358.—Rangefinders—Types F.M.7, F.M.9, F.X.4, F.X.5.—Fitting of New Design of Adjustable Head Rest
Ships concerned

(G. 8334/42.—28.1.1943.)

A new design of adjustable head rest suitable for rangefinders of the above types has been developed.

2. These new head rests are to be fitted to the rangefinders as specified below. Sets will be issued to ships and authorities concerned and are to be fitted by ships' staff in accordance with A.F.O. Diagram 29/43, which also contains instructions for fitting. The sets comprise two head rests for each rangefinder, types F.M.7 and F.M.9 and one head rest for each rangefinder, types F.X.4 and F.X.5.

3. The ships, authorities and rangefinders concerned are as follows:—

<i>Reg. No.</i>	<i>Type F.M.7</i>	<i>Reg. No.</i>	<i>Type F.M.9</i>
78	"Commonwealth of Australia"	97	"King George V"
79	"Liverpool"	99	"Duke of York"
80	"Renown"	100	"Anson"
81	"Valiant"		(Reserve 1)
83	"Phoebe"		
85	"Kenya"		<i>Type F.X.4</i>
87	"Dido"		
88	"Nigeria"	178	"King George V"
89	"Commonwealth of Australia"	180	"Duke of York"
90	"Queen Elizabeth"	181	"Howe"
92	"Mauritius"		(Reserve 1)
95	S.N.S.O. "Stafford" (spare)		
96	"London"		<i>Type F.X.5</i>
123	"Nigeria"		
120	"Kenya"	184	"King George V"
		185	
		188	
125	"Mauritius"	189	"Duke of York"
127	"Gambia"	190	"Anson"
104	"Euryalus"	191	
106	"Cleopatra"		(Reserve 2)
110	"Duke of York"		
112	"Gambia"		
91	Durban Gunnery School		
	(Reserve 8)		

4. A contract, dated 22.8.42, CP67890/42/F.676, has been placed with Messrs. Barr & Stroud, Ltd., for delivery of the head rests to the S.N.S.O., Severn Area, Stroud, who will supply, without demand, the services shown in paragraph 3.

359.—Gun Mountings—4-in. H.A. III, III and IV—Star Shell Spirit Levels for Use with Barrage Sights**

Ships, Dockyards and Overseers concerned

(G.7389/42.—28.1.1943.)

Mountings fitted with telescopic and barrage sights

Reports have been received that the star shell spirit level bracket shown on A.F.O. Diagram 216/42 (1) items 1 and 2 is unsuitable because of its flimsy construction, and that the sight bracket is fouled before reaching maximum range.

2. A more suitable bracket is shown on A.F.O. Diagram 28/43 (Drawing G.R. 5950/1B), which cancels items 1 and 2 of A.F.O. Diagram 216/42 (1), and should be fitted to the above mountings when star shell spirit levels are required.

3. The work should be carried out by ships' staffs or depot ships' staffs.

(A.F.O. 4115/42 and A.F.O. Diagram 216/42.)

(Items 1 and 2 of A.F.O. Diagram 216/42 (1) are cancelled.)

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

360.—Guns, Q.F., 12-pdr., 12-cwt., Mark V, and Q.F., 4-in., Mark VC—Reduction in Length of Gun Keys

(C.I.N.O. 7456/42.—28.1.1943.)

To facilitate manufacture, Q.F., 12-pdr., 12-cwt., Mark V, and Q.F., 4-in., Mark VC, guns will in future have shortened gun keys, of length 5.5-in. and 16.0-in. respectively.

361.—Guns, Q.F., 2-pdr., Mark VIII—Modification to Feed Boxes

(A.S. 03796/42.—28.1.1943.)

The following modification should be carried out:—

<i>Gun</i>	...	...	Q.F., 2-pdr., Mark VIII.
<i>Parts affected</i>	...	...	Feed boxes.
<i>Purpose</i>	...	...	To ensure correct functioning of feed levers.
<i>Nature of modification</i>	...	...	Clearance between lower internal surface of feed box and toes of feed pawls when fully raised is to be adjusted to 1.9 inches by removal of metal from the stop faces in accordance with N.O.D.2191/159.
<i>By whom to be done</i>	...	...	Armament supply department.
<i>Degree of urgency</i>	...	...	As soon as possible.

(A.F.O. 1450/39—not in annual volume.)

(Admiralty General Message 605A of 30.10.42 is cancelled.)

362.—Machine Guns and Equipment—20-mm., Mark IIIA Mounting—Modification to Lubrication of Top Pivot Bearing—As. and As.

H.M. Ships, D.E.M.S., Dockyards and Depots concerned

(G. 016232/42.—28.1.1943.)

It has been reported that difficulty has been experienced in lubricating the top pivot bearing of the 20-m.m. Mark IIIA mounting.

2. A modification to the lubrication to ensure that grease is supplied to this bearing is shown on A.F.O. Diagram 26/43.

3. An additional lubricator, Pattern No. 4986 is fitted as shown in the diagram and positioned so that the $\frac{3}{8}$ -in. diameter radial hole through the bearing housing and the top pivot bearing does not penetrate any of the existing grease grooves.

The new lubricator should be positioned 60° round the bearing, from the existing one.

4. A vertical groove is cut in the bearing from the $\frac{3}{16}$ -in. hole to the annulus at the bottom of the bearing.

Care should be taken to ensure that all swarf is removed from the lubrication holes and the bearings.

5. The work involved should be done by Dockyards and Depots concerned. Arrangements should be made by Base Staffs for this work to be carried out to mountings in D.E.M.S.

6. Commanding Officers of ships concerned should insert an Item, Classification "A" in their next list of As. and As. to cover the work involved.

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

363.—Machine Guns and Equipment—Vickers G.O., Mark V Mountings—Portable Stops for L.A. Fire—As. and As.

Coastal Force Craft

(G.6584/42.—28.1.1943.)

A.F.O. Diagram 27/43 shows an arrangement of portable stops for use in L.A. fire to protect 0.5-in. M/G operators and other personnel on the "D" Type Fairmile M.T.Bs. and M.G.Bs.

2. This arrangement is to be fitted in these vessels and similar arrangements adopted in all other coastal force craft concerned.

3. R.A.C.F. is requested to raise an A. and A. item, Classification "A*," in his next list of As. and As. for all vessels fitted with these mountings. Work to be carried out by Base Staffs.

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

364.—Guns—Vickers 0.303-in., G.O.—Harbour Stowage Positions

(G. 7562/42.—28.1.1943.)

Owing to a risk of damage to Vickers 0.303-in. G.O. gun sights if they are kept in sea positions and covered with canvas covers, it has been decided that in future all guns will be stowed in racks under cover. All work necessary should be performed by Base Staffs.

The stowing positions for the various types of craft should be as shown below. Care should be taken that the racks fitted adequately protect the gun sights from damage due to an accidental blow.

"A" Fairmiles

Guns to be stowed at the after end of the Wheelhouse on starboard side below aftermost window.

"B" Fairmiles

Guns to be stowed at the after end of the Wheelhouse on the port side as far aft as practicable.

"C" Fairmiles

Guns to be stowed in the Magazines on the forward athwartship bulkhead starboard side.

"D" Fairmiles

Guns to be stowed in the passageway on No. 11 bulkhead in the position at present occupied by rifle rack, which could be shifted to W/T office bulkhead.

M.G.Bs. "502-509"

Guns to be stowed on the bulkhead to the C.P.Os. Mess on the starboard side.

M.T.Bs. "22" and "30"

Guns to be stowed in the crew space on the forward bulkhead of the W/T office.

M.T.Bs. "24" and "25"

Guns to be stowed in the passageway on the magazine bulkhead clear of the sliding door.

M.T.Bs. "31-40" "219-221"

Guns to be stowed in the crew space on the athwartship W/T office bulkhead.

M.T.Bs. "41-48"

Guns to be stowed in the mess space on the athwartship forward magazine bulkhead.

M.T.Bs. "49-56"

Guns to be stowed in the A/S compartment.

M.T.Bs. "57-66" and "73-98", "201-212", "222-245", "246-257" and "347-362"

Guns to be stowed in the mess space on the forward magazine bulkhead.

M.T.Bs. "69" and "70"

Guns to be stowed in the lobby on the fore and aft bulkhead to the wardrobe.

72 ft. H.D.M.Ls.

Guns to be stowed in the Wheelhouse as shown on A.F.O. Diagram 24/43.

2. Unauthorised stowage positions for Vickers 0.303-in. G.O. guns may cause interference with the compasses and are not to be adopted in any boat.

365.—Fuze No. 211, Mark I—Introduction into Service

(G.011149/42.—28.1.1943.)

A.F.O. 1013/42 is to be amended as follows:—

Paragraph 3. *Delete*—

(g) B.L. 6-in., Marks XXII and XXIII guns.

(h) B.L. 8-in. guns.

(A.F.O. 1013/42.)

366.—Ammunition—Rockets, U 2-in., Fuze No. 720—Care and Maintenance

(T.D./D.E.M.S. 275/42.—28.1.1943.)

Whilst 2-in. rocket ammunition with No. 720 fuze is loaded on the projectors, the external detents must be worked by hand, when carrying out the maintenance routine laid down in the relevant Handbooks, to ensure that they are free over the full travel necessary to allow the fuze to function.

2. The safety pin must be replaced in the fuze whenever the round is removed from the projector and replaced in the Ready-Use locker.

3. In any case where it is found that the safety pin cannot be replaced in the fuze, the round is to be lowered over the side in deep water.

In the case of shore mounted projectors, complete rounds should be deposited in a suitably sited trench, for subsequent demolition of shell and fuzes by a technical expert.

4. The allowance of spare safety pins is 50 per cent.

5. If external detents are found to be stuck in the "down" position, the fuzes may still be considered to be both safe and serviceable, but this should

be taken as an indication that the fuzes are reaching the end of their serviceable lives, and provided that the safety pins can be inserted they should be returned at the first available opportunity.

If external detents are stuck "up" the fuzes are unserviceable and must be treated as at (2) or (3), being returned at the first available opportunity in the case of (2).

6. In the case of D.E.M.S., unfuzing is only to be carried out by Base Staffs.

367.—Tubes, Vent, Electric, 0.5-in.—Re-issue

(A.S. 12142/42.—28.1.1943.)

A number of the tubes, vent, electric, 0.5-in., of the make and lots referred to in A.F.O. 4279/42 have been located at home and are being re-inspected and the defective tubes eliminated.

2. The tubes found fully serviceable will be re-packed for issue, the tin plate boxes being stencilled Δ in white and the wooden packages \blacktriangle in black to denote that re-inspection has been carried out.

3. *Naval Armament Depots and sub-depots abroad.*—Any tubes of the lots concerned available in store and any landed subsequently by H.M. Ships are to be restricted to "Testing Purposes Only" and the packages appropriately stencilled accordingly. The tubes should then be re-issued as opportunity offers for early expenditure for testing purposes.

4. *H.M. Ships.*—Any of the tubes referred to in A.F.O. 4279/42 not yet landed should be restricted to testing purposes, the packages being marked accordingly.

(A.F.Os. 4279/42 and 5411/42.)

