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ADMIRALTY FLEET ORDERS

ADMIRALTY, S.W.1,
23rd July, 1942.

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

A list of these Orders is enclosed.

By Command of their Lordships,

J. V. Markham

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

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

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ADMIRALTY FLEET ORDERS

No. Subject.

23rd July, 1942

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 3579. O.U. 6090(B)—Revised page 8, dated April, 1942, to Range Tables 313 for B.L. 4.7-in. Gun, Mark I—Issue.
 3580. O.U. 6090(K)—Range Table No. 543, Fuze Scale for B.L. 4-in. Mark VII Field Gun, dated May, 1942—Issue.
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(Orders marked * have been reprinted for posting on Notice Boards; marked † may be communicated to the Press.)

Section 1

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

†3470.—French National Day

(M. 010126/41.—23.7.1942.)

The following message was sent to Admiral Auboyneau on the 14th July by the First Lord :—

“ The Board of Admiralty and Officers and men of the Royal Navy join with the Forces Navales Françaises Libres in the commemoration of France's National Day.

This anniversary has, not only for France herself, but for the peoples of the United Nations, a peculiar significance at the present time, and I am sure the recollection of the triumph of the French People in establishing their life upon the principles of liberté, égalité, fraternité, will bring hope to all those who in France to-day suffer under the cruellest tyranny which the people of France have had to endure since they achieved their independence as a United Nation.

I do not doubt that their thoughts will turn with gratitude and with hope to those of their countrymen who, far from home, are fighting with a gallantry with which the name of France has always been associated for the liberation of their kinsmen, and they they will be greatly encouraged thereby.

When the United Nations are victorious and France is once more free the debt which she will owe to the Free French Forces will be immeasurable.”

The following reply was received :—

“ On behalf of the officers and men under my command, I thank you for the inspiring message I have received from you on the eve of the anniversary of the French National Day, the third since the establishment of the Fighting French Navy.

On this occasion, I wish to express once more my deep gratitude for the efficient support and friendly co-operation thanks to which we have been able to build up our small navy, from the mere symbol it was at the start, into an effective fighting weapon.

I feel convinced that the unity of thought and purpose prevailing between the Fighting French Navy and the Royal Navy will outlast our present circumstances and promote mutual understanding and friendship between the navies of both our countries when France is restored.”

3471.—Defence Regulations—Misuse of Government Petrol

(N.L. 15189/41.—23.7.1942.)

Defence Regulation 1c (reproduced in the appendix hereto) has been made with the object of protecting Government petrol against misuse by making it an offence to mix detector dye substances into any petroleum spirit other than Government petroleum spirit; to possess any Government petrol without due authority; and to facilitate proof in Court of offences without requiring the attendance of the analyst who has examined the petrol at the Court or Court Martial to give oral evidence.

2. A certificate from an authorised analyst may be accepted as evidence of the fact that a sample of petroleum spirit contains the compounds specified in the Regulation as these compounds are only to be found in Government petrol. Thus a prima facie case is established that the petrol is Government petrol. The analyst will not be called to give oral evidence unless the accused exercises his rights under the proviso to paragraph 3 of the Regulation, but it is important that a copy of the analyst's certificate be served on the accused at least seven days before the trial.

3. Samples of petrol believed to be Government petrol which is being used improperly will be sent to the nearest Public Analyst for analysis. The address of Public Analysts may be obtained from the police or the local authorities.

4. Instructions with reference to the issue of supplies of petrol containing the detector dye and the taking of samples of petrol, etc., will be issued as soon as possible.

APPENDIX

DEFENCE (GENERAL) REGULATION

1c. *Misuse of Government petrol, etc.—S.R.O. 961/1942.*—(1) No person shall put into petroleum spirit, other than government petroleum spirit, any benzene-azo-alpha-naphthyl-amine or benzene-azo-ortho-cresol, or any mixture of those compounds.

(2) No person, other than a servant of His Majesty acting in the course of his duty as such or a person acting in accordance with the authority of a government department, shall have in his possession any government petroleum spirit, and for the purpose of this paragraph any person having charge of a motor vehicle or vessel containing petroleum spirit shall be deemed to have that spirit in his possession, whether or not any other person is also in possession thereof:—

Provided that in any proceedings in respect of an offence against this paragraph it shall be a defence for the person charged to prove that he did not know, and had no reason to believe, that the petroleum spirit in respect of which the proceedings were taken was government petroleum spirit.

(3) For the purposes of any proceedings against any person in respect of an offence against this Regulation, or in respect of an offence consisting of or arising out of the taking, sale, purchase, receipt, use or other dealing with petroleum spirit alleged to be government petroleum spirit any petroleum spirit containing the compounds specified in paragraph (1) of this Regulation shall be deemed to be government petroleum spirit; and in any such proceedings a certificate of an authorised analyst certifying that any sample of petroleum spirit specified in the certificate contains the compounds aforesaid shall, subject as hereinafter provided, be sufficient evidence of the facts therein stated:

Provided that before such a certificate is tendered as evidence in any proceedings a copy thereof shall, not less than seven days before the hearing, be served on the accused, and no such certificate shall be admitted in evidence if the accused, not later than three days before the hearing or within such further time as the court may in special circumstances allow, gives to the prosecution notice requiring the attendance of the person by whom the analysis was made.

(4) For the purposes of this Regulation—

(a) the expression "government petroleum spirit" means petroleum spirit which is the property of His Majesty or of any government department; and

(b) the expression "authorised analyst" means the Government Chemist, any chemist authorised by a government department to make analyses for the purpose of this Regulation, or any person appointed under section sixty-six of the Food and Drugs Act, 1938, or section fifteen of the Food and Drugs (Adulteration) Act, 1928, as a public analyst or deputy public analyst,

and any document purporting to be a certificate of an authorised analyst given for the purpose of this Regulation and produced by the prosecution shall, until the contrary is proved, be taken to be such a certificate.

3472.—Life Saving in H.M. Naval Service

(D/N.L. 5839/42.—23.7.1942.)

A.F.O. 1220/42 is to be amended as follows:—

Delete paragraph 7, and substitute:—

"Steps are to be taken to ensure that all life floats in H.M. ships are stowed in positions from which they can be easily launched. The brackets or other supports, and the securing arrangements, are to be modified to permit of the life floats being withdrawn without preliminary lifting. Lashings are generally to be of hemp and are to be accessible for ready cutting when necessary. Where special circumstances render the use of wire and slips preferable to hemp lashings for securing life saving rafts and floats, these may be demanded from Storing Yards and fitted by the ship's staff, a slip pattern 1916 being used. In all cases either a hammer for knocking off the slip or a well greased knife for cutting the lashing is to be secured to the float or raft ready for immediate use. When life floats are lowered on falls a toggle release is to be used."

(A.F.O. 1220/42.)

*3473.—Enemy Aircraft Shot Down or Damaged by Ships' Gunfire and Naval Aircraft

(G.D. 0790/42.—23.7.1942.)

Casualties to enemy aircraft by ships' gunfire are as follows from the beginning of the war to 30th June, 1942:—

	Confirmed	Probable	Damaged
By H.M. ships, excluding minor War Vessels	366	159	229
By minor War Vessels (since 12th April, 1940)	100	35	66
By D.E.M.S. and Fishing Vessels	83	42	98
By Allied Warships	13	3	10
	562	239	403
Last reported totals (31st May, 1942)	543	233	393
Increases	19	6	10

Brief details of the successes credited to H.M. Ships and Merchant Vessels (one in each case unless otherwise stated) obtained from reports received during June, 1942, are as follows:—

H.M. Ships

Confirmed	Probable	Damaged
H.M.S. "Trinidad".	H.M.S. "Liverpool".	H.M. Ships "Kent" and "Norfolk".
H.M.S. "Liverpool".	H.M.S. "Legion".	H.M.S. "Trinidad" on 28th March and 14th April (2).
H.M.S. "Ulster Queen".	H.M.S. "Imperialist".	H.M.A.S. "Hobart".
H.M.S. "Cleveland".	Escorts and Merchant Ships in Convoy W.P. 169 on 10th June.	H.M.S. "Carentan".
H.M.S. "Black Swan" (4).	Escorts and Merchant Ships in Convoy W.P. 172 on 16th June.	H.M.M.Ls. 142 and 137.
H.M. Trawler "Cayrian".		Escorts and Merchant Ships in Convoy W.P. 169 on 10th June.
Chasseur "Q.043," M/V.		Escorts and Merchant Ships in Convoy W.P. 171 on 13th June.
"Shelbrit" and M/V "Sumatra".		
H.M.S. "Atherstone", S.S. "Reis" and S.S. "Dursley" of Convoy W.P. 172 on 15th June.		
Escorts and Merchant Ships in Convoy P.Q. 15 on 1st and 3rd May (4).		
Escorts and Merchant Ships in Convoy P.W. 169 on 10th June.		
Escorts and Merchant Ships in Convoy P.Q. 16 on 25th May (2).		

Merchant Ships and Fishing Vessels

S.S. "Empire Star".	S.S. "Trehata".	S.S. "Induna".
		S.S. "Empire Star".

Enemy aircraft shot down by Naval aircraft.—Casualties caused to enemy aircraft by Naval aircraft as follows from the beginning of the war to 30th June, 1942:—

	Confirmed	Probable	Damaged
Last reported totals (31st May, 1942)	150	26	100
	150	26	100
Increases	—	—	—

2. Casualties are assessed in the Admiralty in accordance with the rules laid down in C.A.F.O. 1898/40, which are the same as those employed by the Royal Air Force and Army.

General Information

3. During June the enemy has decreased his tip-and-run attacks with Me.109s. in the Channel. The greater part of his effort during the first part of the month was put into attacking convoys in the Channel and off the West Coast. These attacks have been made when Convoys are passing one another, the aircraft used being Ju.88s. Some isolated attacks were made off the East Coast.

4. The last ten days of the month have been almost completely free from attacks on shipping.

5. In the Mediterranean the major incident was the heavy air attack on the two convoys bound for Malta when a heavy toll of the enemy was taken.

6. Detailed reports have not yet been received. These successes are not shown in the attached table, which necessarily has to be based on written reports received during the month.

(C.A.F.O. 1898/40.)

(A.F.Os. 212/42, 612/42, 1224/42, 1733/42, 2114/42, 2206/42 and 2959/42 are cancelled.)

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

*3474.—Honours and Awards—"London Gazette" Supplement of 14th July, 1942

(H. & A.—23.7.1942.)

CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD,

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

14th July, 1942.

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

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

Mr. Edward William Fuller, Warrant Engineer, R.N.

For resource and leadership.

Lieutenant Gethin Charles Bowen, R.N.R.

For coolness and devotion to duty.

ADMIRALTY,

Whitehall,

14th July, 1942.

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

For determination and coolness in the protection of a convoy:

To be a Companion of the Distinguished Service Order:

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

The Distinguished Service Cross.

Temporary Acting Sub-Lieutenant Francis Joseph Head, R.N.V.R.

The Distinguished Service Medal.

Able Seaman George Leslie Edwards, P/JX.145757.

Mention in Despatches (Posthumous).

Petty Officer James Alexander Gordon Cruikshank, P/JX.159456.

For gallantry in rescue work in the Mediterranean:

The Distinguished Service Cross.

Temporary Acting Lieutenant Amos Stuart Mullins, R.N.R.

The Distinguished Service Medal.

Ordinary Seaman Frank Harry Izzard, C/JX.209641.

Mention in Despatches.

Acting Sub-Lieutenant John Easton Niels Carter, R.N.R.

For skill, bravery and resolution while serving in H.M. Motor Torpedo Boats and Motor Gun Boats in an attack on an enemy convoy near the French coast:

The Distinguished Service Cross.

Temporary Lieutenant Thomas George Fuller, R.C.N.V.R.

Temporary Sub-Lieutenant Barry Easton, R.N.V.R.

The Distinguished Service Medal.

Leading Motor Mechanic Frederick Norman Dowson, D/MX.74648.

Able Seaman William Joseph Wyborn, C/JX.133770.

Able Seaman Albert Horsfall, N.Z.1421, R.N.Z.N.

Mention in Despatches (Posthumous).

Temporary Acting Sub-Lieutenant Maurice Antony Grayson Lovell, R.N.V.R.

Ordinary Seaman Leslie John Bogg, P/JX.296310.

Mention in Despatches.

Temporary Lieutenant Eric Alfred Edward Cornish, R.N.V.R.

Sub-Lieutenant Ronald Mansfield Barge, R.N.V.R.

Temporary Sub-Lieutenant Mark Arnold-Forster, R.N.V.R.

Motor Mechanic James Charles Arnold, P/MX.71639.

Leading Seaman Horace Powis, D/JX.139770.

Able Seaman Albert Jack Read, P/JX.148481.

Telegraphist William Lovell, D/JX.143704.

Ordinary Seaman Norman Hodgetts, P/JX.295973.

Ordinary Seaman Sidney Arthur Pennell, P/JX.297415.

For skill and judgment while escorting a convoy:

Mention in Despatches.

Lieutenant Samuel Richard Le Hunte Lombard-Hobson, R.N.

Lieutenant Ronald Eric George Simmons, R.N.R.

Able Seaman Albert George Tonks, D/JX.134377.

For resource and skill when minesweeping:

Mention in Despatches.

Lieutenant-Commander Colin Lowe Broadhurst, R.N.R.

Lieutenant-Commander Roger Stannard Cameron, R.N.Z.N.V.R.

For courage and cheerfulness when a merchantman was lost:

Mention in Despatches.

Acting Able Seaman William McNinch, D/JX.209902.

For determination in action against enemy submarines while serving in H.M. Ships "Hussar" and "Gossamer":

Mention in Despatches.

Lieutenant-Commander Thomas Crosbie Crease, R.N.

Able Seaman Colin Kennedy Page, P/SSX.18160.

Able Seaman Robert Butler Johnston, P/CD/X.3055.

For resource and devotion to duty:

Mention in Despatches.

Engine Room Artificer Fourth Class Alan Fearnley Bathurst, P/MX.60489.

Leading Stoker Alexander Philip Corstorphin, P/KX.88530.

Amendments (where underlined> to previous Orders of Honours and Awards under headings :

The Distinguished Service Cross.

A.F.O. 2465/42

Temporary Acting Sub-Lieutenant (A) David James Robertson Harvey, R.N.V.R.

Mention in Despatches (Posthumous)

A.F.O. 2589/42

Temporary Lieutenant Graham McNaughton Baker, R.C.N.V.R.

Mention in Despatches.

A.F.O. 973/42

Commander John William Grant, R.N., H.M.S. "Penelope".

A.F.O. 2342/42

Stoker First Class Gert Johannes Jurgins du Preez, D/KX.94935.

A.F.O. 2835/42

Leading Seaman Leonard Sylvester Royle, LT/JX.212611, R.N.P.S.

To be Associates of the Royal Red Cross

A.F.O. 2961/42

Miss Marion Ruby Mitchell, Reserve Nursing Sister.

***3475.—Honours and Awards—Royal Netherlands Navy**

(H. & A. 335/42.—23.7.1942.)

The King has been graciously pleased to approve the Mention in Despatches of the name of Lieutenant Jonkheer Paul Louis Marie van Geen for valuable services in command of H.N.M.S. "Jan Van Gelder" while she was operating with the 9th M/S Flotilla.

2. This award will not be gazetted.

3476.—Governor and Commander-in-Chief, Mauritius—Appointment

(M. 2788/42.—23.7.1942.)

Sir Donald Mackenzie-Kennedy, K.C.M.G., has been appointed Governor and Commander-in-Chief of Mauritius to date 5th July, 1942.

***3477.—Lott Naval Trust Fund—Awards for Inventors**

(N. 15497/42.—23.7.1942.)

The following awards to naval personnel have been approved :—

E. G. Petersen, E.A. IV, P/MX.61389. Torpedo tool. (N.10234/42) ...	£3
Eric Coates, E.A.I (Pensioner), P/MX.25717 ...	} £3 each
Stephen Brooks, E.A. IV, P/MX.60781 ...	
Wm. Hopps, Petty Officer, P/JX.131821 ...	
Tom Hayes, Leading Seaman, P/JX.136051 ...	
Torpedo modifications. (N.5719/42)	
S. L. Cudworth, O.A. I Cl. (Pensioner), P/M.6657. Modification to 20 m.m. gun. (G.016755/41) ...	£5
Lieut. J. K. Knill, R.N.V.R. Mounting for Lewis gun. (G.2827/42) ...	£3
E. Coates, E.A.I. P/M.25717. Torpedo modification. (T.05573/42) ...	£7
Mr. J. A. Jago, Commissioned Gunner (T). Modifications to Depth Charge. (T.0578/42) ...	£12
F. Ironmonger, Ch. Engineman, R.N.R. Emergency Pump. (N.24655/41)	£5
Captain D. I. McGillewie ...	£7
F. Gale, C.E.R.A. (Pensioner), C.272503 ...	£3
Fire control apparatus.	
Sub-Lieut. G. Clarke, R.N.V.R. ...	} £3 each
L. Gill, E.A.I. (Pensioner), C/M.31221 ...	
Depth Charge gear. (N.7020/42)	

W. A. Poulton, O.A.I. (Pensioner), C/MX.53282. Hand-up Retaining Catch. (G.5762/41) ...	£5
Lieut. W. G. Donald, R.N.V.R. Mounting for Machine Gun. (G.013827/41) ...	£2
P. H. Herring, Stoker I, R.F.R. Ch. B/18495 C/SS.119884. Design for magazine hoist. (C.P. Pattern 594/41) ...	£15
Lieut. (E) H. H. D. Campaign. Telemotor valve. (N.5660/42) ...	£10
Mr. H. Shannon, Acting Warrant Electrician. Control Clock. (N.5382/42)	£20
H. J. Blundell, Ch. E.R.A. C/M.35669. Machine for cleaning Boiler Tubes. (D.9356/40) ...	£4
Commander J. I. Robertson, R.N. ...	} £20 each
Mr. E. S. Wicks, Warrant Observer Control apparatus. (N.2035/42)	
Mr. H. W. Britter, Acting Warrant Electrician. Terminal modification. (M.4248/41) ...	£5
Lieut. F. C. Morgan, R.N. ...	} £12
Wm. H. Akers, Ch. O.A. D/M.36688 ...	
Bearing Plot. (G.D.081/41)	£6
Benjamin G. Smith, C.P.O. 2nd Hand, I/T/JX.190003. Net modification. (M/S.0107/42) ...	£20
E. Preston, C.P.O., D/J.103329 (d.d.). Spanner for Torpedo Tubes. (N.26527/41) ...	£3
Lieut. T. W. Lamb, R.N. Bomb modification. (G.016783/41) ...	£5
Mr. F. J. Collins, Commissioned Boatswain (ret'd.) ...	£2
C. W. J. Ford, C.P.O. ...	£1
D. Kaye, A.B., D/JX.165466 ...	£1
Parachute modification. (M.1936/42)	
Lieut. E. A. W. Gibbs, R.N. ...	} £5 each
John H. Waite, Ch.O.A., P/M.36229 ...	
Cocking device. (G.06001/42)	
R. S. Baker, Ch. E.A. 2 Cl., D/MX.45368. Clutch modification. (N.2013/42) ...	£8
Commander (E) C. M. Hall ...	£25
E. J. Buck, C.E.R.A., D/M.38810 ...	} £16
Modifications to magazine and shell room. (N.6345/42)	
Mr. H. Hunsell, Warrant Engineer. Design for Indicator. (N.4945/42)	£10
Mr. A. V. Wright, Commissioned Electrician ...	} £5 each
K. L. Gilmour, Ch. E.A., P/M.38058 ...	
W/T modification. (N.7779/42)	
Lieut. R. A. P. Mountifield, R.N. ...	} £12
M. Stevens, C.O.A., D/M.38407 ...	
Control Disc. (G.017718/41)	£5

2. Inventions forwarded to the Admiralty before 1st January, 1929, are not eligible for consideration by the Lott Fund Committee and the same applies to applications which are about to be forwarded to or pending with the Admiralty Awards Council. On the other hand, applications which have failed to secure an award from the latter may be re-submitted to the Lott Fund Committee.

3. Payment should be made by the Accountant Officer of the ship or establishment in which the officer or rating is borne and brought to account through the cash account as a charge to "Trust Funds (Lott Naval Fund)", except in the case of officers serving at the Admiralty or retired personnel; payment to these will be made by the Director of Naval Accounts.

4. In the case of deceased personnel payment will be made to their estate by the Director of Navy Accounts on application being made.

(A.F.O. 1277/30.)

3478.—Captains and Below—Rank and Command

(C.W. 39082/41.—23.7.1942.)

The order in which Officers should rank and command is promulgated for general information in the following table :—

- See AFO 1163/45.*
- (1) Captains, R.N. (active list).
Captains, R.N. (retired) who held the rank of Captain on the active list.
 - (2) Acting Captains, R.N. (active, retired or emergency).
 - (3) Captains, R.N.R. (active list).
Captains, R.N.R. (retired) who held the rank of Captain on the active list.
 - (4) Acting Captains, R.N.R. (active or retired).
 - (5) Captains, R.N.V.R. (active list).
Captains, R.N.V.R. (retired) who held the rank of Captain on the active list.
 - (6) Acting Captains, R.N.V.R. (active or retired).
 - (7) Captains, R.N. (retired) whose last active service rank was Commander.
Commanders, R.N. (active list).
Commanders R.N. (retired) who held the rank of Commander on the active list.
 - (8) Acting Commanders, R.N. (active, retired or emergency).
 - (9) Captains, R.N.R. (retired) whose last active service rank was Commander.
Commanders, R.N.R. (active list).
Commanders, R.N.R. (retired) who held the rank of Commander on the active list.
 - (10) Acting Commanders, R.N.R. (active or retired).
 - (11) Captains, R.N.V.R. (retired) whose last active service rank was Commander.
Commanders, R.N.V.R. (active list).
Commanders, R.N.V.R. (retired) who held the rank of Commander on the active list.
 - (12) Acting Commanders, R.N.V.R. (active or retired).
 - (13) Commanders, R.N. (retired or emergency) whose last active service rank was Lieutenant-Commander or Lieutenant, whether serving as Commander or Lieutenant-Commander.
Commanders, R.N.R. (retired) promoted from Lieutenant-Commander on or after retirement, and having held the status of Qualified Officer in that rank, whether serving as Commander or Lieutenant-Commander.
Commanders, R.N.V.R. (retired) promoted from Lieutenant-Commander on or after retirement, and having held the status of Qualified Officer in that rank, whether serving as Commander or Lieutenant-Commander.
Lieutenant-Commanders, R.N.
Lieutenant-Commanders, R.N. (retired or emergency) whose last active service rank was Lieutenant, Sub. Lieutenant or Mate.
Lieutenant-Commanders, R.N.R. (active or retired) Qualified Officers.
Lieutenant-Commanders, R.N.V.R. (active or retired) Qualified Officers.
 - (14) Acting Lieutenant-Commanders, R.N. (active, retired or emergency).
Acting Lieutenant-Commanders, R.N.R. (active or retired) Qualified Officers as Lieutenants.
Acting Lieutenant-Commanders, R.N.V.R. (active or retired) Qualified Officers as Lieutenants.
 - (15) Commanders, R.N.R. (retired) other than those shown in 9 and 13 above.
Lieutenant-Commanders, R.N.R. (active or retired) not Qualified Officers.
 - (16) Commanders, R.N.V.R. (retired) other than those shown in 11 and 13 above.
Lieutenant-Commanders, R.N.V.R. (active or retired) not Qualified Officers.
 - (17) Acting Lieutenant-Commanders, R.N.R. (active or retired), not Qualified Officers as Lieutenants.
 - (18) Acting Lieutenant-Commanders, R.N.V.R. (active or retired) not Qualified Officers as Lieutenants.

