

HEAD OF "P" BRANCH

(See Diagram Issue No. 32/43)

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ADMIRALTY FLEET ORDERS

ADMIRALTY, S.W.1,

5th August, 1943.

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

A list of these Orders is enclosed.

By Command of their Lordships,

J. V. Markham

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

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

Head of "P" Branch

Calc 1/10
P1 *W. A. D.*
P2 *W. A. D.*
P3
P4

ADMIRALTY FLEET ORDERS

- No. Subject.
- SECTION 2.—PERSONNEL, PAY, SERVICES, DISCIPLINE, ETC.
3520. Injury or Damage from Enemy Action—Important Information for Officers and Men. (*Issued separately on 5th August, 1943.*)
- 5th August, 1943.
- SECTION I.—ADMINISTRATION OF THE FLEET, CEREMONIES FOREIGN PORT REGULATIONS, ETC.
- (*Station Limits: Fighting Efficiency of Ships: Naval Aircraft Administration: Internal Organisation of Ships: Navigation and Seamanship: Fleet Exercises and Practices, etc.*)
3521. Message on Russian Navy Day—25th July, 1943.
3522. H.M. Naval Establishments—Bermuda.
3523. Terms "Aircraft," "Airfield" and "Seaplane Base"—Use.
3524. Standard Nomenclature for Compartments, Communications, etc.
- SECTION 2.—PERSONNEL, PAY, SERVICES, DISCIPLINE, ETC.
3525. Honours and Awards—"London Gazette" Supplement of 27th July, 1943.
3526. Honours and Awards—Polish Navy.
3527. Combined Operations Officers—Rendering of Special Reports on.
3528. Engineering Officers Volunteering for Ordnance Duties.
3529. H/F D/F Officers—Rendering of Reports on.
3530. Acting Sub-Lieutenants (E)—Promotions.
3531. Accelerated Promotion.
3532. Skipper Class Officers—First Lieutenant's Allowance.
3533. R.N. Patrol Service—Promotion of Second Hands to Acting Skipper, R.N.R.—REPORTS.
3534. Schoolmasters, R.N. (H.O.)—Vacancies.
3535. Warrant Wardmaster Professional Examination—January, 1943—Results.
3536. W.R.N.S.—D.G. Recorders—Scale for Leading and P.O. Rates.
3537. W.R.N.S.—General Duties Ratings Employed in Galleys—Conditions of Service.
3538. W.R.N.S.—Ratings Serving Abroad—Additional Underwear Grant.
3539. Mobile W.R.N.S. Personnel and Mobile V.A.D. Personnel—Allowances for Widows with Children.
3540. Airmen Victualled by the Royal Navy—Spirit Ration and Grog Money.
3541. R.A.F. Personnel Serving with the Fleet Air Arm.
3542. Cable Ship Personnel—Disposal on Discharge from Hospital or Sick Quarters.
3543. Dominion Personnel Reported "Missing" or Prisoners of War—Accounting Arrangements.
3544. Admiralty Surgeons and Agents.
3545. Navigational Facilities in L.C.A.
3546. Naval Salvage Money—Distribution.
3547. Night Fighter Crews—Volunteers for Training.
3548. Courses in Anglo-American Relations and Current Affairs at Balliol College, Oxford—REPORTS.
3549. Members of the Scientific and Technical Pools—Pay Arrangements.
3550. Instructional Film "Thunderstorms," Serial No. G.82.
3551. Lott Naval Trust Fund—Award for Inventions.
3552. Free French Navy—Disposal of Medical History Documents.
- SECTION 3.—G., T., N., E., ETC., & STORES; HULL EQUIPMENT & FITTINGS.
- Gunnery.—(Guns, Mountings, Ammunition, Turrets, Directors, Fire Control, Diving Apparatus, Magazines, etc., and Stores.)*
3553. Guns and Breech Mechanisms—220-mm. and below—Lubrication.
3554. Guns and Breech Mechanisms—Q.F., 40 mm., Mk. IV, Left and Right—Modification to Cover, Buffer Piston Rod Aperture.
3555. Guns, Machine, Bren 0.303-in.—Boxes, Magazine, Mark I.
3556. Guns, Machine, Lewis 0.303-in.—Conversion of Mark IV A.A. Sights (100 Knot) to Mark V (200 Knot)—Fitting Mark III Butt Plates to Gun.
3557. Gun Mountings—15-in., Marks I, I*, I/N—Modifications Required to Enable 6 C.R.H. A.P.C. shell fitted "K" Device to be used—REPORTS.
3558. Gun Mountings—15-in., Marks I, I* and I/N and 16-in., Mark I, Capital Ships. Hoses—Flexible: For Action Repairs to Hydraulic Pressure and Exhaust Pipes—Suspension of Supply—REPORT.
3559. Gun Mountings—4.7-in., Twin, Mark XX—Modification to Tilting Tray for Fuze No. 207—REPORTS.
3560. Gun Mountings—4-in., H.A., Twin, Mark XIX (Including R.P. 50 Series) Cutting of Access Holes in Shield of Mountings Fitted with F. Mark II Elevation Receivers and/or Pattern No. 20 Training Receivers (Small Type Modified)—REPORTS.

- SECTION 3.—G., T., N., E., ETC., & STORES; HULL EQUIPMENT & FITTINGS—*contd.*
- Gunnery.—(Guns, Mountings, Ammunition, Turrets, Directors, Fire Control, Diving Apparatus, Magazines, etc., and Stores.)—contd.*
3561. Gun Mountings—2-pdr., Mark XVI, Link Deflector Plate, Fitting.
3562. Gun Mountings—20 mm., Marks IIA, IIIA, IV, U.S. and V, U.S.—Modification to Cradle to Facilitate Removal of Recoil Springs.
3563. Ammunition—General—Failure of American Ammunition—REPORTS.
3564. Ammunition—Pyrotechnics and Rockets, Signal—Smoke Floats, B.L. 4-in., Mortar of Messrs. Wheatley's Manufacture—Liability to Failure.
3565. Ammunition—S.A. 0.5-in. Vickers, Semi-Armour Piercing, "F", Mark IZ—Withdrawal.
3566. Ammunition—20 mm. Oerlikon. Priority for Firing and Practice Use.
3567. Ammunition—20 mm. Oerlikon, H.E.—Withdrawal of American Lot N.M.C. 15—REPORT.
3568. Ammunition—2-pdr—Introduction of Clearing Charges.
3569. Ammunition Supply—Course of Ammunition, Embarking and Dis-Embarking.
3570. Aircraft—Machine Guns for Naval Aircraft—Preservation.
3571. Instructional Appliances—E-Boat Target and Aim Off Scale for Use with Portable Aiming Teacher.
3572. Small Arms—Lanchester Machine Carbines—Stowage.
- Torpedo.—(Torpedoes, Tubes, Mines and Minesweeping, Depth Charges, Paravanes, Electrical Equipment, Anti-Gas, Aircraft Torpedoes, etc., and Stores.)*
3573. Torpedoes—U.S.A. 22.4-in. Mark XIII—Lubricants to be Used with.
3574. Torpedoes—U.S.A., 22.4-in., Mark XIII—Charging Adapters.
3575. Oil Type Branch Breakers, fitted with H.R.C. Fuses, Patterns 19206 and 19207.
3576. H.M. Submarines, 1940 "S" Class—Additional Hotplates.
3577. Seaplane, Aircraft and Deck Cranes—Removal of Mechanical Interlocks.
3578. *Cancelled.*
- Engineer.—(Main and Auxiliary Engines, Boilers, other Machinery in Charge of the Engineer Officer, including Catapults, Coal and Oil Fuel, and Engineering Stores.)*
3579. Boiler Tubes, etc.
3580. Catapult Charge—Fired Indicator—Modification.
3581. Chrysler Royal Engines—Modifications to Reverse Gears.
3582. Chrysler "Royal" and "Crown" types of Engine.
3583. LL Mark III Sweep—Gardner 6 LW Type Engines—Corrosion of Aluminium Lubricating Oil Sumps—REPORTS.
3584. Locking Washers—Examination of and Precautions when Fitting.
3585. Propellers for 28-ft. Motor Cutters, fitted with Dorman 2DSM, Fowler 2DY and Ferry SD2 Diesel Engines.
- Signals.—(W/T and V/S Apparatus, R.D.F., D.F., S.R.E., Wa/T and Stores.)*
3586. Aldis Lantern, Pattern 5110D, Modifications to and Aldis Lantern, Pattern 5110E, Introduction of Pattern.
3587. Radar, Types 286P and 291—Aerial Outfit ATR—Care in Handling Pattern W3012 Pedestal Unit 19K, with Mast Extension and Dipole Unit.
- Naval Aircraft.—(Technical.)*
3588. American Aircraft—Safety Requirements for Turnbuckles.
3589. Seafire and Spitfire Aircraft—Bolts Fouling Glycol Header Tanks.
- General.—(Hull, Armour, General Equipment and Fittings, etc., and Orders affecting two or more Departments.)*
3590. Adaptors, Ref. No. 55095 M.R., Pt. No. 18858, for Merlin Engines.
3591. Apparatus, Fire Control—Spares for Counterdrum Instruments.
3592. Bed Linen—Allowances.
3593. Blocks—Withdrawal of Allowance.
3594. Breathing Apparatus—Increased Allowance.
3595. Communication Between Bridge, Engine Room and Hand Steering Position—As and As.
3596. Camera, F.46—Instructions for Fitting Motor Coupling—New Type.
3597. Dark Adaptation Goggles—Supply of Red Filters.
3598. D.G. Equipment—REPORT.
3599. Docking Plans—Coastal Force Craft in Great Britain and Northern Ireland.
3600. Fixed Contact, Pattern 17948—Introduction.
3601. Fleet Target Service—Allocation of Heavy Targets and Towing Hawsers, etc.—REPORT.
3602. Flying Clothing and Ancillary Equipment.

SECTION 3.—G., T., N., E., ETC., & STORES; HULL, EQUIPMENT & FITTINGS—*contd.*
General.—(Hull, Armour, General Equipment and Fittings, etc., and Orders affecting two or more Departments.)—contd.

- 3603. Gearing to Valves for Pumping, Flooding and Draining Arrangements—As. and As.
- 3604. Gun Platforms in D.E.M.S.—Fitting of Matting.
- 3605. Ignition of Demonstration and Practice Fires.
- 3606. Improvement of Lighting—Mess Spaces, etc.
- 3607. Improved Clothes Stowage, etc., for Officers.
- 3608. Inspection Lamps for Use in Aircraft Hangers Ashore.
- 3609. Naval Aircraft Stores for American Types of Aircraft.
- 3610. Oiltight Bulkhead Leaks, Nos. 74 and 140 As. and As.
- 3611. Petrol Driven Marsden Dehydrators—Tex Rope Drive Belts.
- 3612. Rugs—Restriction in Use.
- 3613. Seafire Aircraft—Camera Mounting, Type 27.
- 3614. Taut Wire Measuring Gear—Alternative Weight.
- 3615. Unsheathed Wooden Ships on Service in the Mediterranean and other Stations where the Vessels are Liable to Attack by Boring Worms.

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

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

- 3616. Motor Mechanic Branch—Badges.
- 3617. Ownership of Unconsumed Provisions.
- 3618. Edible Oils.
- 3619. Economy in the Use of X-Ray Tubes.
- 3620. Scale of Medicines for the Services Afloat—Quinine and Quinine Substitutes.
- 3621. Unserviceable Medical Stores—Disposal.
- 3622. Railway General (Manufacturing, etc.) Agreement (294/5704).
- 3623. Disposal of Unserviceable Clothing and Textiles.
- 3624. Washing of Ratings Loan Bedding.

SECTION 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE

- 3625. Amendments to Books.
- 3626. A.M.S. Is.
- 3627. Accounting of U.S. Publications of the "Restricted" Category.
- 3628. D.G. Charts and D.G. Course Correction Setting Tables—Supply of.
- 3628a. Establishment of Chart and Chronometer Depot at Belfast—Address.
- 3629. Area Cash Offices—Addresses.
- 3630. H.M.S. "Lizard"—Correct Form of Address.
- 3631. R.N. Air Station, Dundee—Correspondence and Stores.
- 3632. R.N. Air Station, Maydown—Telegraphic Address.
- 3633. N.O.I.C. Oban, Argyllshire—Address for Correspondence.
- 3634. Form O.6—Ammunition Labels—Additions.
- 3635. Form O.6—Ammunition Labels—Additions.
- 3636. Form O.6—Ammunition Labels—Additions.
- 3637. Form D.320—Engineers' List of Spare Gear, etc.
- 3638. B.R.378H—Sea Hurricane—Aircraft Store Establishment.
- 3639. B.R.380 (B) (E) and (J)—Airframe Equipment Checking Lists.
- 3640. B.R. 832—The Lanchester Carbine Manual—Issue.
- 3641. B.R. 853—Oiling at Sea—Procedure for Oiling at Sea by the Buoyant Hose Method—Issue.
- 3642. O.U. 5191 Series—Abolition.
- 3643. O.U.6090 (B) and O.U.6090 (J)—Revised and Additional Pages to Range Tables—Issue.
- 3644. O.U.6090 (J)—Additional Pages 2A to Range Tables No. 520, 537, and 534 for B.L. 6-in. Guns, Marks XII and XIIB—Issue.

SECTION 6.—SHORE ESTABLISHMENTS

- 3645. Honours and Awards—"London Gazette" Supplement of 16th July, 1943.
- 3646. Civil Service Voluntary Savings Scheme—Forthcoming Cycles.
- 3647. Bonus for Men on Payment by Results and Adjustment of Prices for the Work.
- 3648. Members of the Scientific and Technical Pools—Pay Arrangements.
- 3649. Area Cash Office—Belfast.
- 3650. Article 35 of C.D.I.—Rendering of Forms D.142 by Outports at Home.