368.—Sights—No. 7 Dial Sights, Marks II and II*—Formation of Base Pools

Ships and Bases concerned

(G. 012984/42.—28.1.1943.)

Owing to the shortage of No. 7 dial sights, Marks II and II*, all ships except capital ships, monitors and cruisers fitted with these instruments are to land them at selected bases where pools will be formed. Operational needs for dial sights will be met from these pools, the instruments being issued on loan and returned to the base concerned when the particular requirement ceases to exist. Until the supply of dial sights becomes adequate for all requirements the base pools will comprise six sights. Administrative authorities should forward any proposals for adjustment of local distribution to the Admiralty for consideration.

2. Ships concerned should land dial sights at any of the following bases:—

- (1) Portsmouth, Devonport, Chatham, Rosyth, Liverpool and Lyness for ships in Home Waters.
- (2) Alexandria and Gibraltar for Mediterranean ships.
- (3) Durban for ships employed in the Western Area of the Indian Ocean.

3. Instructions have been issued separately to authorities at the selected bases.

(Admiralty Message 514 of 11th October, 1942, is cancelled.)

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

369.—Projectile Bags—Allowances Flotilla Leaders and Destroyers

(N.S. 34579/42.—28.1.1943.)

The allowances of projectile bags for flotilla leaders and destroyers have been revised and are now to be as shown in the appendix hereto.

2. All projectile and cartridge bags other than those now allowed should be returned by flotilla leaders and destroyers to the nearest storing yard or naval store depot.

Supply to vessels under construction should be adjusted by storing yards.

3. B.R.332A—The Establishment of Naval Stores for flotilla leaders and destroyers, will be amended.

APPENDIX.

Pattern No.	Description.	Denomination.	Flotilla Leaders		Destroyers.			Remarks.	
			"Scott" and "Shakespeare" Classes.	"Codrington" and later Leaders.	"Tribal" Class S.Os. Ships.	"V" and "W" Classes, "Amazon" and "Ambuscade."	"Acacia" Class and later.		"Tribal" Class.
50	<i>Bags for Ammunition and Projectiles</i> For projectiles, white canvas:— For 4.7-in. Q.F. or B.L. guns ... For 4-in. Q.F. or B.L. guns ... To carry two rounds of fixed ammunition for 3-in. guns. For 12-pdr., Q.F., guns ...	No.	Nil	Nil	Nil	Nil	Nil	A = not to Weirs. Per gun of pattern to suit armament.	
53		"	Nil	Nil	Nil	Nil	Nil		
59		"	20	20	Nil	10A 20A	Nil 20		Nil Nil Nil
52		"	"	Nil	Nil	10A	Nil		Nil
53B	For cartridges, red canvas:— For 4-in., Q.F., Mark IV, guns ... For 4-in., Q.F., Mark V, guns ... For 12-pdr., Q.F., guns ...	"	Nil	Nil	Nil	10A	10	Nil	
53C		"	Nil	Nil	Nil	10A	10	Nil	
52A		"	Nil	Nil	Nil	10A	10A	Nil	

(C.A.F.O. 156/41—not in annual volume.)

370.—Stowage of Projectiles—Use of Sennet*Flotilla Leaders and Destroyers*

(N.S., 34579/42.—28.1.1943.)

Sennet for the stowage of ammunition is not required in "Hunts," "Wairs," "O" Class fitted as Minelayers and "P" Class, as such ships are equipped with fixed ammunition. Any sennet on board vessels of these Classes should be returned to the nearest storing yard or naval store depot.

2. Sennet is, however, required for shell room stowage in flotilla leaders and destroyers equipped with separate ammunition or E.C. hoists.

3. Supply to vessels under construction should be adjusted by storing yards.

4. The List of Particulars (Form D.117B) will be amended.

(A.F.O. 2387/39 and C.A.F.O. 156/41, not in annual volume.)

371.—Painting of Separate Loading Shell and Projectile Base Markings

(A.S. 6330/42/B.94.—28.1.1943.)

It has been established that unless the markings on the base of a separate loading shell or projectile are very clear and deep, the markings are less legible when picked out in white and shellacked, than when the base of the shell or projectile is painted normally.

2. It has accordingly been decided to dispense entirely with the requirement for picking out markings in white, followed by shellacking, for all types of separate loading shell or projectiles.

3. The bases of these shell will, in future, be painted in the normal manner, care being taken to ensure that markings are not obscured by too lavish application of paint.

4. No action is being taken to alter the condition of existing shell except where present markings are illegible and opportunity permits of cleaning and painting.

N.A. Depots only.—This confirms the instructions given to Main N.A. Depots in A.S.7720/42/B.94 Blk. B, dated 13.11.42.

372.—Temporary Junctioning of Multicore Cables after Damage*Capital Ships, Aircraft Carriers, Intermediate and Auxiliary Aircraft Carriers, Cruisers, Fleet and Base Repair Ships, Fast Minelayers, Destroyers and Sloops.*

(T. 2641/42.—28.1.1943.)

A.F.O. 1692/42 introduced various patterns of emergency connectors, for ships fitted with multi-turn D.G. installations, in order that repairs might be readily and efficiently carried out on damaged cables.

2. The attention of ships' officers is drawn to the fact that connectors, Patterns 13721 and 13722 particularly, are also suitable for effecting temporary repairs to any damaged multicore cables, and ships should demand connectors and grub screws for this purpose from their storing yards, on the following basis:—

Class of Ship	Connectors,	Connectors,	Grub Screws,
	Pat. 13721	Pat. 13722	Pat. 13726
All Capital Ships and Fleet Aircraft Carriers.	250	250	1 pkt.
Intermediate and Auxiliary Aircraft Carriers, Cruisers, Fleet and Base Repair Ships, Destroyer and Submarine Depot Ships.	200	200	1 pkt.
"Tribal", "J", "K" and later classes of Destroyers. "Hunts", Fast Minelayers.	100	100	1 pkt.
Earlier classes of Destroyers, Sloops ...	50	50	1 pkt.

3. In order to reduce the risk of short circuiting between the grub screws of adjacent connectors, the connectors should whenever possible be staggered along the length of the cable under repair. This method will also ensure a less bulky joint. In the majority of cases it will be found that the grub screws are well below the holes in the tufnol sleeve after being firmly screwed up. Providing the cores are fitted well into the metal inserts and the grub screws are well down in the tufnol sleeve the quantity of rubber tape used can be considerably reduced by binding the whole cable instead of individual cores. The final covering should be made with Blackley's tape and the whole joint suitably varnished when time permits.

4. In order that connectors and screws may be readily available for use either during or after action, on being drawn they should be distributed among the tool boxes Pattern 116 allowed for Electrical Action Repair Parties. For ships of new construction the connectors and screws should be included in the first outfit of consumable Naval stores.

5. The Sea Store Establishments concerned will be amended.

(A.F.O. 1692/42.)

373.—Additional Electric Lighting—Fitting of*L.C.T. (2) and (3)*

(D./P. 18934/42.—28.1.1943.)

Approval has been given for the fitting of the following additional lighting in L.T.C. (2) and (3):—

Three fittings over mess deck table controlled by one switch.

One fitting in central position on mess deck controlled by one switch.

One fitting in officers cabin controlled by one switch.

One fitting in galley space controlled by one switch.

2. All lighting fittings are to be A.P. 5661; bulkhead fittings switches are to be A.P. 4755. Lighting points are to be taken off the engine room lighting circuit and wired from junction boxes A.P. 3730 as in previous lighting. A.P. 6178 cable is to be used. Lamps are to be 24 volt 12 watt lamps A.P. 16045. All fittings and cable are to be demanded from store.

3. The work involved is to be carried out by L.C.T. and base staffs as opportunity occurs.

(C.C.O. 8.10.42 No. E.L.I./III.)

374.—Starters for 12½-in. and 17½-in. Fans and Pot Fire Furnaces

(T. 105/43.—28.1.1943.)

It has been reported that the type of starter used for the above services of Messrs. Metropolitan-Vickers' manufacture the drum contacts may, in the slow speed position, short circuit one of the series fields thus resulting in the remaining field tending to overheat.

2. This trouble is due to faulty notching of the starwheel and not, as has been reported, overlength of drum contacts.

3. Should trouble as described in paragraph 1 be experienced, ships' officers should take steps to modify the drum starwheel in accordance with A.F.O. Diagram 34/43 (Drawing D.E.E. 10754).

375.—Depth Charge Release Equipment—Supply of Grease Guns

(T. 3338/42.—28.1.1943.)

The practice of supplying one grease gun, Tecalemit, type Pom-Pom "B" 13550/2 with each depth charge trap fitted will be discontinued.

2. Grease guns, Admiralty Pattern No. 4927, are suitable for this service and in future all ships fitted with depth charge traps should demand one grease gun of this pattern from Naval Stores except where

(a) A grease gun is supplied with one or more of the depth charge traps fitted.

(b) A grease gun, Pattern No. 4927 is already carried for another service and can be used for lubrication of depth charge traps.

3. For the lubrication of Teleflex release cable in Coastal Force craft fitted with Teleflex operated depth charge chutes, grease gun, Pattern No. 4719 or 4720 is suitable. Coastal Force Bases should already have an adequate allowance of these grease guns which are to be used for this service.

4. A new type of grease nipple is however being introduced into the Teleflex release system for which grease gun Pattern No. 4927 will be required. No grease gun of this pattern is available at Coastal Force Bases and, where this new type of nipple is encountered, grease guns of the above pattern should be demanded from Naval Stores on the basis of one grease gun per flotilla so fitted.

5. Grease guns are not to be carried in Coastal Force craft for this service, lubrication should be carried out at Coastal Force Bases.

376.—Fuse Release Switches—Replacement of Fuse Elements A.P. 9355 and A.P. 9377A

All H.M. Ships fitted with Fuse Release Switches

(N.S. 35015/42.—28.1.1943.)

Reports have been received from certain ships of breakages of the fuse elements in fuse release switches, as supplied under A.F.O. 5414/42 and A.F.O. 2410/41, and it has been ascertained that corrosion of the "Staybrite" fuse wire is the main cause of breakage, aggravated in the case of fuse element, Pattern 9355, by deleterious inclusions in the asbestos sheath.

2. To reduce the liability to corrosion all existing fuse elements are to be replaced by elements in which the fuse wire is of a grade of "Staybrite" having a higher resistance to corrosion than that previously used, and deleterious inclusions in the asbestos sheath are to be removed by a suitable washing process. As a further means of increasing the factor of safety and of improving the shock resisting qualities of the switches, it has also been decided to increase the diameter of the fuse wire.

3. These new fuse elements have been allocated Pattern Nos. 9355R to replace fuse element, Pattern 9355, used in fuse carrier, Pattern 9354, and Pattern 9377AR to replace fuse element, Pattern 9377A, used in fuse carrier, Pattern 9376A. The new fuse element, Pattern 9355R, will be provided with a specially washed and Lanoline-impregnated asbestos sheath. These new fuse elements will be contained in air-tight tins or containers marked "F.M.B."

4. Supply of new fuse elements will be made to ships concerned, from Portsmouth Yard when available without demand, on the basis of four complete renewals. Stocks carried on board should not be allowed to fall below two complete renewals.