- (19) Lieutenants, R.N.
Lieutenants, R.N. (retired or emergency) who held the rank of Lieutenant on the active list or who were promoted from the rank of Sub-Lieutenant after retirement.
Lieutenants, R.N.R. (active or retired) Qualified Officers.
Lieutenants, R.N.V.R. (active or retired) Qualified Officers.
 - (20) Lieutenants, R.N.R. (active or retired) not Qualified Officers.
Skipper Lieutenants, R.N.R.
Skipper Lieutenants, R.N.R. (retired) who served on the active list as Skipper Lieutenants.
 - (21) Lieutenants, R.N.V.R. (active or retired) not Qualified Officers.
 - (22) Acting Lieutenants, R.N. (active or retired).
 - (23) Acting Lieutenants, R.N.R. (active or retired).
Acting Skipper Lieutenants, R.N.R.
 - (24) Acting Lieutenants, R.N.V.R. (active or retired).
 - (25) Sub-Lieutenants, R.N. (active or retired).
 - (26) Sub-Lieutenants, R.N.R.
 - (27) Sub-Lieutenants, R.N.V.R.
 - (28) Lieutenant-Commanders and Lieutenants, R.N. (retired) whose last active service rank was Commissioned Officer from Warrant Rank.
Commissioned Officers from Warrant Rank, R.N.
Commissioned Officers from Warrant Rank, R.N. (retired) who served on the active list in the rank of Commissioned Officer.
 - (29) Acting Commissioned Officer from Warrant Rank, R.N. (active or retired).
 - (30) Skipper Lieutenants, R.N.R. (retired) promoted from Chief Skipper on or after retirement.
Chief Skippers, R.N.R. (active or retired).
 - (31) Commissioned Officers from Warrant Rank, R.N.V.R.
 - (32) Acting Chief Skippers, R.N.R.
 - (33) Acting Commissioned Officers from Warrant Rank, R.N.V.R.
 - (34) Acting Sub-Lieutenants, R.N.
 - (35) Acting Sub-Lieutenants, R.N.R.
 - (36) Acting Sub-Lieutenants, R.N.V.R.
 - (37) Warrant Officers, R.N. (active or retired).
Commissioned Officer from Warrant Rank R.N. (retired) whose last active service rank was Warrant Officer.
 - (38) Acting Warrant Officers, R.N.
 - (39) Skippers, R.N.R.
 - (40) Warrant Officers, R.N.V.R.
 - (41) Acting Skippers, R.N.R.
 - (42) Acting Warrant Officers, R.N.V.R.
2. Officers holding the confirmed rank, in any one group, rank in relation to each other according to the seniority of the rank they hold or last held on the active list (in groups 13, 15 and 16, however, they rank amongst themselves according to their seniority as Lieutenant-Commanders and in group 19, Lieutenants R.N. (retired or emergency) will rank according to their seniority as Lieutenants) except as provided hereinafter :
 - (a) Qualified Officers of the R.N.R. will rank and command, in relation to R.N. Officers according to their respective seniorities, but after R.N. Officers of the same seniority.
 - (b) Qualified Officers of the R.N.V.R. will rank and command in relation to R.N. Officers, R.N.R. Qualified Officers, according to their respective seniorities, but after R.N. and R.N.R. Qualified Officers of the same seniority.
 3. Officers on the active list granted acting rank, in any one group, rank in relation to each other according to the seniority of their substantive rank, except that Qualified Officers of the R.N.R. and R.N.V.R. granted the acting rank of

Lieutenant-Commander, rank in relation to each other, and in relation to R.N. Officers according to their seniorities as Lieutenants and as provided for in paragraphs 2 (a) and 2 (b) above.

4. Officers on the retired or emergency lists granted acting rank, in any one group, rank in relation to each other and in relation to active list officers of the same group according to the seniority of their last active service rank, except that Commanders (retired or emergency) whose last active service rank was Lieutenant and Lieutenant-Commanders (retired or emergency) who were promoted to that rank on or after retirement and who are granted acting rank, will rank amongst themselves and in relation to active list Officers of the same group according to their seniority as Lieutenant-Commanders; and Qualified Retired Officers of the R.N.R. and R.N.V.R. granted the acting rank of Lieutenant-Commander will rank amongst themselves and with Officers of the same group according to their seniorities as Lieutenant and as provided for in paragraphs 2 (a) and 2 (b) above.

5. Officers shall only be deemed to be Qualified Officers whose names are shown in the current Navy List, or who have been granted this status during the present war.

6. K.R. & A.I. will be amended accordingly.

3479.—Naval Officers Taken Prisoner of War or Interned

(C.W. 8829/42.—23.7.1942.)

In order to maintain complete records of officers' services, whenever possible a special report on Form S.206 is to be forwarded on every officer taken prisoner of war or interned in a neutral country or reported missing in circumstances that admit of the possibility of his having been taken prisoner or interned.

2. In addition a report on Form S.206 is to be made in respect of deceased officers who on or before the date of their death became eligible for promotion by age or service and for whom no recommendation for promotion had previously been despatched.

*3480.—Uniform—Chaplains

(N.L./C.W.16664/42.—23.7.1942.)

The wearing of ordinary clerical dress by Chaplains remains optional, but during the period of hostilities Chaplains may wear the following uniform:—The Naval Chaplain's cap and badge as authorised in A.F.O. 2106/40 together with a blue reefer jacket not having ranking stripes but with officer's buttons, and trousers and rain coat of a naval officer. The cap and badge is not to be worn with ordinary clerical dress.

To assist towards the expense incurred a grant of £20 is payable to Temporary Chaplains (A.F.O. 1870/42). Chaplains who prefer to wear ordinary clerical dress are not eligible for this grant.

Under the existing clothing regulations, Chaplains, who sign tailors' bills for the purchase of a suit can only sign for a uniform suit.

2. When white uniform is worn by officers, Chaplains may, as an alternative to the existing white tunic, when wearing a clerical collar, wear with it a white coat with officer's buttons, black shoulder straps with gilt Maltese Cross, and white trousers of uniform pattern.

When tropical dress is worn, Chaplains should wear the approved dress with the addition of Maltese Crosses on the shoulder straps.

3. Chaplains serving with the Royal Marine Division or with M.N.B.D.O. are required to provide themselves with battle dress. When battle dress is worn, Maltese crosses must be worn on the shoulder straps and also "Royal Navy" shoulder titles and divisional signs (if entitled) on each arm. A khaki field service cap should be worn with a bronze Naval badge. Clerical collar and stock are to be worn with this dress and not khaki collar and tie.

When Royal Marine Officers wear khaki service dress, Chaplains may also wear khaki service dress with cloth belt, bronze buckle, bronze naval buttons, bronze naval collar badges and Maltese Crosses on the shoulder straps. "Royal Navy" shoulder titles and divisional signs (if entitled) should also be worn as with battle dress. A peaked khaki cap should be worn with the Naval Chaplain's badge, black

band and black chin strap and black buttons. Alternatively a Naval Chaplain's cap may be worn with a khaki cap over. Clerical collar and stock are to be worn as with battle dress. Either black or brown shoes may be worn. As an alternative to khaki service dress, Chaplains may wear the blue naval uniform as in paragraph 1.

A khaki trench coat with belt should be worn when necessary.

4. Tropical kit should be made from khaki drill cloth and should have bronze naval buttons and badges. When khaki shirt and shorts only are worn, Maltese Crosses should be worn on the shoulder straps of the shirts.

(A.F.Os. 2106/40 and 1870/42.)

3481.—Course for Promotion to Temporary Warrant Observer

(C.W. 20620/42.—23.7.1942.)

With reference to paragraph 4 of A.F.O. 2877/40, candidates for promotion to Temporary Warrant Observer will, in future, undergo the following course of instruction:—

- (a) At the Naval Air Signal School, Arbroath: A course of three weeks in technical radio and the care and maintenance of all aircraft radio and R/T sets and other radio equipment in current use in the Fleet Air Arm, together with instruction in the electrical installation in Naval aircraft.
- (b) At the Observers' School, Arbroath: A course of one week in General Observer subjects and aimanship.

(Paragraph 4 of A.F.O. 2877/40 is cancelled.)

*3482.—Temporary Warrant Writer, R.N.V.R.—Institution of Rank

(C.W. 15143/42.—23.7.1942.)

The rank of Temporary Warrant Writer, R.N.V.R. has been established for the period of the war. C.P.O. and P.O. Writers of the permanent R.N.V.R. who have performed at least ten years' service will be eligible for consideration, and recommendations may be forwarded at any time on Form S.198, suitably amended, direct to the Paymaster Director General, Admiralty. Recommendations should be accompanied by a medical certificate stating that the candidate is medically fit for sea service, and copies of Service Certificates and History Sheets should accompany first recommendations on S.198. Thereafter Forms S.198 should be rendered half-yearly in accordance with K.R. & A.I., Article 306.

2. Ratings cannot be promoted because they are serving in certain particular appointments, and with a view to their remaining in such appointments on promotion, they must be considered available, if promoted, for service at home or abroad, either afloat or ashore, as may be required.

3. Although no professional qualification has been laid down for promotion, these officers will be required to fill complement billets for Warrant Writer, R.N., and ratings should therefore not be recommended unless their professional and personal qualities compare favourably with those of candidates for promotion to Warrant Writer or Temporary Warrant Writer, R.N.

4. Candidates will be given acting rank only on promotion, and will be confirmed as Temporary Warrant Writers, R.N.V.R., with original seniority on completion of one year's service, provided that their conduct and qualifications have been satisfactory, and that they are recommended from the ships in which they are serving.

*3483.—Gunnery Instructors—Acting Q.R.1 (S.V.)

(N./T.D./D.E.M.S. 1138/42.—23.7.1942.)

With reference to A.F.O. 1352/42, paragraphs 4, 20, 28 and 31 (1), standards to be attained to render men eligible for the rating of A/Q.R.1 (S.V.) have been laid down.

The short course mentioned in A.F.O. 1681/41 does not make a rating eligible.

2. Arrangements for instructors to take a course will be made as follows :—
- (i) D.E.M.S. Instructors By Director of Trade Division.
 - (ii) Patrol Service Gunnery Instructors... By the Commodore, P.S.C.D., Lowestoft.
 - (iii) Coastal Forces Instructors By the Rear-Admiral, Coastal Forces.
 - (iv) Other Instructors By the Commodore, R.N. Barracks, or, in the case of men already serving as instructors, the Commanding Officer of the Establishment.

3. The course for instructors in paragraph 2 (iv) above includes an examination, the result of which will be entered on the Gunnery History Sheet.

4. The following addition is to be made to the table in A.F.O.1352/42 :—

“ V.—General.

Non-substantive Rating ...	(a) Acting Q.R.1 (S.V.).
Open to	A.B. and Marine (or above) employed on gunnery instruction where authorised owing to the shortage of G.Ms. or where an A/Q.R.1 (S.V.) is allowed by Scheme of Complement.
Special Qualifications ...	Must be recommended as suitable in every respect for the instructional duties concerned. Ability to take charge must be superior.
Where Course may be carried out.	Gunnery School.
Authority to give rating...	Commanding Officer subject to the course having been passed as shown on the Gunnery History Sheet.
Examining Officers ...	Officers of Gunnery School.
Rate per diem	1s. 6d.
Remarks	Acting rating only (see paragraph 31 (1))”

(A.F.Os. 1681/41 and 1352/42.)

3484.—Lookouts—Preservation of Dark Adaptation—Use of Goggles for Pre-adaptation

(G. 4440/42.—23.7.1942.)

Attention is drawn to A.F.O. P. 306/42, amendment No. 5, to O.U. 5532 (40)—Handbook on Lookouts and Service Optical Instruments.

2. This amendment contains important information concerning night adaptation of the eye. In particular the importance of the use of red light at night is explained and instructions are given for the use of pre-adaptation goggles.

3. This amendment should be carefully studied by all concerned.

(A.F.O. P.306/42.)

(O.U. 5532 (40).)

3485.—Royal Marine Tradesmen—Categories

(N. 15797/42.—23.7.1942.)

The Trade of Electrician (Fire Control) has been abolished in the Royal Marines and is to be deleted from the list of Royal Marine trades promulgated in A.F.O. 113/41, amplifying paragraph 2 of A.F.O. 3548/40.

2. Personnel now mustered as Electricians (Fire Control) are to be re-classified as Radio Mechanics, without trade-test, as from the date of this Order.

(A.F.Os. 3548/40, 4127/40, 113/41, 727/41, 855/41, 1914/41, 1915/41, 3128/41, 998/42, 2362/42, 2487/42 and 2846/42.)

3486.—Service Certificates of Ratings Invalidated from the Service—Delay in Receipt

(P.M. 1869/42.—23.7.1942.)

Considerable difficulty is still being experienced in obtaining the Service Certificates of invalidated Naval Ratings. Attention is again directed to the fact that Service Certificates are required in connection with the award of invalidating pensions, etc., and should be attached to a rating's invalidating documents. They should on *no account* be handed, or sent, to the rating himself.

2. The Service Certificate is to accompany a man's documents on his being discharged from a ship or depot to hospital or on his being transferred to another ship for discharge to hospital.

3. Should it appear that a Service Certificate has been lost in transit the circumstances are to be immediately reported to the Admiralty (P.M. branch). Failure to comply with this order causes delay in assessment of pension and consequent hardship to the man invalidated.

(A.F.O. 3977/40 is cancelled.)

3487.—Messing of Naval Personnel in Allied Vessels—Special Allowance

(V.6837/41.—23.7.1942.)

Payment of a special messing allowance of 6d. a day to Naval ratings serving in allied warships has been authorised as from 12th August, 1941.

2. This allowance is intended as a supplement to the rations issued by the allied authorities, whether such rations are issued in kind or in the form of general messing. Where either of these arrangements apply neither Victualling Allowance nor Provision Allowance is payable in addition to the special messing allowance of 6d., and any such payments now being made should cease forthwith.

3. Where Naval ratings serving in allied warships are required to pay for their meals out of their own pockets, and are not in receipt of a money allowance for this purpose from the allied authorities, they may be credited with Victualling Allowance at the usual Naval rate in addition to the allowance of 6d. a day.

4. These instructions also apply to British Naval ratings serving in merchant ships manned by allied personnel.

5. The special messing allowance should be credited in the “ Miscellaneous other Credits ” column of the ledger.

(A.F.O. 1001/42 is cancelled.)

3488.—Royal New Zealand Navy—Minimum Rate of Remuneration for Married Personnel

(N. 15612/42.—23.7.1942.)

The New Zealand Naval Board has now decided that the allowance payable under the provisions of A.F.O. 442/42 may be granted on the authority of the Commanding Officer to New Zealand personnel serving with the R.N.

(A.F.O. 442/42.)

*3489.—Royal Australian Navy—Free Travelling Warrants

(C.W. 24005/42.—23.7.1942.)

The following concessions have been approved for officers and men of the Commonwealth Naval Forces lent for war-time service with the Royal Navy in and around the United Kingdom :—

(a) Issue of two free leave warrants annually under the general conditions applicable to officers and men of the Royal Navy. The leave year for this purpose commences on 17th October as for the R.N.

(b) The additional issue of two free leave warrants annually, when those in (a) are used up.

(c) Issue of free warrants for convalescents to enable them to travel to approved Homes or Institutions.

2. All warrants under (a) and (b) are to be boldly marked at the top in red by the issuing officer “ 1st or 2nd issue payable by Australia ” and subsequently “ 3rd

Cancelled by 3865/40

or 4th issue payable by Admiralty", and should show the "Occasion of Journey" as Leave—A.F.O. 3489/42. Any warrants issued under (c) are to be endorsed "Payable by Australia".

3. Issuing officers are responsible for ensuring that free journeys are limited to the authorised allowance, and a record of such issues is to be kept as follows:—

Officers.—The dates of issue of warrants are to be noted on the ledger, and on Transfer Lists when the officer is appointed to another ship, the ledger of which is to be noted accordingly.

Ratings.—The dates of issue are to be noted on page 13 of Form 43a (Pay and Identity Book).

(A.F.O. 878/42 and Part I (C), paragraph 3 of A.F.O. 3193/42 are cancelled.)

***3490.—Royal New Zealand Navy—Free Leave Travelling Warrants**

(C.W. 24005/42.—23.7.1942.)

Approval has been given for officers and men of R.N.Z.N. lent for war-time service with the Royal Navy in and around the United Kingdom to obtain four free leave warrants annually. The leave year for this purpose commences on 17th October as for the R.N.

2. Such warrants are a charge to Navy Funds and should show the "Occasion of Journey" as Leave—A.F.O. 3490/42.

3. Issuing officers are responsible for ensuring that free journeys are limited to the authorised allowance, and a record of such issues is to be kept as follows:—

Officers.—The dates of issue of warrants are to be noted on the ledger, and on Transfer Lists when the officer is appointed to another ship, the ledger of which is to be noted accordingly.

Ratings.—The dates of issue are to be noted on page 13 of Form 43a (Pay and Identity Book).

***3491.—South African R.N.V.R.—Free Leave Travelling Warrants**

(C.W.24005/42.—23.7.1942.)

Approval has been given for officers and men of R.N.V.R. (S.A.) lent for war-time service with the Royal Navy in and around the United Kingdom to obtain four free leave warrants annually. The leave year for this purpose commences on 17th October as for the R.N.

2. Such warrants are a charge to Navy Funds and should show the "Occasion of Journey" as leave—A.F.O. 3491/42.

3. Issuing officers are responsible for ensuring that free journeys are limited to the authorised allowance, and a record of such issues is to be kept as follows:—

Officers.—The dates of issue of warrants are to be noted on the ledger, and on transfer lists when the officer is appointed to another ship, the ledger of which is to be noted accordingly.

Ratings.—The dates of issue are to be noted on page 13 of Form 43a (Pay and Identity Book).

3492.—South African R.N.V.R.—Cost of Living Allowances

(N. 16047/42.—23.7.1942.)

With reference to A.F.O. 4910/41, paragraph 25 (as amended by A.F.O. 3098/42) and A.F.O. 3366/42, Cost of Living Allowances for personnel of the South African R.N.V.R. serving in the R.N. at R.N.V.R. (S.A.) rates of pay have been revised as follows with effect from 1st July, 1942:—

		Per diem.	
		s.	d.
Married ...	Lieutenants and above	2	4
	Sub-Lieutenants, C.P.Os. and P.Os.	1	11
	Midshipmen and all ratings below P.O.	1	2
Unmarried	Lt.-Commanders and above	0	9
	Lieutenants	0	8
	Sub-Lieutenants, C.P.Os. and P.Os.	0	6
	Midshipmen and all ratings below P.O.	0	5

(Admiralty General Message 1A is cancelled.)

(A.F.Os. 4910/41, 3098/42 and 3366/42.)

See AFO 3686/46. **3493.—Officiating Ministers of Religion**

(C.E. 55003/42.—23.7.1942.)

The following appointments of Officiating Ministers to personnel of the Royal Navy have been approved:—

Church of England.

Barry Rev. Ronald Dalton, The Missions to Seamen, Barry Docks.

H.M.S. "Flying Fox" Rev. H. J. C. Day, R.D., R.N.R. (Retd.), The Missions to Seamen, Prince Street, Bristol, I, *vice* Rev. L. O. Kenyon, B.A.

Methodist.

W.R.N.S. Training and Drafting Depots, Westfield College and New College. Rev. J. T. Watson, 58, Woodstock Road, Golders Green, N.W. 11.

Canterbury Rev. R. Bewick, 71, Whitstable Road, Canterbury.

Baptist and Congregational.

Heston and Isleworth Rev. L. P. Cook, B.A., 73, Sutton Road, Hounslow, Middlesex.

Roman Catholic.

Malta Rev. P. P. Bajada, O.P., St. Dominic's, Merchant Street, Valletta.

Troon, Ayrshire Very Rev. Canon Thos. Hayes, The Presbytery, Troon, Ayrshire.

The usual facilities are to be afforded.

3494.—Officiating Minister of Religion

(C.E.55185/42.—23.7.1942.)

The Rev. C. E. Paterson, M.A., of Holy Trinity Vicarage, Cowes, Isle of Wight, has been appointed Officiating Minister to Church of England personnel of the Royal Navy at Cowes. The usual facilities are to be afforded.

†3495.—Admiralty Surgeon and Agent

Rochdale

(C.E. 9267/42.—23.7.1942.)

Mr. J. Reid, M.B., 171, Drake Street, Rochdale, Lancs. (Telephone No.: Rochdale 3162) has been appointed Admiralty Surgeon and Agent for Rochdale.

3496.—Medical Consultants

(M.D.G. 29563/42.—23.7.1942.)

The following amendment is to be made to the list contained in A.F.O. 4257/41: Paragraph 1. *Add*:—

Genito-Urinary Disease

Surgeon Commander J. G. Sandrey, F.R.C.S., R.N.V.R., R.N. Hospital, Haslar.

Paragraph 3. *Delete*:—

Genito Urinary Disease

J. G. Sandrey, Esq., F.R.C.S., "Milnwood," North Parade, Horsham, Sussex.

(A.F.O. 4257/41.)

3497.—Small Pox—Arrangements for Vaccination and Re-vaccination

(M.D.G. 35611/42.—23.7.1942.)

The present outbreak of small pox has drawn attention to the need for tightening up existing arrangements for vaccination and re-vaccination of all personnel in accordance with K.R. & A.I., Article 1417.

2. The percentage of personnel unvaccinated or overdue for re-vaccination is higher than can be accounted for by conscientious objection. Medical Officers are to pay particular attention to ensure that all vaccinations are kept up to date.

***3498.—Advances of Pay—Men Granted Leave, Extension of Leave, or Sick on Shore**
(N/D.P.S. 488/42/P.—23.7.1942.)

Attention is drawn to the provision of Art. 1746, Cl. 12, K.R. & A.I. by which men proceeding on leave for 7 days or more are entitled to—

- (a) the balance of pay due on proceeding on leave
- (b) leave allowance for the period of the leave
- (c) five-sevenths of the pay which will accrue to them during the period of their leave, regard being given to current charges.

Men proceeding on less than 7 days' leave are entitled to the balance of pay due at the time of proceeding on leave plus the leave allowance for the period of the leave. Men in debt are to be paid leave allowance due.

2. As it will frequently be impossible for ships which have not access to pay accounts to work out the amount of pay due, paying officers are authorised at their discretion to make the following payments in addition to leave allowance to men not in debt who proceed on less than 7 days' leave :—

- (a) One week's pay, if their leave expires later than 7 days from last pay day.
- (b) Two week's pay if their leave expires later than 14 days from last pay day.

3. Where men have considerable sums of accrued pay due to them care should be taken that these are included in the leave payment. This is frequently not done especially when men are sent on leave after a stay in hospital. Even if pay documents are not available the S.43a and known movements of the man will usually enable an estimate to be made of the balance due.

4. It is important that men proceeding on leave shall receive the pay due to them in accordance with the regulations. It has been brought to notice that this is frequently not being done, especially when leave is granted by small ships away from their own base, with the result that men apply to the Admiralty or to Charitable Organisations for financial help whilst on leave.

A rating living in a naval port, or in London, whose leave is extended may apply to the depot or the Admiralty for an appropriate further advance, provided he produces the authority for leave extension and his pay and identity book. Recruiting Officers are not able to advance pay. Normally, however, and in all cases where the man's home is not in a naval port or in London a further advance should be despatched from the man's ship or establishment as soon as possible.

5. Attention is also drawn to the provisions of Art. 1440, Cl. 10, K.R. & A.I., which states that weekly payments of leave allowance are to be made to men sick on shore immediately upon receipt of the weekly medical certificate. Great distress has frequently been caused by neglect of this order.

6. For short extensions of leave granted by telegrams it will be impracticable to forward advances and a man is then liable to find himself stranded without means of subsistence. Such instances point to the desirability of every man maintaining a Post Office Savings Bank Account on which he can draw in emergency, instead of living from hand to mouth, with the result that any unexpected change in programme leaves him destitute at great inconvenience to himself and to others.

(A.F.Os. 3889/40 and 636/41 are cancelled.)

3499.—Home Hospitals—Pay Advances to Service Patients

(D.N.A. 8080/42.—23.7.1942.)

The following *amendment* is to be made to A.F.O. 845/41 :—
Paragraph 15. *Delete* reference to Royal Air Force.

Add new sub-paragraph to paragraph 15 :—

“Any R.A.F. Officer admitted to a R.N. hospital, sick quarters or hospital ship in home waters, who is without ready money, may be allowed, if he so elects, to receive one advance of pay of £2 in order to give him time to make his own arrangements for funds. Any amount so advanced should be reported forthwith,

accompanied by the Officer's receipt, to the Under-Secretary of State, Air Ministry (Accts. 2), Stroud, Glos., who will refund the amount of the advance direct to the hospital in question without delay. No further advance should be made from Naval funds.”

(A.F.O. 845/41.)

3500.—Cash Advances by R.N. Accountant Officers to Royal Marines belonging to R.M. Field Units

(D.N.A. 11615/42.—23.7.1942.)

Naval Accountant Officers making advances of cash in respect of pay or compensatory allowances to Officers and men of the Royal Marines belonging to R.M. Field Units should do so by means of Acquittance Rolls (*vide* Appendix XXIII, Part III, K.R. & A.I.) and in the case of men such advances should be entered in their Pay Books. Advances should be made through the Cash Account as a transfer of cash to the Paymaster, Home Base Ledger, to whom Acquittance Rolls or Forms S.1039 should be forwarded to debit the Officers' or Men's accounts.

2. The advances should not be recorded in List 17 of Ships' ledgers which should show only the number of days victualled.

3. Details of compensatory allowances, etc., should be communicated to the Officer Commanding the unit in which the officers or men are serving. He will then take the necessary action to authorise the appropriate credit or debit on the Home Base Ledger.

4. Original and duplicate copies of Acquittance Rolls or Forms S.1039 (each plainly endorsed) should, if possible, be forwarded by separate mails to the Paymaster, Home Base Ledger, “Pinehurst,” Westcliff Gardens, Bournemouth, at three weeks' intervals to reduce the risk of loss by enemy action.

5. This procedure does not apply to Royal Marines borne for pay on Ships' books.

(K.R. & A.I., Appendix XXIII, Part III.)

3501.—W.R.N.S.—Administration

(C.W.—23.7.1942.)

The following Committee has been set up to consider questions of administration of the Women's Royal Naval Service :—

Rear-Admiral H. T. C. Walker, Chairman.
Mrs. V. Laughton Mathews, C.B.E., Director, W.R.N.S.
P. E. Marraek, Esq., O.B.E.