*(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.

3521.—Message on Russian Navy Day—25th July, 1943

(M. 08087/43.—5 Aug. 1943.)

The following message was sent by the First Lord to the Chief of the Russian Naval Staff:—

"On the occasion of the Russian Navy Day I desire on behalf of the Board of Admiralty and the Royal Navy to send our warmest greetings to all officers and men of the Soviet Fleet and Fleet Air Arm.

We are glad to take the opportunity of offering our sincere congratulations to the gallant Soviet Navy on their many successful operations during the past year.

The ability of the Navies of the United Nations, working in co-operation, to keep open the sea routes, thus ensuring the delivery of vital supplies to all the battle fronts, has enabled the Allies recently to deliver heavy blows against the Fascist enemy. We may confidently hope that these blows will hasten his downfall and the restoration of peace to the world.—A. V. Alexander."

2. The following reply was received:—

"I am very grateful to you, Mr. Alexander, for your warm congratulations to officers and men of Soviet Navy and Naval Air Force. I fully share your conviction that blows inflicted on enemy by full force of Navies of United Nations are bringing his complete defeat nearer, and that day is not far off when the ocean expanses will be cleaned of Fascist scum and our ships will be able to furrow the seas in tranquillity."

3522.—H.M. Naval Establishments, Bermuda

(M. 2055/43.—5 Aug. 1943.)

On the 20th June, 1943, the Commodore-in-Charge, H.M. Naval Establishments, Bermuda, relinquished the command of H.M.S. "Malabar," and the Anti-Submarine Working Up Base, Bermuda, the Royal Naval Barracks, Bermuda, and the Depot Ship at Bermuda, were amalgamated into one establishment, H.M.S. "Malabar," under the command of an Acting Captain.

2. The appointment of Commodore-in-Charge, H.M. Naval Establishments, Bermuda, has been changed to Commodore-in-Charge, Bermuda, and Commodore Superintendent, H.M. Dockyard, Bermuda.

3523.—Terms "Aircraft", "Airfield" and "Seaplane Base"—Use

(A. 141/43.—5 Aug. 1943.)

Attention is drawn to A.F.O. 90/43, regarding the use of the above terms.

2. The term "airport" may also be used when appropriate.

3. "Aeroplane," "aerodrome" and "airdrome" are not to be used.

(A.F.O. 90/43.)

3524.—Standard Nomenclature for Compartments Communications etc.

Aircraft Carriers

(A. 0674/43.—5 Aug. 1943.)

A.F.O. 2105/43 is to be amended as follows:—

Item 7. *Delete* "Fighter Direction Officer" *insert* "Fighter Direction Office".After Item 8. *Add* :—

8a. Air Electrical Officer ... Short title Air El. O. (A.F.O. 1293/43). The Air Electrical Officer has a desk in the Air Engineer's office.

8b. Air Radio Officer ... Short title A.R.O. (A.F.O. 2010/43)".

At end of Order. *Add* :—*Operations Rooms*

64. Air Operations Centre ... A new term for use when Air Operations, Fighter Direction and Target Indication, etc., are grouped together. To be termed 'Action Information Centre' in ships other than carriers.

65. Air Operations Room ... In lieu of the term 'Air Plot' as used in U.S. carriers or 'Air Intelligence Office'.

66. Air Briefing Room ... Any space specially fitted for briefing, other than the ready rooms quoted above."

(A.F.Os. 1293/43, 2010/43 and 2105/43.)

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

*3525.—Honours and Awards—"London Gazette" Supplement of 27th July, 1943

(H. & A.—5 Aug. 1943.)

CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD,

*St. James's Palace, S.W.1,**27th July, 1943.*

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

Temporary Acting Petty Officer Charles Edward Searle, P/J.20278,

For bravery and devotion to duty in the face of the enemy, while serving in a Defensively Armed Merchant Vessel.

ADMIRALTY,

*Whitehall,**27th July, 1943.*

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

For resolution, enterprise and fine leadership in a successful encounter with enemy forces in the Mediterranean:

Bar to the Distinguished Service Order

Lieutenant-Commander Lawrence St. George Rich, D.S.O., R.N.

To be a Companion of the Distinguished Service Order

Commander Basil Jones, D.S.C., R.N.

Bar to the Distinguished Service Cross

Lieutenant William Ridley Morton Murdoch, D.S.C., R.N.V.R.

The Distinguished Service Cross

Lieutenant Dennis Williams, R.N.V.R.

Surgeon-Lieutenant Donald Moffatt Sheppard, M.B., B.S., R.N.V.R.

Temporary Surgeon-Lieutenant Archibald Sutherland Duncan, M.B., Ch.B., F.R.C.S., R.N.V.R.

Mr. Archibald Llewellyn Pope, Gunner (T), R.N.

The Conspicuous Gallantry Medal

Chief Engine Room Artificer Geoffrey Rowlinson, P/MX.49217.

After shells had burst inside the engine room of his ship, covering the steam pipes and making it uninhabitable, Chief Engine Room Artificer Rowlinson was escaping by a ladder when he saw a Stoker fall back into the worst part of the steam from another ladder. He immediately went down again into the steam-filled engine room and hauled him up to safety, himself being badly burnt in this gallant action.

Bar to the Distinguished Service Medal

Chief Petty Officer Frederick Charles Flux, P/J.113384.

The Distinguished Service Medal

Petty Officer Reginald Charles Barnard, P/J.97587.

Petty Officer James Arthur Palmer, C/JX.127802.

Stoker Petty Officer Wilfred Lumsdon, P/KX.83239.

Leading Seaman Robert Margerison, P/JX.152960.

Able Seaman Frederick James Reynell, P/SSX.28328.

Mention in Despatches

Commander (E) Richard Gymer Parsons, R.N.

Lieutenant Ernest George Evans, R.N.

Temporary Lieutenant Edwin Stacey Cotsell, R.N.V.R.

Chief Electrical Artificer Allan Riley, P/MX.48268.

Engine Room Artificer Third Class Stanley Preston, P/MX.62946.

Ordnance Artificer Third Class Lister Bromley, P/MX.53286.

Leading Seaman Donald Dobson, P/JX.152589.

Leading Seaman James Ernest Hughes, C/JX.133370.

Leading Seaman Frederick Thompson, P/SSX.17602.

Leading Seaman Reginald William Leslie Wagstaff, P/JX.149017.

Leading Stoker Herbert Frank Coomber, P/KX.97387.

Able Seaman Stanley Corbyn, P/SSX.29687.

Able Seaman Edwin Ronald Davies, P/SSX.26592.

Able Seaman Herbert Samuel Emmett, P/JX.186193.

Able Seaman Thomas Harrison Nelson, P/JX.276310.

For gallantry in saving life at sea:

The Albert Medal

Mr. William Henry Debonnaire McCarthy, Boatswain, R.N.

Mr. McCarthy dived into a tempestuous sea from the Mole at Benghazi to save some Indian seamen who had been thrown into the sea from a raft. When a line was thrown he swam with it to the Indians, caught hold of one of them and successfully brought him ashore. He then returned to the rescue of another.

There was grave danger that Mr. McCarthy would be dashed against the rocks by the gale and the high sea.

For daring, enterprise and skill in successful patrols in H.M. Submarines:

Bar to the Distinguished Service Order

Lieutenant Desmond Samuel Royst Martin, D.S.O., R.N.

To be Companions of the Distinguished Service Order

Lieutenant James Ralph Drummond, D.S.C., R.N.

Lieutenant Edward Talbot Stanley, D.S.C., R.N.

The Distinguished Service Cross

Lieutenant Malcolm John Luxmoor Duff, R.N.
 Lieutenant Alistair Campbell Gillespie Mars, D.S.O., R.N.
 Lieutenant Anthony Douglas Sinclair, R.N.
 Lieutenant James Anthony Lawrence Wilkinson, R.N.
 Temporary Sub-Lieutenant Gordon James Rowe, R.N.V.R.

Bar to the Distinguished Service Medal

Chief Engine Room Artificer Norman Leslie Robert Wood, C/MX.47345.

The Distinguished Service Medal

Acting Chief Petty Officer William John Booty, P/J.113514.
 Engine Room Artificer Third Class William Gerard Hornby, D/MX.55106.
 Engine Room Artificer Third Class John Nettleton, D/MX.54330.
 Petty Officer William Allanson, C/JX.143473.
 Petty Officer Lawrence Michael Kissane, P/J.113061.
 Petty Officer John Edward Loader, D/JX.128481.
 Petty Officer James Victor Maxwell Sherville, D/SSX.18724.
 Acting Petty Officer Robert Drydale, C/JX.140917.
 Acting Leading Seaman Henry George William Hall, C/JX.146454.
 Leading Telegraphist Joseph Robert Stockton, D/JX.146792.
 Acting Leading Stoker Andrew Grubb, P/KX.91257.
 Able Seaman Albert John Snelling, P/JX.276517.

Mention in Despatches

Lieutenant Donald Hay, R.N.
 Lieutenant Michael Robert Russell Kirkwood, R.N.
 Lieutenant Kenneth Steele Renshaw, D.S.C., R.N.R.
 Temporary Sub-Lieutenant Denis Malcolm Purefoy Hulbert, R.N.V.R.
 Engine Room Artificer Fourth Class John Doherty, P/MX.72899.
 Petty Officer Hubert John William Chadwick, P/JX.140295.
 Acting Petty Officer (Temporary) Edward Faux, P/SSX.21813.
 Petty Officer Telegraphist John Yeo, D/J.106619.
 Acting Leading Seaman John Oliver Edmands, P/JX.187744.
 Leading Stoker Harry Wilfred Bowen, P/KX.85960.
 Acting Temporary Leading Stoker Thomas Alexander Abraham, D/KX.82152.
 Able Seaman Frederick Charles Crook, P/JX.132095.
 Acting Able Seaman Allan Donald Mitchell, P/JX.296387.
 Signalman Charles Ambrose Crow, C/JX.154536.
 Stoker First Class George William Mallett, C/KX.95957.
 Stoker First Class John Murphy, P/KX.130140.

For skilful leadership and enterprise in successful actions against enemy shipping while serving in H.M.S. "Nubian":

To be a Companion of the Distinguished Service Order

Commander Douglas Eric Holland-Martin, D.S.C., R.N.

The Distinguished Service Cross

Lieutenant Robin James Gordon MacPherson, R.N.

The Distinguished Service Medal

Petty Officer Granville William Percival Galpin, P/J.101151.
 Petty Officer James Henry Weeks, D/J.108426.

For good services in the evacuation of Tobruk in June, 1942:

The Distinguished Service Medal

Acting Leading Seaman Albert William Flegg, C/J.102280.

For bravery and resource when their ship was damaged by torpedo attack:

Mention in Despatches

Mr. William Percival Garner, Commissioned Engineer, R.N.
 Stoker Petty Officer Sydney William Jackson, D/K.66138.
 Leading Stoker George Alfred Cole, D/KX.79955.
 Leading Steward Victor Arthur Edwin McCarrigle, D/LX.23369.

For skill and initiative in the face of enemy attacks while serving in Defensively Equipped Merchant Ships:

The Distinguished Service Medal

Temporary Acting Petty Officer George Alfred Bright, P/JX.165000.

Mention in Despatches

Temporary Acting Leading Seaman Terence Hailey, C/JX.192359.

The following amendments (where underlined> are made to previous orders of Honours and Awards under the headings shown:—
 A.F.O. 3027/43.

Bar to the Distinguished Service Medal

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

The Distinguished Service Medal

Petty Officer Charles William Hankinson, B.E.M., D/JX.128390.

Mention in Despatches (Posthumous)

Ordinary Seaman Edward Sheean, H.1617.

3526.—Honours and Awards—Polish Navy

(H. & A. 485/43.—5 Aug. 1943.)

The King has been graciously pleased to approve the following Honorary Appointment for outstanding services to the survivors from H.M.S. "Harvester" when she was torpedoed in convoy on the night of 12th March.

Member of the Order of the British Empire

Surgeon Lieutenant-Commander Andrzej Ozegowski, Polish Navy, O.R.P. Burza

2. This Appointment will not be gazetted.

A.F.O. 1513/45 **3527.—Combined Operations Officers—Rendering of Special Reports on**
 (C.W. 21536/43.—5 Aug. 1943.)

In view of the large expansion of the Combined Operations Command involving the selection of very many officers for positions of higher responsibility, special reports, in duplicate, on all Combined Operations Officers (including Combined Operations specialists, e.g., A.V.G.Os. and C.O.S.Os.) as defined in C.A.F.O. 1631/42, are to be rendered until further notice as follows:—

<i>Date of Report.</i>	<i>Major Landing Craft Officers.</i>	<i>Minor Landing Craft and Naval Beach Commando Officers.</i>
30th September, 1943...	Whether fit for higher responsibility. (See paragraph 3.)	Form S.206 (amended).
31st December, 1943...	Form S.206 (amended).	Whether fit for higher responsibility. (See paragraph 3.)
31st March, 1944 ...	Whether fit for higher responsibility. (See paragraph 3.)	Form S.206 (amended).
30th June, 1944 ...	Form S.206 (amended).	Whether fit for higher responsibility. (See paragraph 3.)

2. Form S.206 is to be amended as follows:—

Section III.—Delete and substitute the following:—

- (h) Ability in handling craft.
 (i) Fit for more important Combined Operations Command.