5. Ship's staff are to fit the new fuse elements and return those which are removed to store for disposal.

6. Fuse elements fitted in dynamo and service fuse release switches are to be renewed at intervals of six months. In ships building, new elements are to be inserted immediately before each box is sealed up, the dates of renewal of each element being given to the ship's officers. A.R.E.Es. should demand the necessary new pattern fuse elements from Portsmouth.

7. Should the fracture of a wire of a new pattern fuse element occur in future, the fractured wire is to be preserved and forwarded to the Admiralty for examination, together with a report of the circumstances.

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

(A.F.Os. 2410/41—not in annual volume—and 5414/42.)

377.—Gyro-compass—Magnetic Contactor

(C.D. 43/43.—28.1.1943.)

It has been observed in several instances that the mercury surfaces of magnetic contactors fitted to Admiralty gyro-compasses remain clean for longer periods when the dust covers of the mercury pots are left off.

This improvement is most noticeable when the temperature of the gyro-compass compartment is high.

2. The relatively faster fouling when the covers are in place is believed to be due to traces of vapour given off by the synthetic resin material used for the body and covers of the contactor, this vapour re-acting with the mercury to cause fouling. This emission of vapour is accelerated by heat; and is also greater when the moulded surfaces of the material have been removed in machining.

3. It is recommended therefore that in all cases where early fouling of mercury surfaces of magnetic contactors is encountered, the dust covers should be left off. An additional advantage is that inspection is facilitated.

4. It is considered unlikely that mercury would be thrown out of the cups under any conditions of shock less than would damage other parts, e.g. the suspension of the gyro-compass, and the covers need not be retained on this account.

378.—Parallel Rules, 18-in., Bar Type—Introduction

(N.S./C.P. 69410/42.—28.1.1943.)

In view of the difficulty of obtaining adequate supplies of rolling-type parallel rules, Patterns 487 and 488, an 18-in. bar type rule has been introduced for issue to minor war vessels. (The classification of minor war vessels is shown in C.A.F.O. 2335/41.) Admiralty Pattern No. 3730, has been allocated to this rule, which will be dealt with under Subhead E.12.

2. When stocks become available supply in replacement of defective rolling type parallel rulers returned from minor war vessels in commission and to such vessels under construction should be of the new bar type.

3. The Sea Store Establishments concerned will be amended.

(C.A.F.O. 2335/41.)

379.—Feed Heaters (Caird & Rayner)—Failure of Tubes—REPORTS

"J" and later Classes of Destroyers so fitted

(D.768/43.—28.1.1943.)

Several instances have occurred of fractured tubes in Caird & Rayner feed heaters.

2. In ships concerned the top tubes are to be examined, at the first opportunity, through the door carrying the relief valve, where they pass through the support baffle. Any tube which is bright or worn where it passes through the baffle just under the door is to be plugged, and a hole drilled in the tube to relieve pressure. The results of the examinations are to be reported.

3. The result of tube failure is that the exhaust system fills up with water, and the cause of this is difficult to recognise when met for the first time. If such a failure occurs the heater is to be by-passed until the defective tube can be plugged. Ratings on watch are to be warned accordingly.

4. Any cases of failure of tubes on service are to be reported.

380.—Boiler Fire Row Tube Distortion—Prevention of C.D., and "Hawkins" Class Cruisers; "Emerald," "Enterprise" and "Adventure"; *Esses, Vees and Leaders*

(D. 411/43.—28.1.1943.)

A.F.O. Diagram 337/42 accompanying A.F.O. 6296/42 is to be amended as follows:—

The numbering of the pipe sections 1 to 10 in the diagram is to be reversed, section 1 being at the inlet end of the pipe and section 10 at the closed end.

(A.F.O. 6296/42.)

381.—W/T Equipment in Submarines—Modernisation—Return of Redundant Stores

(N.S./S.D. 965/41.—28.1.1943.)

When the W/T equipment of Submarines is modernised in accordance with C.A.F.O. 767/42, all stores rendered redundant, together with the necessary Forms S.331, are to be forwarded to the Naval Store Officer, R.N. Store Depot, Howard Town Mills, Glossop, for survey.

(C.A.F.O. 767/42.)

382.—Wa/T Type 406M—Introduction

(S.D. 1434/42.—28.1.1943.)

To meet the demand for increased output from Wa/T in larger ships, Wa/T, Type 406M, which has a total output of 500 watts, has been introduced. Type 406M is similar to Type 406, with the exception that amplifier, Pattern 1684, has been replaced by amplifier, Pattern W.5782, in Type 406M sets.

2. To simplify production, no further stocks of Type 406 will be purchased, and after present stocks are exhausted Type 406M will be fitted in all cases where approval has been given to fit Type 406 and where stores have not already been supplied.

3. The following ships, whose Wa/T is heavily loaded, are to convert Type 406 to 406M. Work is to be done by ship's staff. S.N.S.O., Haslemere, will arrange supply of stores without demand:—

"Anson".	"King George V".	"Indomitable".
"Duke of York".	"Formidable".	"Unicorn".
"Howe".	"Illustrious".	"Victorious".

4. The additional stores required to convert Wa/T, Type 406, to Type 406M, are:—

Pattern.	Description.	Quantity.
W.5782	Amplifier for Wa/T, Type 406M... ..	2
3816	Valves, Wireless, N.R.47... ..	12 (includes 8 spares)

The displaced amplifiers, Pattern 1684, should be returned to Naval Store Officer, Glossop, and absorbed into stock.

383.—R.D.F. Sets, Type 272/M (Mark II) (Mark III)

(S.D. 35/43.—28.1.1943.)

All ships fitted with R.D.F., Type 272/M, are to make the following modifications, the work being done by the ship's staff. The necessary stores should be drawn from bases, quoting this order as authority:—

- (1) Padlocks are to be fitted to the doors of the Type 272 lanterns at the lowest possible point on the door. These are to be kept locked at all times, except when servicing the gear in the lantern.
- (2) The cables inside the lantern are to be enclosed in a canvas sleeve to reduce friction between the cables and the cable platform.
- (3) Wooden or metal strips are to be fitted in the lantern radially from the edge of the cable platform to the walls of the lantern at intervals of six inches, to prevent the cables from slipping under the edge of the cable platform.
- (4) For future fittings, 272 lanterns will either be supplied fitted with locks and wooden strips or these will be supplied with the lantern.

384.—R.D.F. Type 286 PQ—Special Monthly Reports on CV14 Valves

(S.D. 50/43.—28.1.1943.)

Special reports on the performance of CV14 valves are required in order that the reason of their failure in service may be ascertained and immediate improvements may be introduced.

2. These reports are to be forwarded, by all ships concerned, on the last day of January, February, March and April, 1943, to administrative authorities with copy to the Captain Superintendent, Admiralty Signal Establishment, Lythe Hill House, Haslemere, Surrey.

The following information regarding each CV14 valve is required:—

- (a) The serial number of the valve.
- (b) An accurate log showing the periods in which the valve is in use. This should distinguish between periods with H.T. off, H.T. at half power and H.T. at full power.
- (c) The value of CV8 diode valve current on fitting the CV14 valve, or at the beginning of the month in the case of valves already in service.
- (d) After what number of hours' use did any permanent change in diode current occur? The new value of diode current, and any known reason for the change.
- (e) After what number of hours' use did spurious echoes appear? Spurious echoes are those appearing at a constant range and which do not disappear if the aerial is trained.
- (f) The value of diode current immediately prior to it becoming necessary to replace a CV14 valve for any reason.
- (g) The reason for replacing a CV14 valve.
- (h) Whether a variac, Pattern W1360, or transformer unit, Pattern W6121, is fitted, or the date at which one or other of these is fitted if not already incorporated in the transmitter.
- (i) What form of special ventilation, if any, is fitted to the transmitter.

3. Defective CV14 valves are to be returned for examination as directed in A.F.O. 5430/42, together with a completed history sheet which should include the particular details in paragraphs 2 (h) and 2 (i) above.

(A.F.O. 5430/42.)

385.—R.D.F., Types 286 PQ and 292—Ventilation of Panel 3AL

(S.D. 51/43.—28.1.1943.)

With reference to A.F.O. 56/43 it has been found necessary, in order to provide the necessary electrical screening, to fit a steel gauze screen between the ventilation manifold and the lower rear section of the Panel 3AL framework in all cases where the Panel 3AL is fitted with a rear ventilation manifold.

2. The screen, which is to be of steel gauze $\frac{1}{8}$ -in., mesh 10-in. by $8\frac{3}{4}$ -in., is to be fitted so that its lower 10-in. edge is $5\frac{3}{8}$ -in. above the extreme base of the manifold, and its right hand $8\frac{3}{4}$ -in. edge is in line with the extreme right hand side of the manifold as viewed from the back. The screen is to be fixed using six of the fixing screws required for securing the rear manifold.

(A.F.O. 56/43.)

386.—R.D.F., Types 286 PQ, 291 and 292—Connections for Supply to Wavemonitor G87

(N.S. 32730/42.—28.1.1943.)

Wavemonitor G87 used for Base testing of types 286PQ, 291 and 292 requires a power supply of 180 volts 500 cycles which is to be taken from the R.D.F. Power or Distributing Boards.

2. Future issues of Boards will be provided with terminals for supplying test equipment. Until such Boards are available, connections are to be made as follows:—

- (a) A.C. Outfit DUF with Patts. W3320/1 Board 2AG Supply.—One of the spare A.C. output terminals is to be used.

- (b) *A.C. Outfits DUF/DUL/DUM with Patt. W4931, Board 2AG Supply.*—A pair of screw-down terminals is provided beneath the removable cover situated at the back of the door over the fuses.
- (c) *A.C. Outfits DUE/DUG with Patt. W3475 Board, 2AG, Distributing.*—These boards are to be modified by ship's staff in the manner shown in A.F.O. Diagram 30/43) A.S.E. drg. 34507).

3. To enable the modifications described in paragraph 2 (c) to be made, ships concerned are to demand from the Superintending Naval Store Officer, Haslemere, one Patt. W6771 box of parts for modifying Patt. W3475 Board 2AG, Distributing quoting this order as authority.

387.—R.D.F., Type 291Y—Conversion to Type 291

(S.D. 1407/42.—28.1.1943.)

With reference to C.A.F.O. 2234/42, stores to convert type 291Y to type 291 are expected to become available in January, 1943, and will be issued without demand to ships and services concerned.

2. 110 sets, which include type 291Y/YU/YW are involved. These sets are fitted with panels 3AN (Pattern W.3726X), bearing serial numbers A.11 to A.65 and M.C.11 to M.C.65 inclusive, receiver P.35 (Pattern W.5641) and indicator units (Pattern W.6536).

3. In order to convert these sets to type 291, it is necessary in addition to the replacement of the receiver and indicator by receiver P.25 (Pattern W.4049) and indicator, design "L" (Pattern W.4889) to modify the panel 3AN to Pattern W.3726.