Paymaster Lieutenant-Cdr. J. C. E. Burston, R.N. (Secretary).

2. The terms of reference are as follows :—

“To consider the administration of the Women's Royal Naval Service, with particular reference to—

- (i) the duties of W.R.N.S. Officers and of the Royal Navy and Royal Marine Officers respectively as regards the W.R.N.S. personnel ;
- (ii) the relations of both to W.R.N.S. Headquarters and to other Admiralty Departments in these matters ; and
- (iii) the duties of W.R.N.S. Headquarters ; and to make recommendations.”

3. Every assistance should be given to the Committee in their enquiries.

3502.—W.R.N.S.—Officers and Ratings—State Insurances during Unpaid Leave

AFO 1902/43

(D.N.A./N. 5597/42.—23.7.1942.)

In connection with periods of unpaid leave granted to W.R.N.S. officers and ratings (as provided for in A.F.O. 349/42), the following instructions relating to State Insurances should be followed.

2. *National Health and Pensions Insurance.*—(a) Forms S.1034 (W) should be forwarded to the Ministry of Health for those officers who are insurable and for all ratings, at the commencement of the period of unpaid leave. Forms N.S.124 should be forwarded to the Ministry of Health upon the officers or ratings concerned resuming duty, showing the date from which Naval pay re-commenced.

(b) Charges already made in respect of National Health and Pensions Insurance (officers) or Pensions Insurance Deductions (ratings) should be re-credited to the accounts of the personnel concerned as from the date unpaid leave commenced, for the remaining period up to the end of the quarter. When the officer or rating concerned resumes duty, charges should again commence as from the date of such resumption.

(c) In order to assess the amounts due referred to above, the following procedure should be followed :—

- (i) *Personnel going off pay.*—An amount equivalent to 5d. (ratings) or 1s. (officers) for each Monday remaining within the quarter from the date of going off pay should be re-credited to the pay account.
- (ii) *Re-entry from unpaid leave.*—An amount equivalent to 5d. (ratings) or 1s. (officers) for each Monday remaining within the quarter from the date of re-entry (including the Monday of the week in which pay recommences) is to be charged against the pay account on the day of re-entry.

3. Unemployment Insurance.—(a) *Officers.*—It may happen that an officer who is liable to Unemployment Insurance charges for the first four months of officer service by reason of former insurability, may go on unpaid leave during this period. In such cases the period on unpaid leave reckons as part of the four months but no charges for Unemployment Insurance should be made for any complete insurance week (i.e. the period from midnight on one Sunday to midnight on the following Sunday) during the whole of which the officer is on unpaid leave. Unemployment Insurance stamps should not be affixed for such periods of unpaid leave, but a suitable note should be made of the circumstances in the "Remarks" column of the ledger.

Note.—The method of making deductions in a lump sum and affixing stamps at the end of the four months period referred to in A.F.O. 3707/40, is not to be followed in these cases. The amount of the Unemployment Insurance charges already due to date should be charged against the officer's account immediately before unpaid leave commences and stamps affixed. If duty is resumed charges should be made in respect of the balance of the four months period (if any) still remaining and stamps affixed. Accountant officers should ensure that full information relating to the Unemployment Insurance position of the officer is shown on ledger and on all pay documents.

(b) *Ratings.*—Forms U.I.XS should be rendered upon a rating going on unpaid leave.

4. Paragraph 6 of A.F.O. 349/42 so far as it relates to National Insurances during unpaid leave should be regarded as superseded by this order.

(A.F.Os. 205/40, 3707/40, 3723/40, 1392/41, 2363/41, 30/42, 49/42.)

3503.—W.R.N.S.—Steward (Mess Caterer)

(N. 13648/42.—23.7.1942.)

The rules laid down in A.F.O. 4937/41 are to be applied when filling vacancies for Steward (Mess Caterer) of leading rate and above.

2. It should be confirmed that no suitable candidates are available from other commands before resort is had to direct recruitment.

(A.F.O. 4937/41.)

3504.—W.R.N.S.—Certificates of Service—Procedure

(N. 27800/41.—23.7.1942.)

It is understood that there is differing practice in the treatment of W.R.N.S. Certificates of Service (Form S.1517).

2. The W.R.N.S. Certificate of Service serves for W.R.N.S. ratings the same purpose that the naval certificate (Form S.459) serves for naval ratings and, subject to the following instructions, the procedure laid down in K.R. & A.I. is to be applied, the same care being exercised for Wren Certificates as is expected for the certificates of Naval ratings.

3. A certificate of service is not to be prepared before enrolment. It is to be made out by the W.R.N.S. Enrolling Officer at the time of enrolment and is thereafter to be subject to the same control as that applied to the certificate of service of a naval rating.

4. Although not prepared until the time of enrolment, the certificate of service is to be regarded as commencing on the date of entry, and particulars of the period of probation should be inserted before the certificate is passed for custody to the appropriate naval authority.

5. For the protection of Wren Probationers who take their discharge without enrolment (see A.F.O. 2022/42, paragraph 6) and who are, in consequence, without a certificate of service, a simple form of release has been devised. This form (S.1541) may be obtained by W.R.N.S. training depots and other W.R.N.S. authorities concerned on demand from the R.N. Store Depot, Elveden Road, Park Royal, N.W.10. Demands are to be kept to a minimum.

6. The disposal of a W.R.N.S. Certificate of Service on discharge of the rating from the service is to conform with usual naval practice. Similarly a rating who is discharged and subsequently offers herself for re-entry must produce her original service certificate (K.R. & A.I., Article 605 (1)).

7. The certificate of service of a W.R.N.S. rating who is recommended for promotion to officer rank is to be retained in custody until the appointment to officer rank is announced in the C.W. List of Appointments. The certificate is then to be assessed in accordance with A.F.O. 2849/42 and forwarded direct to the newly appointed officer for retention.

(K.R. & A.I. Article 605 (1).)

(A.F.Os. 2022/42 and 2849/42.)

(A.F.O. 199/40 is cancelled.)

3505.—Sterling Notes—Regulations governing use on Shore, and Import into Great Britain

See AFO 2854/40.

(E. 482/40.—23.7.1942.)

The reference to Gibraltar in A.F.O. 2491/42 is to be deleted, as strict prohibition of importation of Bank of England Notes is being enforced there.

(A.F.O. 2491/42.)

3506.—Food Rationing

(V. 21348/42.—23.7.1942.)

The following amendments are to be made to A.F.O. 3072/42 :—

Section D, paragraph 2. Amend quantity of cheese to read "4/15th oz."

Section G, paragraph 5. Add at end of paragraph :—

The serial number of the card is shown only on the right hand of "A" portion of the reverse side of the card. When a ration card is required for one week only and an R.B.12 is cut in half to provide the necessary document, the serial number is to be transcribed on to the "B" portion of the card by the issuing officer.

Section H, paragraph 13. Cancel whole paragraph and substitute :—

"13. The current documents should be retained by holders until the end of August, 1942, and should then be surrendered to the issuing officer for return to a convenient food office."

Section I, paragraph 9. In the fourth and fifth lines delete the words "named on the cover".

Section I, paragraph 13. Cancel whole paragraph and substitute :—

"13. *Disposal of Expired Ration Books.*—The current ration books should be retained by holders until the end of August, 1942. Ration Books R.B.1/R.N., R.B.9/R.N. and R.B.10 should then be surrendered to the issuing officer who should forward them to the most convenient food office for disposal. Any unused ration books, R.B.1/R.N., etc., held by issuing officers may be returned to the food office forthwith."

Section J, paragraph 3.

In line 6 amend "R.G.40A" to read "R.G.48" and in lines 7 and 8 delete the words "the card and counterfoil will be marked 'D' and the cheese coupons". In the penultimate line delete the words "cheese and".

Section J, paragraph 5.

In the fourth line from the end of the paragraph amend "R.G.40A" to read "R.G.48" and in the penultimate line delete the words "the cheese coupons and".

Section J, paragraphs 7 and 8.

Amend "R.G.40A" to read "R.G.48".

Section K, paragraph 1.

In the fourth line delete "R.B.S and R" and substitute "R.B.8R".

Section Q. Delete whole section and substitute:—

Q—Milk

The rationing limitation on the consumption of milk by men victualled in naval shore establishments is as follows:—

Tinned milk of British or Dominion origin	...	3 oz. a head daily.
or		
Tinned milk of U.S.A. origin	... ..	3½ oz. a head daily.

2. Supplies of liquid milk will be available for men only in areas in which, owing to difficulties in distribution, there are local surpluses of fresh milk. Information as to whether surpluses are available in any area can be obtained from the Regional Milk Supply Officer, whose address may be obtained from any food office. In such areas the consumption of milk is to be limited to 7½ fluid oz. of liquid milk a head daily or 2½ pints weekly.

3. W.R.N.S. Personnel and Members of the Naval Nursing Services serving anywhere ashore and victualled from Service sources are entitled to 4 fluid oz. (or one-fifth pint) of liquid milk daily on a non-priority basis and in addition may draw up to 1½ oz. of tinned milk of British or Dominion origin or up to 2 oz. of tinned milk of U.S.A. origin a head daily from Service stocks.

4. Boys' Training Establishments, etc.—Boys under 18 years of age who are victualled from Service sources are entitled to priority supply of 3½ pints of liquid milk weekly.

5. Sick Personnel victualled from Service sources other than in naval hospitals may be provided with priority supplies of 7 or 14 pints of milk weekly. The classes of diseases giving entitlement to these priority supplies are set out in Section N, paragraph 9 of this Order.

6. Dietetic Supplies.—Personnel requiring liquid milk for dietetic reasons (other than sick personnel) may obtain non-priority supply of 3½ pints weekly if recommended by the Medical Officer. These arrangements are intended to provide for personnel whose conditions of work make a supply of liquid milk desirable, e.g. aircraft "dopers", and these facilities are also available for crews of operational aircraft.

7. Requirements of liquid milk for entitled personnel should be collated by the Accountant Officer, or other officer appointed by the Commanding Officer, for each establishment and an order for the total weekly quantity of milk required should be placed with one local supplier who should be the Admiralty milk contractor where such a contract exists. In the event of difficulty in obtaining supplies the Regional Milk Supply Officer should be asked to assist. The contractor or supplier should be informed that this is a regular weekly requirement for the establishment subject to any change which may be necessitated by alteration in the numbers of entitled personnel and to the concurrence of the Regional Milk Supply Officer who is being notified.

8. At the same time as the order is placed, a notification in the form given in paragraph 9 below should be sent to the Regional Milk Supply Officer. It is essential that this notification be sent to the R.M.S.O. in order that the contractor or supplier may be authorised to supply and, where necessary, be provided with the milk to meet the establishment's requirements.

9. Form of Notification to Regional Milk Supply Officers.—"An order for gallons of liquid milk weekly has been placed with Messrs. of This will be a regular requirement for this establishment so far as can be foreseen, but any material change in the requirement will be notified to you. Messrs..... have been requested to effect delivery daily at..... (insert time of day).

"The quantity ordered has been calculated on the following basis:—

(a) Officers and ratings (men) at not more than 2½ pints a head weekly (applicable only in areas where surplus supplies are available)	... ..	gallons
(b) Officers and ratings (women) at not more than 1½ pints a head weekly	... ..	gallons
(c) Allowance for boys at 3½ pints a head weekly	... ..	gallons
(d) Allowance authorised for dietetic reasons at 3½ pints a head weekly	... ..	gallons
(e) Sick personnel (not included above) at 7 pints a head weekly	... ..	gallons
(f) Sick personnel (not included above) at 14 pints a head weekly	... ..	gallons
Total	... ..	gallons

"It is requested that the above information about numbers of personnel borne in this establishment may be treated as SECRET.

(Signed)

Accountant Officer

or

Commanding Officer."

10. Hospitals.—The above arrangements are not applicable to R.N. Hospitals whose milk supplies are obtained through the medium of the local food office, *vide* Section N of this Order.

11. Boys holding Ration Cards.—Boys under 18 years of age who hold Ration Cards R.B.12 should obtain from their Commanding Officer a certificate giving their date of birth. This certificate should be attached to the ration card and presented by the holder to the food office in the area where the ration card will be used. The certificate will be stamped with the food office stamp and arrangements will be made by the food office with a local retailer for supply of 3½ pints of milk weekly.

12. Invalids.—Holders of any Naval ration documents who are invalids suffering from any of the diseases set out in Section N, paragraph 9, of this Order should be provided with a medical certificate on Form MKC/1A, which is obtainable from any food office. These personnel will then obtain priority supplies of liquid milk, after presentation of the medical certificate at the food office, on the same basis as civilians.

13. Liquid Milk Containers.—All possible steps are to be taken by all concerned to ensure that milk churns and other containers are not misused or retained in Naval establishments longer than is essential.

14. The Ministry of Food's "Milk Supply Scheme" of which the portions affecting the Royal Navy are set out above, does not apply to Northern Ireland, to the Isle of Man or to any of the Islands of Scotland except those included in the County of Bute. Naval establishments in these areas may draw upon such supplies of liquid milk as may be available locally, but the consumption of tinned milk from Service stocks is to be limited to the quantities set out in paragraph 1 of this Section.

(A.F.O. 3072/42.)

(A.F.O. 1906/42 is cancelled.)

3507.—Soap Rationing—Ships' Laundries—REPORTS

(V. 20747/42.—23.7.1942.)

In order that arrangements may be made for the maintenance of supplies of soap, etc., to ships' laundries, reports are to be furnished as soon as possible to the Director of Victualling, Admiralty, London, by all H.M. Ships in Home Waters and Fleet Establishments at Home in which ships' laundries are fitted, showing (a) the type of soap or soapflakes normally used, (b) the approximate annual consumption and (c) the normal source of supply.

3508.—Sports—R.N. & R.M. Sports Control Board—Donation(Included in Notice Boards Issue only.)***Section 3.—G., T., N., E., etc., & STORES; HULL, EQUIPMENT & FITTINGS****3509.—Gun Trials***New construction ships, ships undergoing large repairs*

(G. 07741/42.—23.7.1942.)

The Captain, H.M.S. "Excellent", will carry out the gunnery trials and inspections in new construction ships of the following types:—

Battleships	Aircraft carriers	Fast minelayers
Cruisers	Depot ships	Sloops
Monitors	Destroyers	Auxiliary aircraft carriers

Auxiliary A.A. ships (mounting 4-in. guns or larger, or multiple pom-poms), and also of the first ships of each class of the following types:—

Minesweepers	Minelayers	Corvettes.
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2. The trials of the remaining minesweepers, minelayers, corvettes and also of:—

Tugs	M/S trawlers	Boom vessels
A/S trawlers	M.M.S.	

will be carried out by the Fitting-Out Gunnery Officers on the staffs of the Flag or Naval Officer-in-Charge of the ports where the fitting out takes place. The Admiral Superintendent of Contract Built Ships should, if he desires, arrange for the trials of the first ship of each class, and of any subsequent ships he may consider necessary, to be carried out by officers on his staff.

3. The gunnery inspections and gun trials of all submarines will be carried out by the Captain, R.N. Gunnery School, Chatham, assisted at gun trials by the Fitting Out Gunnery Officer of the port at which the gun trial takes place.

4. The arrangements for gunnery inspections and gun trials of all Coastal Forces vessels is given in C.A.F.Os. 1725/41 and 2035/41 and this arrangement remains unchanged.

5. The gunnery trials of auxiliary vessels (including auxiliary A.A. ships other than those referred to in paragraph 1) Combined Operations vessels and D.E.M.S. are to be carried out as hitherto, in accordance with Admiralty Letter G. 03658/38 of 17th December, 1938.

6. The trials of ships undergoing large repair will be arranged as individual cases arise; as a general rule, the Captain, H.M.S. "Excellent", will carry out the trials of all ships mentioned in paragraph 1 above. The Commanding Officers of ships undergoing large repair should inform the Captain, H.M.S. "Excellent", as early as possible after being taken in hand, of the probable requirements for gunnery inspections and trials and the approximate dates.

7. An officer on the staff of the Captains (G.) Chatham and Devonport, will carry out the duty of Fitting-Out Gunnery Officer in their respective areas.

*(Admiralty Letter 17.12.38, G.03658/38.)**(C.A.F.O. 577/42.)**(C.A.F.Os. 2335/40 and 1165/42 are cancelled.)***3510.—Guns, Q.F., 2-pdr., Mark VIII, H.V. and L.V. and Q.F., 2-pdr., Mark XIV—Assessment of Barrel Life—Exchange of Worn Barrels**

(G.02005/40.—23.7.1942.)

As a result of experience under war conditions it has been found that the assessment of one H.V. charge for Q.F., 2-pdr., Mark VIII and XIV guns as equal to two equivalent full charges is inaccurate.

2. As from the date of receipt of this Order each H.V. charge is to be assessed on Memoranda of Inspection and Forms S.1404 as $1\frac{1}{2}$ E.F.C.

3. Rounds entered in the Memoranda of Inspection are to be amended forthwith to show each H.V. charge as $1\frac{1}{2}$ E.F.C. in lieu of 2 E.F.C. and amendment is to be made to the last page of Appendix "B" or to the table at the foot of page 10 in the Memoranda of Inspection as follows:—

" Q.F., 2 pdr., H.V. guns 1 H.V. charge = $1\frac{1}{2}$ E.F.C."

quoting this order as authority. The columns in the "Record of Rounds Fired" are to be amended as follows:—

Proof	Full H.V.	Full L.V.	Reduced.
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4. Barrels of Q.F., 2-pdr., Mark VIII H.V. and L.V. and Q.F., 2-pdr., Mark XIV guns are to be exchanged when, or shortly before the P.R.L. is 900 E.F.C., i.e. they should be sentenced for exchange when on inspection the P.R.L. is below 1,200 E.F.C. (900 as above plus an inspection series).

5. Barrels will be exchanged only in Naval Armament Depots. If circumstances preclude this being done during the ship's stay in port, guns should be exchanged complete.

6. Flag Officers may authorise the exchange of barrels with remaining lives not exceeding the E.F.Cs. in the ammunition outfit—

- (i) where the future employment of the ship may result in barrels becoming exchangeable at an early date, in circumstances where exchange would be either impossible or temporarily detrimental to fighting efficiency, and
- (ii) when there is a favourable opportunity for exchange, e.g. a refit.

7. It has also become apparent that the average full life of the barrel is 7,200 E.F.C. for Q.F., 2-pdr., Mark VIII H.V. and L.V., and Q.F., 2-pdr., Mark XIV guns on the basis of the new assessment mentioned above. A provisional up-to-date average mean wear curve is being issued to Inspecting Officers to supersede the existing wear curve for 2-pdr., Mark VIII gun barrels. Individual barrels may depart somewhat widely from this curve in the later stages of life, depending on the rate of fire, length of continuous bursts of fire, etc. It can be assumed, however, that the curve for any barrel will be approximately parallel to the average mean wear curve.

8. B.R.291 will be amended.

*(C.A.F.O. 1921/39, and A.F.O. 5153/41, paragraph 1a, cancelled.)***3511.—Twin Lewis Guns—Fitting***105-ft. Motor Minesweepers*

(D.N.O. (W.O.) 187/41.—23.7.1942.)

With reference to A.F.O. 37/42, twin Lewis equipments are now available for 105-ft. motor minesweepers and the item should be re-classified "A".

2. The bridge wings should be built in accordance with Drawing D.N.C. 29/A/521. Drawing D.N.C. 28/A/1328A is cancelled.

(A.F.O. 37/42.)

3512.—20 mm. Oerlikon Magazines—Care of

(G. 07861/42.—23.7.1942.)

Investigations into the failure of Oerlikon magazines indicate that in many cases it has been caused by stripping and re-assembly by unskilled personnel.

2. No magazine should be stripped unless this becomes an absolute necessity where exchange cannot conveniently be effected.

Should stripping be essential it is only to be done by an experienced artificer.

3. Magazines will, in future, be stencilled with the following instructions :—
"Handle with care. Do not strip."

4. Magazines will, following proof, inspection or overhaul at R.N.A. depots, be sealed with a wire and lead seal.

5. All serviceable magazines should accordingly be sealed and stencilled by R.N.A. depots and O.C.A.S. before issue.

3513.—Small Arms Ammunition 0·303-in., for Use in Synchronised Guns—**Abolition of Check Proof**

(G. 07035/42.—23.7.1942.)

With reference to A.F.O. 2383/42 it is expected that a sufficient supply of 0·303-in. ammunition will be available to replace any issued to ships or air stations which becomes unsuitable for use from synchronised guns through exceeding the age limit of two years.

2. Ships and air stations having aircraft with synchronised guns are to ensure that ammunition of recent date to replace that which will become restricted for firing from synchronised guns under the A.F.O. referred to, is demanded and obtained in sufficient time to obviate the use of time expired ammunition.

3. In consequence of the above the annual check proof of ammunition suitable for synchronised guns is to be discontinued.

(A.F.O. 2383/42.)

**3514.—Small Arms and Machine Guns (including Naval Aircraft Guns)—
Introduction of Oil, Gun Cleaning, Type "A"**

(G. 4638/42.—23.7.1942.)

The following amendments are to be made to A.F.O. 1929/41 :—

Paragraph 3. *Delete* ; and renumber paragraph 4 to read paragraph 3.

(A.F.Os. 1682/39 and 1929/41.)

3515.—Holman Projector, Marks II and III—Sight

(C.I.N.O./A.S. 8064/42.—23.7.1942.)

The clamping band for the sight of the Holman projector, Mark II, and some Mark III projectors, have a distance piece to prevent the band being screwed up too tight.

2. Cases have occurred where this distance piece has been omitted, and the clamp has been screwed up sufficiently to distort the barrel and prevent the gauge plug bore passing.

3. It is important that this distance piece should be fitted.

3516.—Holman Projectors, Marks IIA, IIS and III—Modifications

(A.S/D.606/42.—23.7.1942.)

The following modification is to be made to Holman projectors Mark IIA, IIS and III. The majority of the III projectors in service have already been modified by the manufacturers.

Parts affected.—Pin locking with retaining latch in Mark IIA and IIS projectors, mounted in ships, and in Mark III projectors in ships, or store, which have not been altered.

Nature of modification.—Latch retaining to be manufactured at R.N.A. Depots only, by welding a piece of $\frac{3}{16}$ -in. plate (made of good commercial quality mild steel) to the pin, and plate bent to engage the elevating arc, in accordance with N.O.D. 3117/71.

Purpose.—To prevent the locking pin from falling out due to vibration.

By whom to be done.—R.N. Armament Depots and Officers in Charge of Armament Supply. The latter should demand latches from nearest N.A. Depot.

Degree of urgency.—At the first convenient opportunity.

3517.—Naval Aircraft—Signal Pistol, 1½-in., No. 3, Mark I—Provision of Safety Catch

(A.S. 4441/42.—23.7.1942.)

The following arrangements are to be made in regard to the issue and return of parts of signal pistol, 1½-in., No. 3, Mark I, to enable the modification referred to in Air Publication 1242, leaflet F4.W, to be carried out.

2. The additional parts named in paragraph 7 of the leaflet are to be demanded from the nearest R.N. armament depot, quoting this order.

R.N. armament depots at home should demand on S.A.S.O., Priddy's Hard : depôts abroad should communicate by telegram their total requirements to the Director of Armament Supply, Bath.

3. The parts to be returned should be sent to the nearest R.N. armament depot : depôts abroad forwarding them to S.A.S.O., Priddy's Hard, as opportunity offers.

4. Stocks in depôts should be modified before issue ; future supplies will be of the modified design.

3518.—Torpedoes, 21-in. Marks VIII–VIII and VIII*E, 21-in. Mark IX–IX** and IX** N.A.B.—Doors Balance Chamber—Stud Hole Bushes**

(A.S. 2020/42.—23.7.1942.)

It has been approved to permit manufacture of balance chamber doors for torpedoes, 21-in. Marks VIII, VIII*, VIII**, VIII*E and 21-in. Marks IX–IX**, IX** N.A.B., with the holes for studs drilled 0·29-in. dia. directly into the door and not bushed with bronze bushes as at present.

2. These doors will be fully interchangeable with existing doors.

3519.—Torpedoes, 18-in., Marks XII–XIIB, XII*** and 21-in., Marks VIII–VIII**, IX–IX**—Balance Chambers—Valves, Stop and Charging**

(A.S. 3361/42.—23.7.1942.)

As a war-time measure it has been decided to dispense, in future manufacture of torpedoes, with the extension spigots on the stop and charging valves in 18-in., Mark XII**B, XII*** and 21-in., Mark VIII** and IX** torpedoes.

2. Consequent on the removal of these spigots the corresponding holes in the balance chamber casings will be reduced in diameter to that of the bore of the valve bodies.

3520.—Torpedo Stores—Hooks St. No. 5699 and Washers St. No. 5735—Allowances

(A.S. 7759/42.—23.7.1942.)

Hooks St. No. 5699 and Washers St. No. 5735, are to be added to the contents of the under-mentioned chests and cylinders as indicated, viz. :—

*Chests, tools and spare gear, 21-in. VIII–VIII**—*

Hooks, uncocking gyro, St. No. 5699 ... 3 per chest.