Section IV.—In the space at the bottom of the section or overleaf, add:—

- (i) Previous sea experience before joining Combined Operations.
 (ii) Operational experience.
 (iii) Special recommendations.

Section V.—Delete and substitute:—

Suitable to specialise in Combined Operations.

3. The report under the heading, "Whether fit for higher responsibility" should be a brief report stating whether the officer is considered fit for higher responsibility without promotion in rank, e.g. :-

First Lieutenant to Commanding Officer of an L.C.T.
Commanding Officer of an L.C.T. to Commanding Officer of an L.C.F., etc.
Boat Officer to Divisional Officer Minor Landing Craft.
Assistant Beachmaster to Beachmaster.

These reports should state "now", "after further experience" or "no" and may be forwarded collectively, any number of names being included on one sheet.

(C.A.F.O. 1631/42.)

3528.—Engineering Officers Volunteering for Ordnance Duties

(C.W. 19551/43.—5 Aug. 1943.)

All engineer officers who volunteer for ordnance duties should be afforded facilities for studying the armament of their own ships whenever this can be done without prejudice to the normal duties of all concerned. The practical knowledge thus acquired has been found to be of considerable assistance in enabling officers undergoing the ordnance course in H.M.S. "Excellent" to assimilate the detailed instruction.

2. Selection for the Ordnance Course is made from officers who have completed two years' general service as Sub-Lieutenant (E), R.N., or Lieutenant (E), R.N.

3529.—H/F D/F Officers—Rendering of Reports on

(C.W. 29313/43.—5 Aug. 1943.)

To enable the appointments of H/F D/F Officers to be adjusted so that the more experienced officers are employed in appropriate posts, confidential reports are to be rendered on receipt of this Order and subsequently on 1st January each year, on all officers employed on H/F D/F duties.

2. Reports should be submitted through the normal channels to the Admiralty on Form S.206, a copy being forwarded to the Captain, H.M. Signal School.

*3530.—Acting Sub-Lieutenants (E)—Promotions

(C.W. 14811/43.—5 Aug. 1943.)

The undermentioned promotions to the rank of Acting Sub-Lieutenant (E) R.N. have been made, to date 1st July, 1943 :-

Richard Saxby Soffe, E.R.A.4, P/MX.52273
Clifford Cowling, E.R.A.4, D/MX.53096.
Joseph William Lamb, E.R.A.4, P/MX.53972.
Edward Lawton Andrew Ball, E.R.A.4, C/MX.53076.
Arthur Edward Coates, O.A.3, C/MX.50885.
Nelson Wilfrid Leverett, O.A.3, C/MX.50419.
George William Wood, E.R.A.4, C/MX.53248.
Charles Denis Marsh, E.R.A.4, P/MX.53127.
Arthur Alfred Charles Gentry, E.R.A.4, C/MX.53104.

(K.R. & A.I., Appendix XII, Part 7, Section III.)

(A.F.O. 2472/42.)

*3531.—Accelerated Promotion

(W.32101/43.—5 Aug. 1943.)

With reference to A.F.O. 425/42 the following Sub-Lieutenants have been promoted from the dates shown :-

Executive

Bowley, K. R.	...	"Mahratta"	...	1st April, 1943.
Smith, J. B. F.	...	"Ripley"	...	1st June, 1943.
Coombes, F. R.	...	"Echo"	...	1st June, 1943.
Jones, T. F.	...	"P.45"	...	1st July, 1943.
Curtis, R. P. B.	...	"Cyclamen"	...	1st July, 1943.
Mullis, G. S.	...	"Imperialist"	...	1st July, 1943.

Executive

Tratner, D. A. J.	...	"St. Christopher" for M.L. "553"	...	1st July, 1943.
Barnard, A. E.	...	"Aggressive" for M.L. "141"	...	1st August, 1943.
Erskine-Hill, J. C.	...	"Spartiate" for S.G.B. "4"	...	1st August, 1943.
Bouckley, L. D.	...	"Boy Pat"	...	1st August, 1943.
McMullan, R. McC.	...	"Pink"	...	1st August, 1943.
Randell, G. A.	...	"Razorbill"	...	1st August, 1943.
Dussek, J. L.	...	"Bacchante" for M.M.S. "57"	...	1st August, 1943.
Nixon, D. B.	...	"Monek"	...	1st August, 1943.
Nicholson, H. A.	...	"Salamander"	...	1st August, 1943.
Warden, A. R.	...	"Cutty Sark"	...	1st August, 1943.
Cowie, J. W.	...	"Lyme Regis"	...	1st August, 1943.
Stiff, W. C.	...	"Bluebell"	...	1st August, 1943.
Henty-Creer, H.	...	"Varbel"	...	1st August, 1943.
Shawe, F. R.	...	"St. Christopher" for M.L. "537"	...	1st August, 1943.
Liddell, P. J.	...	"Hornet" for M.T.B. "208"	...	1st August, 1943.
Eggar, N. D. MacD.	...	"Drake"	...	1st August, 1943.
Dewar, K. D.	...	"St. Christopher" for M.L. "460"	...	1st August, 1943.
Hoad, N.	...	"Phlox"	...	1st August, 1943.
Tebbit, D. C.	...	"Vanity"	...	1st August, 1943.
Boyd, D. W.	...	"Douglas"	...	1st August, 1943.
Widdows, F. A.	...	"Tamarisk"	...	1st August, 1943.
Pearson, R. F.	...	"Drake"	...	1st August, 1943.
Cooper, E. J.	...	"Churchill"	...	1st August, 1943.
Lynn, R. F.	...	"Aggressive" for M.L. "113"	...	1st August, 1943.
Hobbs, S. G.	...	"Olive"	...	1st August, 1943.

Flying

Grant, P. A.	...	"Formidable"	...	1st July, 1943.
Fell, P.	...	"Heron"	...	1st July, 1943.
Cooper, F. B.	...	"Jackdaw"	...	1st August, 1943.
Wellington, P. S.	...	"Landrail"	...	1st August, 1943.
Kendrick, A. J.	...	"Nightjar"	...	1st August, 1943.
Davies, D. F. V.	...	"Blackcap"	...	1st August, 1943.
Emsley, E. E. G.	...	"Grebe"	...	1st August, 1943.
Brilliant, S.	...	"Archer"	...	1st August, 1943.
Dell, S. S.	...	"Archer"	...	1st August, 1943.
Hutton, P. J.	...	"Furious"	...	1st August, 1943.
Blanchard, A. G.	...	"Furious"	...	1st August, 1943.
Murricane, J. D.	...	"Hannibal"	...	1st August, 1943.

F.A.A. Technical

Reid, J. P. M.	...	"Condor"	...	1st August, 1943.
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Electrical

Fenton, P.	...	"Marshal Soult"	...	1st August, 1943.
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Accountant

Pilkington, E. W. L.	...	"Revlis"	...	1st August, 1943.
Piper, A. N.	...	"Balduz"	...	1st August, 1943.

Special

Jones, T. P.	...	"Biter"	...	1st July, 1943.
McNab, J.	...	"Ferret"	...	1st July, 1943.
Rhodes, E. C.	...	"Royal Arthur"	...	1st August, 1943.
Fisher, J. W. C.	...	"Eaglet"	...	1st August, 1943.
Hulme, J. E.	...	"Vectis"	...	1st August, 1943.
Burroughs, R. W.	...	"Excellent"	...	1st August, 1943.
Shearer, J. S.	...	"Elissa"	...	1st August, 1943.
Massey, E.	...	"Nimrod"	...	1st August, 1943.
Henson, F. A.	...	"Ukussa"	...	1st August, 1943.

S.A.N.F. (V) Engineering

Van der Walt, P. J. ... "Resolution" ... 1st August, 1943.

R.A.N.V.R. Executive

Holman, J. D. ... "Onslaught" ... 1st August, 1943.

2. The above promotions will appear in C.W. List of Appointments.

(A.F.O. 425/42.)

3532.—Skipper Class Officers—First Lieutenant's Allowance

(C.W./D.N.A. 5668/43.—5 Aug. 1943.)

With effect from 1st June, 1943, Skipper Class Officers in vessels complemented for *commissioned* officers as Executive Officers are eligible for First Lieutenant's Allowance at the same rates and under the same conditions as Warrant Officers and Officers promoted therefrom, as laid down in K.R. & A.I., Article 1565, and Appendix I, Part 3, No. 30, and Amendment K.R. 4/41.

2. Schedules of Officers' Allowances issued by the Director of Navy Accounts prior to the date of this Order which do not provide for the allowance to Skipper Class Officers in vessels complemented for commissioned officers should be amended accordingly.

3. R.N.R. Regulations (Officers) will be amended.

(R.N.R. Regulations (Officers), Appendix E; K.R. & A.I., Art. 1565, Appendix I, Part 3, No. 30, and K.R. 4/41.)

3533.—R.N. Patrol Service—Promotion of Second Hands to Acting Skipper, R.N.R.—REPORTS

(C.W. 29512/43.—5 Aug. 1943.)

Reports and recommendations should be rendered at a very early date in respect of all Second Hands, who fulfil the modified qualifications for promotion to Acting Skipper or Acting Temporary Skipper, R.N.R., laid down in A.F.O. 567/40, as amended by A.F.O. 1031/41, viz. :—

- Must possess a Board of Trade Certificate of Competency as Skipper if certificate was awarded prior to 1st July, 1937, or as Skipper (Full) if certificate was awarded on or after 1st July, 1937.
- Must have served at sea as Second Hand during mobilised service in one of H.M. Trawlers or Drifters for a period of three months for ratings entered into the R.N. Patrol Service before 1st April, 1941, or six months for ratings entered on or after 1st April, 1941.
- Must be fully qualified in the particular service to which he is allocated and be recommended by the Skipper or Commanding Officer of his vessel, and the Group Officer under whom his vessel is working, unless working independently.

2. These reports should be forwarded to the Commodore, Patrol Service Central Depot, Lowestoft, copy to the Registrar-General of Shipping and Seamen, in the following form :—

- Name.
- Official number.
- Where serving.
- Number of Board of Trade Certificate held, if known. (This must be given wherever possible.)
- Whether otherwise qualified.
- Whether recommended.
- Seniority as Second Hand in the R.N.R. or R.N.P.S.

(A.F.Os. 1031/41—not in Annual Volume—567/40, and 748/40.)

***3534.—Schoolmasters, R.N. (H.O.)—Vacancies**

(C.W. 32281/43.—5 Aug. 1943.)

Schoolmasters, R.N., are urgently required. An application may be forwarded through Commanding Officers from any qualified Schoolmaster whose name has not been forwarded since 1st January, 1942. Preference will be given to those who have qualifications in Mathematics and Physics (or Engineering) or in subjects which would be valuable in Adult Education.

2. All applicants must have attained the age of 21 and must not have attained the age of 40 on the date of promotion. Older men may be considered if their qualifications are specially suitable. *Good teaching experience is essential.*

3. The following information is required :—

Name.
Rating.
Official number.
Date of birth.

Particulars of teaching and academic qualifications :—

- Name of University and College, with dates.
- Teaching Diploma or Board of Education Certificate, with registered number and subjects.
- Other examinations passed.

Highest examination passed in—

- Mathematics;
- Mechanics;
- Magnetism and Electricity.

Teaching experience, with dates.

Remarks of Commanding Officer on personal characteristics and suitability for promotion.

The names of three referees (preferably Headmasters on whose staff the candidate has served) to whom the candidate is well known and to whom reference can be made.

Any other relevant information.

4. Candidates serving abroad should be interviewed by the senior Instructor or Schoolmaster Officer available, whose detailed recommendations should be attached.

5. Successful candidates will not subsequently be eligible for consideration for temporary commissions in the Executive, Accountant or Special Branches of the R.N.V.R.

6. Applications are to be forwarded to the Director, Education Department, Admiralty, S.W.1, as soon as possible.

(A.F.Os. 3684/41, 617/42 and 5374/42 are cancelled.)

***3535.—Warrant Wardmaster Professional Examination—January, 1943—Results**

(C.W. 31907/43.—5 Aug. 1943.)

The following successful results were obtained at the examination held on 21st January, 1943 :—

Ship or Establishment	Rating	Name	O.N.	Pt.	Pt.	Pt.	Pt.	Total Max. 900
				1 300	2 250	3 200	4 150	
R. N. Hospital, Chatham.	S.B.C.P.O.	Francis Albert Kirby.	C/M.376640	270	208	120	135	733
R. N. Hospital, Chatham.	S.B.C.P.O.	Walter Mark Mornement.	C/MX.38521	172	218	140	135	665
R.N.A. Hospital, Barrow Gurney.	S.B.C.P.O.	Alfred Harry Weeks.	D/M.39282	234	158	115	128	635
R.N. Hospital, Plymouth.	S.B.C.P.O.	William Jones ...	D/MX.48169	173	150	123	128	574
64th General Hospital, Middle East Forces.	S.B.P.O.	James T. L. Burns	C/M.39050	226	125	115	97	563
H.M.N.Z.S. "Philomel."	S.B.P.O.	Stanley A. Higgs	P/MX.48012	180	130	100	130	540
R.N.A. Hospital, Invergordon.	S.B.C.P.O.	William Henry Williams.	D/M.35891	150	180	100	85	515

3536.—W.R.N.S.—D.G. Recorders—Scale for Leading and P.O. Rates

(N. 8003/43.—5 Aug. 1943.)

The following revised scale for the provision of higher rates in staffs of W.R.N.S. D.G. Recorders has been approved in substitution for that shown in A.F.O. 4758/40, paragraph 9, Group II:—

No. of D.G. Recorders	No. of higher ratings
1-2	Nil
3-5	1 Ldg. Wren, included in total number.
6 and over	1 P.O. Wren, 1 Ldg. Wren, both included in total number.