4. On receipt of the necessary stores, action is to be taken as follows, under the supervision of a qualified R.D.F. officer:—

- (i) *Receiver.*—Replace the existing P.35 receiver by the receiver P.25. The calibration trigger lead from indicator to receiver will no longer be required.
- (ii) *Indicator.*—Replace the existing Pattern W.6536 indicator by indicator design "L". It will be necessary to remove the shorting link across R.12 which is connected to grid 1 of valve V.7.
- (iii) *Transmitter*
 - (a) Remove panel 3AN from its tray and take off right-hand side cover.
 - (b) Remove the six leads connected to the existing resistance board (A.F.O. Diagram 25/43, A.S.E. Drawing 33625) and remove the board with its two brackets from the panel.
 - (c) Remove resistance R.3 (4,000 ohms, 20 watts, Pattern W.226) and resistance R.21 (200 ohms, $\frac{1}{2}$ watt, Pattern W.3500) from the existing board and fit them to the replacement board (Pattern W.6147) supplied, in the position indicated in the A.F.O. diagram.
 - (d) Remove the two brackets from the existing board and fit them to the replacement board.
 - (e) Fit the completed replacement board to the panel in place of the original board and wire as shown in the A.F.O. diagram.
 - (f) Remove V.2 (V.T.61B) and V.3 (6V.6G) situated at the bottom back right-hand side of the panel. Remove R.24, the resistance situated above the two metal rectifiers, and replace by the 2 ohms, 2 watt resistance, Pattern W.4793, supplied. Replace V.2 and V.3.
 - (g) Replace right-hand side cover.
 - (h) Reverse the tally-plate fitted on the panel (which is engraved on both sides) so that it reads "Pattern W.3726" instead of "Pattern W.3726X".
 - (i) Replace the panel on its tray and replace in the set.

5. On completion of the conversion to type 291 the P.35 receiver and Pattern W.6536 indicator are to be returned to Naval Store Officer, Oldham, together with a statement that they are being returned after conversion of type 291Y to type 291.

(C.A.F.O. 2234/42.)

388.—Type 273M (Mark IV) with Outfit AUH—Fitting-out Information

(S.D.62/43.—28.1.1943.)

A.S.E. Preliminary Specification No. B.214/42 has been prepared to show the method of fitting and wiring Type 273M (Mark IV) with Outfit AUH.

2. Copies of the specification have been forwarded to Commanders-in-Chief, Eastern Fleet and Western Approaches; Admirals Superintendent, Chatham, Devonport, Portsmouth, Orkneys, Malta and Rosyth; Flag Officers, West Africa and Ceylon; Flag Officers-in-Charge, East Africa and Milford Haven (for R.D.F. Officer); Commodores Superintendent, Gibraltar and Simonstown; Commodore-in-Charge, Sheerness; Commodore Commanding, R.I.N. Bombay; Captains-in-Charge, Bermuda and Halifax; 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; B.A.M.R., Washington.

3. Copies of the specification have also been forwarded to the Warship Production Superintendents, Scottish, East Scotland, Belfast, South Wales, North-Western, North-Eastern, Humber, Southern and Thames areas. The Principal (Ship) Overseers and Emergency Repair Overseers of all ships approved to be fitted with Type 273M (Mark IV), with outfit AUH, are therefore to apply to the Warship Production Superintendents of their areas for a copy of A.S.E. Specification No. B.214/42, in accordance with the procedure laid down in A.F.O. 790/40.

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

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

389.—Hailing Equipment, Type 431/432—Supply, Installation and Maintenance

(S.D. 03646/42.—28.1.1943.)

The object of this A.F.O. is to collate and amplify the information concerning hailing equipment types 431/432, given in A.F.Os. 453/41, 877/41, 2173/41, 3275/41, 5178/41, 5298/41, 559/42, 1280/42, 4650/42, 5046/42, 5550/42 and 5921/42 which are hereby cancelled.

2. Supply of Type 431 or 432 for normal hailing purposes is approved for the following classes of ship in the priority of categories shown:—

Category A

Cruisers, auxiliary A.A. ships, destroyers, sloops, cutters, minesweeping craft, corvettes, A.M.Cs., rescue tugs, A/S trawlers, A/S yachts, O.B.Vs. controlled minelayers, fast minelayers, aircraft carriers, auxiliary aircraft carriers, gate vessels, R.M.L., H.S.Ls., M.A./S.Bs. employed on Air Sea Rescue Service, M.Ls. employed on convoy duties, C and D. Type Fairmiles and Mooring Vessels.

Category B

Examination vessels, armed boarding vessels, boom defence vessels and Admiralty cable ships.

Category C

Other specially selected auxiliary vessels are to be supplied from a pool of sets allocated to the F.O.I.C. or N.O.I.C. of the bases.

3. Hailing equipment is also approved for the following miscellaneous services.

- (a) A pool of sets at various bases for the use of Commodore of Convoys and for D.E.M.S.
- (b) Maunsell Forts.
- (c) Various shore signal stations.
- (d) Various combined operation craft as shown in the Establishment of Signal Stores for these vessels.

4. *Close Range A.A. Weapons—control.*—The application of hailing equipment is now extended to the control of close range A.A. weapons by the A.D.O. in the classes of ship mentioned below :—

Class	Equipment to be supplied
Capital ships and modern aircraft carriers, auxiliary aircraft carriers.	Two sets of Type 431 or Type 432 and 4 additional loudspeakers (making 6 in all, two of which are spares) to each ship. <i>Note.</i> —One Type 431 or 432 set will be supplied to H.M. Ships of the "King George V" class in addition to the above.
Old carriers and cruisers of "Kent" and later classes, A.A. cruisers and large monitors.	Two sets of Type 431 or Type 432 and one additional loudspeaker (making three loudspeakers in all, including one spare) to each ship.
Depot ship ("Resource" and later construction or conversion) "Adventure" C, D and E and "Hawkins" class cruisers, auxiliary A.A. ships, and A.M.Cs.	One set and two additional loudspeakers (making three loudspeakers in all, including one spare) to each ship.
"Thruster" and "Class" destroyers, sloops, twin screw corvettes, Y cutters, 1st S.G.B., C and D Type Fairmiles.	One set and one additional loudspeaker.

5. In the larger ships this provision will allow one loudspeaker for each group in the ship, one set for each side (the set being switched to one corner or side as required).

6. The fitting of equipment for gunnery purposes will also cover the normal hailing requirement approved in paragraph 2.

7. *Installation and Fitting.*—Wherever practicable the equipment is to be permanently installed. Wiring, which should be generally in accordance with the typical arrangements shown on A.F.O. Diagram 33/43 (1) (A.S.E. Drawing No. 30910) and wiring accessories, such as plugs, sockets and loudspeaker spigots, etc., being supplied and fitted by the dockyard or contractors (the microphone plugs and sockets will be supplied by Admiralty). The overall dimensions of Type 431 components are shown on A.F.O. Diagram 33/43(2) (A.S.E. Drawing 30910A), the Type 432 details will in general, be similar.

8. A handbook is supplied with each set, and only minor work is involved in installing the equipment.

(a) *New Construction.*—The work of installation is to be carried out by the ship builders.

(b) *Existing Ships.*—The equipment is to be installed by the ships staff in cruisers and above, and by ships staff assisted as necessary by depot ship or base staffs in other vessels.

9. The equipment is to be sited as required by ships officers, typical positions for loudspeakers being selected, for certain classes of ships, as indicated below :—

(i) *Capital ships, cruisers, etc.*—The loudspeakers should be fitted on the superstructure in positions permitting unobstructed distribution to the forward and after gun positions and for distant communication (Hailing purposes), siting the equipment as indicated in paragraph 5.

(ii) *Destroyers.*—Subject to Clause IV below, arrangements should be made for one loudspeaker to be sited on either the port or starboard wing of the signal deck, the second loudspeaker being positioned as high as possible and as near the centre line of the bridge superstructure to meet requirements for both the forward gun positions and distant hailing.

(iii) *Coastal craft.*—Two loudspeaker positions should be selected, one to serve approximately 180° of arc on the forward bearing, the second position to serve similarly on the after bearing. The cables and fittings used for the permanent wiring arrangements in Coastal Craft should be consistent with the arrangements normally adopted in these vessels. It should be noted that only one loudspeaker will be supplied, unless approval is given for the second loudspeaker.

(iv) *General.*—The siting of loudspeakers should in all cases, be carried out with due observance of the requirements for magnetic compass—A.F.O. No. 3532/42, and C.D. pamphlet No. 11. Safe distances from the centre of a magnetic compass are :—

	Type 431	Type 432
Loudspeaker	10 ft.	14 ft.
Amplifier	4 ft.	5 ft.
Microphone	1 ft.	7 ft.

10. Maintenance is the responsibility of the W/T staff and replacement of defective components is generally to follow the standard practice for W/T stores. A box of spares is included with each set. At a number of bases special arrangements have been made for repairs to be carried out in conjunction with the manufacturers local agents. This has proved a satisfactory and economical scheme and is to be continued. *Apparatus should not be returned direct to the manufacturers for repair.*

11. Type 432 has recently been introduced as an alternative to Type 431 and may be issued in lieu. With the exception of Pattern W.2044, Accumulator, 12 volt, and valves, Patterns W.1280 and W.1295, the components are not interchangeable. This should be remembered when demanding replacements.

12. Types 431 and 432 are manufactured by different firms and where local arrangements have been made in accordance with paragraph 10, care should be taken to avoid sending defective components of one type for repair by agents for the other.

13. *Charging arrangements.*—With the exception of coastal craft the charging arrangements are to be as shown in A.F.O. 3398/41. With regard to coastal craft, a charging panel, Pattern 14060 with charging resistance, Pattern 18929 is to be fitted, the supply to the charging panel being taken from the 24 volt boats distribution system in the engine room. For commissioned boats first supplies of charging panels and resistances to C.F.M.S.O. will not be available for about 2-3 months however and demands on this authority should be made accordingly. For new construction vessels overseers should make their demands on the respective storing yards after a similar period.

14. *Stores.*—Stores will be issued without demand vouchers being raised by S.N.S.O. (H), as appropriate, in accordance with the following establishment lists :—

Type 431—List No. E.437, dated 24.8.41.

Type 432—List No. E.503, dated 22.5.42.

Pools of sets are being laid down at naval store depots, and S.N.S.O., Haslemere, will transfer demands to the depot nearest the destination at which the set is required.

15. Reference should also be made to :—

(a) A.F.O. 3951/41 and A.F.O. 2660/42, dealing with passing of orders over the S.R.E. in conjunction with the hailing equipment, and

(b) A.F.O. 1416/42 and A.F.O. 2661/42, concerning return of empty packing cases.

(A.F.Os. 3398/41, 3951/41, 1416/42, 2660/42, 2661/42 and 3532/42.)

(A.F.O. 5298/41—not in annual volume—is cancelled.)

(A.F.Os. 453/41, 877/41, 2173/41, 3275/41, 5178/41, 559/42, 1280/42, 4650/42, 5046/42, 5550/42, 5921/42 are cancelled.)

390.—Asdic Installation, Type 127D—Establishment List

(N.S. 019426/42.—28.1.1943.)

Establishment List No. A/S 90, dated 19th December, 1942, of Naval Stores comprising Asdic Installation, Type 127D, has been prepared and copies will be distributed to the services concerned by the Naval Store Officer, R.N. Store Depot, Bath.