*Cylinders I.R. gear for submarines, 21-in. VIII–VIII**—*

Washers, dermatine joint gyro to frame, St. No. 5735... 55 per cylinder.

2. Vessels concerned are to demand to complete to the new allowances from the nearest Torpedo Depot.

3. Torpedo store accounts and labels of chests and cylinders are to be amended as necessary.

3521.—A.W. Torpedo Tubes—Electric Training Gear—A. and A.*Destroyers of "M", "O" and later Classes.*

(T. 01475/42.—23.7.1942.)

Electric training gear is to be fitted to the torpedo tubes of "M", "O" and later classes of destroyers, when armed with only one mounting, to reduce the time required to train from beam to beam.

2. In ships of the classes named, fitted with two sets of the torpedo tubes, electric training gear is to be provided for the forward mounting in case at any time the after mounting is removed. The gear should be set up and tested in place, the electric motor and control gear being subsequently dismantled and carried on board in some convenient between-deck stowage on the lower deck or in the hold. The stowage selected is to be reported.

3. Ships concerned are to insert an item, Classification "A", in their lists of As. and As. :—

"To fit electric training gear at forward set of torpedo tubes, the gear only to be used when the after mounting is removed."

4. The electric motors, controllers reduction gears and drawings can be obtained on demand from Portsmouth Dockyard.

3522.—Depth Charge Pistols—Care in Handling

(T. 2001/42.—23.7.1942.)

Cases have occurred of the detonator envelopes of depth charge pistols being bent by rough handling:

2. Whenever the pistol is stowed in the pistol box the detonator carrier is to be screwed in place on the pistol and it must not be left loose in the box.

3. Detonator carriers with bent envelopes are not to be used on pistols when fitted for service. A spare detonator carrier is supplied in the tool and spare part box.

4. Whenever pistols are fitted to depth charges, the concentricity of the detonator carrier is to be tested by the primer gauge (O.U. 5485, paragraph 44).

3523.—A.D.O. and Captain's Sights—Lettered Sector Reports of Enemy Aircraft

(T. 1613/42.—23.7.1942.)

A report from sea states that considerable advantage has been found in having the compass rings of A.D.O. and Captain's sights marked with the appropriate lettered sectors for enemy aircraft reports.

2. This information is promulgated, so that ships concerned may mark their compass rings similarly, if so desired, to facilitate reports of enemy aircraft.

3. Navigational compasses are not affected by this proposal.

3524.—Starters for Steering Motors

"Kent," "Suffolk," "Berwick," "Cumberland," "London," "Devonshire,"
"Shropshire" and "Norfolk"

(D. 4375/42.—23.7.1942.)

Investigations have shown that the steering motor starters of Messrs. W. H. Allen's manufacture fitted in the above-mentioned ships can be satisfactorily modified to be shockproof.

2. The modifications necessary and instructions for carrying them out are shown on A.F.O. Diagram No. 184/42 (1-3).

3. Arrangements have been made for the Superintending Naval Store Officer, Rosyth, to supply the necessary parts to ships without demand. Ships are to forward demands for the gear if it has not been received by the date of receipt of this Order.

4. The modifications and adjustments are to be made by the ships' staffs at the earliest opportunity. If for any reason the ships' staffs are unable to complete the modifications, Dockyard assistance is to be sought, quoting this Order as the authority.

5. In the case of ships undergoing repair or refit delivery is to be made to Dockyard Officers concerned who will be responsible for fitting the parts and making the necessary adjustments.

6. A note is to be added to the "As Fitted" drawings of the starters stating that the starters have been modified in accordance with this Order.

7. Complete new shockproof starters are being supplied to H.M.S. "Sussex" and, in the case of H.M.A. Ships "Australia" and "Canberra," drawings of the parts and instructions for fitting have been issued to the Commonwealth Naval Board of Australia.

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

3525.—Starters and Controllers—Emergency Connection Arrangements—Modifications*H.M. Ships*

(D. 7117/42.—23.7.1942.)

Reports have been received from the Fleet of delay caused in restoring supplies to vital electrical apparatus in an emergency owing to the time taken to remove the securing screws or nuts in order to disconnect the terminal links.

2. To obviate the above defect the following modifications to emergency terminals are to be carried out in all starters and controllers where continuity of supply is of vital importance—

- (a) Transverse slotted holes cut in the emergency terminal links.
- (b) Rectangular brass washers provided and inserted inside the cable clips as indicated on A.F.O. Diagram 186/42. (D.E.E. Drawing 10751.)

3. This work is to be undertaken by ships' staffs, with depot ship or dockyard assistance as opportunity arises, and by shipbuilders in ships under construction, provided no delay in completion is involved.

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

3526.—Detonators, Percussion, Watertight and Torpedo, Electric, No. 1 Mark II.—Use of Different Lot Numbers

(A.S. 05214/41.—23.7.1942.)

A case has recently occurred where the nose pistol of a 21-in. torpedo had functioned correctly but the two detonators percussion watertight, although well and truly struck, failed to fire. The circumstances were such that the detonators may have become flooded through long immersion before being struck, but the possibility also exists that the detonators were defective. This case has brought to light the fact that no instructions exist for using detonators of different lot numbers for pistols requiring more than one detonator.

2. The following instructions are therefore to be observed :—

- (i) *Detonators percussion watertight.*—The two detonators percussion watertight used with type 3 pistols are, wherever possible, to be of different lot numbers. Instructions to this effect have already been inserted in the maintenance regulations of the torpedoes concerned.

Demands should be forwarded for further detonators required, if any, quoting lot numbers of detonators already on board.

- (ii) *Detonators torpedo electric No. 1, Mark II.*—After the mating test with pistols, primers and detonator carriers (with dummy detonators fitted) has been carried out, detonators of different lot numbers are to be fitted into individual carriers as far as possible. The labels of the tins containing each detonator carrier should be amended to show the lot numbers of the detonators fitted to the carrier.

3. Future issues of detonators percussion watertight for use with torpedoes will be made up of at least two lot numbers but not more than 50 per cent. of any one issue will comprise one lot.

4. Future deliveries of detonators torpedo electric No. 1, Mark II, from manufacture will be so arranged that detonators of different lots are fitted in each carrier. Meanwhile issues to H.M. Ships will be made up of carriers fitted with

detonators of at least two lot numbers but not more than 50 per cent. of any one issue will comprise one lot. This will enable H.M. Ships to interchange the detonators as in para. 2 (ii).

5. No action is required to be taken with detonators percussion 3 grain and detonators percussion 70 grain for use in pistols of 21-inch Mark X type torpedoes, the lot numbers of which are not indicated on the detonators, holders or boxes.

6. N.P.B. will be amended in due course.

(Admiralty General Message 852A, dated 30.11.41.)

3527.—Emergency Darkening

Ships fitted with Contactor System

(T. 1802/42.—23.7.1942.)

A failure in electric supply has been reported from one of H.M. Ships due to the operation of the Contactor emergency darkening system by flooding.

2. Emergency darkening is not now fitted and in those ships where the system is installed, the contactors are to be rendered inoperative by the ships' staffs.

3528.—Main Battery Fuses

Submarines

(D. 011334/42.—23.7.1942.)

Attention is drawn to the following precautions to be adopted when dropping the main battery fuses:—

- (i) The fuse holders must be securely clamped in the open position.
- (ii) Where there is danger of the fuse-holders, when dropped, making contact with a conducting material, an insulating barrier or rest should be fitted and pipes which are dangerously near to the fuses should be provided with a rubber sheath.

(Admiral(S), 29.5.42, No. S.M.118.)

3529.—Illumination of Wheel Indicator and Check Fire Push and Bell—As. and As.

105-ft. Motor Minesweepers

(D. 014664/42.—23.7.1942.)

Arrangements are now to be made to fit the following equipment in 105-ft. motor minesweepers:—

- (a) A signalman's reading lamp A.P.8110 controlled by a switch A.P.5624 to illuminate the wheel indicator. 220-volt supply to be taken from E.L. circuits in wheelhouse but to be independent of door switching arrangements.
- (b) A double pole check fire push A.P.7000A on the compass platform and bell A.P.4558 adjacent to the 0.5-in. machine gun. 220-volt supply to be taken from spare way on distribution box in wardroom lobby and wired as a "police" circuit.

2. For new construction vessels the equipment is to be supplied and fitted by the electrical contractor during the building period.

3. For vessels in commission the work is to be carried out as items of As. and As., Classification "B" and "A" respectively and Commanding Officers of the vessels concerned are to arrange for these items to be added to the approved list.

4. Item 32 of C.A.F.O. 826/42 is cancelled.

(C.A.F.O. 826/42.)

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

3530.—Tapping Strips for Attachment of Armament—Preservation

"A" and "B" Type Fairmile M.Ls.

(T. 1968/42.—23.7.1942.)

Many of the strips with threaded holes in them to take securing bolts are of steel and there is a possibility that the tapped holes will become unserviceable unless special precautions are taken to preserve the holes. When the armament is unshipped, the threaded holes should be filled with tallow, and in the case of depth charges, A Mark I-IV mine chutes and rails for moored mines, the holding down screws replaced in the strips. Special screws will be provided for the torpedo securing strips.

(A.F.O. 149/42 is cancelled.)

3531.—Binoculars—Allowance

Controlled Minelayers

(N.S. 014645/42.—23.7.1942.)

The allowances of binoculars to Controlled Minelaying Vessels have been increased as shown below:—

Ship.	Present allowance.		Revised allowance.	
	Pattern 343	Pattern 1900A.	American type,	Pattern 1900A.
				7 × 50.
"Loch Nevis"				
"Jay"				
"Spendrift"	1	1	2	1
"Snakefly"				
"Alsey"				
"Linnet"	—	2	2	1
"Ringdove"				
Miners 1 to 8	2	—	2	1

2. Demands to complete to revised allowances should be forwarded to storing yards by ships concerned. Supply to ships of new construction should be made by storing yards in the usual manner.

3. One pair of binoculars, Pattern 1900A, should be returned by "Linnet" and "Ringdove" to the nearest dockyard on receipt of the American type.

4. B.R. 372—Establishment of Naval Stores for Minelaying Lighters (Miners) will be amended.

3532.—Safe Distances from Magnetic Compasses

(C.D. 441/42.—23.7.1942.)

The following additions and amendments are to be made to the table of safe distances for electrical instruments given in C.D. Pamphlet No. 11:—

	<i>Ft.</i>
Ardente, Type 431, hailing equipment amplifier	4
Ardente, Type 432, hailing equipment amplifier	5
Ardente, Type 432, hailing equipment microphone	7
Ardente, Type 432, hailing equipment loudspeaker	14
Echo sounding gear, Marconi	
Echometer, Type 421c	13
Visual indicator, Type 421A	10
Electrolytic recorder, Type 446	5
Telephones, H.R.	4
Echometer, Type 424c	8
Input protective unit, Type 811	4
Fuse box, Type 417	3
Charging resistance, Type 418	5
Projector, Type 808A	8
Choke, Type 812	10
Engine direction tell-tale, Robinson's	10
Gyro compass, Brown, Type B, master	4
Gyro compass, Brown, Type B, switchboard	8

	Ft.
Gyro compass, Brown, Type B, generator	4½
Mains resistance (single resistance type)	21
Mains resistance (double resistance type)	10
L.L. pulse controller	6
Signalling apparatus, resistance, Pattern W.1000, for signalling lantern, Pattern 1606	5
Rudder indicator, Siemens	7

(A.F.O. 1404/42.)

3533.—Boiler Tubes, etc.

H.M.S. "Paladin"

(N.S./P. 10581/42.—23.7.1942.)

The following amendment is to be made to A.F.O. 3261/42 :—

In Row N of table and under column headed "No. of tubes fitted"

Delete 326 and substitute 236.

(A.F.O. 3261/42.)

3534.—Boiler Water—Salinity Limits

All ships and vessels

(E.-in-C./D. 8232/42.—23.7.1942.)

With reference to the instructions contained in A.F.Os. 909/42 and 2519/42, the condition of water in boilers and feed systems is not to be regarded as satisfactory unless its salinity is below the following figures :—

	Grains of chlorine per gallon of water tested.
Evaporators on make-up feed	0.2
Main feed tanks	0.2
Reserve feed tanks	2.0
Boilers, cylindrical	100.0
B. & W. and other large tube types	50.0
Admiralty 3 drum and other highly forced types	20.0

2. Although the above are maximum figures, any sudden increase in salinity in any part of the feed system is to be investigated immediately and corrected as soon as possible.

3. Ships not issued with salinity testing sets should adopt the following rough method of test :—

Apparatus required :—

Test tube with mark at 17½ c.c. capacity.

Drop bottle for silver nitrate solution.

Drop bottle for potassium chromate solution.

Standard silver nitrate solution, Pattern 114.

Potassium chromate solids, Pattern 108.

Supply of distilled water.

The test tube is rinsed with the water to be tested and then filled to the 17½ c.c. mark. A few drops of potassium chromate solution are then added and the water turns yellow.

Potassium chromate solution may be made up by dissolving a soloid in a test tube of distilled water.

Silver nitrate standard solution is then added drop by drop, the test tube being shaken after adding each drop till the sample changes to a reddish yellow throughout, the end point being reached when the insoluble reddish precipitate is formed.

4. The salinity of the water is assessed by counting the number of drops required to effect the change, the total number of drops divided by five giving the approximate salinity in grains of chlorine per gallon.

5. When water of high salinity is to be tested, economy in the use of silver nitrate will be effected if the sample of water is diluted with distilled water before

commencing the test, e.g., dilutions of sample water to, say, 5, 10, or 20 times would make each drop of silver nitrate in the 17½ c.c. sample of diluted water equivalent to 1, 2 or 4 grains of chlorine per gallon of water under test respectively.

6. The test, though sufficiently accurate for most practical purposes must be regarded as a very rough one and in many cases the salinity recorded will be somewhat lower than the actual value determined on boiler water testing sets Nos. 2541-2542; this is dependent to some extent on the drop bottle used and if opportunity occurs it is desirable to calibrate the drop bottle in use from time to time by ascertaining the error of the test as compared with the test of the same sample by use of the proper testing set.

(A.F.Os. 909/42 and 2519/42.)

3535.—W.T. Boilers—Leaking Pads on Drum Ends

(D. 011714/42.—23.7.1942.)

Instances have occurred recently of leaks at the riveted joints of boiler mounting pads on steam drums. Where the normal method of repair is ineffective, the procedure outlined below may be adopted :—

- (a) Thoroughly bed pad on to drum end.
- (b) Cut light Vee on pad only.
- (c) Bolt pad to drum.
- (d) Run light sealing weld round the bore at the junction of pad and end plate.
- (e) Ream out rivet holes.
- (f) Rivet pad to drum.
- (g) Clean up hole in pad and drum end to receive the spigot of mounting.

2. Repair authorities adopting this procedure are to report the details to the Admiralty, stating which pads have been seal welded. A further report on the efficiency of the repairs is to be forwarded by the Commanding-Officers of ships concerned after an interval of six months.

(C.-in-C. Med., message dated 3.6.1942, timed 0750.)

3536.—Undocking of Small Vessels—Responsibilities of Chief Engineer/Engineman

(N.L.6140/42.—23.7.1942.)

A magazine of one of H.M. trawlers was discovered to be flooded after undocking. Investigation revealed that this was due to :—

- (a) The flood valve to the magazine being left open.
- (b) The gearing of the seacock (which had been refitted) being incorrectly assembled which allowed the sea valve to be partly open, although the deck plate index showed "Shut".

2. The attention of all chief or enginemen in charge of machinery of small vessels is to be drawn to the fact that it is their responsibility prior to undocking to check that all sea valves are closed, and that the index plates at all operating positions coincide with the position at the sea valve.

3. As soon as the vessel is waterborne, all sea valves are to be examined for leakage.

3537.—Silencers for LL. Generating Sets—A. and A.

105-ft. Motor Minesweepers

(D. 014665/42.—23.7.1942.)

The following modification is approved for all the above vessels building, and is to be included in the lists of approved As. and As., Classification "B," for all vessels in service where only one silencer is fitted to each "LL" generator engine :—

"To fit additional silencers to the 'LL' generating sets."

2. Silencers are to be obtained from Messrs. Burgess Products Limited, Hinckley, Leicestershire.

(C.A.F.O. 826/42.)

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

3538.—W/T Installations, Types TW12E/EM/EH and CNS1—Fitting-out Information

(S.D. 696/42.—23.7.1942.)

A.S.E. Preliminary Specification No. B118/42 has been prepared to show the method of fitting and-wiring W/T installations, Types TW12E/EM/EH and CNS1.

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

3. Copies of the Specification have also been forwarded to the Warship Production Superintendents, Scottish, East Scotland, Belfast, South Wales, North Eastern, North Western, Humber, Southern and Thames areas. The Principal (Ship) Overseers and Emergency Repair Overseers of all ships approved to be fitted with W/T installations, Types TW12E/EM/EH and CNS1 are therefore to apply to the Warship Production Superintendents of their areas for a copy of A.S.E., Specification No. B118/42 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.)

3539.—W/T and R.D.F. Apparatus—Technical Inspection

New Construction and ships refitting or under emergency repair

(S.D. 05371/42.—23.7.1942.)

Definition of Responsibility

(K.R. & A.I., Art. 663.)

New Construction.

The Captain Superintendent, Admiralty Signal Establishment, is responsible for the technical inspection of the work of fitting W/T or R.D.F. apparatus in new construction, reconstruction and ships undergoing large repairs.

Refits, Emergency Repairs and Defects.

2. Where ships are undergoing refit or emergency repair or having defects made good, this technical inspection is carried out by the Port W/T and Port R.D.F. Officers on the staff of the local Flag or Senior Officer.

Organisation

New Construction.

W/T and D/F.

3. The technical inspection of W/T and D/F apparatus is carried out by representatives of the Captain Superintendent, Admiralty Signal Establishment. They are referred to as W/T Shipfitting Officers. They operate from Newcastle, Glasgow and Admiralty Signal Establishment. The areas for which they are responsible are as follows:—

Newcastle	...	...	Responsible for Northern England, Wales and Northern Ireland.
Glasgow	...	...	Responsible for Scotland.
A.S.E.	...	...	Responsible for Southern England.

Requests for their services should be addressed to the District Admiralty Electrical Engineer (D.A.E.E.) or direct to the Captain Superintendent, Admiralty Signal Establishment.

R.D.F.

4. Owing to the large number of ports at which R.D.F. equipment is fitted and to the nature of the work, it is necessary for the Captain Superintendent to delegate the work to the Port R.D.F. Officer (P.R.D.F.O.) in the area concerned in accordance with the provisions of K.R. & A.I., Art. 663, paragraph 18.

5. The technical staff of the P.R.D.F.O. is provided by Admiralty Signal Establishment and will be adjusted according to the commitments in hand and the staff available. They will work under the orders of the P.R.D.F.O., who is responsible to the local Flag or Senior Officer for their local organisation and administration.

Emergency Repairs.

W/T and D/F.

6. A Port W/T Officer (P.W./T.O.) is attached to the staff of each of the following Flag and Senior Officers:—

Commanders-in-Chief	...	...	...	...	Portsmouth.
					Devonport.
					Chatham.
					Rosyth.
Flag Officers-in-Charge	...	...	...	...	Glasgow.
					Newcastle.
					Liverpool.
					London.
					Milford Haven.
					Cardiff.
					Belfast.
					Falmouth.
					Humber.
Naval Officer-in-Charge	...	...	...	...	Lowestoft.

7. The P.W./T.O. is responsible to the Admiral Superintendent, or F.O.I.C. or N.O.I.C. that all W/T and D/F equipment fitted in emergency repair jobs is tuned, tested and correct on completion and that the priority requirements are duly fulfilled.

8. The P.W./T.O. is authorised to communicate direct on all technical matters with the Captain Superintendent, Admiralty Signal Establishment, to whom he is to render a weekly report of the progress of all work in hand.

9. The P.W./T.O. at certain ports is provided with a staff specialised in D/F apparatus. These D/F specialists are officers of Admiralty Signal Establishment and their distribution will be adjusted by the Captain Superintendent, Admiralty Signal Establishment, according to the commitments in hand. They will work under the orders of the P.W./T.O., who is responsible to the Admiral Superintendent or F.O.I.C. or N.O.I.C. for their local organisation and administration.

10. W/T Shipfitting Officers may call on the services of these D/F specialists as required.

R.D.F.

11. A P.R.D.F.O. is attached to the staff of each of the following Flag and Senior Officers:—

Commanders-in-Chief	...	...	...	...	Portsmouth.
					Devonport.
					Chatham.
					Rosyth.
Admiral Superintendent...	...	...	...	...	Orkney.
Flag Officers-in-Charge	...	...	...	...	Glasgow.
					Liverpool.
					Newcastle.
					London.
					Cardiff.
					Southampton.
					Belfast.
Naval Officer-in-Charge	...	...	...	...	Hull.

12. The P.R.D.F.O. is responsible to the Admiral Superintendent or F.O.I.C. or N.O.I.C. that all R.D.F. equipment fitted in emergency repair jobs is tuned, tested and correct on completion and that the priority requirements are duly fulfilled.

13. The P.R.D.F.O. is authorised to communicate direct on all technical matters with the Captain Superintendent, Admiralty Signal Establishment, to whom he is to render periodical progress reports on all work taken in hand.

(K.R. & A.I., Article 663.)

3540.—R.D.F. Types 79/M, 279/M, 281—Lubricating Oil

(S.D. 01461/42.—23.7.1942.)

It has been found that the oil in the pedestals of the Aerial Outfits ATD, ATE used with the R.D.F. sets quoted may freeze up under Arctic conditions. Accordingly, the oil in the pedestals should be washed out and replaced by Oil Albalene, or, if this is unobtainable, Oil, Light Mineral, Non-Freeze (Schedule No. 381-44B) should be used instead.

2. Ships fitted with Aerial Outfits ATD, ATE will be supplied with one gallon of Oil Albalene without demand.

3. Defects in the control gear of Aerial Outfit ATE have arisen from the use of the wrong oil in the control unit or gear box. Light Torpoyl should be used in all cases for equipment in the R.D.F. offices.

4. Establishment Lists, Handbooks and Fitting-out Specifications are being amended.

3541.—A.C. Supply Outfits DUN and DUP—Fitting-out Information

(S.D. 01366/42.—23.7.1942.)

A.S.E. Preliminary Specification No. B. 149/42 has been prepared to show the method of fitting and wiring A.C. supply outfits DUN and DUP.

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

3. Copies of the specification have also been forwarded to the Warship Production Superintendents, Scottish, East Scotland, Belfast, South Wales, North Eastern, North Western, Humber, Southern, and Thames areas. The Principal (Ship) Overseers and Emergency Repair Overseers of all ships approved to be fitted with A.C. supply outfits DUN or DUP are therefore to apply to the Warship Production Superintendents of their areas for a copy of A.S.E. Specification No. B.149/42 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.)

3542.—Naval Aircraft—Intervals between Routine Inspections

(A.M.R. 395/42.—23.7.1942.)

In future the normal periods between routine inspections of Naval Aircraft are to be as follows:—

(a) *Aircraft when Catapult-Ship borne.*—Minor inspection every 30 hours with a maximum time interval of two months. Major inspection every 180 flying hours with a maximum time interval of 6 months.

(b) *All other Aircraft.*—Minor inspection every 30 flying hours with a maximum time interval of 3 months. Major inspection every 240 flying hours with a maximum time interval of 12 months.

2. The number of flying hours between inspections is not to be extended without Admiralty authority, unless urgent operational requirements would thereby be jeopardised, except that the provisions in the preamble of Naval Maintenance Schedules whereby minor and major inspections may be deferred by not more than 3 and 10 hours respectively remain unaltered.

3. The rules for starred operations apply whether the inspection is on a time interval or flying hour basis.

4. The time interval between major inspections may be extended at the discretion of the Commanding Officer by one or more periods of two months for aircraft when catapult-ship borne, or three months in the case of other aircraft, subject to examination of the aircraft by an Air Engineer Officer, whose recommendations, together with the decision of the Commanding Officer, are to be recorded in the Log Books.

This examination is to be carried out whenever possible by an Air Engineer Officer of the rank of Lieutenant or above.

5. Inspection on a time basis is to be applied to all airframes and installed engines, but not to spare engines in stored condition, which are to be maintained as laid down in A.F.O. 2406/42.

6. In the case of new aircraft, inspections on a time basis are to be calculated from the date on which the aircraft was first taken on charge by a naval unit.

7. In the case of engines where the life in hours between overhauls is the same as the major inspection period in hours, and the inspection falls due on a time basis only, it should be noted that the inspection laid down in the Maintenance Schedule should be carried out. The engine should not be removed for overhaul unless the engine hours and the employment of the aircraft indicate that it is advantageous to do so.

8. The period between inspections, either flying hours or time interval, may be reduced by Commanders-in-Chief or Commanding Officers, when considered necessary, on account of local conditions or for other reasons.

(A.F.O. 2406/42.)

(A.F.Os. 58/42 and 2665/42 are cancelled.)

3543.—Alterations and Additions*105-ft. Motor Minesweepers*

(D. 014666/42.—23.7.1942.)