(A.F.O. 4758/40—not in Annual Volume.)

A.F.O. 3453/45 *3537.—W.R.N.S.—General Duties Ratings Employed in Galleys—Conditions of Service

(N. 8002/43.—5 Aug. 1943.)

The acute shortage of Wren Cooks has made the drafting of general duties ratings to establishments a necessity in order to provide personnel to perform much of the unskilled work in the galleys. The constant demand for personnel for galleys makes it impossible to train these ratings before they are drafted, but in order that they may have an opportunity of qualifying to become Wren Cooks on the specialised rate of pay, the following arrangements have been approved.

2. Ratings will enter the service as Wrens (G.D.). Those who join already trained in civil life as cooks and who could be drafted as competent cooks at the end of the probationary period will (in accordance with A.F.Os. 1180/43 and 1802/43) be granted the lower specialised rate of pay on enrolment and will be allocated to the Cook (O) or Cook (S) category at the discretion of the Superintendent W.R.N.S. (Training). Those ratings who are not fully trained on joining but who are considered suitable for cooking duties will remain as Wrens (G.D.) and will be allocated for draft to Cook (O) or Cook (S) billets at the discretion of the Superintendent W.R.N.S. (Training) in the light of drafting requirements and the rating's suitability. So that these ratings may be distinguished from other Wrens (G.D.) they are, for drafting purposes only, to be referred to as Wrens (G.D.) (Cooks' Assistant).

3. Wrens (G.D.) who are drafted to establishments for duty in galleys are to be given every opportunity to learn cooking. At any time after six weeks' service in the galley, but not later than after three months such service, each rating is to undergo a test designed to establish her suitability to be designated Wren Cook (O) or (S) and to be permanently employed as such. The test is to be conducted by an Accountant Officer not below the rank of Paymaster Lieutenant-Commander or by a Cookery Officer when one is available. On the date of passing the test the rating is to be rated Wren Cook (O) or Wren Cook (S) (according to the duties upon which she has been employed). She will then receive the pay of and subsequently be subject to the rules laid down for specialised categories.

4. If a rating fails to pass the test, the examining officer is to certify whether in his opinion the rating would have a reasonable prospect of passing the test if drafted to another establishment with more extensive facilities for training. Form S.442 is to be used and adapted for this purpose. If the examining officer's opinion is in the affirmative, the rating is to be drafted accordingly and is to undergo the test again after a period of not less than six weeks' but not more than three months' service in the new galley. If the examining officer's opinion is in the negative or if the rating fails the test in the second establishment referred to above, she is to be given the choice of remaining a Wren (G.D.) in a galley or of transferring to Wren Steward (General). If not considered suitable for the latter category, the rating should be re-mustered in a suitable category by the Superintendent, W.R.N.S.

5. Ratings transferred to the specialised category of Wren Cook (O) or (S) under the above provisions will not be regarded as professionally qualified for advancement to Leading Wren Cook (O) or (S) but will be required to pass the test prescribed by A.F.O. 2128/43, paragraph 8 (a), before being advanced. They will not be qualified by service for advancement until they have completed six months' service on the specialised rate of pay (A.F.O. 1180/43, paragraph 7 (a)).

6. Owing to the shortage of Wren Cooks a number of Wren Stewards (General) have in the past been drafted to galleys for general duties. Such ratings are eligible to transfer to Wren Cook (O) or (S) on the specialised rate of pay under the same conditions as Wrens (G.D.).

7. Complements for galleys will in future show a number of cooks only. It must be accepted that the personnel drafted to fill the complement will consist partly of trained Wren Cooks and partly of Wrens (G.D.).

8. Where it is approved in any individual case for a W.R.N.S. Cook (S) of whatever rating to change category to W.R.N.S. Cook (O) or vice versa, the rating will be allowed to change category without loss of rating or seniority, but will no longer be regarded as professionally qualified for further advancement in her new category, e.g. a Leading Wren Cook (O) qualified professionally for advancement to P.O. Wren Cook (O) who changes category to Leading Wren Cook (S) is required to pass the test prescribed by A.F.O. 2128/43, paragraph 8 (b), for P.O. Wren Cook (S) before being professionally eligible for advancement to that rating. Transfers between Wren Cook (O) and Wren Cook (S) and vice versa may be approved by Command Superintendents, W.R.N.S. Transfers of higher ratings are to be dealt with in accordance with A.F.O. 1179/43, paragraph 5.

(A.F.Os. 1179/43, 1180/43, 1802/43, 2128/43.)

3538.—W.R.N.S.—Ratings Serving Abroad—Additional Underwear Grant

(V. 5633/42.—5 Aug. 1943.)

The allowance of £1 3s. 3d. authorised by A.F.O. 3142/43 for the purchase of tropical underwear may be paid to all W.R.N.S. ratings already serving on stations where tropical kit is worn. Payment of the grant is to be noted in the rating's pay book.

(A.F.O. 3142/43.)

*3539.—Mobile W.R.N.S. Personnel and Mobile V.A.D. Personnel—Allowances for Widows with Children

(N. 26828/42.—5 Aug. 1943.)

Widowed mobile personnel of the W.R.N.S. and widowed mobile V.A.D. personnel may be granted allowances in respect of their children under the following conditions.

2. *Officers.*—With effect from 23rd November, 1942, widowed mobile Officers of the W.R.N.S. and widowed mobile commandants, and assistant commandants of V.A.Ds. may be granted allowances in respect of their children at the same rates and under the same conditions as apply to widower R.N. Officers of equivalent rank commissioned on or after 1st January, 1942.

3. The definition of Naval Officer's children is laid down in A.F.O. 5863/42.

4. Payment of this allowance is dependent upon the widow wholly maintaining her child or children; and the allowance will be restricted to the amount of the maintenance where this is less than the allowance.

5. (a) The rates of allowances issuable to widow Officers with children under the age of 16 are:—

	Second Officers and below, W.R.N.S. Commandants and Assistant Commandants of V.A.Ds.	First Officers and above W.R.N.S.
	s. d.	s. d.
Marriage allowance	4 0 a day	4 0 a day.
Children's allowances:—		
For first child	3 0 a day	2 0 a day.
For second child	1 6 a day	1 6 a day.
For third and each subsequent child	1 0 a day	1 0 a day.

(b) Widow Officers who have children over 16 years of age receiving either full-time instruction at an educational establishment, or full-time training for a trade, profession, or vocation within the meaning of Section II D of the Income Tax Circular (A.F.O. 6462/42) receive children's allowances at the above rates, but if there are no children under 16 marriage allowance is not payable.

6. In cases where a service pensionary allowance or a Contributory Pension Acts Allowance is in issue in respect of a child, either to itself or its mother, the following arrangement regarding the payment of allowances is to be followed :—

- (a) No deduction is to be made from the allowance in respect of a Service Pensionary Allowance issued to the widow for herself.
- (b) If the Service Pensionary Allowance in issue to the widow contains an element in respect of a child or if the child itself is in receipt of such a pension, the child's allowance issuable under paragraph 5 (a) or 5 (b) above for the child in question is to be reduced by the Service Pensionary Allowance in issue in respect of the child. No part of children's allowance is issuable if the Service Pensionary Allowance in issue for the child either to its mother or itself equals or exceeds the normal children's allowance payable for the child.
- (c) Contributory Pension Acts allowance in issue whether for the widow or her child is not to be taken into account when assessing the rate of allowance issuable to a widow Officer.

7. Payment of this allowance will cease on remarriage of the Officer.

8. *Claims.*—Officers—Applications for allowances are to be made in the form as shown below, and are to be forwarded to the Accountant Officer responsible for the issue of the Officer's pay and allowances. If available, the Officer's marriage certificate, her children's full birth certificates and the death certificate of her husband should be attached to the application form. If the certificates are not available at the time, the application is not to be delayed but arrangements are to be made by the Officer concerned, as soon as possible afterwards for their transmission in the case of Officers of the W.R.N.S. direct to the Director of Navy Accounts (Branch 4) Admiralty, Bath, and in the case of V.A.D. Officers to the Medical Director General, Queen's House, 64, St. James Street, London, S.W.1 for notation and return in due course.

On receipt of the application form the Accountant Officer will credit the allowance in the ledger, irrespective of whether the required marriage, etc., certificates have been furnished, and forward the application (and certificates, if any) in the case of Officers of the W.R.N.S. to the Director of Navy Accounts (Branch 4), and in the case of V.A.D. Officers to the Medical Director General.

Application Form

Officer's name and rank (BLOCK LETTERS).....
 Where serving.....
 Date of marriage.....
 Date of husband's death.....

With reference to A.F.O. 3539/43 I declare that I am eligible for an allowance under that Order in respect of the following children who are maintained by me :—

Full names	Relationship	Particulars of any Pension awarded	Date of Birth	Income Tax relief	
				Whether granted	Reason if not granted

Note.—Claim can only be made in respect of children over the age of 16 if they are receiving full-time instruction at an educational establishment, or full time training for a trade, profession or vocation within the meaning of Section IID of the Income Tax Circular—A.F.O. 6462/42 or corresponding subsequent circulars.

In such cases the following additional information should be supplied :—

- (a) Name and address of establishment, etc.
- (b) Details of conditions of training, e.g. period, profession.

Claims for children over the age of 16 and below the age of 21, who are physically or mentally infirm and incapable of earning their own living, should be forwarded to Director of Navy Accounts (Branch 4) as directed by A.F.O. 4841/42.

I certify :—

- (a) That the above particulars are true in every respect.
- (b) That I will immediately report any circumstances which may affect my entitlement to the allowance in respect of any child.
- (c) That I will immediately report when I re-marry.

Signature
 Rank.....
 Date

FOR USE OF ACCOUNTANT OFFICER

Marriage allowance	s. d. a day.
Children's allowance	s. d. a day.
Total ... ..	.....

Marriage etc. allowances at the above rates have been credited to the officer from.....inclusive, a list.....No.....
 in ledger of.....for quarter ending.....

Marriage, death and birth certificates forwarded herewith.
 Marriage, death and birth certificates will be forwarded separately.
 (Delete as necessary).

Accountant Officer.

Rough ledger
 Fair ledger Date

The Director of Navy Accounts (Branch 4).

9. *Mobile W.R.N.S. ratings and comparable V.A.D. personnel.*—In the case of ratings the concession will apply with effect from 26th November 1942 and will be in accordance with the general conditions applicable to the issue of allowances for motherless children of men ratings. Thus Special Marriage Allowance up to 13s. 0d. per week (or 18s. 0d. per week if a paid full-time housekeeper is employed) together with children's allowance at the usual rates (9s. 6d. per week for the first child 8s. 6d. for the second and 7s. 6d. for subsequent children) may be paid where the widowed member maintains a home for the children and allots the requisite sum.

If the children are boarded out in institutions or with private guardians this special allowance will be reduced where appropriate to such sum as is required for their maintenance in addition to the children's allowances and the amount of the minimum qualifying allotment.

The qualifying allotment will usually be one-half of the rate of allotment necessary to qualify a man rating of equivalent rank for ordinary marriage allowance and allotment concession will be paid thereon at 1s. 9d. per week (see paragraphs 3 and 5 of A.F.O. 2613/42). Any voluntary allotment in excess of the qualifying rate will be payable in addition.

10. These allowances will not be payable with Dependant's Allowances but may be applied for in substitution of such allowances already in payment.

11. Provided that application is made within one month of the receipt of this Order arrears from 26th November or later date of eligibility may be paid in cases where the member is eligible for the concession at a current date. Arrears payments will not include the allotment factor as no allotment will have been charged against pay.

In cases where allowances under the present Order are substituted for Dependant's Allowances already in issue payments already made will be taken into consideration in calculating the arrears.

In other cases payment will commence concurrently with allotment charges.

12. Applications should be made through Commanding Officers to the Director of Navy Accounts (Branch 9) supported by the following particulars:—

- (a) Form S.63 declaring allotment in favour of guardian of children. If an allotment is already in force Form S.63 should nevertheless be rendered confirming its continuance at the current rate or notifying any variation.
- (b) Marriage certificate of member. If not available maiden name full name of husband and date and actual place of marriage should be stated.
- (c) Death certificate of husband or date and actual place of death.
- (d) Birth certificates of children eligible for the allowance. If not available, full names and date and actual place of birth should be stated.
- (e) A statement whether the member or guardian is in receipt of any pension or Government allowance in respect of the children, and if so, full particulars of such payments. (*Note.*—The rules under paragraph 6 above are generally applicable also to W.R.N.S. ratings.)
- (f) If the children are billeted under any evacuation or other scheme, particulars should be given, and it should be stated whether any billeting contribution is being paid by the mother.
- (g) A statement, signed by the member, indicating whether it is desired that any arrears payable should be credited to her pay account, or be paid to the guardian.

13. Allowances under this Order will cease on the remarriage of the member, and any such remarriage or any other circumstance affecting entitlement to the allowances must be immediately reported to the Director of Navy Accounts (Branch 9).

14. This concession is not applicable to immobile widow members of the W.R.N.S. or immobile members of the V.A.D.

(A.F.Os. 2613/42, 4841/42, 5863/42 and 6462/42.)

3540.—Airmen Victualled by the Royal Navy—Spirit Ration and Grog Money

(V. 4693/43.—5 Aug. 1943.)

Airmen accommodated and victualled by the Royal Navy while training for, and when taking part in, combined operations, are eligible for the spirit ration or the payment of grog money in lieu under the same conditions as Naval ratings and troops (K.R. & A.I., Articles 1827 and 1832).