391.—Asdic Installation, Type 145XA—Establishment List

(N.S. 019415/42.—28.1.1943.)

Establishment List No. A/S 75 dated 17th December, 1942, of Naval Stores comprising Asdic Installation, Type 145XA, has been prepared and copies will be distributed to the services concerned by the Naval Store Officer, R.N. Store Depot, Bath.

392.—Echo Sounding Installation, Type 762—Establishment List

(N.S. 32355/42.—28.1.1943.)

A revised Establishment List, Number A/S 65, dated 20th November, 1942, (superseding Establishment List, Number A/S 65, dated 17th November, 1941) of Naval Stores comprising Echo Sounding Installation, Type 762, 12-volt and 24-volt equipment, has been prepared and copies will be distributed to the services concerned by the Naval Store Officer, R.N. Store Depot, Bath.

393.—Martlet II and IV—Wing Locking Pin Access Door

(A.M.R. 2941/42.—28.1.1943.)

Reports received show that the wing locking pin access door can be closed with the pin in the unlocked position.

2. At the first opportunity and not later than the next minor inspection, a block $1\frac{1}{2}$ -in. \times 1-in. \times $\frac{3}{8}$ -in. is to be fitted inside each access door so that the centre of the block is in line with the centre line of the locking pin when the door is closed.

3. The block is to be made from synthetic resin sheet to Specification BSS.972, Grade "C", or vulcanised fibre sheet. Each block is to be rivetted to the access door with two countersunk head rivets and finished flush on the outside. Record work in Log Book as Mod./143.U.S.; Class 3B.

4. The above instructions were also promulgated by Admiralty Message 551.R.

394.—Taurus XII Engines—Operational Limitations

(A.M.R. 2553/42.—28.1.1943.)

With reference to A.P. 1665A, Volume 1, Section 2, in Albacore Squadrons in which Taurus XII engines only are fitted, the ban on the 2,550-2,750 r.p.m. speed range may be lifted.

2. Attention is drawn to the continued necessity for avoiding this speed range with Taurus II engines.

3. Relevant Air Publications will be amended in due course, until which time, a reference to this A.F.O. is to be inserted.

395.—Aircraft Tyres—Detection of Creep

(A.M.R. 2006/43.—28.1.1943.)

In order to detect tyre creep at an early stage, and thus prevent possible rupture of the valve from the inner tube, the following is to be carried out on all aircraft, not later than the next minor inspection:—

Two White radial lines $1\frac{1}{2}$ -in. long and width as indicated below, are to be painted on the outer sides of all tyres and wheels.

The lines are to be diametrically opposite and should be inspected between flights to ensure that creep does not exceed the limits given below:—

Tyre Range.	Width of Indicating Line.	Permissible Creep including settling down.
All main landing wheel tyres ...	$1\frac{1}{2}$ -in.	$1\frac{1}{2}$ -in.
All Wheelless tyres ...	1-in.	1-in.
Nose and Tailwheel tyres ...	1-in.	1-in.

When the indicating lines show that a tyre has moved circumferentially about the wheel, the valve should be checked for freedom and, if satisfactory, the assembly may be considered serviceable.

2. If, however, a tyre is found to have moved in excess of the width of the line, it should be removed immediately and the inner tube carefully inspected.

3. The valve stem should be examined for cracking or deformity and any signs of incipient tearing away from the tube. If the result is satisfactory, the tyre may be remounted on its wheel on to which new white lines should be painted in alignment with the existing lines on the tyre.

The old lines on the wheel should be removed by means of a suitable solvent, care being taken that anti-corrosive treatment is not also removed in the process.

4. New tyres now being produced by Messrs. Dunlop have datum arrows moulded at two points diametrically opposite, on the side walls for the purpose of creep detection. These should be painted white and used as indicated.

5. A copy of this instruction is to be attached to A.P. 2337A Volume I Section 2, Chapter 3. Maintenance Schedules will be amended.

396.—Cerrobend—Instructions as to Use

To all Ships carrying Aircraft and Shore Establishments concerned

(A.M.R. 25/43.—28.1.1943.)

A.F.O. 232/43 is to be amended as follows:—

Paragraph 2 Line 2—*delete* word "Plating".

(A.F.O. 232/43.)

397.—Access to Commanding Officer's Cabin from Upper Deck

Converted Trawlers, Whalers and Drifters

(D. 13983/42.—28.1.1943.)

With reference to A.F.O. 150/41, it is understood that in a number of cases doors have been provided on the bulkhead of the Commanding Officer's cabin leading to the upper deck.

2. In vessels where doors have already been provided they should be made watertight if not already so, or blanked over, and the ladder replaced between the Commanding Officer's cabin and the wheelhouse above. If the door is retained the sills should be not less than 2-ft. above the deck.

3. In those vessels where doors are not fitted, and in new conversions, access to the Commanding Officer's cabin should be from the wheelhouse and not by a door from the upper deck.

4. Commanding Officers should insert an item, classification "A", in their next lists of As. and As. to cover the work involved.

(F.O. *i/c* Tyne, 16.10.42, No. 549/246/R.20a.)

(A.F.O. 4775/42 is cancelled.)

(A.F.O. 150/41.)

398.—Alternative Means of Escape from Mess Deck

Converted Trawlers, Whalers and Drifters

(D. 13983/42.—28.1.1943.)

A.F.O. 150/41 is to be amended as follows:—

Paragraph 5, line 1. *Delete* "18-in." and substitute "24-in."*Add* new paragraph 6:—

"A 24-in. diameter scuttle hinged at the bottom should be fitted in the most suitable position on the bulkhead of the Commanding Officer's cabin under the wheelhouse as an escape hatch."

(F.O. *i/c* Tyne, 16.10.42, No. 549/246/R.20a.)

(A.F.O. 150/41.)

(A.F.O. 4776/42 is cancelled.)

399.—Outer Bottom Composition*H.M.S. "Illustrious"*

(D.024659/42.—28.1.1943.)

On the next occasion of docking, H.M.S. "Illustrious" is to be coated with Clark's Bottom and Boottopping Composition, this being the approved make for the ship.

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

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

400.—Steadiflow Oil Burning System for Galleys—Forced Draught—As. and As.

(D. 15836/42.—28.1.1943.)

Experience has shown that it is frequently impracticable to obtain sufficient natural draught for efficient combustion where the steadiflow oil burning system is fitted to galley firehearths in H.M. Ships and it is necessary to provide arrangements to supply air at a pressure slightly above atmospheric in order to ensure absence of smoke.

2. An arrangement which has been found satisfactory on service is shown diagrammatically in A.F.O. Diagram 32/43. This will be included in future installations where applicable and is to be applied to all existing ships fitted with the steadiflow system in the galleys where difficulty from smoke is experienced on service.

3. Commanding Officers of ships concerned are to include an item in their lists of As. and As., to cover the work involved.

4. Admiralty Ship and Engineer Overseers and Dockyard officers concerned are to arrange for similar proposals to be submitted for ships under construction, where applicable, and where action may be taken without delaying completion dates.

5. In submitting proposals, provision is to be made for the ready removal of the portable plate to allow the burner to operate under natural draught.

401.—Main Suction Systems—Efficiency of Strainers—As. and As.*Cruisers and larger Ships*

(D. 0685/43.—28.1.1943.)

Where hose connections are incorporated inside strum boxes, in some instances, it has been found difficult to rig the hoses in a watertight manner.

2. These fittings are, therefore, to be examined and, if found unsatisfactory, an item, Classified "A", to cover their modification is to be inserted in the lists of As. and As., for the Ships concerned.

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

402.—Replace Machinery Spare Parts for Commercial Type Continental Diesel Engines*Dockyards and Repair Authorities*

(D. 013480/42.—28.1.1943.)

Precision Parts

To obtain full advantage of the information and drawings relating to the precision parts (e.g. fuel injection equipment) of this type of engine, which have been accumulated as the result of repairs to Merchant Ships, the following procedure is to be carried out when ordering replace parts.

2. Naval Authorities requiring replace precision parts for Naval and requisitioned vessels with this type of engine are, in the first place, to forward details of their requirements to A.D.M.B. (M. & P.) Department (Mr. W. Wylie), Dorland House, London, W.1. who would deal with

Messrs. E — H. Engineering Ltd., of Fairford House, Great West Road, Brentford, as "Focal" centre, and who have a library of detailed drawings and records. Wherever possible the following details should also be quoted:—

Make and type of engine.

Year of manufacture.

Bore, stroke, number of cylinders, r.p.m.

Make and type of fuel injection equipment.

3. It is important that the degree of urgency of the requirement should be stated, i.e., the latest date by which the part is required (when the vessel is in hand for repairs), or "vessel off service pending receipt of this part", or "required as spare part within one month, no other spares available", or "required as spare part 2/3 months".

4. If A.D.M.B. (M. & P.) records show that a suitable part is available in stock, or has previously been manufactured and the drawings, jigs, etc. are available, A.D.M.B. (M. & P.) will inform the ordering authority with which firm the order should be placed to ensure the quickest supply. The ordering authority will then place the order in the normal way direct with the firm, but should any subsequent hastening action be required, or trouble of any kind be experienced with the order, he should get in touch direct with A.D.M.B. (M. & P.)

5. Where A.D.M.B. (M. & P.) has no record of any similar part having been previously manufactured in this country, he will inform the ordering authority, who should then place his order direct with Messrs. Simms' Motor Units Ltd., Oak Lane, East Finchley, London, N.2. Instructions to the firm must include an order for duplicate copies of all drawings made in the course of the order to be forwarded to A.D.M.B. (M. & P.) for Record.

6. With regard to 'Deutz' Diesel spares, of which photographs and lists were circulated early last year, Base E.Os. are reminded that a limited stock is still in existence and may be obtained through the E.O. on the staff of the F.O.I.C., Milford Haven. A portion of this stock was transferred for use in Merchant Ships and may be utilised on application to A.D.M.B. (M. & P.) as above.

Non-Precision Spares

7. Where authorities have difficulty in placing orders for non-precision spares, assistance may be sought from A.D.M.B. (M. & P.) who will give advice as to firms likely to undertake orders, based on experience obtained in connection with similar types of engine fitted in Merchant vessels.

8. Priority of supply will also be undertaken on behalf of the Admiralty by A.D.M.B. (M. & P.) provided the requisite information is forwarded.

9. Where drawings or other details are not available for despatch to manufacturers, patterns of parts required are to be sent from which manufacture may be arranged.

(A.F.O. 4900/42.)

403.—Arrester Gear—Wire Rope Sockets—Special Care when Securing

(A.M./N.A.D. 3863/42.—28.1.1943.)

On several occasions recently, failure of the arrester gear has occurred due to the ropes pulling out of the centre span connecting link sockets.

2. The method to be adopted when fitting the sockets to these ropes is given in A.F.O. 2418/42 and A.F.O. Diagram 64/38 (2).

3. In view of the vital importance of these fittings, the failure of which may involve loss of life, particular care should be taken by Commanding Officers of ships in commission, Overseers and Dockyard Officers, that these instructions are strictly carried out.

(A.F.O. 2418/42.)