The following items are approved for 105-ft. M.M.Ss. building, and are to be included in the lists of alterations and additions for all vessels in service.

(A) To fit two additional 3-in. filling pipes to the diesel oil storage tanks as follows:—

- (a) One pipe to fill the forward pair of the forward tanks.
- (b) One pipe to fill the after tanks.

Classification B

(B) To fit a steel escape hatch, 21-in. diameter, with 18-in. coaming to the forward mess deck. The exact position to be decided in conjunction with Dockyard Officers.

Classification A

(C) To fit a coal box of $\frac{1}{2}$ -ton capacity on the upper deck as near as practicable to the galley, in lieu of coal storage in the minesweeping store.

Classification C

(D) To fit 2-in. voice pipe from bridge at Commanding Officer's position to a stand pipe at fore side of 0.5 inch mounting.

Classification A

(C.A.F.O. 826/42.)

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

3544.—Masts in Tabernacle—Fitting—A. and A.*"B" Type Fairmile M.Ls.*

(D/P. 5449/42.—23.7.1942.)

Arrangements have been made for the masts in "B" type Fairmile M.Ls. to be fitted in tabernacle; for boats in service an item, Classification "B," for this work to be carried out is to be included in the next lists of As. and As.

2. Drawings of the arrangements required can be obtained from the Fairmile Marine Company, who are also manufacturing the necessary fittings. Demands for these fittings are to be forwarded by administrative authorities through the Rear-Admiral, Coastal Forces.

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

3545.—Hatches in Forward Canopy.—A. and A.

25-ft. Motor Cutters.

(D. 8721/42.—23.7.1942.)

It has been found, particularly in connection with the fitting up of 25-ft. motor cutters for use as boarding boats of Corvettes, that in certain cases the hatch in the forward canopy through which the forward sling passes, is too small. In ships in which this difficulty is experienced arrangements are to be made to fit an enlarged hatch opening with maximum dimensions of 21-in. square, and an item, Classification "A," is to be inserted in the ships' lists of As. and As. to cover this work if it is beyond the capacity of the ships' staff.

2. The opening of the enlarged hatch is to be properly framed and the hatch cover is to be carried on strap hinges.

3. In canopies of double skin plywood construction, packing is to be worked between the skins and an independent frame, rabbeted to receive the hatch cover, is to be worked on the outside.

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

3546.—American Type Whaler Davits—Replacement—A. and A.

"Town" Class Destroyers

(D. 013179/42.—23.7.1942.)

The American type whaler davits in "Town" class destroyers are to be replaced by British Destroyer type davits.

2. Commanding Officers are therefore to insert an item, Classification "B," in their next lists of As. and As. to cover the work involved.

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

3547.—Access to Stokehold

New Construction "Bar" Class Boom Vessels

(B.D. 0732/42.—23.7.1942.)

Arrangements have been made in recently constructed "Bar" Class boom vessels for the boats to be carried in davits and it has been found that when turned inboard, the boats may restrict the opening of the stokehold doors.

2. The stowage arrangements are to be examined and the securing chocks modified as necessary to allow for a minimum opening of 2 ft. to the stokehold doors, the item being treated as a defect for completion at the next refitting period.

3548.—Galley Firehearths—Replacement—A. and A.

H.M. Sloops—"Bridgewater," "Hastings," "Shoreham, repeat "Shoreham" and "Grimbsby" Classes

(D. 06993/42.—23.7.1942.)

In view of the increased complement of the above ships since completion, the present size of firehearth in the crews' galley may not be adequate for the increased numbers.

2. It has therefore been approved to augment the present crews' galley firehearths by a Pattern 2A firehearth in vessels with a crews' galley sufficiently large to accommodate this firehearth in addition to the existing one.

3. Commanding Officers of ships concerned are to insert an item, Classification "A," as necessary to cover the work involved, in their lists of As. and As., stating the pattern number of the present firehearth and the complement of ratings.

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

3549.—Steering Rod Troughs—Covering—A. and A.

105-ft. M.M.Ss.

(D.M.S. 0342/42.—23.7.1942.)

A case has occurred of jamming of steering gear caused by articles having been placed in the troughs carrying the steering gear rods.

2. To prevent a recurrence of this, Commanding Officers of all 105-ft. M.M.Ss. are to insert the following item, Classification "A," in their next lists of As. and As. :

"Wire netting or other covering to be fitted over the top of the steering rod troughs."

(N.O.I.C. Dartmouth, 26.5.42, No. 3259/80.)

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

3550.—Fitting of Compasses

M.G.Bs. 74 to 81

(D/P. 10032/42.—23.7.1942.)

The wheelhouse compass in M.G.Bs. 74 to 81 is to be re-positioned on the port side of the bridge above the armoured door leading to the wheelhouse, if this work has not already been carried out. In this position this compass will only be separated by a distance of 4 ft. from the steering compass and care is to be exercised to ensure that this distance of 4 ft. is maintained as the mutual interference between the compasses increases rapidly as they approach each other.

2. Commanding Officers are to arrange for this work to be carried out by Base Staffs.

(R.A.C.F., 4.6.42, No. 954/M.211.)

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

3551.—Compass Equipment

70-ft. M.T.Bs.

(D/P. 6872/42.—23.7.1942.)

70-ft. M.T.Bs. which are fitted with one compass only, positioned on the upper bridge, are to be fitted with a second compass (as spare) in the chart room at the fore end.

2. The compass equipment should be :—

	Compass Patt.	Corrector Box Patt.	Azimuth Circle Patt.	Grid ring Patt.	Elec. light Fitting Patt.	Shades White Patt.
Standard ...	1151A	1135	1152	—	1153B	1154
Spare ... (Lower)	1151A	1135	—	1162	1153B	1154

Magnets, Patt. 67—40.

3. Demands for additional compass gear required are to be forwarded to the Deputy Naval Store Officer, Admiralty Compass Observatory, Slough.

4. The fitting is to be carried out by the Base Staffs.

(R.A.C.F., 15.4.42, No. 599M/12.)

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

3552.—Repair of Modified Bomb Sights, Mark IXc

(N.S.Air 938/42.—23.7.1942.)

Any modified bomb sight, Mark IXc, requiring repair should be forwarded to the nearest R.N. Store Depot for repair in the R.N. Aircraft Workshop, Coventry, or nearest Repair Yard or Repair Ship. After repair, the sights are to be returned to Store Depot for re-issue.

2. No modified bomb sights are to be sent to R.A.F. Repairable Equipment Depots.

(C.A.F.O. 152/42.)

3553.—Small Bomb Containers—Cover Plates for Release Units

(N.S. Air 968/42.—23.7.1942.)

The following item is being introduced for strengthening purposes on electro-magnetic release units of all Mark I and Mark IA containers:—

“Reference 11A/1053—Plate, Cover, No. 2 (Strengthening).”

Instructions for use will be promulgated in A.P. 1095, Volume II.

2. Ships and stations are to signal to Director of Stores, Admiralty, London, the quantities required, on the basis of one cover plate for each small Bomb Container, Reference 11A/636 or 11A/637, held on board.

3554.—Catapult Ship Aircraft—Operation and Recovery

All Catapult Ships

(A.M.5036/42.—23.7.1942.)

Many accidents to aircraft in Catapult Ships are the result of inexperience and unavoidable lack of training of air crews, and the impossibility of including rough weather conditions in a war time training syllabus. It is considered however that wastage of A.B.R. aircraft could be further reduced if the results of recent operational experience be more widely studied.

2. It is most important that the Commanding Officer, Pilot, Directing Officer and Navigating Officer should discuss whenever practicable the probable methods of recovery before an aircraft takes off for a flight at sea. It should be borne in mind that the weather conditions at the time of recovery may vary considerably from those prevailing at the time of the launch.

3. The following summary of recent reports and memoranda on the subject is issued for the guidance of Commanding Officers, Naval Pilots and other officers concerned in the launching and recovery of Catapult Ship Aircraft, and supersedes any previous instructions on the subject.

4. The safe and efficient operation of aircraft from Catapult Ships will be dependent on the amount of practice the personnel concerned receive after joining a ship, particularly as regards alightings in a slick or swell and recoveries in rough weather. The slick method of recovery should therefore be exercised whenever possible, even if the weather conditions do not require its use. It is not always appreciated that the speed of the ship during aircraft recovery is entirely dependent on the speed the aircraft can taxi under the prevailing conditions. Recoveries have been carried out under good conditions at speeds in excess of 16 knots, but in short choppy seas this will inevitably be much reduced. The normal speed is about 8 knots, and successful recovery will depend as much on the handling of the ship to make the best possible slick as on the skill of the pilot in timing his approach and thence alighting in the most advantageous position.

It should be the endeavour of the Captain and the Pilot to reduce the period between the signal authorising the alighting and the aircraft being “clear of the water” to an absolute minimum.

5. *Making a Slick.*—The most successful slicks can only be achieved by trial in any particular class of ship. From the collected reports of cruisers the following appears to be a favourable mean:—

Commence turn about 60° off wind and turn bows through the direction of wind to about 30° or 40° the other side. Speed of ships 17–20 knots, reducing as quickly as possible to reach the recovery speed at the end of the turn. Use full wheel for half the turn.

(A slow turn back while the aircraft is taxiing up to hook on or is in tow should not disconcert the pilot if such an alteration is advisable for recovery in high winds or to reduce rolling in a swell.)

6. *Alighting on a Slick.*—A.F.O. Diagram 185/42. (See Fig. I.)—Since the thin tops of small waves will “give”, they considerably assist in breaking the force of alighting, therefore the pilot should select, not the smooth oily path immediately inside the circumference of a slick, but the popply water on the inside of that again. For this reason the action sometimes taken of pouring oil on the sea defeats its purpose, in that the oil will only calm the breaking wave crests, which latter actually assist the aircraft to make a safer alighting. An ideal slick alighting can best be carried out if the aircraft approaches into wind and pointed

from a direction fine on the quarter to hit the quarterdeck if the ship were not moving ahead. If the aircraft touches down with correct positioning and timing in relation to the ship's turn, the stern will be clear at the end of the run prior to commencement of taxiing up to the recovery position.

7. *Alighting in a Swell.*—A.F.O. Diagram 185/42. (See Figs. I and II.)—If the wind is over 10 knots, alighting should be made into wind in the normal manner, since cross wind alighting is very difficult under such conditions without causing damage to the aircraft.

In winds below 10 knots, because of the unyielding nature of a swell it is safer to alight along the swell. The pilot should endeavour to alight on the crest of the swell and not in the trough. If a slick is required under these low wind conditions, it should be made across the swell (i.e., in a swell from the north, the ship should turn through east or west), cross wind alighting being accepted.

It can therefore be seen that the most difficult weather conditions, for which no hard and fast recovery procedure can be laid down, is when a wind of over 10 knots is in the same direction as a swell. It is seldom possible to give pilots any experience of swell conditions before they are appointed to seagoing ships. The principles only are taught.

8. *Non-Slick Alightings.*—These may be carried out in calm weather when it is desirable for the ship to have greater freedom of movement. Two methods in general use are:—

(a) *Alighting Ahead of Ship* into wind about one mile away. The ship steers to bring the wind on the opposite bow to the recovery side in the normal manner.

(b) *Alighting Alongside* (by experienced pilots only).—The ship sets course and speed for recovery, and the pilot then alights by signal on the smooth patch as close to the lee quarter as possible.

9. *Flag Signals.*—There should never be any need for the ship to wait for the aircraft to position itself for a recovery. Once an aircraft has closed the ship, the pilot must circle the ship closely and await the appropriate signals, which must be obeyed without any unnecessary delay. Flag signals can be made more clear to the pilot by the additional use of a black ball or shape and an Aldis signal.

10. *Recovery after Alighting.*—The towed method of recovery must be made compulsory whenever tactical conditions permit, since it is the safest method in the event of failure in material, or error of judgment on the part of Directing Officer, Crane Operator, Pilot or Hooker-on. If a special recovery boom is not fitted and the lower boom is sited so that it may roll under, it must be rigged topped up. It may sometimes be necessary for the aircraft to be taxied under the stern of the ship to be hoisted on the opposite side to the alighting. (See Fig IIA.) It has also been found that an aircraft can safely continue to be towed while a ship alters course slowly, but as a general rule the primary requirement is to hook on and hoist the aircraft clear of the water as soon as possible. The pilot must continue to steer his aircraft and keep the engine running until clear of the water. The continued use of the aircraft controls and in some cases the engine while hoisting inboard will often assist the handling party in certain wind conditions.

11. *Launching.*—When being launched from a catapult the aircraft control column must be held slightly aft of the central position. The arms should be close to the sides and fairly rigid, but the position adopted must allow full freedom of movement of the control column during the launch. It should be ensured that the throttle control lever is held fully open either by the left hand or the screw nut provided.

If, on leaving the catapult, the aircraft drops, the stick must be eased back far enough to prevent the aircraft striking the water, care being taken to avoid stalling.

In cross winds it is necessary to apply aileron to prevent the leeward wing dropping. The amount of aileron required will depend on the strength of the cross wind and will reach the maximum for winds of approximately 30 knots and over.

12. *Alighting.*—The technique of cross wind alighting and using the engine for rough weather alighting is fully described in B.R. 617—Catapult Aircraft Handling Manual. Section I. An alighting must always be carried out with main planes perfectly horizontal in order to avoid damage to the weak wing tip

floats. The difference between alighting in a training A.B.R. aircraft and one that is operationally fully loaded is also emphasised. The following figures should be taken as a guide but not a hard and fast rule for Walrus aircraft:—

Light Load—Alighting speed 55 knots ... Engine revolutions, 1,500.
Full Load —Alighting speed 60 knots ... Engine revolutions, 1,750.

If a wing tip float is damaged it may be possible to prevent the aircraft sinking if the crew immediately form a counter balance on the opposite main plane.

(C.A.F.Os. 2623/39, 3562/39 and 1270/41.)

3555.—Aero Engine Parts—"Westropol" for Cleaning

R.N. Aircraft Repair Yards, Air Stations, Aircraft Repair Ships,
and Aircraft Carriers

(N.S./A.M.R. 297/42.—23.7.1942.)

The following instructions concern the use of "Westropol" for cleaning aero engine parts.

2. One gallon of the chemical is dissolved in ten gallons of water and must be maintained at a temperature of 50° C. ± 5° C. during use.

3. The parts to be decarbonised are immersed in this solution, and allowed to stand until the carbon deposit either has flaked off completely, or is in such a softened condition that it can be readily wiped off with soft material. By this method the use of wire brushes, abrasives, etc., is not necessary, with the consequent absence of surface scratches.

4. After removal of the loose carbon, etc., the parts should be washed in a paraffin bath.

5. The following points should be noted:—

- (a) An ungalvanised mild steel tank is used for the solution.
(b) A 10 per cent. solution at approximately 50° C. must be adhered to. If the working temperature exceeds 50° C., or the consistency of the solution is above or below 10 per cent., corrosion of the surfaces of aluminium and aluminium alloy parts may take place. If the temperature of the liquid is below 50° C. cleaning is not sufficiently rapid.

6. Initial supply to the undermentioned Services will be made without demand from H.M. Dockyard, Chatham:—

R.N. Air Station, Piarco	...	...	...	...	30 gallons
R.N. Air Station, Palisadoes	...	...	...	...	30 gallons
R.N. Air Station, Dartmouth, N.S.	...	...	...	...	30 gallons
R.N. Air Station, Hastings, Freetown	...	...	...	...	30 gallons

Demands from ships and services concerned, other than above, are to be rendered to the appropriate Storing Yard.

Aircraft carriers	...	...	...	...	} 30 gallons each
Auxiliary aircraft carriers	...	...	...	...
R.N. Air Stations, Class A	...	...	...	...
R.N. Air Stations, Class B	...	...	...	...
R.N. Air Stations, Class C	...	...	...	...
R.N. Aircraft Repair Yards	...	...	...	...	50 gallons
R.N.E. College, Keyham	...	...	...	...	15 gallons
R.N. Air Training Establishment, Newcastle-under-Lyme	...	...	...	...	15 gallons

7. Purchase is being arranged of 4,100 gallons of "Westropol" for delivery as follows:—

Rosyth	Chatham	Severn	Portsmouth	Devonport	Mersey
400	400	1,250(a)	400	400	1,250(b)

(a) For shipment as follows:—

Bermuda	Simonstown	Durban
250	500	500

(b) Includes 850 gallons for shipment as follows:—

Alexandria	Gibraltar
500	350

8. The A.S.Es. and Rate Book for Naval Stores will be amended.

(C.A.F.O. 1599a/41.)

3556.—Aircraft Explosive Stores—Weather Deck Lockers for—Drawings Catapult Ships

(P./A.M. 4103/42.—23.7.1942.)

The following standard drawings of lockers for Aircraft Explosive Stores have been prepared and should be worked to generally in Catapult Ships of New and Future Construction:—

- (a) D.N.C. 2/A.619 } Details of lockers for 11½ lbs. practice bombs, filled,
D.N.C. 2/A.626 } smoke (six boxes of 10).
(b) D.N.C. 2/A.783 Details of locker for 0.303-in. incendiary ammunition (two boxes of 1,248 rounds each) and bombs, practice, filled, flash (one box of 10).
(c) D.N.C. 2/A.785 Details of locker for aircraft gun ammunition (24 pans Lewis or 20 drums Vickers).
(d) D.N.C. 2/A.715 } Details of locker for Markers, Sea, Aluminium, Mark I
D.N.C. 2/A.626 } (two boxes, M.47, Mark I) and Mark III (twelve boxes, M.73, Mark I).

2. One locker of each of the above types should be fitted in each catapult ship except that two lockers as (a) and (b) above will be required in ships fitted for two aircraft.

3. Lockers as (d) above may be dispensed with in ships where stowage can be provided in a suitable dry store-room. Markers, Sea, Aluminium, may be stowed in the same store as flame floats, if it is on or near the weather deck.

4. Copies of the above-mentioned drawings may be obtained on application to the Director of Naval Construction, Admiralty, Bath.

3557.—Naval Aircraft—Steel Chests—Supply to Squadrons

(N.S. 0416/42.—23.7.1942.)

Steel Chest, pattern 1477, is to be substituted for the Steel Chest, Pattern 1476, mentioned in A.F.O. 2174/42.

2. A.F.O. 2174/42 is to be amended accordingly.

(R.A.N.A.S. 621/95, 20.6.42.)

(A.F.O. 2174/42.)

3558.—Tools for Fulmar Aircraft

(N.S. Air 2383/41.—23.7.1942.)

The following amendments are to be made to A.F.O. 2424/42:—
Paragraph 1.

Amend to read, "The allowances of Fulmar special tools have been revised and are to be amended as follows:—"

Add as under after item 10297:—

1	2	3	4	5	6	7	8	9	20
10297	Spanner, for cylinder head, undercarriage, oleo leg.	F./Q/169 †	No.	1	1	2	3	4	A

(A.F.O. 2424/42.)

3559.—Tool Kits for R.N. Air Personnel

(N.S. Air 950/42.—23.7.1942.)

The range of tools shown in A.F.Os. 5080/41, 491/42 and 2793/42 which are supplied at Crown expense to R.N. air artificers, apprentices, fitters and mechanics has been under review, and, in view of the difficulties experienced in meeting requirements of hand tools for all services, the kits will, in future, be constituted as detailed in appendix hereto. Tool kits now held in stock are to be adjusted to conform to the new scales.

2. As far as practicable, it is intended, in due course, to supply only R.A.F. patterns of tools for tool kits. Several months may elapse before the tools now added to the kits are available. In the meantime hastening action should not be taken.

3. The tools withdrawn from the kits will in future be provided as mobile and workshop equipment. Particulars of these tools, together with revised allowances will be promulgated shortly.

4. The procedure for equipping R.N. air personnel is under review, but in the interim the instructions detailed in A.F.O. 5080/41 are to be observed.

APPENDIX

R.A.F. Section and Ref. No.	Admiralty Pattern No.	Description	Denomination	Type "A"	Type "B"	Type "C"	Type "D"	Type "E"	Type "F"
NAVAL PATTERNS									
<i>Subhead B—Item 10</i>									
—	21	Cans, oil, spring feed, $\frac{1}{2}$ pint	No.	—	—	—	—	1	—
29/1277	83	Locks, pad, $1\frac{1}{2}$ -in. ...	No.	1	—	—	—	—	—
<i>Subhead B—Item 11</i>									
1A/3873	7	Awl blades ...	No.	—	—	—	—	—	1
1A/21	84	Handle for awl ...	No.	—	—	—	—	—	1
<i>Calipers:—</i>									
1A/324	3879	Spring, C.A.V., inside, 6-in....	Pairs	1	—	1	—	—	—
1A/326	3878	Spring, C.A.V., outside, 6-in.	Pairs	1	—	1	—	—	—
—	1485	Chisel, chipping, $\frac{3}{8}$ -in. ...	No.	1	1	—	1	—	—
1A/621	3884	Dividers, spring, 5-in. ...	Pairs	1	1	1	1	—	1
1C/2407	2A	Drills, hand, single pinion ...	No.	1	1	—	1	—	1
<i>Files, cast steel:—</i>									
1A/902	312	Bastard, half round, 8-in. ...	No.	—	—	—	1	—	—
1A/908	382	Bastard, hand, safe edge, 6-in.	No.	—	—	—	1	—	1
1A/923	78	Bastard, round, 8-in. ...	No.	1	1	1	1	—	—
1A/1052	320E	Second cut, taper, half round, 10-in.	No.	1	1	1	—	—	—
1A/1061	394D	Second cut, hand, safe edge, 10-in.	No.	1	1	1	—	—	—
1A/1117	328	Smooth, half round, 6-in. ...	No.	—	—	—	1	—	1
1A/1118	330	Smooth, half round, 8-in. ...	No.	1	1	1	—	—	—
1A/1124	400	Smooth, hand, safe edge, 6-in.	No.	1	1	1	1	—	1
1A/1157	26	Smooth, 3-square, 5-in. ...	No.	1	1	1	1	—	1
—	120	File cleaners ...	No.	1	1	1	1	—	—
1B/4110	780	Gauges, feeler, 6-in. ...	Pairs	1	—	1	1	—	—
<i>Hammers, engineers':—</i>									
1B/1327	C.612	Ball pane, with handle, 8 oz.	No.	—	—	—	1	1	—
<i>Pliers:—</i>									
1B/1773	1398	Electricians', 7-in., insulated handle.	Pairs	—	—	—	1	—	1
1B/1805	467	Bell hangers, 6-in. ...	Pairs	1	1	1	—	1	—
1B/1798	986	Round nose, 6-in. ...	Pairs	—	—	—	1	—	1
—	4	Prickers, C.S., with beech handle, 6-in.	No.	—	1	—	—	—	—
<i>Rules:—</i>									
1B/2124	760	Engineers', steel, 6-in. ...	No.	1	1	1	1	—	—
—	765	Engineers', steel, 12-in. ...	No.	1	1	1	1	—	1
<i>Saws:—</i>									
1C/2141	4314	Frame, hack, adg., eclipse, 8-in.—12-in.	No.	1	—	—	—	—	—

APPENDIX—contd.