2. K.R. & A.I., Article 1818, Clause 4, K.R. 2/42, will be amended.

(K.R. & A.I., Articles 1818, Clause 4, 1827 and 1832.)

*3541.—R.A.F. Personnel Serving with the Fleet Air Arm

(N. 3593/43.—5 Aug. 1943.)

The undermentioned decisions affecting R.A.F. personnel serving on loan to the F.A.A. are promulgated for information:—

- (a) Warrant Officers, R.A.F., serving with the F.A.A., and any airmen subsequently promoted to that rank, will be replaced by Flight Sergeants:
- (b) the tour of duty of all airmen serving with the F.A.A. will be three and a half years, consideration being given to individual applications to extend that period.

All necessary action will be taken by the Commodore, R.N. Barracks, Lee-on-Solent, in collaboration with the Air Officer in Charge of Records, R.A.F., to bring about as soon as possible the relief of such ranks as are eligible for, and desire, return to the R.A.F. It will not be practicable to apply the new rules immediately to all concerned, but R.A.F. ranks will be dealt with in their turn and as soon as the exigencies of the Service permit.

3542.—Cable Ship Personnel—Disposal on Discharge from Hospital or Sick Quarters

(M.D.G. 36420/43.—5 Aug. 1943.)

Cable ship personnel serving in vessels in *home waters* are borne on the books of H.M.S. "Ubiquity" (Cable Ship Depot), Edinburgh, as from the date they are discharged to hospital or sick quarters. Instructions regarding their disposal on discharge from hospital are to be obtained from that depot in future.

2. Cable ship personnel in vessels *abroad* will normally continue to be borne on the ship's books in which they were serving prior to discharge to hospital, and instructions for their disposal are to be obtained from the vessel concerned. In cases where the vessel has sailed before personnel are discharged, disposal instructions are to be obtained from the depot as in paragraph 1.

(A.F.O. 1242/42 is cancelled.)

3543.—Dominion Personnel Reported "Missing" or Prisoners of War—Accounting Arrangements

(D.N.A. 12860/43.—5 Aug. 1943.)

With reference to A.F.O. 3360/41, paragraph 9, and A.F.O. 2881/40, paragraph 6, the pay accounts of officers and ratings of the Dominion Naval Forces serving in the Royal Navy should be closed to the date of casualty or capture. The allowances referred to in A.F.O. 2881/40, paragraphs 3 (g) and 4 (g), should be adjusted to these dates and pay documents should be forwarded as follows:—

- (i) *Canadian Personnel* ... H.M.C.S. "Bytown," Ottawa, Canada.
- (ii) *Australian Personnel* ... H.M.A.S. "Cerberus II." H.M.A. London Depot, Australia House, Strand, London, W.C.2.
- (iii) *New Zealand Personnel* ... H.M.N.Z.S. "Cook," Navy Office, Wellington, New Zealand.
- (iv) *South African Personnel* ... The Accountant, S.A.N.F., P.O. Box 849, Capetown.
- (v) *Royal Indian Navy Personnel* The Under Secretary of State for India, Accountant General's Department, India Office, 28, King's Road, Chelsea, London, S.W.3.

(A.F.Os. 2881/40, 3360/41 and 3022/43, Appendix III.)

(A.F.O. 4853/42 is cancelled.)

3544.—Admiralty Surgeons and Agents

(C.E. 10255/43.—5 Aug. 1943.)

The undermentioned appointments as Admiralty Surgeons and Agents have been approved:—

Place	Name	Address	Remarks
Winchester ...	Mr. G. A. Smythe, M.B., Ch.B., M.R.C.S., L.R.C.P.	"Dunkeld," St. Cross Road, Winchester.	Vice Mr. C. B. S. Fuller.
Luton ...	Mr. T. E. S. Lloyd, M.B., Ch.B., M.R.C.S., L.R.C.P.	100, Alexandria Avenue, Luton, Beds. (Telephone: Luton 2390.)	Vice Mr. R. E. R. Sanderson (deceased).
Connah's Quay	Mr. M. J. Gavin, M.B., Ch.B.	"Evergreen," Wepre Park, Connah's Quay, Chester.	—

3545.—Navigational Facilities in L.C.A.

(M./D.N.E. (C.O.) 4001/43.—5 Aug. 1943.)

The following amendment is to be made to A.F.O. 279/43 :—

Clause 3. *Cancel and substitute* :—

- (i) The chart desk, with electric light and dimmer, as provided for by C.A.F.O. 93/43 is to be fitted abaft the steering shelter facing inboard, with a splash and light-tight screen around it, at a height at which the desk can be worked on whilst squatting on the centre seat of the L.C.A.
- (ii) In craft allowed D/F Outfit R.H.1, the W/T set is to be fitted abaft the chart desk, the splash and light-tight screen being extended as necessary to enclose the W/T set (sufficient space being allowed for the operator).
- (iii) A non-magnetic support for the visual indicator is to be fitted on the port after side of the steering shelter after bulkhead. The visual indicator will be supplied on a flexible lead and is to be stowed when not in use in a similar support near the W/T set.

Lead on visual indicator to be of such length that instrument cannot be brought closer to compass than 2 ft. 6 ins.

Orders are to be issued that the visual indicator is to be in stowage position by W/T set when not in use.

(C.A.F.O. 93/43 and A.F.O. 279/43.)

†*3546.—Naval Salvage Money—Distribution

(D.N.A./S. 142/43.—5 Aug. 1943.)

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

Award for the Salvage of S.S. "Governor" by H.M.S. "Bridgewater" on 28th January, 1941 to 2nd February, 1941.

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

	£	s.	d.
1st Class	124	17	6
5th Class	41	12	6
6th Class	31	4	5
7th Class	24	19	7
8th Class	20	16	4
9th Class	16	13	0
10th Class	12	9	9
11th Class	10	8	2
12th Class	6	4	11
13th Class	4	3	3

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

3547.—Night Fighter Crews—Volunteers for Training

(A.W.D. 1023/43.—5 Aug. 1943.)

Names of volunteers for training as night fighter crews may be forwarded from Pilots and Observers, with or without 1st Line experience.

2. Pilots should be of above-average flying assessment, and preferably have had deck-landing experience, though this is not essential. Both fighter and T.B.R. Pilots are eligible.

3. Observers must be confirmed as such.

4. Names of volunteers are to be signalled on the 1st or 2nd of every month, and Forms S.206 rendered, quoting the number of this Order.

***†3548.—Courses in Anglo-American Relations and Current Affairs at Balliol College, Oxford—REPORTS**

(C.W. 31243/43.—5 Aug. 1943.)

As a contribution to Anglo-American relations the University of Oxford is arranging a series of short joint residential courses for officers of the American, Canadian and British Forces at Balliol College. Each course will occupy one week and the series, starting on Monday, August 9th will run through consecutive weeks for as long a period as is desired. Each course will last from 1730 on Monday to 1200 on Saturday.

2. The courses will aim at increasing mutual knowledge and understanding of current affairs. Each day lectures on topics of common interest to British and North American officers will be given by accepted authorities on the various subjects and will be followed by discussions. The subjects chosen will be such as to be of use to British officers in connection with the Adult Education Scheme and A.B.C.A.

A special feature will be the opportunity afforded students of meeting people in Oxford with the same interests as themselves. Hospitality will be arranged, and visits paid to places of outstanding interest in and around Oxford.

3. The allocation of places to officers, each week, is: Americans 30, Canadians 30, British 15. Of the last, three have been allocated to the Navy. Officers of the Women's Services are included.

4. Officers will attend these courses on duty and will be eligible for subsistence allowance. Preference is given to those whose duties bring them in contact with the American Forces and to those concerned with Adult Education.

5. The allocation of places will be arranged by the Director, Education Department, Admiralty, S.W.1. Flag and Commanding Officers are to report to him the names of officers whom it is desired to send. Where practicable, alternative dates should be given. Application should be made at least 14 days before the required course starts.

6. Officers on leave who wish to attend should make application to the Secretary of the Admiralty (for D.E.D.).

7. The inclusive charge for accommodation in College will be £3 12s. 0d.; this covers gratuities, but drinks taken with meals must be paid for at the time. This sum is payable to the Secretary on the last morning of the course. Blankets and bed linen will be provided by the College, but officers must take their own towels.

A.F.O.
1529/45**3549.—Members of the Scientific and Technical Pools—Pay Arrangements**

(D.N.A./C.E. 51362/43.—5 Aug. 1943.)

The pay arrangements for official naval photographers promulgated in A.F.O. 2495/43 may also be applied to members of the Scientific and Technical Pools who are given commissions for protective purposes on proceeding to sea or abroad on special duties.

(A.F.O. 2495/43.)

3550.—Instructional Film "Thunderstorms", Serial No. G.82

(T.S.D. 2247/43.—5 Aug. 1943.)

An instructional film entitled "Thunderstorms", produced by the United States Bureau of Aeronautics, is being supplied in 35-mm. and 16-mm. size to each of the Command Instructional Film Libraries (*vide* A.F.O. 2723/43) and to R.N. Air Station, Piarco.

2. The film deals with formation of storm, danger spots, air currents, and correct procedure for flying around or through storms and should be seen by all pilots and observers under training.

3. The running time of the film is 50 minutes approximately.

(A.F.O. 2723/43.)

*3551.—Lott Naval Trust Fund—Awards for Inventions

(N.16352/43.—5 Aug. 1943.)

The following awards to Naval personnel have been approved by the Lott Naval Trust Fund Committee:—

F. Reed, Chief Petty Officer, P/J.105763	£5
Diving Apparatus. (N.2253/43.)	
Lieutenant J. Davies, R.N.V.R.	£2
Rocket modification. (M.4114/42.)	
Electrical Lieutenant H. W. Norris, R.N.V.R.	£5
A/S Device. (N.5497/43.)	
P. Bicheno, Acting Leading Air Mechanic FX.76146	£3
Coil modification. (N.1065/43.)	
K. B. Thomas, Leading Seaman, Radar, P/JX.171591 ; J. R. Ewen, Leading Seaman, Radar, P/JX.171255	£4 each.
Ready-Reckoner. (N.4641/43.)	
Temporary Lieutenant W. A. Gladstone, R.N.V.R.	£15
Device for protractor. (N.2406/43.)	
F. C. G. Hagger, Chief Electrical Artificer, C/MX.48427	£5
Modification to Signal Projector. (N.26857/42.)	
Commander J. A. H. Hunter (Retd.), R.N.	£10
Temp. Elect. Lieutenant A. J. Mears R.N.V.R.	£7
Attack Teacher. Extension. (A/SW.465/43.)	
Mr. W. J. Cook, Commissioned Gunner (T)	£15
Modification to depth charge. (T.01135/43.)	
Lieutenant (E) G. Clayton-Greene, R.N. ; Sub-Lieutenant (E) B. R. Hepburn, R.C.N.V.R.	£5 each.
Fire-fighting device. (N.18388/42.)	
E. E. Goldsmith, C/Petty Officer Telegraphist, C/J.31194	£5
Battery Supply Circuit. (S.D.03251/42.)	
Commander (E) A. G. B. Norman	£2
Magazine Loader for Oerlikon. (G.0376/43.)	
Sub-Lieutenant (Sp) S. Wagner, R.C.N.V.R. ; Mr. F. S. Turnbull, Warrant Telegraphist, R.N. ; Mr. C. A. Brown, Warrant Electrician, R.N.	£5 each.
Aerial Device. (N.6393/43.)	
H. Longworth, Chief Electrical Artificer, D/M.38282 ; F. G. Ball, Chief Electrical Artificer, D/M.36718	£6 each.
Electrical Fuse Device. (N.6501/43.)	
Lieutenant F. J. North, R.N.V.R.	£10
Instructional device. (G.D.01378/42.)	
Mr. C. R. Berry, Warrant Ordnance Officer	£2
Belt-filling Machine modification. (G.1088/43.)	
E. Johnston, Able Seaman D/J.171295	£15
Modification to 4·5-in., Mark II Mounting. (G.03354/43.)	
Lieutenant-Commander C. M. Parry, R.N.	£10
Lieutenant (E) D. A. W. Sandell, R.N.	£5
Control arrangements for 4·5-in., Mark II Mounting. (N.27665/42.)	
Mr. H. Beazor, Temporary Boatswain	£5
Modification to Attack Teacher Table. (A/SW.5316/42.)	
Sub-Lieutenant (Sp) F. H. M. Rapsey, R.N.V.R.	£5
Modification to Camera. (AM.6333/42.)	
Mr. J. G. R. Veal, Temporary Warrant Ordnance Officer	£3
Modification to Dial Sight. (G.05309/43.)	
Sub-Lieutenant K. Hudspeth, R.A.N.V.R.	£10
Safety Clip for Depth Charge. (M.09726/42.)	
A. B. Shepherd, Engine Room Artificer, 1st Class (Pensioner)	£3
Drilling Machine. (M.880/43.)	
S. C. Brickell, Acting Electrical Artificer, 4th Class, C/MX.77777 ; H. G. Bailey, Able Seaman, C/J.100362	£5 each.
Recognition device. (N.8512/43.)	
Temporary Lieutenant K. Braa, R.N.R.	£4
Compass Corrector Box. (N.10534/43.)	