404.—Canvas Booby-hatches—As. and As.*"D" Type M.T.Bs. and M.G.Bs.*

(D/P. 21776/42.—28.1.1943.)

Arrangements have been made for the supply of canvas booby-hatches to the hatch to the forward crew space, the after crew space, and to the hatch immediately abaft the forward 2-pdr. in "D" type M.T.Bs. and M.G.Bs.

2. An item is to be included in the next list of As. and As. for these boats to cover the fitting of the hatches in all boats which are not so provided.

3. The necessary hatches are to be obtained from the Fairmile Marine Co. of Cobham, Surrey.

*(This Order is to be retained until complied with.)***405.—American Types of Naval Aircraft—Spares and Equipment—Procedure for Reporting Shipment from U.S.A.**

(N.S. Air 586/43.—28.1.1943.)

In order that the Admiralty and all consignees concerned shall be aware of the position of the shipment of Naval Aircraft stores from U.S.A., the procedure outlined below has been instituted by B.A.D., America, and will take effect forthwith:—

(i) Three copies of R.A.F. Form 600 will be prepared by the British Aviation Supply Depot, Philadelphia, and forwarded to the Deputy Director of Stores, New York, who will retain one copy, and forward by air mail one copy to the Admiralty (D. of S.) and one to the consignee. These vouchers will be distributed in advance of the actual shipment of the stores, and will fulfil the functions of advice notes for stores awaiting despatch.

(ii) When particulars of shipment are in the possession of D.D.S., New York, he will despatch signals on the lines of one of the two specimens shown below. It will be seen that where the shipment is to the United Kingdom, the signal will be addressed only to the Admiralty, who will advise the consignee Depot as necessary.

(iii) Shipments made by Atfero or Midfero will be advised by the despatch of a signal quoting voucher and case numbers, the Atfero or Midfero number, and a brief description of the contents. The B.A.C. always informs the Air Ministry or the overseas consignees of details of the flight, Atfero or Midfero number, etc., together with the date of departure of the aircraft, thus affording opportunity for checking up on actual delivery.

2. For ease of reference it has been arranged that the case numbers, and the serial numbers of the pertinent issue vouchers, Form 600, are always identical.

*Specimen Signal for Shipments to Consignees in the U.K.*To: Admiralty.
From: B.A.D.Date: 6.12.42.
Priority.

- (a) S.S. "Empire Starling".
 (b) 10th December.
 (c) (i) PH 7095/1 to 6. (ii) PH 7099.
 (d) (i) Pratt & Whitney Engine Spares, Requisition 1008 DA/N-14.
 (ii) Wright Engine Spares, Requisition 326 DA/A-15.

Consigned: (d) (i) S.N.S.O. Midland Area.
 (d) (ii) N.S.O. Perth.

for Deputy Director of Stores.

*Specimen Signal for Shipments to Consignees outside the U.K.*To: S.N.S.O., Durban.
Repeated: Admiralty.
From: B.A.D.

Date:

Priority.

- (a) S.S. "Empire Gull".
 (b) 15th December.
 (c) (i) PH 7082/1 to 5. (ii) PH 7086/1-2.
 (d) (i) Wright Engine Spares, 326 DA/A-15. (ii) Martlet IV, Airframe Spares, BSC 7207-A.

406.—Naval Aircraft Stores—Classification of Priorities of Supplies

(N.S. Air 12454/42.—28.1.1943.)

The following amendment should be made to A.F.O. 70/43:—

Paragraph 4 (c). *Amend to read:—*

(c) Separate instructions are being issued in regard to repair requirements of *Airframe Spares of R.A.F. types* for R.N. Repair Yards.

Paragraph 5. Line 2. *For "paragraph 2" read "paragraph 3".**(A.F.O. 70/43.)***407.—Sparking Plugs for Napier Sea Lion Engines—Future Supplies**

(N.S. 15707/42.—28.1.1943.)

With reference to A.F.O. 2797/42 the use of sparking plugs KLG, type R-ML/60, in Napier Sea Lion engines (*screened*) is to be discontinued, and requirements are to be met by a plug of new design of KLG manufacture designated RC/N. This plug will be added to the existing Standing Contract C.P.13962/41, dated 3rd July, 1941, with Messrs. K.L.G.

2. No further orders for plugs KLG V.7/2 are to be placed as the production has ceased and future requirements for Napier Sea Lion engines (*unscreened*) should be met by KLG. M.L/60. Supplies can be obtained from Messrs. K.L.G. under Standing Contract C.P.43453/41, dated 10th March, 1942.

*(A.F.O. 4786/41—not in annual volume.)**(A.F.Os. 1438/42 and 2797/42.)***408.—Electric Forward Capstans**

(D. 16859/42.—28.1.1943.)

The instructions issued to H.M. ships by Messrs. Napier and contained in A.F.O. 850/35 for working electric forward capstans supplied by this firm include a clause to the effect that the last motion of heaving the anchor into the hawse pipe should be done at the slowest possible speed of the main motor. A notch is fitted to the disc of the control gear so that this slow speed position can be easily recognised. Instructions on this point are also contained in the Manual of Seamanship, Vol. I, page 338.

2. Reports have been received from ships on service (particularly cruisers of "Fiji" and "Dido" classes) which indicate that the electric capstans fitted in these vessels are liable to jam if this instruction is not rigidly complied with. Care is therefore to be taken that these instructions are carefully observed.

*(A.F.O. 850/35—not in annual volume.)***409.—Small Electric Drilling Machines***Boom Carriers*

(N.S. 32687/42.—28.1.1943.)

A portable electric drilling machine, small size, of appropriate voltage, is to be allowed to each Boom Carrier for use in the Engineer's Workshop.

2. Supply to "Fernmoor" and "Ethiopian" has already been arranged. Supply to the remaining Carriers will be made direct through the Superintending Naval Store Officer, R.N. Store Depot, Park Royal, London, N.W.10.

(C. in C., Eastern Fleet, 24.11.42, No. 1344/E.F.4392.)

410.—Wire, Enamelled, Copper

Fleet Repair Ships, Base Repair Ships, Destroyer and Submarine Depot Ships
(N.S. 35654/42.—28.1.1943.)

In view of the necessity for the use of enamelled copper wire in carrying out repairs and of the difficulties hitherto experienced by ships in obtaining supplies, arrangements should be made for the following quantities to be purchased locally by the Superintending Naval Store Officer, Chatham, as first supply quantities for issue to each Fleet Repair Ship, Base Repair Ship, Destroyer Depot Ship and Submarine Depot Ship.

18 S.W.G.	} 10-lbs. of each
20 S.W.G.	
22 S.W.G.	
24 S.W.G.	
26 S.W.G.	} 5-lbs. of each.
28 S.W.G.	
30 S.W.G.	
32 S.W.G.	
34 S.W.G.	
36 S.W.G.	

2. Replenishments should be demanded on the basis of expenditure. Yards abroad should demand requirements on the Superintending Naval Store Officer, Chatham, as necessary.

3. The List of Particulars (Form D.128D) will be amended.

411.—Non-latex Semtex Deck Coverings

(D. 137/43.—28.1.1943.)

The limitation of thickness of non-latex deck covering LHG.405 to $\frac{3}{16}$ -in. in paragraph 2 of A.F.O. 3803/42 is now withdrawn. The practice of laying this material to a nominal thickness of $\frac{1}{8}$ -in. should be adhered to except where a greater thickness is required owing to special circumstances, e.g., in repairing or relaying work previously laid in rubber latex.

2. The insulating value of these deck coverings in relation to weight is low; thickness therefore should not be increased to provide insulation of living spaces under.

(A.F.O. 3803/42.)

412.—Naval Storekeeping Procedure—Reduction in War-time

H.M. Submarines and Submarine Depot Ships

(N.S. 27896/42.—28.1.1943.)

The following amendments in the Naval Storekeeping procedure applicable to H.M. Submarines are to be brought into operation forthwith.

The procedure contained in paragraph 4 of the Appendix III to B.R. 4 is to be suspended, and the following substituted for the duration of the war, viz. :—

(a) Permanent stores to be completely mustered, and the Commanding Officers' (Submarines) and Accountant Officers' (Depot Ship) copies of Inventories, S.1099A, to be adjusted as necessary, at each periodical refit of Submarines.

(b) Only essential valuable and important permanent stores, as indicated in the appendix to this Order, to be mustered—

(i) six-monthly by Commanding Officer of Submarine,

(ii) on change of Commanding Officer of Submarine,

(iii) on transfer of Submarine from one Depot Ship to another.

2. A copy of these instructions is to be inserted inside each cover of the Submarine inventory S.1099A, and the items shown in the following appendix are to be indicated in the inventory by means of a star for quick reference by Commanding Officers.

3. *Storing Yards only.*—Inventories S.1099A for Submarines under construction should be amended as in paragraph 2 above by the storing yards responsible for their preparation.

APPENDIX

Sub-head and Item	Pattern Number	Description	Sub-head and Item.	Pattern Number	Description
B.8 (b)	2525	Gauge, depth, with clinometer.	F.1 (c)	5045	Evershed megger.
B.8 (a)	—	Fire extinguishers.	(contd.)	—	Binoculars.
B.8 (i)	1477	Chests, light steel.	—	—	Telescopes.
	1478		—	—	Torpedo sights.
B.11 (d)	770B	Callipers, micro-meter.	F.2 (a)	—	Lanterns, signalling.
	2393		—	—	Table fans.
	3872		F.2 (b)	8965	Torches, water-tight.
E.5	1451	D.S.E.A. complete.		8966	Containers for.
	—	Lockers for D.S.E.A.		—	Electric toaster.
E.12	309	Lifebuoys, horse-shoe.	F.3	—	Compasses.
F.1 (a)	—	W/T valves.		—	Binnacle.
	5526	Voltmeter.		—	Watches.
F.1 (b)	5969	Dumaresq.		604	Clocks.
F.1 (c)	1806	Voltmeters, portable.		491 M	Star globes.
	2807			or 702M	—	Sextant.
	6496	Bridge megger, resistance tester.		703	Marine distance meter.
	1640	Cell tester.		502	Barometer.
	48, 48A, S.48A	Avometer testing sets.		1521	Diagram, D.A.
	2198	Portable testing sets.	Misc.	1526	Slide rule, attack.
	—	Electric kettles.		—	Typewriter.
	—	Electric drilling machines.		—	O.U. and B.R. publications.

Note.—Any alternative patterns of the above articles should also be mustered.

412a.—Anchor and Chain Cable Equipment—Increased Size

"Hunt" Class Destroyers, 3rd and 4th Groups

(N.S. 20161/42.—28.1.1943.)

The size of the anchors and the chain cable equipment of the 3rd and 4th Groups of "Hunt" class destroyers is to be increased. The revised allowance is as follows :—

	Size	Quantity
Anchors, stockless	24 cwt.	2
Anchors, stocked, A.P. (ex stock)	2 cwt.	1*
Chain cable, A.Q., iron, fitted for use with lugless joining shackles.	1½ in.	12 full lengths
Chain cable, A.Q., iron, fitted for use with lugless joining shackles.		
Adaptor pieces		2
Shackles, anchor, lugless		3
Shackles, joining, lugless		24
Shackles, joining, ordinary	1½ in.	3
Shackles, securing to buoy (1930 plan)		
Stoppers, Blakes', with 7 links		2
Stoppers, screw, with 2 links		3
Slip, clear hawse		1
Swivel pieces		5
Swivel, mooring		1
Slip, senhouse, for forward towing		1
Shackles, anchor, ordinary	¾ in.	1*
Shackles, joining, ordinary		
Swivel piece, ordinary		1*
Slip, senhouse, for after towing	1½ in.	1*
Shackle, with joggle bolt, Pattern 1938	—	1*

* Replacement not necessary as the original equipment is suitable.