R.A.F. Section and Ref. No.	Admiralty Pattern No.	Description	Denomination	Type "A"	Type "B"	Type "C"	Type "D"	Type "E"	Type "F"
<i>Screwdrivers:—</i>									
1C/2163	666	Cast steel, with beech handle, 6-in. long.	No.	1	1	1	1	1	1
1C/3193	3604	Watchmakers', 8-in. \times $\frac{3}{16}$ -in.	No.	—	—	—	1	—	1
<i>Spanners:—</i>									
1C/2220	3606	Adjustable, steel, small (King Dick, size No. 1).	No.	—	—	—	1	1	—
1C/5028	3651	Double ended, $\frac{7}{16}$ -in. \times $\frac{1}{2}$ -in. B.S.F.	No.	1	—	1	—	1	—
—	5029	Box, single ended, O B.A., 2 B.A., 4 B.A. and 6 B.A.	No.	1	1	1	1	—	1
—	3861	Tubular, box, Apollo, $\frac{1}{2}$ -in. \times $\frac{3}{8}$ -in. Whit.	No.	1	1	1	1	—	1
—	3862	Tubular, box, Apollo, $\frac{1}{4}$ -in. \times $\frac{3}{8}$ -in. Whit.	No.	1	1	1	—	—	—
—	3863	Tubular, box, Apollo, $\frac{3}{8}$ -in. \times $\frac{7}{16}$ -in. Whit.	No.	1	1	1	—	—	—
<i>Squares:—</i>									
1C/2298	4254	Steel, 4-in. stock, 6-in. blade	No.	1	—	—	—	—	—
1A/31	3885	Tommie bar, $\frac{7}{16}$ -in. diam. ...	No.	1	1	1	—	—	—
1E/3634	693	Turnscrews ...	No.	—	—	—	—	1	—
1C/2615	C.518	Vices, hand, length overall $4\frac{1}{2}$ -in.	No.	1	1	—	—	—	—
<i>Subhead E—Item 11</i>									
1A/291	C.289	Brushes, varnish, 1-in. flat ...	No.	1	1	1	1	—	1
—	241	Brushes, lacquer, squirrel, $\frac{1}{2}$ -in.	No.	—	—	—	—	—	1
1A/2693	C.302	Brushes, engine, cleaning ...	No.	—	—	1	—	—	—
<i>Subhead E—Item 12</i>									
1B/1396	763	Handles, ash or hickory, for files	No.	2	2	2	2	—	2
1B/1394	765	Handles, ash or hickory, for files	No.	2	2	2	2	—	—
<i>Subhead F.1A</i>									
1C/2247	6502	Spanners, D.E., $\frac{3}{8}$ -in. \times $\frac{5}{16}$ -in. Whit.	No.	1	1	1	—	1	—
R.A.F. PATTERNS									
<i>Section 1A</i>									
3864	—	Bars, tommy, $3\frac{1}{2}$ in. \times $\frac{3}{16}$ in. ...	No.	1	1	1	1	—	—
<i>Boxes, tools:—</i>									
3826	—	Medium ...	No.	1	—	1	—	—	—
3717	—	Small ...	No.	—	1	1	1	1	1
2740	—	Chisels, chipping, light ...	Sets	1	1	1	—	—	—
3587	—	Cleaners, contact ...	No.	—	—	—	—	—	1
<i>Drifts, copper:—</i>									
633	—	$6\frac{1}{2}$ in. \times $\frac{1}{4}$ in. ...	No.	—	—	—	—	1	—
634	—	$6\frac{1}{2}$ in. \times $\frac{1}{2}$ in. ...	No.	1	—	—	—	—	—
<i>Files:—</i>									
1140	—	Smooth, round, 6 in. ...	No.	1	1	1	1	—	1
3861	—	Equalling ...	No.	—	—	—	—	—	2
1164	—	Warding, cut one side, 4 in.	No.	1	—	1	—	—	—
<i>Section 1B</i>									
<i>Hammers:—</i>									
1328	—	Fitters, ballpane, 12 oz. ...	No.	1	1	1	—	—	—
1340	—	Hide, faced, No. 1 ...	No.	1	1	1	—	1	—
1391	—	Watchmakers', 2 oz. ...	No.	—	—	—	—	1	1

R.A.F. Section and Ref. No.	Admiralty Pattern No.	Description	Denomination	Type "A"	Type "B"	Type "C"	Type "D"	Type "E"	Type "F"
4033 or 4406	—	Nippers :— Side angle cutting, 4½ in. } Diagonal, cutting, 5 in. }	No.	1	1	1	1	—	1
1821	—	Punches :— Centre, 4 in. ...	No.	1	1	1	1	—	1
1830	—	Nail or pin, ⅛ in. ...	No.	1	—	1	—	—	1
1834	—	Nail or pin, ⅓ in. ...	No.	—	—	—	—	1	1
2977	—	Nail or pin, ⅜ in. ...	No.	—	1	—	—	—	—
1835	—	Nail or pin, ⅝ in. ...	No.	1	1	1	1	—	—
<i>Section 1C</i>									
2175	—	Screwdrivers :— Ratchet, 5 in. ...	No.	—	1	—	—	—	—
2176	—	Watchmakers', 3 in. × ⅜ ...	No.	1	1	1	1	1	—
3190	—	Instrument makers' ...	Sets	—	—	—	—	—	1
2187	—	Scribers, fitters', 7 in. ...	No.	1	1	1	—	—	—
Spanners :—									
2222	—	Adjustable, steel, small (King Dick, size No. 2).	No.	1	1	1	—	—	—
5579	—	Box, DE O.BA × 2 BA 9 in. long.	No.	1	1	1	1	—	—
5580	—	Box DE 4 BA × 6 BA 9 in. long.	No.	1	1	1	1	—	—
5035	—	Box DE ½ in. × ⅝ in. Whit.— ⅝ in. × ⅞ in. "BSF".	No.	1	—	1	—	—	—
2244	—	Double ended, ⅝ in. × ⅜ in. Whit.	No.	1	1	1	—	1	—
2245	—	Double ended, ⅝ in. × ¼ in. Whit.	No.	1	1	1	1	1	—
2264	—	Single ended, ⅜ in. ...	No.	—	—	—	—	1	—
5438	—	Folding, 2, 4, and 6 BA ...	No.	2	2	2	2	2	2
Tweezers :—									
3594	—	Electricians' ...	No.	—	—	—	—	—	1
<i>Section 1E</i>									
Drifts :—									
3616	—	No. 5 ...	No.	—	—	—	—	—	1
<i>Section 1H</i>									
Screwdrivers :—									
12	—	Instrument No. 1, 2½-in. × ⅓-in.	No.	—	—	—	—	—	1
Spanners :—									
23	—	Flat, No. 3, ⅜-in. × ⅝-in. × ⅞-in. × ⅜-in.	No.	—	—	—	—	—	1
<i>N.I.V. Section</i>									
<i>B.II</i> Hammers :—									
—	—	Ball pane, 4-oz. (G. Staines "Nubo T.409").	No.	1	—	1	1	—	1
—	—	Cross pane, 4-oz. (G. Staines "Nubo T.409").	No.	—	1	—	—	—	—
—	—	Knife, wireless, pocket, 3½-in. (Buck & Hickman, Fig. 9981).	No.	—	—	—	1	—	1
—	—	Pliers, long, snipe nosed, 8-in. (Buck & Hickman "Toga").	No.	1	1	1	—	—	1

R.A.F. Section and Ref. No.	Admiralty Pattern No.	Description	Denomination	Type "A"	Type "B"	Type "C"	Type "D"	Type "E"	Type "F"
Punches :—									
—	—	Parallel, ⅜-in. (Buck & Hickman "Millers Fall M.F. 682").	No.	1	1	1	1	—	—
—	—	Parallel, ⅝-in. (Buck & Hickman "Millers Fall M.F. 681").	No.	—	—	—	—	1	—
Spanners :—									
—	—	Double ended, 3 BA × 3 BA (Buck & Hickman "Terry Aircraft").	No.	—	—	1	—	—	—
—	—	Double ended, 6 BA × 8 BA (Buck & Hickman "Terry Aircraft").	No.	—	—	—	—	—	1
—	—	Box double ended, 7 P.A. × 8 BA (Buck & Hickman, Fig. 9675).	No.	—	—	—	—	—	1
—	—	Tommie bar (for Buck & Hickman, Fig. 9675).	No.	—	—	—	—	—	1
—	—	Adjustable, 4-in. (Buck & Hickman "Crescent A.14").	No.	—	—	—	—	—	1

(Admiralty "R" Message 2251B/16.7.1942.)
(A.F.Os. 5080/41, 491/42, 2793/42 and 2974/42.)

3560.—Rotol Propeller Tools

(N.S. Air 10360/42.—23.7.1942.)

The issue of flight and workshop tool kits for the maintenance and repair of Rotol propellers fitted to naval aircraft is to be discontinued. In future the tools which are detailed in the Appendix to this order are to be supplied.

2. The work which can be undertaken with these tools is as follows :—

- Squadrons.*—Changing airscrews. Minor inspections. Curing simple external oil leak.
- Aircraft Carriers and Auxiliary Carriers.*—Changing airscrews. Minor inspections. Minor replacement not involving balancing.
- Naval Air Stations (all Classes).*—Changing airscrews. Major inspections. Minor replacements including those involving balancing.
- Repair Yards.*—Changing airscrews. Major inspections. Major repairs by replacement of prefinished parts, but such repairs on internal cylinder hubs will be limited pending the provision of suitable test rigs.
- Repair Ship.*—As for (d) except that work will be strictly limited pending provision of a suitable balancing machine.

3. Existing propeller flight and workshop tool kits held by ships and services and at R.N. store depots and storing yards are to be broken down into their component parts and the tools taken on charge separately.

4. Arrangements are to be made forthwith for the over stamping of existing tools to show the new part numbers.

5. Ships and shore establishments concerned are to adjust the quantities of these tools held by them to conform to the allowances set out in the Appendix to this order and demands should be lodged on R.N. store depots at home or storing yards abroad, to complete to these allowances. Allowances for mobile workshops and salvage sections will be promulgated separately.

6. Tools surplus to allowance should be returned to the depot or storing yard with the least delay.

APPENDIX

R.A.F. Section 25M.				Types of Propellers.						Allowances.								
New Ref. No.	Old Ref. No.	New Part No.	Old Part No.	Description.	R4.	R5.	RX5.	RS5.	R54.	Squadron.	Aircraft Carriers.	Auxiliary Carriers.	Catapult Ships.	R.N. Air Stations.			Repair Yards.	Repair Ships.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	Class A.	Class B.	Class C.	(18)	(19)
20667	11656	TL2195	RA2798	Tube spanner	-	-	x	x	x	1	2	1	-	3	3	1	4	2
20666	11655	TL2196	RA4178	Pin and chain	-	-	x	x	x	1	2	1	-	3	3	1	4	2
20554	12453	TL2275	RA5026	3/8-in. Whit box spanner (spec.)	-	x	-	-	-	1	2	1	-	3	3	1	4	2
20083	12451	TL2198	RA9009	Piston extractor	-	-	x	x	x	1	2	1	-	2	2	1	2	2
20663	11653	TL2199	RA4894	Piston spanner	-	-	x	x	x	1	2	2	-	2	2	1	2	2
20488	11703	TL2200	RA2802	Circlip pliers	-	-	x	-	-	1	2	1	-	3	3	1	4	2
20058	12450	TL2201	RA9020	Extractor-locking	-	-	x	x	x	1	2	1	-	3	3	1	4	2
20084	11651	TL2202	RA2803	Shaft nut extractor ..	-	-	x	-	-	1	2	2	-	2	2	1	2	2
20062	11648	TL2204	RA2804	Hub extractor nut	-	-	x	-	-	1	2	1	-	3	3	1	4	2
20059	11202	TL2205	RA787	Extractor ring	-	-	x	-	-	1	2	1	-	2	2	1	2	2
20060	11039	TL2206	RA802	Extractor ring	x	-	-	-	-	-	-	-	2	3	3	1	4	2
20061	11650	TL2207	RA2805	Extractor ring	-	x	-	-	-	1	2	1	-	2	2	1	2	2
20489	12761	T1190	T1190	Press tool	-	-	x	-	-	1	2	1	-	3	3	1	4	2
20019	11646	TL2276	RA5373	Tool bag	x	x	x	x	x	-	1	1	-	1	1	-	2	1
20599	11207	TL2209	RA849	Spanner, Extractor ..	x	-	-	-	-	-	-	-	1	-	-	-	-	-
20600	11042	TL2210	RA2257	Spanner, Extractor ..	-	x	-	-	-	-	-	-	2	2	2	1	2	2
20555	11882	TL2211	RA4327	Nut Spanner, Extractor	-	-	x	x	x	1	2	1	-	3	3	1	4	2
-	-	TL2181	TL2181	Spanner	-	-	x	x	x	1	2	2	-	2	2	1	2	2
20669	11213	TL2213	RA850	Tommy bar	-	x	x	x	x	1	2	2	-	2	2	1	2	2
20655	11652	TL2163	RA2806	Hub extractor spanner ..	-	x	x	x	x	1	4	2	2	4	4	1	6	2
20656	12452	TL2182	RA2810	Hub extractor spanner ..	-	-	x	x	x	1	2	1	-	3	3	1	4	2
20614	11206	TL2232	FB26399/3	Hub retaining nut spanner	x	-	-	-	-	1	2	2	-	2	2	1	2	2
20038	11647	TL2215	RA5256/1	Pilot bush	-	-	-	-	-	-	-	-	2	2	2	1	2	1
20419	11024	TL2085	TL2085	Spanner key assembly ..	-	-	x	x	x	1	2	1	-	3	3	1	4	2
20660	-	TL2140	TL2140	Ring spanner	-	x	x	x	-	2	5	2	-	6	6	2	6	2
-	-	TL2141	TL2141	1-in. B.S.F. jaw spanner, C.S.U.	x	x	x	x	x	1	3	2	-	3	3	1	4	2
-	-	TL2220	RA8707	3/8-in. B.S.F. spanner ..	x	-	-	-	-	-	-	-	-	3	3	-	4	2
20367	11762	TL2277	SE8	Gauging table (see §)	x	x	x	x	x	-	-	-	-	1	1	-	3	-
20029	11735	TL2278	SE54/1	Bracket for gauging table (see §).	x	x	-	-	-	-	-	-	-	1	1	-	3	-
20028	12512	TL2087	TL2087	Bracket for gauging table (see §).	-	-	x	x	x	-	-	-	-	1	1	-	3	-
20021	12446	TL2221	RX1422	Base for hub assembly ..	-	-	x	x	x	-	2	1	-	1	1	1	2	2
20023	-	TL2166	TL2166	Base for hub assembly ..	x	-	-	-	-	-	-	-	1	1	1	1	2	2
-	-	TL2070	TL2070	Assembly mandrel	-	x	-	-	-	-	-	-	-	1	1	-	1	-
20471	11050	TL2060	TL2060	Assembly mandrel	-	x	-	-	-	-	-	-	-	1	1	-	1	-
20450	12458	TL2063	TL2063	Assembly mandrel	-	-	x	x	x	-	-	-	-	2	2	-	3	-
-	-	TL2020	TL2020	Balancing mandrel	x	-	-	-	-	-	-	-	-	1	1	-	1	-
20434	11046	TL2037	TL2037	Balancing mandrel	-	x	x	x	x	-	-	-	-	1	1	-	1	-
20520	12556	TL2065/1	TL2065/1	Clamping sleeve	-	x	x	x	x	-	-	-	-	1	1	-	1	-
20574	11252	TL2019	TL2019	Spanner, assembly	x	x	x	x	x	-	-	-	-	1	1	-	1	-
20731	12637	TL2224	RA9021	Oil seal assembly fixture	-	-	x	x	x	-	1	1	-	1	1	-	2	1
20603	11253	TL2012	TL2012	Spanner, assembly	x	x	-	-	-	-	-	-	-	-	-	-	2	-
20605	11254	TL2011	TL2011	Spanner, assembly	x	-	-	-	-	-	-	-	-	2	2	-	2	-
20661	11733	TL2164	TL2028/1	3/8-in. B.S.F. rings panner	-	x	-	-	-	-	-	-	-	1	1	-	2	-
20608	12559	TL2081	TL2081	1/2-in. B.S.F. ring spanner	-	-	x	x	x	-	-	-	-	1	1	-	2	-
20609	12557	TL2226	RX1294	Spanner, assembly	x	-	-	-	-	-	-	-	-	-	-	-	1	-
20610	12560	TL2227	RX1295	Spanner, assembly	-	x	-	-	-	-	-	-	-	-	-	-	3	-
20556	-	TL2014	TL2014	Box spanner, assembly ..	x	-	-	-	-	-	-	-	-	-	-	-	1	-
20612	-	TL2018	TL2018	Spanner, assembly	x	-	-	-	-	-	-	-	-	-	-	-	2	-
20671	-	TL2032	TL2032	Spanner, assembly	-	x	-	-	-	-	-	-	-	-	-	-	3	-
20063	11234	TL2022	TL2022	Extractor, assembly	x	-	-	-	-	-	-	-	-	-	-	-	1	-
20066	11044	TL2034	TL2034	Extractor, assembly	-	x	-	-	-	-	-	-	-	-	-	-	3	-
20085	-	TL2124	TL2124	Blueing gauge	-	-	x	x	x	-	-	-	-	-	-	-	2	-
20558	11246	TL2007	TL2007	Spanner, assembly	x	x	-	-	-	-	-	-	-	-	-	-	2	-
20699	11093	TL2039	TL2039	Assembly tackle	-	x	-	-	-	-	-	-	-	-	-	-	3	-
20563	11080	TL2033	TL2033	Spanner	-	x	-	-	-	-	-	-	-	-	-	-	3	-
20782	12628	TL2228	RA9031	Spanner retaining attachment	x	x	-	-	-	-	-	-	-	-	-	-	2	-
20601	12561	TL2069	TL2069	Tube spanner	-	-	x	-	-	-	1	1	-	2	2	1	2	2
20738	11096	TL2055	TL2055	Assembly tool	x	x	-	-	-	-	-	-	-	-	-	-	3	-
20746	11363	TL2058	TL2058	Drift	x	-	-	-	-	-	-	-	-	-	-	-	3	-
20049	11073	TL2056	TL2056	Extractor	x	x	-	-	-	-	-	-	-	-	-	-	3	-
20046	-	TL2054	TL2054	Assembly tool	-	x	-	-	-	-	-	-	-	-	-	-	3	-
20757	11807	TL2229	RT6177	Assembly fixture	x	-	-	-	-	-	-	-	-	-	-	-	1	-
20763	11802	TL2230	RT6180	Assembly fixture	-	x	-	-	-	-	-	-	-	-	-	-	2	-
20704	12604	TL2231	RA9022	Piston assembly fixture ..	-	-	x	-	-	-	1	1	-	1	1	-	1	1

§ Services concerned will be supplied on priority basis without demand.

R.A.F. Section 25M.				Types of Propellers.					Allowances.									
New Ref. No.	Old Ref. No.	New Part No.	Old Part No.	Description.	R4.	R5.	RX5.	RS5.	R54.	Squadron.	Aircraft Carriers.	Auxiliary Carriers.	Catapult Ships.	R.N. Air Stations.			Repair Yards.	Repair Ships.
														Class A.	Class B.	Class C.		
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
20045	-	TL2279/18	RT4093/4/5	Fixture	X	X	-	-	-	-	-	-	-	-	-	-	2	-
20794	12644	TL2241	RX1051	Assembly fixture	X	-	X	X	-	-	-	-	-	1	1	-	2	-
20484	12551	TL2242	RA9030	Adaptor plate	X	-	-	-	-	-	-	-	-	1	1	-	2	-
-	-	TL2179	TL2179	Assembly tool	-	-	-	-	X	-	-	-	-	1	1	-	2	-
-	-	TL2180	TL2180	Stripping tool	-	-	-	-	X	-	-	-	-	1	1	-	2	-
-	-	TL2004	TL2004	Spanner, assembly	X	-	-	-	X	-	-	-	-	1	1	-	2	-
20540	11059	TL2038	TL2038	Spanner, assembly	X	-	-	-	X	-	-	-	-	1	1	-	2	-
20595	12709	TL2244	RX1754	Spanner	X	X	-	-	-	-	-	-	-	1	1	-	1	-
20615	12564	TL2246	RA9029	Spanner	X	-	X	X	-	-	-	-	-	1	1	-	2	-
20616	12565	TL2247	RX1057	Spanner	X	-	-	-	-	-	-	-	-	1	1	-	1	-
-	-	TL2286	TL2286	Spanner	-	-	X	X	-	-	-	-	-	1	1	-	2	-
20564	11248	TL2003	TL2003	Spanner, assembly	X	-	-	-	X	-	-	-	-	1	1	-	2	-
20420	-	TL2121	TL2121	Lead-in for oil seal	-	X	-	-	-	-	1	1	-	1	1	1	2	1
20621	11258	TL2002	TL2002	Preload spanner	X	-	X	X	-	-	1	1	-	1	1	1	2	1
20632	12567	TL2250	RX1395	Preload spanner	X	X	-	-	-	-	1	1	-	1	1	1	2	1
-	-	TL2148	TL2148	Preloading adaptor	X	-	X	X	X	-	1	1	-	1	1	-	2	1
-	-	TL2150	TL2150	Nut for preload adaptor	-	-	-	-	X	-	1	1	-	1	1	-	2	1
20575	12447	TL2252	RX1148	Spanner, assembly	X	-	X	X	-	-	1	1	-	1	1	-	2	1
-	-	TL2285	TL2285	Spanner, assembly	-	-	-	-	X	-	1	1	1	1	1	1	2	1
20490	12554	TL2254	RT12638	Bearing housing	X	X	X	X	X	-	1	1	1	1	1	1	2	1
20747	12619	TL2256	RT17044	Assembly fixture	X	X	X	X	X	-	3	3	2	4	4	2	3	4
20710	11781	TL2257	RT5259	Fixture for holding blade	-	-	-	-	-	-	-	-	-	1	1	-	1	-
20768	12606	TL2258	RA9025	Setting fixture	-	X	-	-	-	-	-	-	-	1	1	-	1	-
-	-	TL2142	TL2142	Setting fixture	-	-	X	X	-	-	-	-	-	1	1	-	2	-
-	-	TL2144	TL2144	Adaptor for 2142	-	-	-	-	X	-	-	-	-	1	1	-	2	-
20362	11734	TL2259	RT5260	Setting gauge	X	X	-	-	-	-	-	-	-	1	1	-	1	-
-	-	TL2260	TL2260	Protractor	X	X	X	X	X	-	-	-	-	1	1	-	1	-
-	-	TL2261	TL2261	Protractor block	X	X	X	X	X	-	-	-	-	1	1	-	1	-
-	-	TL2262	TL2262	Protractor straight edge	X	X	X	X	X	-	-	-	-	1	1	-	1	-
20597	11761	TL2263	RT13693	Spanner	X	X	-	-	-	-	-	-	-	1	1	-	1	-
20619	11257	TL2009	TL2009	Spanner, assembly	-	X	-	-	-	-	-	-	-	1	1	-	2	-
-	-	TL2016	TL2016	Box spanner, assembly	X	-	-	-	-	-	-	-	-	1	1	-	2	-
20652	11057	TL2030	TL2030	Spanner, assembly	X	X	-	-	-	-	-	-	-	2	2	-	2	-
20360	-	TL2126	TL2126	Weight gauge	-	X	X	X	X	-	-	-	-	1	1	-	2	1
20653	12596	TL2079	TL2079	Spanner	-	-	-	X	X	-	-	-	-	1	1	-	2	-
20363	12516	TL2264	RT11360	Centreing gauge	-	-	X	-	-	-	1	1	-	1	1	-	2	1
20364	12517	TL2265	RT13812	Plug gauge	-	-	-	X	X	-	1	1	-	1	1	-	2	1
11704	11704	†	RA5950	Governor unit spanner	X	X	X	X	-	1	1	1	-	2	2	1	2	1
11979	11979	†	RA9018	Tommy bar	X	X	X	X	X	1	1	1	-	2	2	1	2	1
12515	12515	∅	RT3001	Setting gauge	-	X	-	-	-	-	-	-	-	1	-	-	1	-
12526	12526	∅	RT13653	Blade angle setting gauge	-	X	-	-	-	-	-	-	-	1	-	-	1	-
12707	12707	∅	RT13658	Blade angle setting gauge	-	-	X	-	-	-	-	-	-	1	-	-	1	-
12708	12708	∅	RT13659	Blade angle setting gauge	-	-	X	-	-	-	-	-	-	1	-	-	1	-
12506	12506	∅	RT13661	Setting gauge slide	X	-	X	X	-	-	-	-	-	1	-	-	1	-
-	11076	∅	TL2048	Duo Hex spanner	-	X	-	-	-	-	-	-	-	-	-	-	2	-
20464	11281	∅	TL2061	Mandrel (parallel)	X	-	-	-	-	-	-	-	-	1	-	-	1	-
20426	11216	∅	TL2046	Mandrel balance (parallel)	X	-	-	-	-	-	-	-	-	-	-	-	1	-

† These items are required by services as indicated until Merlin Model No. 330 is fully incorporated.

∅ Items marked thus will be supplied to class of station or yard as indicated. When stocks are exhausted no further issue will be made.

R.A.F. Ref. No. or Naval Pattern.	Description.	Allowances.										
		Squadron.	Aircraft Carrier.	Auxiliary Carrier.	Catapult Ships.	R.N. Air Stations.			Repair Yards.	Repair Ships.		
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)		
Section 1C.												
5843	Spanner, S.E., 6 B.A.	1	2	2	1	3	3	2	4	3		
2264	Spanner, S.E., $\frac{1}{4}$ -in. Whitworth	1	2	2	2	3	3	2	4	3		
5841	Spanner, D.E., 2 B.A. x 4 B.A.	2	2	2	2	3	3	2	4	3		
2244	Spanner, D.E., $\frac{1}{8}$ -in. x $\frac{1}{8}$ -in. Whitworth	1	2	2	2	3	3	1	4	3		
5580	Spanner, Box, D.E., 4 B.A. x 6 B.A., 9-in.	1	2	2	1	2	2	1	4	2		
Subhead B.II												
3605	Pliers, flat nose, 6-in.	1	1	1	1	2	2	1	3	2		
665	Screwdriver, 8-in.	1	1	1	1	2	2	1	3	2		
3650	Spanners, D.E., $\frac{1}{4}$ -in. x $\frac{1}{8}$ -in. Whitworth	1	1	2	2	2	2	1	3	2		
3651	Spanners, D.E., $\frac{3}{8}$ -in. x $\frac{1}{8}$ -in. Whitworth	2	2	2	2	2	2	2	3	2		
3652	Spanners, D.E., $\frac{1}{2}$ -in. x $\frac{1}{8}$ -in. Whitworth	1	2	1	1	2	2	1	3	2		
3862	Spanners, Box, D.E., $\frac{1}{4}$ -in. x $\frac{1}{8}$ -in. Whitworth	1	2	1	1	2	2	1	3	2		

(A.F.O. 4612/40 is cancelled.)

Section 4

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

3561.—Bread—Addition to List of Local Contracts

(C.P. 5/93436/41.—23.7.1942.)