Lieutenant Commander P. A. Roche, D.S.C., R.N. ; Mr. C. B. Gibbs, Warrant Ordnance Officer, R.N. ; J. H. Dicks, Petty Officer, C/JX.130577	£6 each.
Oerlikon Gun modification. (G.08381/42.)	
L. J. Scott, Chief Yeoman of Signals, C/J.102982	£4
J. S. Jones, Chief Electrical Artificer, C/MX.47578	£3
Attachment to Signal Lantern. (N.9950/43.)	
E. Abbot, Acting Air Artificer, 4th Class, SFX.81	£10
Aircraft Aerial. (N.10571/43.)	
Mr. F. I. Sharman, Commissioned Engineer	£12
Plotting device. (P.21219/42.)	
Mr. C. R. Berry, Warrant Ordnance Officer	£3
Modification to Oerlikon mounting. (N.10604/43.)	
Commander H. F. Pullen, R.C.N.	£5
Gunnery Instructional device. (N.4034/43.)	
Mr. W. J. Christmas, Warrant Electrician	£5
Ring main modification. (N.252/43.)	
Temporary Lieutenant J. E. Wood, R.N.V.R.	£10
Design for Oerlikon mounting. (N.11695/43.)	
J. L. Holmes, Acting O.A. IV., P/MX.89575	£4
Tool for Oerlikon mounting. (G.2037/43.)	
Mr. S. F. Pantlin, Gunner	£3
Oerlikon Gun modification. (C.P. Pat.1592/43.)	
Lieutenant (E) J. A. Slade, R.N.	£10
J. Pattison, Acting Petty Officer, P/J.112921	£5
Inter-communication system. (C.W.48417/42.)	
J. W. Thorne, A.B., P/J.57143	£3
Telephone Plug and Socket. (N.14306/43.)	

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 Navy 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.)

3552.—Free French Navy—Disposal of Medical History Documents

(M.D.G. 18270/43.—5 Aug. 1943.)

All medical history documents including X-ray photographs of Free French Navy personnel are to be forwarded after the patient has been discharged from R.N. hospitals or sick quarters to Direction du Service de Sante, Commissariat National a la Marine, Stafford Mansions, Stafford Place, London, S.W.1.

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

3553.—Guns and Breech Mechanisms—20-mm. and below—Lubrication

(G. 05903/43.—5 Aug. 1943.)

Machine guns of all types of 20-mm. calibre and below mounted in ships, shore establishments and Naval aircraft, are to be lubricated as set out in the table below. All previous instructions as to their lubrication are cancelled.

2. Until D.T.D.143C is available, Cooper's grease, No. 4, may be used. This will give reliable functioning down to minus 30° F.

Deck or Ground Guns				Aircraft Guns		
Type	Normal temperatures	Between 20° F. and 0° F.	Below 0° F.	Ammunition (at all temperatures)— (a) Deck guns (b) Guns used ashore	Gun at all temperatures	Magazine or belt feed mechanism
20-mm. Oerlikon	G.S. mineral	D.T.D.44D	D.T.D.44D	(a) and (b) D.T.D.143C also to be used for magazine (a) D.T.D.143C (b) Dry	—	—
20-mm. Hispano	G.S. mineral	D.T.D.44D	D.T.D.44D	(a) D.T.D.143C (b) Dry	D.T.D.44D	D.T.D.44D
0.50-in. Vickers	G.S. mineral	D.T.D.44D	50/50 D.T.D.44D and paraffin	(a) D.T.D.143C (b) Dry	—	—
0.50-in. Browning (Colt)	*G.S. mineral	D.T.D.44D	50/50 D.T.D.44D and paraffin	(a) D.T.D.143C (b) Dry	50/50 D.T.D.44D and paraffin	—
0.303-in. and 0.30-in. all types	G.S. mineral	D.T.D.44D	50/50 D.T.D.44D and paraffin	(a) D.T.D.143C (b) Dry	50/50 D.T.D.44D and paraffin	—
Carbines, rifles and pistols	G.S. mineral	D.T.D.44D	50/50 D.T.D.44D and paraffin	(a) and (b) Dry	—	—

* The striker assembly should be very lightly lubricated with D.T.D.44D at normal temperatures (A.F.O. 1537/42).

(B.R.292.)

(A.F.O. 1537/42.)

3554.—Guns and Breech Mechanisms—Q.F., 40-mm., Mark IV, Left and Right—Modification to Cover, Buffer Piston Rod Aperture

(A.S. 8912/43.—5 Aug. 1943.)

The following modification is approved:—

Gun	Q.F., 40-mm., Mark IV, left and right.
Part affected	Cover, buffer piston rod aperture (one on each gun).
Purpose	To facilitate assembly.

Nature of modification ... Four holes to be opened out to 5 mm., corresponding holes in casing to be tapped 2 B.A. and cover secured by four screws, 2 B.A. by $\frac{1}{4}$ in., in accordance with A.F.O. Diagram 230/43.

By whom to be done ... Staffs of H.M. ships, bases and R.N.A. depots.

Degree of urgency ... As convenient.

2. Guns manufactured in the future will embody covers secured as above.

3555.—Guns, Machine, Bren, 0.303-in.—Boxes, Magazine, Mark I

(A.S. 17621/42.—5 Aug. 1943.)

The following modification is approved:—

Gun Machine, Bren, 0.303-in.

Part affected Boxes, magazine, Mark I.

Purpose To make box sand and dust proof.

Nature of modification ... Riveting angle-iron piece, felt, and mild steel strip to inside of lid; and fitting fearnought strip round top edges of box. After modification Mark to be advanced to I.*

Drawing N.O.D. 2190/30.

By whom to be done ... Royal Naval Armament Depot.

Degree of urgency ... As convenient.

2. Boxes held by R.M. establishments need not be modified.

3556.—Guns, Machine, Lewis 0.303-in.—Conversion of Mark IV A.A. Sights (100 knot) to Mark V (200 knot)—Fitting Mark III Butt Plates to Gun

(A.S./G. 939/42.—5 Aug. 1943.)

The following modification is approved:—

Gun Lewis & Savage Lewis 0.303-in. except shoulder shooting gun.

Part affected Sights A.A., Mark IV, and Butts.

Purpose To provide 200-knot sights.

Drawing N.O.D. 3115/6.

Nature of modification ... (a) *Sights*.—Sights A.A. fore and back, Mark IV (100-knot) to be converted to Mark V (200-knot). The new foresight holder is welded to the existing gun band and a 200-knot foresight ring assembled. The existing eyepiece support bracket is removed, reversed and fitted to left-hand side of butt. Crosswires are soldered to the existing eyepiece holders which with existing eyepiece holder plate are assembled with the new adjusting plate to the re-positioned bracket. Sights A.A., Mark V, are required for one gun only of twin mountings.

(b) *Butts*.—To be shortened to receive back sight holders and fitted with Mark III butt plate.

The butts of both guns in twin mountings are to be modified.

By whom to be done ... R.N. Armament Depots.

New parts Butt plates, Mark III—to be provided locally. Holders, foresight; plates, adjusting backsight; and rings, foresight 200-knot—to be demanded from D.A.S.

Degree of urgency ... As required.

2. It is to be noted that sights, A.A., Mark IV, are suitable for Lewis 0.303-in. machine guns converted to shoulder shooting vide A.F.O. 6279/42.

3. Parts displaced on conversion of sights A.A., Mark IV, are to be scrapped except where local stocks are required for replacement purposes.

(A.F.Os. 430/41 and 3639/41 are cancelled.)

3557.—Gun Mountings—15-in., Marks I, I*, I/N—Modifications Required to Enable 6 C.R.H. A.P.C. Shell Fitted K Device to be used—REPORTS

Ships concerned and Dockyards

(G. 09147/43.—5 Aug. 1943.)

Trials have shown that although the modifications ordered in A.F.O. 1689/43 enable 6 C.R.H. H.E. shell 67-in. in length to be used, they are not satisfactory with A.P.C. shell fitted with "K" device. Although the overall length of the shell is less than 67-in. the "K" device projects 0.8-in. ahead of the contour of the nose of the 6 C.R.H. shell not so fitted, the length of the nose of the shell is thus increased by this amount and the base of the self-aligning rammer head will engage on the "K" device before the jaws take on the shoulder of the shell.

2. A recess is to be machined in the head of the rammer, as shown in red in A.F.O. Diagram 226/43 (G.R. 6350), Fig. II, to accommodate the device.

3. A second result of the increased length of the nose of the shell is that if a shell rebounds against the rammer head, adjusted *vide* A.F.O. 1689/43, paragraph 6 (iv) (c), the "K" device will foul the flashtight casing, over the gunloading cage as the cage is raised.

To overcome this foul the flashtight casing and the forward flash doors are to be modified as follows:—

(a) The two hinges (standing and moving parts) of the forward flash door are to be removed and resecured 2-in. towards the front of the turret, without moving the flash door relative to the flashtight casing, the three redundant holes in the casing which previously secured the hinges being first suitably plugged.

This will cause the moving part of the hinge to project 2-in. over the edge of the flashtight door, and the standing part to be a similar amount behind the edge of the casing.

(b) A recess 2-in. deep by 5-in. wide is then to be cut in the edge of the casing in the way of the path of the nose of the shell, the doubling plate on the forward edge of the casing, which forms a lip on which the door rests when the door is closed, being worked around the recess.

This recess will be found to come approximately in line with the outboard hinge.

(c) A plate 5-in. × 2-in. × $\frac{1}{4}$ -in. is then to be fitted to the hinged door in line with the recess in the casing. This plate should be fitted so that its lower surface is flush with the lower surface of the flash door and should be secured by welding at the join with the flash door and reinforced by a countersunk headed bolt through the now redundant foremost hole in the moving part of the hinge; $1\frac{1}{4}$ -in. forward of this bolt a second bolt is to be fitted from underneath, through the plate into the hinge.

Both bolts should be prevented from slacking back by star punching.

(d) A.F.O. Diagram 226/43 (G.R. 6350), Fig. I, shows an expanded isometric arrangement of the outboard hinge, recess and additional plate after modification, the recess and plate being shown in red.

(e) The horizontal shaft operating the flash doors will require lengthening to suit the new position of the flash door and hinges.

(f) In some ships it may be found that the angle supporting the working chamber radial crane rails will foul the flash door and prevent it opening fully. Where this is the case the angle and rail must be cut back as necessary.

4. After carrying out the necessary modifications in paragraph 3 for A.P.C. shell, the following tests are to be carried out with H.E. shell:—

(i) After ramming a 6 C.R.H. H.E. shell into the gun loading cage the shell should be hand spiked back into the jaws of the fully extended rammer so that it takes on *both* jaws of the rammer head.

There should now be a clearance of 1-in. between the base of the shell and the fixed stop on the G.L. cage if a 67-in. shell were used. If a shorter shell is used for this test the clearance should be increased by the amount the shell is short of 67-in.

(ii) Leaving the shell in the position of maximum possible rebound, as in 4 (i) above, withdraw the rammer and raise the G.L. cage slowly, taking care that the shell does not slip back.

There should now be a clearance of $1\frac{1}{2}$ -in. between the flash door casing and the nose of a 6 C.R.H. shell not fitted with "K" device.

To obtain these clearances, if not already present, the rammer piston should be screwed in or out of the rammer head as necessary, care being taken that the clearance "W" in A.F.O. 1689/43, paragraph 7 (iv) (d), is maintained.

5. A third result of the increased length of the nose of the A.P.C. shell fitted with "K" device is that a suitable adjustment of the surging stops on the main cage to ensure clearance between the shell and the mainhoist casing will not ensure a similar clearance when shell fitted with "K" device are used.

It will therefore be necessary to change the position of the surging stops when the type of shell in use is changed.

To enable this to be done quickly and with the certainty of correct positioning, limit stops are to be fitted to the surging stop supporting arms of the shell room bogies, main cages and working chamber traversers on the lines of those shown in red in A.F.O. Diagram 226/43 (G.R. 6350), Fig. III.

The limit stop remote from the base of the shell is fitted to limit the possible movement of the surging stop to the position required when 6 C.R.H. H.E. shell 67-in. in length are used. The other limit stop is placed so that the surging stop can be moved 1-in. towards the base of the shell and limits the possible movement of the surging stop to the position required when A.P.C. shell fitted with "K" device are used.

6. Commanding Officers of all ships carrying 15-in. gun mountings are to arrange for these modifications to be carried out by ships' staffs with dockyard assistance when available, an item, classification "A*," being inserted in current lists of As. and As.

Completion is to be reported to the Admiralty.

7. Ships already outfitted with 6 C.R.H. A.P.C. shell, fitted "K" device, but which have temporary arrangements approved by the Admiralty, are to complete these permanent modifications as soon as possible.

8. As all 15-in. A.P.C. shell will, as supplies become available, be 6 C.R.H. and fitted "K" device, ships not yet so outfitted are to progress these modifications as rapidly as possible and are to complete them before these shell are embarked.

9. "*Abercrombie only*."—As the flash doors in "*Abercrombie*" are differently arranged, only the modifications in paragraphs 2 and 5 are required. The tests in paragraph 4 should, however, be carried out.

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

(A.F.O. 1689/43.)

3558.—Gun Mountings,—15-in., Marks I, I* and I/N and 16-in., Mark I, Capital Ships—Hoses, Flexible, for Action Repairs to Hydraulic Pressure and Exhaust Pipes—Suspension of Supply—REPORT

Ships, dockyards and E.R.Os. concerned

(G. 09289/43.—5 Aug. 1943)

In view of the difficulties attending the handling and fitting of the above-mentioned flexible hoses in many positions, especially those of the larger sizes, they have been considered to be of doubtful utility, and supply to new construction has been discontinued for some time.

2. Spare lengths of rigid piping of each size fitted, together with flanges and necessary dies for cutting threads, are carried on board for the purpose of making repairs of a permanent or semi-permanent nature.