2. The necessary anchors, outfits of chain cable and gear, and cable holders to take the 1½-in. chain cable have been ordered, but it is anticipated that the equipment will not be available for at least six months.

3. The new cable holders should not be fitted until it has been ascertained from the Director of Stores, Admiralty, that the outfits of cable and gear are available.

4. The change-over is to be made as the outfits become available, and as vessels are taken in hand for repairs, etc.

(A.F.O. 2642/42.)

Section 4

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

*413.—Bedding—Naval Personnel Posted for Training at R.A.F. Establishments

(V. 2195/42.—28.1.1943.)

In future Naval Air Apprentices and Mechanics are to be supplied with their personal hammocks and bedding on entry instead of using loan bedding during the preliminary period of training at their Depots. When these ratings are drafted to R.A.F. Schools for technical training they will take their personal articles of bedding with them and use them with the bedsteads provided at the R.A.F. establishment. Arrangements will be made for extra blankets to be issued to the men by the R.A.F. authorities as requisite, during cold weather.

2. The revised arrangements will ensure that the men are in possession of complete kits and available for draft direct to R.N. Air Stations or H.M. Ships at any time.

(R.A.N.A.S. No. 7862/946/9, 7.11.42.)

414.—Royal Marines—Issue of Naval Bedding to Ranks Employed in Combined Operations Craft

(V. 285/43.—28.1.1943.)

Royal Marine ranks employed in Combined Operations Craft may be supplied with naval sets of bedding in accordance with the procedure laid down in paragraph 5 of C.A.F.O. 1508a/42 instead of under the procedure laid down in K.R. & A.I., Article 1869.

(K.R. & A.I., Art. 1869.)

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

415.—W.R.N.S.—Issuing Prices of Clothing

(V. 2496/42.—28.1.1943.)

The following addition is to be made to the list of articles shown in Section 1 of A.F.O. 3811/42:—

Kerchiefs 9d. each.

(A.F.O. 3811/42.)

416.—W.R.N.S.—Purchase of Towels from Service Sources

(V. 1115/42.—28.1.1943.)

W.R.N.S. Officers and ratings who are *not* accommodated in Service Quarters, and for whom consequently towels are not provided, may be permitted to take up seamen's towels on repayment from service stocks subject to the limitations set out in A.F.O. 210/43. All issues of towels are to be noted in the individual's pay book (S.43A).

2. W.R.N.S. Officers and ratings who are accommodated in Service Quarters are not permitted to take up towels on repayment.

3. The necessary additions should be made to the Appendix to A.F.O. 1484/42.

(A.F.Os. 1484/42 and 210/43.)

417.—Ball and Roller Bearings—Supply at Fixed Prices not Subject to Costing

(C.P. 96263/42.—28.1.1943.)

The Ministry of Supply has concluded agreements on behalf of all Government Departments with the following firms for the supply of bearings at fixed prices not subject to costing:—

The Hoffmann Manufacturing Co., Ltd.

Messrs. Ransome and Marles Bearing Co., Ltd.

The Skefko Ball Bearing Co., Ltd.

Similar agreements are being entered into with British Timken Ltd., and Fischer Bearing Co., Ltd.

2. The following general terms of the agreement will apply to all sales of bearings by the firms to Government Departments and to Government contractors and sub-contractors during the period named in Clause (4) below:—

- (1) The contractor shall quote fair and reasonable prices for all bearings ordered by the Government and by contractors and sub-contractors to the Government and shall not vary his current prices except in so far as justified by costs of production.
- (2) The prices accepted by purchasers (whether subject to costing or not) in respect of supplies since the 1st January, 1941, and any prices which may be accepted during the currency of this agreement shall be firm prices not subject to costing except as hereinafter provided, but subject to any provisions in the respective contracts governing variations in price due to variations in the costs of labour and materials.
- (3) Not later than six months after the end of each financial year, the contractor shall submit to the Ministry of Supply such particulars of his annual accounts (including the accounts of any subsidiary or allied company so far as they relate to the manufacture or supply of bearings) during the year as the Ministry may require and shall permit the Ministry to verify the same by inspection of his books.
- (4) This agreement shall continue in force for three years from the 1st January, 1941, or until the contractor has delivered or the purchaser has cancelled all direct and indirect supplies to the Government ordered prior to the terminations of hostilities whichever shall be the earlier, but may be terminated by either party on three calendar months' notice should the orders held by the contractor for direct and indirect supplies to the Government call for a rate of delivery below 75 per cent. of his total capacity.
- (5) All terms and conditions in the contracts and orders covered by this agreement other than those relating to "Costing" shall stand as in the respective contracts or orders.

It is a condition of the agreement that any sum by which the actual profits on direct and indirect sales to the Government exceed the amount allowable, calculated on the basis laid down in the agreement, shall be refunded to the Ministry of Supply.

418.—Medicinal Tinctures—Issue of Liquid Extracts in Lieu

(M.D.G. 393/43.—28.1.1943.)

Owing to the necessity of conserving supplies of rectified spirit, certain liquid extracts will be substituted for B.P. tinctures.

2. Officers-in-charge of issuing medical depots should ensure that the names of these extracts and their dose are clearly marked on containers supplied to H.M. ships and to establishments.

3. Medical officers of H.M. ships and shore establishments are to be certain that the utmost care is taken to note when liquid extracts are supplied in lieu of tinctures and that the strictest accuracy in dispensing is observed. This is essential in view of the fact that the maximum dose of the extract is so much smaller than that of the corresponding tincture.

419.—Butane Gas for use in Calor Equipments

(N.S./C.P. 56667/42.—28.1.1943.)

Despite the instructions in A.F.Os. 2807/42 and 5464/42 that gas required for use in Calor Equipments (until they have been removed and replaced in accordance with A.F.O. 807/42) should be met by the supply of Butane Gas obtainable from Messrs. Imperial Chemical Industries, Ltd., under standing contract, it has again been reported by the Calor Gas Distributing Co., Ltd., that Calor Gas is still being purchased from the company's local dealers at various ports. These purchases are to be discontinued forthwith.

2. Messrs. Imperial Chemical Industries report that a considerable number of their cylinders, originally supplied with Butane Gas, have not yet been returned. Yards, Area Store Depots, and Naval Bases, holding these empty cylinders should arrange for their immediate return to the firm in accordance with paragraph 7 of A.F.O. 2807/42. Particulars of the numbers available, and the probable date of the return to the firm, should be reported to the Director of Stores, Admiralty.

(A.F.Os. 807/42, 2807/42 and 5464/42.)

Section 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE**420.—Second Sea Lord, Personnel Departments and Secretariat Branches concerned**

(E.F.O./Dep. Sec. 30/43.—28.1.1943.)

A.F.O. 308/43 should be amended :—

For Principal Assistant Secretary (Naval Personnel) P.A.S.(N).
Read Principal Assistant Secretary (Naval Personnel) P.A.S.(N.P.).

(A.F.O. 308/43.)

421.—Amendments to Books

(E.F.O.—28.1.1943.)

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

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.48/43.—B.R. 4—Naval Storekeeping Manual—Part II—Amendment No. 1.**P.49/43.**—B.R. 5—Manual of Naval Cookery—Amendment No. 6.**P.50/43.**—B.R. 265/41—Notes on the 0.3-in., Marlin Machine-Gun—Amendment No. 3.**P.51/43.**—B.R. 274/41—Handbook and Drill for 20-mm. Oerlikon Machine-Gun, Marks I, etc., on Mark I, etc., Mountings—Amendment No. 4.**P.52/43.**—B.R. 294—Handbook and Drill for the 0.5-in., Guns on Twin Mark IV Mounting, 1942—Amendment No. 2.**P.53/43.**—B.R. 317 (1)—Mining Drill Book—General Instructions Buoyant Mines—Amendment No. 1.**A.F.O.*P.54/43.**—B.R. 378 E.—A.S.E.—Albacore—Amendment No. 3.**P.55/43.**—O.U. 5225 (3)—Home Dockyard Regulations—Addendum No. 3—Amendment No. 16.**P.56/43.**—O.U. 6066—The Sight Manual, Vol. I—Amendment No. 3.**P.57/43.**—O.U. 6090 W—R.T. No. 446B for 8-in. Guns—Amendment.**P.58/43.**—O.U. 6366—Regulations for Maintenance of 18-in., Duplex Pistols—Marks I and II—Amendment No. 16.

** Exceptionally as regards A.F.O. P.54/43, distribution will be made 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. 309/43.)

422.—A.M.S.Is.

(E.F.O.—28.1.1943.)

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

(A.F.O. 310/43.)

423.—Naval Store Depot, Forom House—Addresses

(N.S. 34516/42.—28.1.1943.)

Stores and correspondence for the above depot (F.2C Stores) should be addressed as follows :—

Rail Traffic—

Superintending Naval Store Officer,
c/o Southern Railway Station,
Liphook, Hants.

Road Traffic—

Superintending Naval Store Officer,
Forom House,
Harting Combe,
Rake, Sussex.

Correspondence and Telegrams—

Superintending Naval Store Officer,
Forom House,
Harting Combe,
Rogate, Sussex.

Telephone Nos.—

Liss 126 (Superintending Naval Store Officer).
Liss 127 (Superintendent of Mine Design).

424.—H.M.S. "Excalibur" (late H.M.S. "Tiger's Whelp")—Postal Address

(M. 103/43.—28.1.1943.)

With reference to A.F.O. 6082/42 it should be noted that the name of the Training Establishment, Alsager, Stoke-on-Trent, has been changed to H.M.S. "Excalibur".

2. Confusion and delay is still being caused through correspondence intended for this establishment being wrongly addressed.

3. Attention is again drawn to the correct postal address of the establishment, which is :—

R.N. Training Establishment,
Alsager,
Stoke-on-Trent.

4. It is also pointed out that delay and inconvenience would frequently be obviated if naval personnel en route to Alsager were directed to travel via Crewe, from which place a fair train service to Alsager operates, whereas the service from Stoke-on-Trent to Alsager is infrequent.

(A.F.O. 6082/42.)

425.—Articles-in-use Ledgers for Naval Aircraft

(N.S. Air 630/43.—28.1.1943.)

To assist in the settlement of queries arising on equipment held on the charge of naval aircraft squadrons, in articles-in-use ledgers, a sheet, showing the following particulars, is to be prepared in manuscript and inserted as the last page of every such ledger :—

Squadron No. :.....

Station or Ship to which attached	Period		All transactions during the period have been recorded	
	From	To	Signature of Accountant Officer	Date

2. When squadrons are detached to other stations but the supply and accounting responsibility remains with the parent station, a separate entry for the period of detachment is not required to be inserted.