The following addition should be made to the list of local bread contracts for 1942-43 :—

NEWPORT (MON.)	Charles Collier, Ltd., Trostre Street, Newport, Mon.	Collier Newport 2340 Newport 2340.
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(A.F.Os. 1060/42, 1711/42, 2094/42 and 2434/42.)

3562.—Meat—List of Contracts for 1942-43

(C.P. 5/16282/42.—23.7.1942.)

The following addition should be made to the List of Meat Contracts for 1942-43 which was recently circulated :—

AYR.	Malcolm Paterson, 34, Main Street, Newton on Ayr, Ayrshire.	Ayr 3067.
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3563.—Meat—List of Contracts, 1942-43—Amendment to Schedule 1001

(C.P. 5/16282/42.—23.7.1942.)

The following amendment should be made to the above which was circulated recently :—

LOWESTOFT

Delete Mr. C. E. Turner's name and address.

Substitute :—

Messrs. J. H. Dewhurst, Ltd., 14, West Smithfield, London, E.C.1.	City 1212. "Therewith, London".
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AGENT—British & Argentine Meat Co., Ltd., 124, Bevan Street, Lowestoft. Telephone—Lowestoft 145.

3564.—Fresh Tomatoes

(V. 2409/42.—23.7.1942.)

Arrangements have been made with the Ministry of Food for supplies of fresh tomatoes from this year's home-grown crop to be made available for H.M. Ships and Establishments at home through the present Admiralty vegetable contractors or other Admiralty contractors appointed for the purpose. Copies of the relevant contracts or amendments to existing contracts are being distributed to all naval authorities concerned.

2. It is anticipated that the quantities available will permit a total issue to naval personnel of not more than 6 lb. per head for the period to the end of September, 1942.

3. Demands should be made in duplicate on Form S.549.

4. Supplies of fresh tomatoes are not to be obtained from private firms other than Admiralty contractors except at places where no Admiralty contract has been arranged and supplies are not obtainable from N.A.A.F.I. At such places application for supplies should be made to the local Tomato Distribution Committee appointed by the Ministry of Food. The address of the Committee can be ascertained from the local Food Office.

5. No stocks other than day to day requirements will be held by victualling yards.

6. The issuing prices will be the contract prices.

7. Following the principle set out in A.F.O. 3163/42 fresh tomatoes should be used to the fullest extent practicable in place of the tinned variety.

(A.F.O. 3163/42.)

(Admiralty message A.Z.994 is cancelled.)

3565.—Catheters, etc.—Restriction of Types

(M.D.G. 36589/42.—23.7.1942.)

Owing to the rubber shortage the manufacture of catheters, etc., will be restricted to the following types, from which Medical Officers are to select their requirements. The figure numbers are taken from the catalogue of Messrs. W. Warne & Co., Ltd. :—

Figure

- | | | |
|-----|---|------------------|
| No. | | |
| 1 | General urethral aseptic and ordinary catheters, English | |
| 2 | gauges, sizes 4 to 18 only. Tieman's or Marshall's | |
| 5 | prostatic catheter. Malecot's two winged type, | |
| 8 | straight and angled, to be made in English gauges, sizes | |
| 9 | 6 to 24 only. | |
| 10 | Dowse's catheter, English gauges only. | |
| 11 | De Pezzer catheter, English gauges only. | |
| 14 | St. Peter's catheter, English gauges, sizes 12, 14, 16, 18, | |
| 15 | 20 and 22 only. | |
| 17 | Remington Hobbs uterine drainage catheter and figure | |
| | No. 18 double channel irrigation catheter, in English | |
| | gauges only. | |
| 19 | Oesophagus or stomach tube "aseptic" | } English gauges |
| 22 | Rectal or flatus pipes and tubes, Terminal eye | |
| 23 | Rectal tube | |
| 26 | Kehr's T-shaped gall bladder drainage tube. English | } 28 |
| | gauges only, sizes 8 to 18. | |
| 29 | Ryle's duodenal tube. | |
| 31 | Marion's drainage tube, sizes 18, 20, 22, 24 and 26 mm. | |
| | only. | |
| 34 | Tudor Edwards empyema tube | With shield |
| 35 | Tudor Edwards empyema tube | Without shield |
| 36 | Empyema tube. | |
| | Items Nos. 34-36 inclusive should be made in French | |
| | gauges as stated. | |
| 37 | Suprapubic shields. | |
| 38 | Suprapubic shields, curved tube. | |
| 39 | Gastrostomy plug. English gauges, sizes 6 to 14. | |
| 41 | Tracheotomy tube, Morrant Baker's. | |
| 42 | Intratracheal tube. English gauges, even numbers only. | |
| 43 | Aural plug. | |
| 44 | Antrum plug. | |
| 48 | Oesophageal bougie. | |
| 49 | Napier's rubber stem pessary. | |
| 50 | Tube for Senoran's stomach aspirator. | |

Section 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE

3566.—Amendments to Books

(E.F.O.—23.7.1942.)

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

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

A.F.O. P.306/42.—O.U. 5532 (40)—Handbook on Look-Outs and Service Optical Instruments, 1940—Amendment No. 5.

P.307/42.—O.U. 5485—Handbook of Depth Charges and Equipment—Amendment No. 18.

P.308/42.—O.U. 6260—Handbook of Mark XVI Mine Unit—Amendment No. 6

P.309/42.—O.U. 6320—Controlled Mining Drill Book—Amendment No. 9.

P.310/42.—O.U. 6328—"Aircraft Stores Establishment" For aircraft embarked in H.M. Aircraft Carriers—Amendment No. 6.

(A.F.O. 3443/42.)

3567.—A.M.S.Is.

(E.F.O.—23.7.1942.)

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

(A.F.O. 3445/42.)

3568.—Far Eastern Bases—Reports of Proceedings

(M. 09421/42.—23.7.1942.)

In view of the possible destruction of records in the Far East, naval officers and ratings present at Singapore, or in Batavia, between December 1st and March 4th should be instructed to forward any information they may be able to furnish on the following points: naval craft at the base, name, tonnage, class of ship, and employment and where berthed; vessels in dock and under repair, state of progress of repairs; damage to naval craft, store, dockyard, and base by enemy shell and aircraft (date and time if possible); steps taken to destroy or damage the floating docks and dry docks and their machinery, the machine shops and equipment in the dockyard, the oil tanks and stores; personal narratives of experiences in demolition and destruction and details of any actual work done by individuals, or eyewitnesses's account, date and time of same if possible; destruction of confidential books; evacuation of base and island, names of vessels that got away (class of ship, tonnage roughly, destination and arrival).

2. Similar reports are also required from dockyard, etc., civil personnel who may have been present and have information of value in their possession.

3569.—Accountant Responsibilities of Commanding Officers—A.F.O. 2832/42

(E.F.O. 1608/42.—23.7.1942.)

The distribution of A.F.O. 2832/42—Accountant Responsibilities of Commanding Officers—is to be extended to all H.M. ships and vessels, and Naval establishments normally in receipt of Admiralty Fleet Orders.

(A.F.O. 2832/42.)

3570.—Air Publications Distributed during May, 1942

(N.S. Air 18/42.—23.7.1942.)

The undermentioned Air Publications, Leaflets, etc., were distributed during May, 1942.

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

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

Airframe and Engine Publications

Air Publication No.

Description.

1428.—Vol. III, Part 1—Panther IIA Aircraft—Amendment List No. 17.

1449B.—Vol. II, Part 1—Tiger Moth II Aircraft—Leaflets Nos. C2 (A.L. 1)

F.4, M.4, N.2 (A.L. 1), Z.20.

1449B.—Vol. III, Part 1—Tiger Moth II Aircraft—Amendment List No. 9.

Airframe and Engine Publications—contd.

- | <i>Air Publication No.</i> | <i>Description.</i> |
|---|---------------------|
| 1451D.—Vol. I—Pegasus III and VI Aircraft—Amendment Lists Nos. 1, 2. | |
| 1451D.—Vol. II, Part 1—Pegasus III and VI Engines—Leaflets Nos. B.7, C.11, G.4, M.5 (A.L. 2), M.6, Z.18. | |
| 1451D.—Vol. II, Part 2—Pegasus III and VI Engines—Initial List. | |
| 1451D.—Vol. III, Part 1—Pegasus III and VI Engines—Amendment List No. 14. | |
| 1451E.—Vol. II, Part 1—Pegasus X Engine—Leaflets Nos. B.7, M.5. | |
| 1451F.—Vol. II, Part 1—Pegasus XX Engine—Leaflets Nos. B.5, C.16, M.7. | |
| 1451F.—Vol. III, Part 1—Pegasus XX Engine—Amendment List No. 10. | |
| 1451G.—Vol. II, Part 1—Pegasus XXII Engine—Leaflets Nos. B.5, C.16, M.5, Z.25, Z.26. | |
| 1451H.—Vol. II, Part 1—Pegasus XVIII Engine—Leaflets Nos. C.9, M.4, (A.L. 4), M.7, Z.19. | |
| 1491B.—Vol. II, Part 1—Mercury VIII and IX Engines—Leaflets Nos. C.20, D.24 (A.L. 1), D.25, Z.32, Z.33. | |
| 1491C.—Vol. II, Part 1—Mercury XII Engine—Leaflets Nos. B.6, C.11, D.6, Z.21. | |
| 1491D.—Vol. II, Part 1—Mercury XV and XX Engines—Leaflets Nos. D.13, Z.17. | |
| 1491D.—Vol. III, Part 1—Mercury XV and XX Engines—March 1942 Edition with A.Ls. 1-9. Initial Distribution. | |
| 1500.—Vol. II, Part 1—Gypsy Major Engine—Leaflet No. Z.21. | |
| 1501B.—Vol. III, Part 1—Shark II Aircraft—Amendment List No. 5. | |
| 1515A.—Vol. II, Part 1—Walrus Aircraft—Leaflets Nos. M.24 (A.L. 1), P.8, Z.44. | |
| 1515A.—Vol. II, Part 3—Walrus Aircraft—Amendment List No. 4. | |
| 1517.—Vol. II, Part 1—Swordfish Aircraft—Leaflets Nos. N.12, N.12 (A.L. 1), Q.17 (A.L. 1), Z.47, Z.48, Z.49. | |
| 1517.—Vol. III, Part 1—Swordfish Aircraft—Amendment List No. 5. | |
| 1526A.—Vol. II, Part 1—Cheetah IX—Leaflets Nos. G.3 (A.L. 1), Z.22. | |
| 1526B.—Vol. II, Part 1—Cheetah X—Leaflet No. Z.14. | |
| 1527A.—Vol. II, Part 1—Battle I Towed Target and Trainer—Leaflet No. Z.44. | |
| 1530A.—Vol. II, Part 1—Blenheim I Aircraft—Leaflets Nos. A.14, C.34, D.18, F.11 (A.L. 2), F.12, K.12, M.18, N.10, Z.45. | |
| 1530A.—Vol. III, Part 1—Blenheim I Aircraft—Amendment List No. 4. | |
| 1532A.—Vol. II, Part 1—Harrow Aeroplane—Leaflet No. Z.30. | |
| 1564A.—Vol. II, Part 1—Hurricane I Aircraft—Leaflets Nos. F.6, F.6 (A.L. 1), H.9 (A.L. 2), K.10, M.11 (A.L. 2), M.15 (A.L. 1), M.18, M.22, P.11, P.19, P.21, Q.7, Z.42, Z.47, Z.48, Z.49, Z.50. | |
| 1564A.—Vol. II, Part 3—Hurricane I Aircraft—Initial Distribution with A.Ls. 1-7. | |
| 1565E.—Vol. I—Spitfire V Aircraft—Amendment List No. 14 and slips for A.Ls. 11, 12 and 13. | |
| 1565E.—Vol. II, Part 1—Spitfire V Aircraft—Leaflets Nos. C.3, J.1, J.1 (A.L. 1), J.2, M.1, M.2, O.1, P.1, P.3, Z.2 (A.L. 1), Z.5 (A.L. 1), Z.11, Z.12, Z.13, Z.14, Z.18. | |
| 1565E.—Vol. II, Part 11—Spitfire V Aircraft—Initial Distribution with A.Ls. 1-11 and 12-14. Special Distribution Amendment List No. 1. | |
| 1570A, Vol. II, Part 1—Skua I Aircraft—Leaflet No. Z.21 (A.L. 1). | |
| 1571A.—Vol. II, Part 1—Roc Aircraft—Leaflets Nos. Z.17 (A.L. 1), Z.23. | |
| 1582C.—Vol. II, Part 1—Lysander III Aircraft—Leaflets Nos. D.1, F.2 (A.L. 1), G.1, M.5 (A.L. 2), Q.5, Z.10 (A.L. 1), Z.14, Z.15. | |
| 1582C.—Vol. II, Part 2B—Lysander III Aircraft—Initial Distribution with A.L. 1. | |
| 1582C.—Vol. III, Part 1—Lysander III Aircraft—Amendment Lists 3-4. | |
| 1585A.—Vol. II, Part 1—Magister Aircraft—Leaflet No. Z.31. | |
| 1585A.—Vol. II, Part 2—Magister Aircraft—Initial Distribution revised edition. March, 1942. Special Distribution. | |
| 1589B.—Vol. II, Part 1—Perseus X and XA Engines—Leaflets Nos. B.5, C.5, D.16, E.2, M.2 (A.L. 3), M.6, Z.16. | |
| 1589C.—Vol. II, Part 1—Perseus XII Engine—Leaflets No. D.11, D.15, Z.21. | |
| 1589C.—Vol. III, Part 1—Perseus XII Engine—Amendment Lists Nos. 4-5. | |
| 1589D.—Vol. III, Part 1—Perseus XVI Engine—Amendment List No. 2. | |

Airframe and Engine Publications—contd.

- | <i>Air Publication No.</i> | <i>Description.</i> |
|---|---------------------|
| 1590B.—Vol. II, Part 1—Merlin II, III and V Engines—Leaflets Nos. C.7, C.8, H.5. | |
| 1590C.—Vol. II, Part 1—Merlin IV Engine—Leaflets Nos. C.5, C.6, C.7, H.2, H.4, M.1 (A.L. 3). | |
| 1590D.—Vol. II, Part 1—Merlin VIII and XXX Engines—Leaflets Nos. C.2, Z.7. | |
| 1590D.—Vol. III, Part 1—Merlin VIII and XXX Engines—Amendment List No. 4. | |
| 1590E.—Vol. II, Part 1—Merlin X Engine—Leaflets Nos. C.3, H.2, Z.8. | |
| 1590G.—Vol. II, Part 1—Merlin XX Engine—Leaflets Nos. C.3, C.4. | |
| 1590J.—Vol. II, Part 1—Merlin 45 Engine—Leaflets Nos. A.1, C.2, C.3, H.1 M.1 (A.L. 2), M.2 (A.L. 1). | |
| 1593A.—Vol. II, Part 1—Gipsy Queen I Engine—Leaflet No. Z.12. | |
| 1593B.—Vol. II, Part 1—Gipsy Queen II Engine—Leaflet No. Z.6. | |
| 1593C.—Vol. II, Part 1—Gipsy Queen III Engine—Initial Distribution with Leaflets Nos. E.1, Z.1, Z.4. | |
| 1595A.—Vol. III, Part 1—Seafox I Seaplane—Amendment List No. 4. | |
| 1596A.—Vol. II, Part 1—Oxford I and II—Leaflets Nos. B.9, D.6 (A.L. 1), M.5 (A.L. 1), Q.4 (A.L. 1), Z.35, Z.36, Z.37, Z.38, Z.39. Special Distribution. | |
| 1665A.—Vol. II, Part 1—Albacore I Aircraft—Leaflets Nos. N.4, M.10. | |
| 1669A.—Vol. I—Master I Aircraft—Amendment List No. 36. | |
| 1669A.—Vol. II, Part 1—Master I Aircraft—Leaflets Nos. A.9 (A.L. 1), A.10, M.6 (A.L. 3), Q.5, Z.22 (A.L. 1), Z.24 (A.L. 1), Z.29 (A.L. 1), Z.31, Z.32. | |
| 1707A.—Vol. II, Part 1—Taurus II Engine—Leaflets Nos. D.18, E.2, Z.16. | |
| 1707A.—Vol. III, Part 1—Taurus II Engine—Amendment List No. 4. | |
| 1707B.—Vol. II, Part 1—Taurus IIA Engine—Leaflets Nos. C.3, D.3, D.16, D.18, E.2, Z.16. Special Distribution. | |
| 1708A.—Vol. II, Part 1—Proctor I and II Aircraft—Leaflets Nos. A.4, A.5, A.6, A.7, D.7, P.4, Q.1 (A.L. 1), Z.13, Z.16, Z.17. | |
| 1717A.—Vol. II, Part 1—Cyclone Engine—Leaflet No. M.1 (A.L. 2). | |
| 1717A.—Vol. III, Part 1—Cyclone Engine—Amendment Lists Nos. 4, 5. | |
| 1717D.—Vol. III, Part 1—Wright Cyclone Engine—Amendment List No. 3. | |
| 1760A.—Vol. I, and Pilot's Notes—Fulmar I and II Aircraft—Amendment List No. 21D. | |
| 1760A.—Vol. I—Fulmar I and II Aircraft—Amendment Lists Nos. 18, 19, 20. | |
| 1760A.—Vol. II, Part 1—Fulmar I and II Aircraft—Leaflets Nos. C.10, N.2 (A.L. 1), Z.13, Z.15, Z.16. | |
| 1760A.—Vol. III, Part 1—Fulmar I and II Aircraft—Amendment List No. 6. | |
| 1763A.—Vol. II, Part 1—Dominie Aircraft—Leaflets Nos. H.1, J.3, J.4, Z.10. Special Distribution. | |
| 1763A.—Vol. II, Part 3—Dominie Aircraft—Amendment List No. 1. | |
| 1792A.—Vol. II, Part 1—Gipsy Six I Engine—Leaflets Nos. E.1, Z.5. Special Distribution. | |
| 1847A.—Vol. 1, 3rd Edition—Twin Wasp C.3 Engine—Initial Distribution with Gummed Labels and caution slips. | |
| 2031A.—Vol. II, Part 1—Martlet I Aircraft—Leaflets Nos. B.4, C.2, D.1, Z.10, Z.12. | |
| 2031A.—Vol. II, Part 3—Marlet I Aircraft—Amendment List No. 1. | |
| 2031B.—Vol. II, Part 1—Martlet II Aircraft—Leaflet B.2, D.1, P.1, Z.5, Z.7, Z.8. | |
| 2031B.—Vol. III, Part 1—Martlet II Aircraft—Initial Distribution. | |
| 2035A.—Vol. II, Part 1—Chesapeake Aircraft—Leaflets Nos. F.2 (A.L. 1), G.2, G.2 (A.L. 1), M.1 (A.L. 1). | |

General Publications

- | <i>Air Publications No.</i> | <i>Description.</i> |
|--|---------------------|
| 26.—25th Edition—Air Ministry List of Ledger Headings (Vote Subheads with Auxiliary Subheads, Suspense and Personal Accounts). (For Accountant Officers only). Special Initial Distribution. | |
| 804.—Vol. I—Manual of Air Force Law—Amendment List No. 11. | |

General Publications—contd.

- | <i>Air Publications No.</i> | <i>Description.</i> |
|-----------------------------|---|
| 830. | Vol. III, Part A—R.A.F. Equipment Regulations, Scales and Schedules of Equipment. Amendment List No. 4. |
| 855B. | Vol. I—Regulations for R.A.F. Works Squadrons—Amendment List No. 1. Special Distribution. |
| 1086. | Vol. I, Part 11, March 1942—Aeroplanes, Aeroplane Engines, Miscellaneous Aeroplanes, Spares and Cases—Initial Distribution. |
| 1086. | Vol. I, Part 9—Clothing and Accoutrements—Amendment List No. 1. |
| 1086. | Vol. I, Part 10—Barrack, Camp and Hospital Stores—Amendment List No. 2. |
| 1086A. | Vol. I, Part 3—Wireless, Telephone and Telegraph Stores—Amendment List No. 3. |
| 1086. | Vol. I, Part 3A—Wireless, Telephone and Telegraph Stores—Amendment List No. 4. |
| 1086C. | Vol. I, Part 2—Aeroplanes, Aeroplane Engines, Miscellaneous, Aeroplane Spares and Cases—Amendment List No. 1. |
| 1095. | Vol. I—Electrical Equipment Manual—Amendment Lists Nos. 28 and 60. |
| 1095. | Vol. II, Part 1—Electrical Equipment Manual—Leaflets Nos. A.25, E.8, M.18. |
| 1180. | Vol. II, Part 1—Supplies Dropping Apparatus Mark V.b and V.I—Index, 1941. |
| 1181. | Vol. II, Part 3—Starting System for Aero Engines—Amendment Lists 6, 7, 8, 9. |
| 1181. | Vol. III, Part 1C, Sec. 2/8, Revised 1941—Starting System for Aero Engines—Initial Distribution. |
| 1186. | Vol. II, Part 1—R.A.F. Signal Manual, Part 4 (Instruments)—Leaflets Nos. A.125 (A.L. 1), A.132, B.59, E.64 (A.L. 1), E.77, G.21, M.3. |
| 1186A. | Vol. II, Part 1—R.A.F. Signal Manual, Part 4 (U.M.F. Equipment)—Leaflets Nos. A.12, A.14, A.15, M.1. Special Initial Distribution. |
| 1243. | Vol. II, Part 1—R.A.F. Training Manual, Part 2 (Bomb Sights), etc.—Index 1940B 42/2, F.72 (A.L. 1), G.44. |
| 1245. | Vol. I—R.A.F. Training Manual, Part 4 (Ranges and Armament Building)—Amendment List 10 to Chapter 3. |
| 1275. | Vol. II, Part 1—Instrument Manual—Leaflets Nos. M.48, M.52, M.53, M.54, O.4. |
| 1355. | Vol. II, Part 1—Photographic Equipment Manual—Leaflet A.62, B.28, B.29. |
| 1374. | Vol. I—Aero Engine Magnetos—Amendment Lists 29-30. |
| 1374. | Vol. II, Part 2—Aero Engine Magnetos—Leaflets H.21, P.4, S.4, V.25, Z.25 (A.L. 1). |
| 1374. | Vol. III, Part I.V—Sparking Plugs, Dummy Sparking Plugs—Amendment List 5. |
| 1374. | Vol. III, Part I.X—Ignition Cable Screening Harness—Initial Distribution. Revised December 1941. |
| 1464. | Vol. II, Part 1—Engineering Manual for the R.A.F.—Leaflets Nos. A.24, (A.L. 6), B.91, C.43, D.68 (A.L. 2), D.174, D.182, D.183, D.185, D.186, E.39 (A.L. 1), E.45, E.46, E.47, G.1 (A.L. 3), G.92 (A.L. 2), G.113, G.121. |
| 1464A. | Vol. I—Engineering Manual for the R.A.F. General Principles Workshop Layout and Practices—Amendment List No. 8. |
| 1464B. | Vol. I—Engineering Manual for the R.A.F. General Aerodrome Aircraft and Workshop Equipment—Amendment Lists Nos. 6, 11, 12, 13, 15, 37, 56. |
| 1480A. | Vol. I—Silhouettes of R.A.F. Aircraft—Amendment Lists Nos. 82, 83. |
| 1480B. | Vol. I—Silhouettes of German Aircraft—Amendment List No. 24. |
| 1480C. | Vol. I—Silhouettes of Italian Aircraft—Amendment Lists 18-19. |
| 1480F. | Vol. I—Silhouettes of Japanese Aircraft—Amendment Lists Nos. 9-10. |

Appendix "A"

- | <i>Air Publications No.</i> | <i>Description.</i> |
|-----------------------------|---|
| 931. | Skua Aircraft—Amendment Lists Nos. 47, 48, 49. |
| 970. | Percival Q.6 Aircraft—Amendment List No. 7. |
| 971. | Proctor Aircraft—Amendment Lists Nos. 21, 22, 23. |

Appendix "A"—contd.

- | <i>Air Publications No.</i> | <i>Description.</i> |
|-----------------------------|---|
| 977. | Roc Aircraft—Amendment List No. 49. |
| 999. | Master Aircraft—Amendment Lists Nos. 31, 32, 33, 34, 35, 36. |
| 1036. | Battle (Target Tower)—Amendment Lists Nos. 22, 23. Special. |
| 1058. | Magister Aircraft—Amendment List No. 11. |
| 1065. | Fulmar Aircraft—Amendment Lists Nos. 73, 74, 75, 76, 77, 78, 79, 80, 81, 82. |
| 1070. | Swordfish—Amendment List No. 67. |
| 1084. | Lysander Aircraft—Amendment List No. 34. |
| 1111. | Albcore Aircraft—Amendment Lists Nos. 64-65. |
| 1144. | Proctor II Aircraft—Amendment List No. 16. |
| 1189. | Spitfire V Aircraft—Amendment Lists Nos. 42, 43, 44, 45, 46, 47. |
| 1209. | Sea Hurricane Aircraft—Amendment Lists Nos. 29, 30, 31, 32, 33. |
| 1234. | Lysander Aircraft—Amendment List No. 3.
Lysander Aircraft (Target Tower)—Amendment List No. 4. |
| 1253. | Martlet I Aircraft—Amendment Lists Nos. 1, 2, 3, 4, 5. |
| 1261. | Hurricane Aircraft—Amendment Lists Nos. 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18. |
| 3031. | Martlet II—Amendment List 3A. |
| 3048. | Kingfisher Aircraft—Special Initial Distribution. |

Air Diagrams.