3. In order to effect economy in labour and valuable material further issues to replace these flexible hoses lost or damaged will not be made.

4. A brief report is to be forwarded on any known case in which flexible hoses have proved of value, stating the occasion, the size of pipe used, the position in which it was fitted and time taken to fit.

5. Ships in possession of full or reduced outfits are to retain them on board but replacements are not to be demanded pending further instructions.

Note.—This Order does not apply to other flexible hoses which are necessary for the ordinary maintenance and operation of the mountings.

3559.—Gun Mountings—4.7 in. Twin Mk. XX—Modification to Tilting Tray for Fuze No. 207—REPORTS

Ships concerned

(Pt. G. 08279/43.—5 Aug. 1943.)

The tilting trays and fuze setting trays for the above mountings were designed to accommodate shells fitted with fuze No. 206. Upon the introduction of fuze No. 207, which is slightly longer, it was discovered that the extra movement required of the sliding bracket resulted in a foul with the shell grip guards.

2. The travel of the sliding bracket can be reduced by positioning the shell further to the rear, and this can easily be accomplished by fitting a packing piece of 0.05-in. thick to the forward shell rest, resulting in the shell being about 0.25-in. further to the rear.

The resultant reduction in travel of the sliding bracket is shown in the table below and should be sufficient to clear the grip guards:—

	Fuze 206.	Fuze 207.
Present movement	0.5-in.	0.93-in.
Movement with 0.05-in. packing piece under the shell	0.25-in.	0.68-in.

3. A.F.O. Diagram No. 223/43 (G.R. 6361) shows details of the new packing piece required and the modifications which are necessary to the front shell rest.

4. Commanding Officers of ships concerned should arrange for this modification to be carried out by ship's staff.

5. The register number of mountings modified should be reported to the Admiralty.

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

3560.—Gun Mountings—4-in., H.A., Twin, Mark XIX. (Including R.P.50 Series.)—Cutting of Access Holes in Shield of Mountings Fitted with F., Mark II, Elevation Receivers and/or Pattern No. 20 Training Receivers (Small Type Modified)—REPORTS

Ships Concerned and Dockyards

(G. 1888/43.—5 Aug. 1943.)

To give access to the terminals of the F., Mark II, elevation receivers and/or Pattern No. 20 training receivers (small type modified), mountings so fitted should have holes cut in the left-hand and/or right-hand side of the spray shield as applicable.

The position of the holes and details of the cover plate which should be fitted are shown on A.F.O. Diagram No. 232/43 (G.R. 6357).

2. Commanding officers of ships concerned should arrange for this work to be carried out by ships' staff.

3. The register number of mountings modified should be reported.

4. Authorities holding copies of Drawing No. N.10815, "Details of spray shield", should modify them to agree with A.F.O. Diagram No. 232/43 (G.R. 6357).

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

3561.—Gun Mountings—2-pdr., Mark XVI Link Deflector Plate—Fitting Ships and Coastal Force Bases Concerned

(G. 07739/43.—5 Aug. 1943.)

To ensure that empty links fall clear of the mechanism of the above mounting, a link deflector plate is to be fitted, in accordance with A.F.O. Diagram 228/43 (G.R. 6348).

2. The work is to be carried out by ship's staff and Coastal Force Base staff.

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

3562.—Gun Mountings—20-mm., Marks IIA, IIIA, IV, U.S. and V, U.S.—Modification to Cradle to Facilitate Removal of Recoil Springs

Ships, Yards and Depots Concerned

(G. 08338/43.—5 Aug. 1943.)

Arrangements have been made for the comprehensive modification of the cradles of 20-mm. Oerlikon single-gun mountings to be carried out by contract and details are being promulgated in C.A.F.Os.

2. The modifications include machining to permit stripping the guns while mounted.

3. Where considered desirable, however, ships' staffs may carry out the modification shown in A.F.O. Diagram 231/43 (G.R. 6355).

4. The modification consists of machining two elongated holes to enable the rear pins retaining the breech bars to be removed when removing or shipping the barrel springs.

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

3563.—Ammunition—General—Failure of American Ammunition—REPORTS

(G. 08092/43.—5 Aug. 1943.)

Missfires and failures of American ammunition of all types (including aircraft bombs, pyrotechnics, etc.), should be reported, similarly to British ammunition, as set out in Chapter XVI of C.B.(R) 3063. An additional copy of all forms and correspondence should, however, be sent to the Admiralty for forwarding to the American authorities.

(C.B.(R) 3063.)

3564.—Ammunition—Pyrotechnics and Rockets, Signal—Smoke Floats, B.L., 4-in. Mortar, of Messrs. Wheatley's Manufacture—Liability to Failure

(G. 04267/43.—5 Aug. 1943.)

Occasional failures may be expected with 4-in. B.L. mortar smoke floats, Marks I and II, of Messrs. Wheatley's manufacture, owing to the float breaking away from the smoke container in flight. The proportion of failures is not expected to be great, but users are warned of the liability. Steps to rectify this weakness have been taken in new manufacture.

3565.—Ammunition—S.A., 0.5-in., Vickers Semi-Armour Piercing, "F", Mark IZ—Withdrawal

(A.S. 6581/43.—5 Aug. 1943.)

Cartridges, S.A., 0.5-in., semi-armour piercing, "F", Mark IZ, of R.L. manufacture of dates 1st January, 1937, to 5th September, 1941, inclusive are to be withdrawn from service. Any quantities of this make and dates at present on board or at establishments on shore should, therefore, be returned to the nearest Naval Armament Depot.

2. Any such ammunition at present in store at R.N. Armament Depots, etc., or subsequently received from H.M. ships and/or establishments; should be forwarded to Senior Armament Supply Officer, Upnor, for breakdown.

3. In consequence of the withdrawal of the ammunition referred to above, A.F.O. 1639/43, Part II, paragraph 1, is to be amended as follows:—

Delete sub-paragraphs (a), (b), (c) and (f).

In sub-paragraph (d) delete the first sentence "Cartridges, 0.5-in." to "in lieu", line five, and substitute the first paragraph of this Order.

In sub-paragraph (e), line two, delete the words "has harder cartridge cases and". Line three, add "or D.T.D. 143C".

(A.F.O. 1639/43.)

(A.F.O. 1924/43 is cancelled.)

3566.—Ammunition—20mm. Oerlikon—Priority for Firing and Practice Use

(G. 012852/42.—5 Aug. 1943.)

Further instances of stoppages caused by blown-out caps have occurred. A.F.O. 1413/43, Section IV, paragraph 6, refers.

2. Trials and reports indicate that this defect is confined almost entirely to ammunition of American manufacture.

3. The following instructions are issued:—

(a) 20-mm. Oerlikon ammunition of British manufacture should be issued to and fired from H.M. ships and D.E.M.S. in preference to American ammunition if both types are available.

(b) Ammunition to be fired for practice should be selected in the following order of preference:—

(i) Practice ammunition.

(ii) American ammunition.

(iii) H.E. and H.E./T ammunition of British make.

H.E./I and H.E./I/T ammunition of British manufacture should only be used for practice purposes if none other is available. Demands are, however, not to be rendered for supplies of practice ammunition, or American ammunition or H.E. and H.E./T ammunition of British make, for the specific purpose of complying with (i), (ii) and (iii) above.

4. D.E.M.S. Staff Officers should make the necessary arrangements for merchant vessels.

(A.F.O. 1413/43.)

3567.—Ammunition—20 mm. Oerlikon H.E.—Withdrawal of American Lot N.M.C. 15—REPORT

(A.S./G. 09447/43.—5 Aug. 1943.)

Twenty mm. Oerlikon H.E. ammunition of Lot N.M.C. 15 is liable to give short recoil and consequent mal-ejection with damage to the lip of the breech face piece.

2. All ammunition of this lot on board ships is to be returned to the nearest N.A. Depot, at the first opportunity, and ammunition of other lots drawn in lieu. D.E.M.S. Staff Officers are to arrange for similar action to be taken in merchant ships.

3. N.A. Depots are to set aside any in store and/or subsequently received, reporting on 31st August, 1943, particulars of quantities available when disposal instructions will be given. Nil returns are not required.

3568.—Ammunition—2-pdr.—Introduction of Clearing Charges

(A.S. 01924/43.—5 Aug. 1943.)

Clearing charges have been introduced for use in 2-pdr. guns as follows:—

Guns	Mark of Clearing Charge
Marks II*, II*c and L.V., Mark VIII ...	Mark II. For clearing all types of shell and projectiles.
H.V., Marks VIII and XIV ...	Mark IV. For clearing A.P. shot. (A).
H.V., Marks VIII and XIV ...	Mark VI. For clearing shell and projectiles other than A.P. shot. (B).

2. Supply will be made on the following basis:—

8 Barrel equipments ...	30 (1 box C.190) per equipment.
4 Barrel equipments ...	30 (1 box C.190) per two or less equipments.
H.V., single, Marks VIII and XIV guns	30 (1 box C.190) per four or less guns.
Marks II* and II*c guns ...	30 (1 box C.190) per four or less guns.

3. Clearing charges at (A) will be supplied in addition to those at (B) where A.P. shot is carried in ships.

4. (i) Clearing charges should be used to clear the bore if a cartridge becomes separated from its projectile when the lock (or breech block in Mark XIV) is withdrawn after a missfire. They should be used as follows:—

(ii) 2-pdr., Marks II* and II*c.—Place the clearing charge in the upper part of the extractors, close the cover, and let the lock go forward, *without feeding over*. The clearing charge can then be fired.

(iii) 2-pdr., Mark VIII.—Put a clearing charge into the upper part of the extractors, replace the covers and run the lock forward *without feeding over*. The clearing charge can then be fired.

(iv) 2-pdr., Mark XIV.—Place a clearing charge in the loading tray, load and fire in the usual manner.

3569.—Ammunition Supply—Course of Ammunition Embarking and Dis-embarking

(A.S. 9659/43.—5 Aug. 1943.)

All cartridges containing cordite of the following sub-lots on board sea-going ships are to be landed as early as practicable:—

Lot No.	Size	Cartridges into which filled
R.N.C. 450C 6/43	S.C.280	B.L. 15 in. gun.
R.N.C. 1579C 7/43	H.S.C.T. 124-058	Q.F. 6- and 3-pdr. Hotchkiss gun.
R.N.C. 1756XDC 7/43	S.C. 103	B.L. 4-in. IX gun
R.N.C. 2365C 7/43	S.C. 150	B.L. 6-in. XXIII gun.

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

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

3570.—Aircraft—Machine Guns for Naval Aircraft—Preservation

(A.E.—5 Aug. 1943.)

Naval aircraft machine guns received in R.N. Armament Depots are to be thoroughly degreased and then oiled with G.S. mineral oil. They are to be kept in this condition whilst held in store, and are to be issued to the Service in this condition. Any aircraft machine guns which require transport by sea are to be greased with G.S. mineral grease before boxing up. Guns subjected to this treatment are to be degreased before issue for use in aircraft.

2. Naval aircraft machine guns held by R.N. Air Stations and H.M. ships are to be maintained as follows:—

- (i) Guns removed from aircraft for placing in store or for return to R.N. Armament Depots are to be treated as laid down in A.P. 1641, Vol. II, Leaflet 2, paragraph 7, G.S. mineral oil being used for the operation specified in sub-paragraph (iv).
- (ii) Whilst G.S. mineral oil may normally be relied upon to preserve a gun for a period up to six months, the instructions laid down in A.P. 1641, Vol. II, Leaflet 2, paragraph 7, sub-paragraphs (vi) and (vii), are to be strictly observed.
- (iii) Guns installed in aircraft are to be treated as follows:—
 - (a) Guns in aircraft received from contractors may have been lubricated with contractor's preservative or oil, G.P., thin, Stores Ref. 34A/12. These guns are to be thoroughly cleaned on receipt and lubricated with oil, lubricating, anti-freezing (D.T.D.44c). The guns are then to be examined every three days.
 - (b) Guns in aircraft which are:—
 - (I) sent to a maintenance unit for packing;
 - (II) sent to a maintenance unit for storage are to be treated as stored guns and treated with G.S. mineral oil.
 - (c) Guns, other than 20-mm. Hispano guns, in first line squadrons which may be operated at low temperatures below -10° C. in the gun bay are to be lubricated with a mixture of 50 per cent. paraffin and 50 per cent. anti-freezing oil (D.T.D.44c). In this condition guns are to be inspected daily. Before the application of the 50 per cent. paraffin, 50 per cent. anti-freezing oil mixture, particular care is to be taken to remove all traces of the lubricant previously used. If this is not done, stoppages will result. 20-mm. Hispano guns are to be lubricated in all temperatures with "neat" oil, lubricating, anti-freezing (D.T.D.44c).
 - (d) Guns installed in training aircraft which are not used for armament training, aircraft in workshops and storage sections may, at the Commanding Officer's discretion, have the recoiling portions removed, treated with G.S. mineral oil and kept in store.

The G.S. mineral oil is to be completely removed before the recoiling parts are replaced in the aircraft.

(A.F.Os. 771/42 and 6031/42 are cancelled.)

3571.—Instructional Appliances—E-Boat Target and Aim-off Scale for Use with Portable Aiming Teacher

(G.D. 0729/43.—5 Aug. 1943.)

It is desirable that Gunners at close range weapons should have some method of practicing their aim at surface targets. This is particularly important for Gunners in coastal force craft and for those in larger ships and landing craft who may have to engage enemy surface targets with close range weapons.

2. Films of engagements with surface targets are now being made for use in the dome teacher. Meanwhile it is recommended that schools and ships should make the modifications and additions described below to their portable aiming teachers.