3. B.R. 4 will be amended.

426.—W.R.N.S.—Medical Returns

(M.D.G. 2357/43.—28.1.1943.)

Medical Officers of Naval Establishments are to keep a record of any sickness occurring amongst members of the W.R.N.S. serving in the establishment, and are to include separately in each Medical Officer's Journal (M.179) the following forms *in single copy only* in respect of such sickness :—

M.179(a)—A detailed account of particular cases, including all those sent to hospital, invalided or dead.

M.179(c)—A list of persons to whom Hurt Certificates have been granted.

M.179(d) } Nosological Tables.
M.179(e) }

M.179(g)—Alphabetical Sick List.

M.179(h)—Alphabetical List of Minor Injuries.

(A.F.O. 621/40—*not in annual volume—is cancelled.*)

427.—B.R. 378(G)—Aircraft Store Establishment for Martlet IV Aircraft

(N.S. Air 459/43.—28.1.1943.)

A limited number of copies of a provisional A.S.E. for Martlet IV aircraft has been prepared from particulars available in U.K. and will be distributed, without demand, on a restricted basis to R.N. Store Depots, ships and services concerned.

2. Where applicable, the American classification detailed in A.F.O. 5207/42 has been followed.

(A.F.O. 5207/42.)

428.—B.R. 622—Pamphlet on Paravanes S. Marks I and I* and T.S.D.S.—Revised Establishment

(T.3427/42.—28.1.1943.)

The establishment of the above book has been revised and is now as follows :—

Flag officers	1
Leaders and destroyers ...	1†
Torpedo schools	2 (additional copies if required)

† "E" to "K" and "N" classes, "Q" and later intermediate classes also, "Battle" class.

2. All surplus copies should be returned to the Naval Store Officer, R.N. Store Depot, Edgware Road, Cricklewood, N.W.2.

429.—Form D.16 (Outside)—Abolition

(Sta. 10048A/42.—28.1.1943.)

Form D.16 (Outside)—Return of the State of Business in the Naval Store Officer's Department, has been abolished. The Inside form, Report of continuous stocktaking, remains current.

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

(A.S./Sta. 11008/43.—28.1.1943.)

Serial No.	Description	Where used	Page in Form O.6 (October, 1941, revision)	Sta. No.
N.841	Cartridges, Q.F., 40 mm., H.E. shell (each in container No. 6).	In recess on lid of box C.219.	13	11008/43
N.842	Cartridges, Q.F., 40 mm., H.E. shell (in chargers).	In recess on lid of box C.216.	13	11008/43

2. Demands should be made, as necessary, addressed to: Naval Armament Supply Officer, Finchfield House, Wolverhampton.

431.—Form S.1556—Issue

(Sta./T.D. 666/42.—28.1.1943.)

Convoy Form A.1 has been revised, and old editions are obsolete. The revised form is numbered S.1556, and issues will be made on demands addressed to the Superintending Naval Store Officer, R.N. Store Depot, Elveden Road, Park Royal, N.W.10.

2. Demands from Services at Home should be restricted to six months' estimated requirements.

Section 6.—SHORE ESTABLISHMENTS

432.—Manpower—Release of Women Clerical Staffs

(C.E. 56527/42.—28.1.1943.)

With reference to A.F.Os. 715/42 and 4227/42, action is now being taken to notify to the Ministry of Labour and National Service the names of those members of the female staff between the ages of 19 and 30 who are to be released for service in the Women's Uniformed Services, etc.

2. It is the intention of H.M. Government that Shorthand-Typists, Typists and machine operators shall not be released save in the most exceptional circumstances, and it has been arranged that the Ministry of Labour and National Service will not accept would-be volunteers from among these classes except with the written permission of the Department. In present circumstances the Admiralty will not find it possible to grant such permission.

3. The total number of clerks, etc. who can be released from Admiralty service is necessarily small. Members of the staff notified to the Ministry of Labour and National Service as available for release will be informed by their Departments, etc., of the fact.

(A.F.Os. 715/42 and 4227/42.)

433.—Mobile Female Industrial Workers—Withdrawal from Admiralty Establishments

(L. 489/43.—28.1.1943.)

The Ministry of Labour and National Service have proposed as far as possible to withdraw industrial mobile women employed in reserved industries (including women industrial employees of the Admiralty) from establishments situated in "green" or "amber" areas, and to replace them by immobile full-time or part-time women.

2. While agreement in principle has been given to this proposal, detailed arrangements have not yet been agreed between the Ministry of Labour and the Admiralty. Pending further instructions, therefore, Officers-in-Charge of Establishments, if approached by the Ministry of Labour in this matter, should not agree to release mobile women under these arrangements, unless they are satisfied that the individual can be released without replacement, or that the substitute proposed will be satisfactory.

434.—Superintendent of Typists—Overtime Pay

(U.S.B. 758/42.—28.1.1943.)

With effect from 1st June, 1942, paragraph (3) of A.F.O. 1013/38 is cancelled and Superintendents of Typists should be paid for overtime at the rates and under the conditions prescribed for established Clerical and Typing Staffs in Article 54, paragraphs (2) and (3) of the Cash Duties Instructions (B.R.669), i.e., for hours worked in excess of 42 a week in the London Area or 44 a week elsewhere. Sunday attendance should be dealt with under the terms of A.F.O. 2452/42.

(A.F.O. 1013/38—not in annual volume—and A.F.O. 2452/42.)

435.—Indian Personnel Serving in H.M. Ships—Appointment of Indian Seamen Welfare Officers

(N. 24326/42.—28.1.1943.)

Mr. N. D. Tangri, Mr. S. M. Sayeedulla and Mr. M. J. Bukht have been appointed Indian Seamen Welfare Officers to Indian personnel serving in H.M. Ships.

2. Passes have been issued to these officers to enable them to visit H.M. Naval Bases and Establishments. Every facility should be given to them in connection with their work. They will obtain the permission of the Commanding Officer of the Ship or Establishment before paying a visit to H.M. Ships.

436.—Cancelled.

437.—Cessation of Financial Adjustment Between Navy Votes in Respect of Work Done and Stores Supplied or Returned

(W.G.F. 640/42.—28.1.1943.)

All financial adjustment between Navy Votes in respect of work done by men borne under one Vote for another Vote, of material used in such work, and of stores supplied and returned, is to cease for the remainder of the war.

2. This instruction will take effect from the commencement of Lady Quarter, 1943.

3. The method of classification under Navy Votes of wages and salaries charged in the first instance in Cash Accounts to an "Unclassified Suspense Account" will continue as hitherto, e.g., wages of men charged in the first instance to such an account, but borne under Vote 4, 5, Vote 8 II K, Vote 8 III F, Vote 9, etc., will be classified financially to those Votes through Returns D.72, etc., as hitherto.

Amounts included in wages and salaries in respect of (a) travelling and subsistence allowances and (b) hurt pay, will continue to be charged and financially adjusted to (a) Vote 11A and (b) Vote 15, as hitherto.

4. The classification of all cash payments will remain as hitherto.

5. Requisitions for supplies or work done in instances in which repayment from a third party may be involved should be accompanied by a special request to the Accounting Officer of the Establishment for a complete statement of cost on the basis of a charge against the Repayment Service which may be concerned. The requisitioning department will be responsible for ensuring that the necessary claim is raised.

6. Vouchers for transfers of stores from one department to another are to be receipted by a responsible officer, and issuing store departments are to ensure that such receipts are held. It is essential that the normal procedure for the receipt and issue of stores and supplies should continue to be rigidly adhered to.

Departments requiring to know the value of supplies no longer subject to financial adjustment should use rate book values. If rate book values do not exist the department should obtain the current rate from the supplying department and value the issue accordingly.

7. Charges newly waived under this Order will be dealt with on the lines already laid down for waived charges between Navy Votes.

Dockyard expense on new construction of craft and vessels, the cash payments for which are chargeable to Votes other than Vote 8, Section III, is to be brought to account in the Dockyard Cost Accounts under Head IC of Account No. 89, each ship separately.

(A.F.O. 4547/40—not in annual volume—is cancelled.)

FINANCIAL STATEMENTS

437.—Cessation of Financial Adjustment Between Navy Votes in Respect of Work Done and Stores Supplied or Returned

[W.O. 040/42—28.1.1942]
All financial adjustments between Navy Votes in respect of work done by them have under one Vote for another Vote of materials used in such work, and of stores supplied and returned is to cease for the remainder of the war.

2. This instruction will take effect from the commencement of Lady Quarter 1942, and it was desired to have the necessary arrangements made in advance.

3. The method of classification under Navy Votes of wages and salaries charged in the last instance in Cash Accounts to an Unclassified Expenses Account will continue as hitherto, i.e. wages of men engaged in the Navy Reserve Account, but those under Vote 4, 3, Vote 2 II K, Vote 8 III F, Vote 8, etc., will be classified financially to those Votes through Returns D.12, etc., as hitherto.

Amounts included in wages and salaries in respect of (a) travelling and subsistence allowances and (b) port pay, will continue to be charged and financially adjusted to (a) Vote 11A and (b) Vote 13, as hitherto, etc., as hitherto.

4. The classification of all cash payments will remain as hitherto.

5. Repudiations for supplies or work done in instances in which repayment from a third party may be involved should be accompanied by a special request to the Accounting Officer of the Establishment for a complete statement of cost on the basis of a charge against the Government Service which may be concerned. The requisitioning department will be responsible for ensuring that the necessary checks are made.

6. Vouchers for transfers of stores from one department to another are to be receipted by a responsible officer, and leaving copy vouchers are to ensure that such receipts are held. It is essential that the normal procedure for the receipt and issue of stores and supplies should continue to be rigidly adhered to.

7. Departments requiring to know the value of supplies no longer subject to financial adjustment should use their book values. If the book values do not give the department should obtain the current rate from the supplying department and value the stocks accordingly.

8. Changes made under the Order will be dealt with on the lines already laid down for waived charges between Navy Votes.

Doctors' expenses on new construction of craft and vessels, the cash payments for which are chargeable to Votes other than Vote 8, Section III, is to be brought to account in the Department's Accounts under Head III of Account No. 82, each ship separately.

(U.S.S. 1.38—24.1.1942)

[A.F.O. 1457/42—not in original volume—cancelled]
The following instructions are issued to the Chief Clerk and Typing and Printing Sections of the Cash Department, to be effective from 1st April 1942: (1) The Chief Clerk and Typing Section should be notified by the Chief Clerk of the London Area of any change in the number of staff employed in the London Area or in a work section. Any change should be dealt with under the terms of A.F.O. 1457/42.

[A.F.O. 1457/42—not in original volume—cancelled]

438.—Indian Payment Service in H.M. Ships.—Appointment of Indian Sailors

(N. 1.1.42—28.1.1942)

Mr. N. D. Tagori, Mr. S. M. Espinola and Mr. M. J. Bhatt have been appointed to the Indian Payment Service in H.M. Ships.

It is desired that these officers should be enabled to visit H.M. Ships in order to be acquainted with the work. They will obtain the necessary permission from the Commanding Officer of the ship in which they are to visit.

(N. 1.1.42—28.1.1942)