- 2070.—R.A.F. Compass P.4A—Special Initial Distribution.
- 2131.—Sheet 1, Issue 1—Bomb, Incendiary, Aircraft 41.b, Mark IIE—Special Initial Distribution.
- 2138.—Sheets 1 and 2, Issue 1—5-in. Browning Guns—Initial Distribution.
- 2140.—Sheet 1, Issue 1—Cartridge, Signal, Double Star, 1½-in., Mark IIT—Special Initial Distribution.
- 2141.—Sheet 1, Issue 1—Cartridge, Illuminating, 1½-in. J. Mark IIIT—Special Initial Distribution.
- 2145.—Issue 1—Generator, Smoke, No. 15, Mark I—Initial Distribution.
- 2149.—Sheet 1, Issue 1; Sheet 2, Issue 2—Thompson Sub-Machine Gun—Special Initial Distribution.
- 2162.—Sheet 1, Issue 1—Smoke Float Aircraft, No. 2—Special Initial Distribution.
- 2172.—Bullet Trail—Special Initial Distribution.

Weight Sheet Summaries

- 831.—Walrus—Amendment List No. 1.

Miscellaneous

- A.M. Form No. 1313.—Demand for Services of an Aero Engine—Manufacturers' Mechanics—Initial Distribution.
- Provisional Armament—Publication No. 17 with Amendment List No. 1—Special Distribution.
- A.M. Pamphlet No. 132—Gunnery Sense—Initial Distribution.
- Transfer Checking List No. 28—Tee Emm, Vol. II, No. 2—May, 1942—Amendment List No. 1.

Pilot's Notes.

- 2095/5.—Pilot's Notes, General—Page 1.
- 2095/2.—Pilot's Notes, General—Page 4, revised sheet and corrigenda, December 1941.
- 2095/4.—Pilot's Notes, General—Page 1, revised March 1942.
- 2095/16.—Pilot's Notes, General—Pages 1 and 2.
- 2095/17.—Pilot's Notes, General—Pages 1 and 2.
- 2095/5.—Pilot's Notes, General—Page 1, revised April 1942.

AFO #1900/43 3571.—Books Obtainable at Reduced Prices by Seagoing Ships
(V. 21223/42, 28.7.1942.)

The following changes are notified in the arrangements promulgated in A.F.O. 1861/40 under which seagoing ships may purchase "Penguin" and similar paper-covered books at reduced prices:—

- (a) The price will henceforward be £1 15s. for 70 books, carriage free to the ship.

- (b) There are now two separate selections of 70 different books. Complete sets of 70 books must be ordered.
- (c) Orders must be sent to the Officer in Charge, Services Central Book Depot, Finsbury Barracks, City Road, London, E.C.1, accompanied by a cheque in payment made out to the Officer-in-Charge, Services Central Book Depot.

2. The remaining instructions in A.F.O. 1861/40 are still in force.
(A.F.O. 1861/40.)

3572.—Form D.448D—Abolition

(Sta./P.12268/42.—23.7.1942.)

The following has been abolished :—

D.448D.—Report respecting Medicines and Medical Stores.

3573.—Form S.9—Printing of

(Sta. 10131/42.—23.7.1942.)

The Outside sheet of Form S.9, Extra Pay List, will not be reprinted during hostilities, and the instructions thereon have been incorporated, with those at present shown, in a reprint of the Inside Form now in hand.

2. Stocks of the present Inside Form are to continue in use, and will be issued, until exhausted.

3574.—Form S.181—Punishment Return

(N.L.8405/42.—23.7.1942.)

In accordance with K.R. & A.I., Appendix XXIII, paragraph 9, details of the numbers punished and the abstract of summary punishments need only be given for the present quarter on page 1 of the Punishment Return (Form S.181). The spaces provided for details of previous quarters have been omitted from the latest reprint of the form.

2. The following further modifications of the return are approved for the period of the war :—

(i) Details of the numbers of men in classes for conduct and leave are not required.

(ii) The average *total* number of ratings borne during the quarter need only be shown. (Details of separate categories of ratings are not required.)

(iii) Particulars of leave granted should not be completed.

(K.R. & A.I. Appendices XXII, Part I, Quarterly Returns XXIII (v) (9).)

3575.—B.R.299 and 299A.—Handbooks of Signalling Equipment

(SD/Sta.12240/42.—23.7.1942.)

O.U. 6313 and O.U. 6313a have been revised, renumbered B.R.299 and B.R.299a, and issue will be made without demand in accordance with the following distribution list on copies becoming available :—

Flag Officers	...	...	...	...	...	...	...	...	1
Battleships, Battle Cruisers, Cruisers, Aircraft Carriers, Destroyer Depot Ships, Submarine Depot Ships, Submarine Shore Bases, Flotilla Leaders, Repair Ships, Destroyers, Sloops, Monitors and Minelayers	...	...	...	...	...	...	...	...	1
Flag and Naval Officers-in-Charge on shore	...	...	...	...	...	...	...	...	1
Contraband Control Bases, Naval W/T Stations, and Admiral Superintendents at Foreign Yards (if not supplied under Flag Officers)	...	...	...	...	...	...	...	...	1
Captains (D) and (S), where ship does not receive a copy	...	...	...	...	...	...	...	...	1
Admiralty Signal Establishment	...	...	...	...	...	...	...	...	20
Signal Schools, Devonport and Chatham	...	...	...	...	...	...	...	...	5
Mediterranean Signal Training Centre	...	...	...	...	...	...	...	...	5
Royal Naval College, Greenwich	...	...	...	...	...	...	...	...	2
Boys' and "Hostilities only" Training Establishments	...	...	...	...	...	...	...	...	1
Shore W/T Stations shown in O.U. 6313	...	...	...	...	...	...	...	...	1

The (Superintending) Naval Store Officers, Devonport, Mersey Area, Newcastle-on-Tyne, Clyde Area, Belfast, Hull, Dover, Haslemere, Portland, Pembroke Dock, Lyness (Scapa), Chatham, Severn Area, Rosyth, Londonderry, Glossop, Malta, Ceylon, Freetown, Simonstown, Alexandria, Gibraltar, Bermuda, Durban, Bath, Cardiff, Copenacre, Donibristle, Fleetlands, Greenock, Invergordon, London, Midland Area, Perth, Portsmouth, Preston, Sheerness, Woolston and Southampton, and Trincomalee 1

Naval Store Issuing Ships, "Bacchus", "Boniface", "Hong Siang", "Buenos Aires", "City of Dieppe", "City of Tokyo", and "Reliant" 1

The Naval Store Officer, Garden Island, Sydney, N.S.W. 4*

The Director-General, India Store Department, Belvedere Road, S.E.1 1†

The Naval Distributing Authority, Department of National Defence, Ottawa 1‡

The Naval Secretary, Navy Office, Wellington 1§

*One copy for Signal Department, Navy Office, Melbourne, one for Naval Store Officer, Fremantle, and two for the Training Establishment.

† For Naval Store Officer, Bombay.

‡ For Naval Store Officer, Vancouver.

§ For Naval Store Officer, Auckland.

British Admiralty Maintenance Representative, Washington	...	...	...	...	...	...	...	...	1
British Admiralty Technical Mission, Ottawa	...	...	...	...	...	...	...	...	1

2. B.R. 299 and B.R. 299A supersede existing editions of O.U. 6313 and O.U. 6313a.

(A.F.Os. 1746/40 and 5214/41 are cancelled.)

3576.—B.R. 362—Establishment of Naval Stores for Tugs Attached to H.M. Dockyards—Reprint

(N.S. 15248/42.—23.7.1942.)

B.R. 362—Establishment of Naval Stores for Tugs attached to H.M. Dockyards—has been reprinted and will be distributed to Services concerned from the R.N. Store Depot, Elveden Road, Park Royal, N.W.10.

2. Copies of the previous (1930) edition and lists of errata thereto may be disposed of.

3577.—B.R. 616—Drill for 5-in. U.S. 51 Calibre Mark VIII Guns on 5-in. U.S. Mark XV Mountings—Issue

(G. 1979/42.—23.7.1942.)

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

	Copies
Coast Guard Cutters	2*
Fitting-Out Gunnery Officers	
Belfast, London, Liverpool, Cardiff	2 each
H.M.S. "Excellent"	10
Captain (G), H.M. Gunnery School, Chatham	10
Captain (G), H.M. Gunnery School, Devonport	3
R.N. College, Greenwich	2
R.A. College, Woolwich	2
Ministry of Supply S.S.2B (for D. of A.A1)	2
War Office C2C Books (for C.A.1b)	12
Loan Libraries	2
I.N.O. Woolwich	1

* Ships fitted with the equipment only.

3578.—O.U. 5225—Home Dockyard Regulations—Reprint

(Sta. 15615/42.—23.7.1942.)

A reprint of a limited number of copies of O.U. 5225, Home Dockyard Regulations, is in hand, and Services not holding copies, or not having access to one, are to forward demands to the R.N. Store Depot, Elveden Road, Park Royal, N.W.10, if supply is considered to be essential.

2. Not more than one copy will be supplied to any one Establishment, except where special circumstances exist, and the necessity for supply is to be indicated on all demands. Information should be furnished as to whether the current Addendum—O.U. 5225 (3)—is also required, and Establishments abroad should state whether the supplementary volume for Naval Yards Abroad, O.U. 5225A, is to be supplied.

3579.—O.U. 6090(B)—Revised Page 8, dated April, 1942, to Range Table 313 for B.L., 4·7-in. Gun, Mark I—Issue

(G. 2997/42.—23.7.1942.)

The above-mentioned revised page 8 to Range Table No. 313, is now in the press and copies will be issued, without demand, by the Superintending Naval Store Officer, Royal Naval Store Depot, Elveden Road, Park Royal, London, N.W.10, to all holders of the main table as soon as supplies become available.

2. This page supersedes the existing page 8, dated November, 1936, which should be disposed of in accordance with O.U. Form 2A, when the new page is received.

3580.—O.U.6090 (K)—Range Table No. 543, Fuze Scale for B.L., 4-in., Mark VII Field Gun, dated May, 1942—Issue

(G. 06339/42.—23.7.1942.)

The above-mentioned Range Table is now in the press, and copies will be issued as follows, without demand, by the Superintending Naval Store Officer, Royal Naval Store Depot, Elveden Road, Park Royal, N.W.10, when supplies become available, viz :—

	<i>Copies.</i>
Commander-in-Chief, Mediterranean	1
H.M. Dockyard, Portsmouth... ..	2
H.M. Dockyard, Malta	4
H.M.S. "Excellent"	5
Captain (G), H.M. Gunnery School, Devonport	2
Captain (G), H.M. Gunnery School, Chatham	2
Inspector of Naval Ordnance, Woolwich	1

3581.—O.U. 6090 (Q) (1)—Range Table for U.S., 5-in., 38-Calibre Gun, Mark XII (Ordnance Pamphlet No. 551)—New pages 24 and 25, dated May, 1942—Issue

(G. 06374/42.—23.7.1942.)

The above-mentioned new pages are now in the press and copies will be issued, without demand, by the Superintending Naval Store Officer, Royal Naval Store Depot, Elveden Road, Park Royal, London, N.W.10, to all holders of the main table as soon as supplies become available.

3582.—O.U. 6090(Y)—Revised Page 12 to Range Table 419 and Revised Page 17 to Range Table 415 dated May, 1942, for B.L., 14-in. Gun, Mark VII—Issue

(G. 3916/42.—23.7.1942.)

The above-mentioned revised pages to Range Tables Nos. 419 and 415 are now in the press.

2. Copies will be issued to all holders of the main tables, without demand, by the Superintending Naval Store Officer, Royal Naval Store Depot, Elveden Road, Park Royal, N.W.10, when supplies become available. These pages supersede the existing pages 12 and 17 dated June, 1940, which should be disposed of in accordance with O.U. Form 2A, when the new pages are received.

3583.—Income Tax Returns, 1942-1943

Home Establishments

(D.N.A. 9161/42.—23.7.1942.)

With reference to A.F.O. 2714/42, wherever possible both the D.C.B. Assessment No. and the File No. should be given.

(A.F.O. 2714/42.)

Section 6.—SHORE ESTABLISHMENTS

3584.—Admiralty Civil Police—Deferment of Call-up

(U.S.B. 274/42.—23.7.1942.)

The procedure whereby individual applications for deferment of call-up to the Armed Forces, made on behalf of members of the Admiralty Civil Police, are forwarded on Forms N.S.300 to the local offices of the Ministry of Labour and National Service is to be discontinued. Action to secure such deferment will now be taken by the Admiralty (C.E. Branch I, Armed Forces Section) direct with the Headquarters of the Ministry.

2. The age of reservation for Admiralty Civil Police is 25 for permanent members and 30 for temporary members. (There are no permanent members of 25 years of age, or less, at present.) A man's age for this purpose is his age at the date of registration of his age group. Men born on 23rd June, 1910, or later, are below 30 for this purpose. Admiralty Civil Police are not subject to progressive de-reservation.

3. It will be impossible to secure reservation for a new entrant to the Admiralty Civil Police if he was unreserved or has become de-reserved in his former occupation. In such cases deferment should be applied for on entry.

4. No deferment action need be taken for Admiralty Civil Police who have been recruited from the R.N. or R.M. under terms of A.F.O. 536/41.

5. As soon as a member of the Admiralty Civil Police is entered the following information is to be forwarded *immediately*, in duplicate, to the Admiralty (C.E. Branch I, Armed Forces Section), London :—

(a) The full name of the individual,

(b) His date of entry.

(c) His registration number under the National Service (Armed Forces) Acts.

(d) His office of registration.

(e) His date of birth.

Deferment of call-up cannot be obtained for a temporary member of the Admiralty Civil Police who is under 25 at the date of his registration. No entry should, therefore, be made of men who were born on 10th March, 1915, or later unless it is clear that they have no liability to call-up under the National Service (Armed Forces) Acts.

6. Similarly, information under the above heads should be forwarded for all members of the Admiralty Civil Police between the ages of 25 and 41 at their date of registration, who have joined the Force since the 1st December, 1941. Where deferment has been sought on Form N.S.300, or by other means, this fact should be stated and in addition any decision of the Man-Power Boards of the Ministry of Labour and National Service should be notified.

7. When a member of the Admiralty Civil Police for whom deferment action has been initiated or obtained, leaves the Force, this fact should be notified immediately to the Admiralty (C.E. Branch I, Armed Forces Section).

8. If an enlistment notice is issued to a member of the Admiralty Civil Police through failure to take deferment action in proper course, it will be impossible to get the notice cancelled. Any other case of difficulty in respect of deferment or reservation should be notified to the Admiralty (C.E. Branch I, Armed Forces Section).

(A.F.Os. 536/41, 2675/41, 4898/41.)

3585.—Annual Formal Discharge of Hired Men—Discontinuance in Present Emergency

(L. 4172/42.—23.7.1942.)

The instructions contained in Home Dockyard Regulations, Article 326, concerning the formal annual discharge of hired workpeople are to be regarded as in abeyance for the duration of the present emergency, and the exhibiting of the notices (Form D.32) is to be discontinued.

3586.—Voluntary Workers—Use of Cars on Official Business

(N.S./C.E. 9641/42.—23.7.1942.)

With reference to paragraph 3 of A.F.O. 3221/42, the services of volunteer car drivers, including members of the Women's Voluntary Service and the Mechanised Transport Corps, may be used for Admiralty work and their cars regarded as outside the scope of the volunteer car pools administered by the Regional Commissioners on the following conditions:—

- (a) The cars are regularly and exclusively used for Admiralty work either as an integral portion of an Admiralty M/T pool or for official journeys in connection with inspection and progressing of Admiralty work.
 - (b) No petrol coupons are obtained for private purposes from the divisional petroleum officers.
 - (c) The drivers concerned drive solely for the Admiralty.
 - (d) Car registration books are surrendered for O.H.M.S. certificates which are in lieu of excise licences (*see* A.F.O. 2743/42).
 - (e) The cars used are fully insured in accordance with A.F.O. 1857/42.
2. Where the foregoing conditions are satisfied, requests for O.H.M.S. certificates should be forwarded to the Director of Navy Accounts (Branch 2, Admiralty, Bath) through the head of the establishment to which the volunteer driver is attached, giving the following particulars:—
- (a) Name, etc.
 - (b) Make, registration and horse power of car and should be accompanied by the car registration book.
3. Mileage allowance for journeys on official business will be payable at the following rates:—

	First 250 miles per calendar month	Additional mileage
Motor cycles with or without sidecar	2½d.	2½d.
Cars up to and including 8 h.p.	4½d.	2½d.
Cars over 8 h.p. but not exceeding 10 h.p.	5½d.	2½d.
Cars over 10 h.p.	6d.	2½d.

The rate for motor-assisted bicycles and similar vehicles is 1½d. a mile.

Wherever possible arrangements should be made for claims to be rendered monthly.

4. Volunteer drivers, in addition to the mileage for the official journey, may be granted an allowance of up to 10 miles in the London district for the double journey from the garage to the place at which the official journey begins and to the garage from the place at which the official journey ends. In the provinces a similar allowance may be granted up to a limit of 20 miles.

5. Where the services of volunteer drivers are utilised, but the conditions of paragraph 1 above are not satisfied, the provision of paragraph 3 of A.F.O. 3221/42 will continue to apply pending the formation of the volunteer car pool.

6. If a volunteer driver ceases to be employed solely on Admiralty work the O.H.M.S. certificate must be surrendered to the Director of Navy Accounts (Branch 2), Admiralty, Bath, who will return the car registration book. Heads of establishments are to take steps to ensure that the O.H.M.S. certificate is surrendered promptly.

7. Certificates are to be obtained from drivers that all cars used are fully insured in accordance with A.F.O. 1857/42.

8. Applications from volunteer drivers whose cars are used exclusively on Admiralty business for permits to purchase spare parts and tyres should be forwarded in accordance with A.F.O. 315/42 and 1858/42.

9. The drivers of such cars are to record their journeys on work sheets Form D.394.

(A.F.Os. 315/42, 1857/42, 1858/42, 1859/42, 2743/42, 3221/42.)

3587.—Naval Armament Stores—Receipts from Contractors

(A.S. 7976/42.—23.7.1942.)

A.F.O. 3189/42 is to be amended as follows:—
Paragraph 6:—

<i>For</i> Mining Stores	...	R.N. Armament Depot, Priddy's Hard, Gosport, Hants, (For Frater).
<i>Read</i> Mining Stores	...	Armament Supply Officer, R.N. Mine Depot, Frater, Nr. Fareham, Hants.

(A.F.O. 3189/42.)

3588.—Far Eastern Bases—Reports of Proceedings

(M. 09421/42.—23.7.1942.)

See A.F.O. 3568/42 in Section 5 of this issue.

3589.—Railway Consignment Notes, Forms D.80—Use under Local Purchase Orders

(C.P. 10/49156/42.—23.7.1942.)

Contractors have not been authorised *in respect of Local Purchase Orders* to sign and issue Forms D.80 themselves from the bulk supplies which they are obtaining from Naval Store Officer, Park Royal.

2. The arrangements promulgated in A.F.O. 2112/42 do not, however, preclude the issue of Forms D.80 by Overseers, Dockyards, Naval Establishments, etc., duly signed by the Issuing Officer for delivery of goods purchased on an ex-works or F.O.R. basis under Local Purchase Orders as heretofore.

3. Cost of carriage by rail under Form D.80 will be paid for by the Admiralty at the flat rate per ton collected and delivered, irrespective of distance, introduced on 1st October, 1941 (*see* A.F.O. 1210/42). In view of the services covered by the flat rate as described in Paragraph 4 of that Order, contract prices under Local Purchase Orders should be arranged on an ex works basis wherever possible rather than on an F.O.R. basis.

(A.F.Os. 1210/42 and 2112/42.)

3590.—Hall Scott Defender and Packard Engines—Refit

(D. 8733/42.—23.7.1942.)

A number of cases have been reported recently in which Coastal Force Base Staffs have removed various parts from Hall Scott and Packard Engines before returning them for refit.

2. It is essential, in order that overhauls may be carried out without delay, that engines should be returned complete, and parts are therefore not to be retained at the bases for use as spares.

3. In an emergency, however, serviceable parts from engines being returned for refit may be used to replace defective items on other working engines, provided that in every case the defective parts are forwarded with the engine to be refitted.

3591.—Timber for Packing Cases—REPORTS*Home Yards and R.N. Store Depots*

(N.S.12035/42.—23.7.1942.)

A standing contract is to be instituted for solid packing-case timber with the object of ensuring a steady flow of seasoned material to dockyards and R.N. store depots concerned with the packing of stores.

2. Owing to the increasing demand for this material, and the limited quantities available, it has been necessary to accept delivery, against recent orders, of timber to a less stringent specification in order to facilitate supplies. The Timber Controller has now represented that the supply position of packing-case timber has deteriorated to such an extent that further relaxation of the specification is necessary, and it is desired to embody such modification in the specification before the standing contract is made.

3. For the manufacture of general-purpose packing cases, the present specification (as regards widths and lengths) is as follows:—

Widths—4 in. and up (where 6 in. and up was originally specified), provided that the bulk of deliveries is in widths of 6 in. and up.

Lengths—5 per cent. to be in lengths of 2 ft. to 4 ft., the balance to be over 4 ft., averaging as long as possible up to 11 ft.

4. Reports, to reach the Admiralty (Director of Stores) by 17th August, 1942, should be forwarded by all dockyards and depots at home which normally demand their requirements direct on the Admiralty, stating what further reductions in width and length can be accepted. In particular, it is desired to permit the inclusion of a higher percentage of lengths of 2 ft. to 4 ft. Other users should furnish similar information to the dockyard or depot from which they draw their supplies in sufficient time to enable co-ordinated reports to be rendered. The minimum dimensional requirements of material for the manufacture of specially large cases (e.g. those for packing aircraft main planes) should also be stated by the establishments concerned.

5. Crates are to be used instead of cases to the fullest possible extent.

6. In view of the serious shortage of home-grown softwoods, it will be necessary for the requirements for packing-case materials to include a proportion of home-grown hardwoods, and the reports called for should indicate which home-grown hardwoods are most suitable for this purpose.

3592.—Tin—Economy in Use

(D. 7430/42.—23.7.1942.)

In view of the pressing necessity for effecting economy in the use of tin for soft solders, a War Emergency British Standard Specification No. 219/42 has recently been issued.

2. It has been decided that as a wartime measure Grade "G" soft solder, as referred to therein, is to be used for all electrical purposes except when otherwise specified.

3593.—Furniture and Fittings, ex A.M.Cs. and other Requisitioned Vessels—Utilisation and Accounting

(N.S. 20113/41.—23.7.1942.)

As a result of damage by enemy action to a shipbuilders works a considerable quantity of furniture prepared for fitting in H.M. ships under construction was destroyed. Arrangements were, therefore, made by the Warship Production Superintendent with the local Divisional Sea Transport Officer for the transfer of furniture, ex A.M.Cs., for fitting into H.M. ships concerned.

2. Similar arrangements are to be made by Warship Production Superintendents in any instances where utilisation of any available furniture and fittings from A.M.Cs. or any other requisitioned vessels will save materials and labour.

3. The following action will be necessary to implement these arrangements:—

(a) *New Construction (Naval ships)*.—A rebate should be obtained from the shipbuilders for any furniture or fittings not supplied or fitted by them, but which were their liability, in accordance with the building specification. Against this rebate an extra would, no doubt, be claimed by the firm to cover the cost of reconditioning and fitting the furniture, etc., ex A.M.Cs. or other requisitioned vessels and any other incidental expenses in connection therewith for each new construction ship.

(b) *Conversion Work*.—Where this work is carried out under the terms of the Emergency Repair Agreement, it should be arranged for the shipbuilders to include in their claim the cost of reconditioning and fitting into ship the furniture or fittings ex A.M.Cs., etc., together with any incidental expenses incurred in connection therewith. An indication should be given in the account of the items so utilised.

4. The items of furniture, etc., taken over for use on the above services will be transferred from the Director of Sea Transport to the local Superintending or Area Naval Store Officer without financial charge. Warship Production Superintendents concerned should assess the amount of rebate or claim in each case, and particulars of each transaction, including lists showing details of furniture and fittings taken from store and fitted in each ship, should be forwarded to the (Superintending) Naval Store Officer of the relevant storing yard for new construction ships and to the Director of Dockyards, Admiralty, for conversions under Emergency Repair Agreement on Admiralty account.

(A.F.O. 204/42.)

3594.—Soap Rationing—Ships' Laundries—REPORTS

(V. 20747/42.—23.7.1942.)

Attention is drawn to A.F.O. 3507/42 in Section 2 of this issue.

The following are the... (a) The... (b) The... (c) The...

The terms of... (a) The... (b) The... (c) The... (d) The...

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