3. *Target Models.*—When the portable aiming teacher, Mark II, Pattern 10698, is supplied, a model E-boat which can be fitted in place of the model aircraft will be provided. Model E-boats are not available for supply with

portable aiming teachers, Pattern 10419, and services to which these teachers have been issued, and which require practice at E-boat targets, should make their own model for fitting.

4. The model should be about 4-in. long (thus representing a range of 800 yards when viewed about 7-ft.) and drilled to fit on to the rod when the aircraft has been removed. This hole should be drilled to such a depth that when the boat is pushed as far as possible on to the rod, the point of aim, i.e., a point about three-quarters along the boat's length, is vertically over the centre of the engraved scale.

5. *Scale for Calculating Aim-off Speed.*—A special scale has been designed to fit on to the teacher in place of the approach angle and aim-off scale used with aircraft models. This scale will assist instructors in calculating the aim-off speed when using the locally made E-boat, or the E-boat supplied with the portable aiming teacher, Mark II.

6. The scale, complete with own true speed and enemy true speed bars, should be made by ship's staff in accordance with A.F.O. Diagram No. 229/43. The dial plate (item No. 1 of the diagram) may be engraved if facilities permit, or the diagram cut out and glued on to the plate.

7. *Notes for Instructors.*—To use the scale, first make sure that the disc is set so that the 180° mark on the outer ring is towards the Gunner.

8. Set the initial bearing of the target by moving the own speed bar to the bearing required as marked on the outer ring. If the bearing is *Red*, the own speed bar must be on the *left* side of the disc as viewed by the instructor. (Bearing *Red* 120 is shown on plan in diagram.)

9. Read off, and note the aim-off speed and direction due to own ship against own true speed mark on the bar. (In diagram, for own speed of 25 knots, aim-off speed is 21 left.)

10. Set the initial enemy approach angle by moving the target speed bar (and target) to the angle required as marked on the outer ring. (Approach angle 90° is shown on the diagram.)

11. Read off and note, the aim-off speed and direction due to enemy against the enemy true speed mark on the bar. (In diagram for enemy speed of 30 knots, aim-off speed is 30 knots right.)

12. Add or subtract own and enemy aim-off speeds. If they are in the same direction add the two aim-off speeds; if they are in opposite directions, subtract the smaller from the larger. The result equals the total aim-off speed to be allowed. (In diagram total aim-off speed is 30 knots right minus 21 knots left equal 9 knots right.)

13. All the above should be done before the Gunner sees the target.

14. Present the target to the Gunner.

15. Tell the Gunner the bearing of the target, and, if necessary, own speed.

16. Check the Gunner's aim-off when he says "Fire".

17. Do not allow the Gunner more than 5 seconds to "Fire".

18. Repeat the above as necessary. A continuation of the same action can be simulated by altering bearings and approach angles to represent the changes which might occur in action; or alternatively a completely new set of conditions may be used to represent a fresh target.

19. For experienced Gunners, the above procedure may be added to by telling them to allow for range by giving the necessary additional up vertical deflection to allow for tangent elevation. In this case the instructor must tell the Gunner the range of the target.

20. Spotting corrections can also be exercised by indicating to the Gunner where his shots or tracer are going.

(C.A.F.O. 111/43.)

3572.—Small Arms—Lanchester Machine Carbines—Stowage

(A.S./G.D. 0294/43.—5 Aug. 1943.)

With reference to A.F.O. 2854/43, the chests and/or cases, Lanchester machine carbine, in which the Lanchesters will be packed for transport when issued, are to be emptied on receipt and returned to the nearest R.N. Armament Depot or O.C.A.S.

2. Revised stowage arrangements will be promulgated later.

(A.F.O. 2854/43.)

3573.—Torpedoes—U.S.A., 22·4in. Mark XIII—Lubricants to be Used with

(T. 08799/43.—5 Aug. 1943.)

The American lubricants and fuels used in the 22·4-in., Mark XIII, torpedo are given in the table below, together with the British equivalents which may be used in their place.

American Oil.	British Equivalent	First Supply per Torpedo	Minimum Stock per Torpedo
Torpedo gyro oil	Oil, T.L.S.	One 8-oz. bottle or its equivalent per 6 torpedoes.	One 8-oz. bottle or its equivalent per 12 torpedoes.
Hot running torpedo oil... ..	Oil, T.L.H.R.	16 pints.	10 pints.
Light lubricating oil	Oil, T.L.S.	10 pints.	5 pints.
Compound steam cylinder oil ...	Oil, T.L.U.	4 pints.	3 pints.
Petrolatum, Spec. 14 P1	Mineral grease.	4 lbs.	1½ lbs.
Tail packing compound, Spec. 812	High melting point grease, Pattern 553.	4 lbs.	2 lbs.
Santapour... ..	None at present.	6 oz. per 40 pints of T.L.H.R.	6 oz. per 40 pints of T.L.H.R.
Alcohol	Methylated spirit, Pattern 107.	40 pints.	20 pints.

2. Demands for the above oils, etc., should be forwarded to the S.N.S.O. at the nearest dockyard, and should show the American oil, etc., with the British equivalent in brackets after it. It is probable that some initial supplies of the American lubricants will be received. Those received at the R.N. Torpedo Depot, Stoke Canon, will be transferred to the S.N.S.O., Devonport, and will be issued until supplies are exhausted, when the British equivalents will be issued.

3. At present there is no British equivalent for Santapour. The possibility of introducing one is, however, being investigated.

4. It should be noted that the American pint is equal to 0·833 of a British pint. Quantities quoted in the table in para. 1 are British pints.

5. The methylated spirit, Pattern 107, should be issued in 2-gallon containers.

3574.—Torpedoes—U.S.A. 22·4 in. Mk. XIII—Charging Adapters

(A.S. 02950/43.—5 Aug. 1943.)

A right-angled adapter, St. No. T.456A, for connecting British charging pipes to American charging nozzles (wing nuts) will be included in the outfit of stores for 22·4-in. U.S.A. Mark XIII torpedoes supplied to the Naval Service. These adapters will be supplied in the proportion of six to Services with American equipment to List 178 and four to Services with equipment to List 176.

2. R.A.F. Services will use two adapters to Drawing No. A.T. 5595-1 and 2 in lieu of the adapter, St. No. T.456A, and the American wing nut. Details of these adapters are shown in A.F.O. Diagram 237/43, to enable stations to manufacture a pair locally if required for any special purpose.

3575.—Oil Type Branch Breakers, Fitted with H.R.C. Fuses, Patterns 19206 and 19207

Ships and Establishments Concerned

(T.1618/43.—5 Aug. 1943.)

Difficulty has been experienced in fitting and removing the H.R.C. fuses in oil type branch breakers, while the breaker group cables are alive, due to the small space available in way of the fuses.

2. A suitable insulating shroud incorporating a cover for one of the tag ends has been devised, so that when fitted to a fuse, the latter can be inserted in, or removed from, a breaker without risk of accidental contact with live parts or the earthed case.

The shroud is shown on drawing D.E.E.11025, (A.F.O. Diagram No. 225/43 (1)) which indicates its general dimensions and assembly with a fuse.

3. Arrangements have been made for the purchase of the necessary pairs of shrouds, which will be supplied to ships and establishments without demand, on the following basis:—

H.M.S. "Nelson" ...	147 pairs	H.M.S. "London" ...	77 pairs
H.M.S. "Rodney" ...	147 pairs	H.M.S. "Shropshire" ...	72 pairs
H.M.S. "Arethusa" ...	76 pairs	H.M.S. "Adventure" ...	54 pairs
H.M.S. "Ajax" ...	102 pairs	H.M.S. "Woolwich" ...	86 pairs
H.M.S. "Achilles" ...	106 pairs	H.M.S. "Albatross" ...	126 pairs
H.M.S. "Leander" ...	106 pairs	H.M.S. "Emerald" ...	164 pairs
H.M.S. "Hobart" ...	88 pairs	H.M.S. "Titania" ...	6 pairs
H.M.S. "Orion" ...	108 pairs	H.M.S. "Capetown" ...	112 pairs
H.M.S. "Norfolk" ...	96 pairs	H.M.S. "Despatch" ...	128 pairs
H.M.S. "Devonshire" ...	79 pairs	H.M.S. "Diomedé" ...	124 pairs
H.M.S. "Sussex" ...	81 pairs	H.M.S. "Enterprise" ...	162 pairs
H.M.S. "Berwick" ...	83 pairs	H.M.S. "Resource" ...	214 pairs
H.M.S. "Cumberland" ...	87 pairs	H.M.S. "Vernon" ...	10 pairs
H.M.S. "Australia" ...	81 pairs	H.M.S. "Defiance" ...	12 pairs
H.M.S. "Kent" ...	78 pairs	R.N. College, Keyham	3 pairs
H.M.S. "Suffolk" ...	85 pairs		

The above quantities include 20 per cent. spare shrouds.

4. Upon receipt the shrouds should be fitted to all working fuses and as many spare fuses as practicable. On replacement of a fuse in a breaker the shroud should immediately be transferred from the defective fuse to a further spare.

5. In certain of the branch breakers fitted with A.P. 19206 and 19207 H.R.C. fuses, a pair of 3 ampere fuses (for supplying an internal indicating lamp) is mounted on the mica insulated bars supporting the economy resistance change-over switch and control fuse assembly. The mica insulated bars are supported in two places by a pair of brackets and a length of about 1½ in. to 2 in. of bar is left overhanging the brackets at each end in order to provide support for the 3 ampere fuses when fitted.

6. In all breakers fitted with A.P. 19206 and 19207 H.R.C. fuses the overhanging portions of the insulated bars should be removed and where the lamp fuses are fitted they should be resited. Drawing D.E.E. 11024 (A.F.O. Diagram No. 225/43 (2)) gives details of the modifications involved.

7. The modifications should be carried out by ships' staffs as opportunity occurs.

3576.—H.M. Submarines, 1940 "S" Class—Additional Hotplate

(P. 10800/43.—5 Aug. 1943.)

The allowance of hotplate Pattern 9077 to 1940 "S" class submarines has been increased from one to two per vessel.

2. Submarines concerned in commission should forward demands to storing yards through their Depot Ships for the additional hotplate. Supply to submarines under construction should be made by storing yards in the usual manner.

3. A circuit and socket is to be provided for the additional hotplate, which is to be fitted on top of or adjacent to the galley range.

4. For submarines in commission the work involved is to be carried out by ship's or depot ship's staff and an item classification "B" should be inserted in the next list of As. and As.

3577.—Seaplane, Aircraft and Deck Cranes—Removal of Mechanical Interlocks

(T. 38/43.—5 Aug. 1943.)

The interlocking arrangements between the mechanical brakes and the controller drum shafts of the various crane motions have been found troublesome to maintain.

2. These interlocks serve no useful purpose provided the electrical overloads are properly adjusted and they may be removed from all cranes by ships' staffs if so desired.

3. They will not be fitted to cranes in future construction.

4. Ships' staffs should verify on taking over cranes that the overloads are so adjusted that the line contactor in the panel on the crane will come off before the branch breaker.

3578.—Cancelled

3579.—Boiler Tubes, etc.

H.M. Ships "Barhill", "Barnaby", "Barilla", "Barwind", "Boxer", "Derg", "Deveron", "Nene", "Ozna", "Queenborough", "Rattler", "Rapid", and "Scorpion." H.M.C.S. "Athabaskan"

(N.S.—5 Aug. 1943.)

Particulars of the boilers and tubes fitted are as follows:—
H.M.C. Ship "Athabaskan" (P. 4790/43.)

Particulars of the boilers and tubes fitted in H.M.C.S. "Athabaskan" are identical with those published in A.F.O. 2700/43 for H.M.C.S. "Iroquois."
(A.F.O. 2700/43.)

H.M.S. "Barwind" (P.10728/43) and H.M.S. "Barhill" (P. 10729/43).

Type and No. of boilers	...	Cylindrical	horizontal	return	
		tube	...	...	2 No.
Total No. of tubes fitted	...	Generator	...	...	598 No.
	...	Air Heater	...	...	464 No.

Main

Row	Ext. Diam.	Thickness	Fitted Length	Total No. of Tubes fitted	Remarks
Plain ...	2½ in.	8 W.G.	7 ft. 4¾ in.	414	All tubes are straight.
Stay ...	Swelled to 2¾ in. at front end for 3 in. 2½ in.	7/16 in.	7 ft. 4¾ in.	4	
Stay ...	Swelled to 3 in. for 2 in. along at front end and screwed with a consecutive thread at both ends 9 T.P.I. fitted with nut. 2½ in.	¾ in.	7 ft. 4¾ in.	16	
Stay ...	Swelled to 3 in. for 2 in. along at front end and screwed with a consecutive thread at both ends 9 T.P.I. without nut. 2½ in.	5/16 in.	7 ft. 4¾ in.	100	
Stay ...	Swelled to 3 in. for 2 in. along at front end and screwed with a consecutive thread at both ends 9 T.P.I. without nut. 2½ in.	¼ in.	7 ft. 4¾ in.	64	
Plain ...	<i>Air Heater Tubes</i>				
Plain ...	2½ in.	14 W.G.	3 ft. 1½ in.	452	
Stay ...	Swelled to 2 11/16 in. at one end for 2 in. up. 2½ in.	¼ in.	3 ft. 3 in.	12	
	Swelled to 3 in. at one end for 3 in. up and screwed with a consecutive thread at both ends 9 T.P.I.				

H.M.S. "Barnaby" (P.10396/43).

Particulars of the boilers and tubes fitted in H.M.S. "Barnaby" are identical with those published in A.F.O. 5543/41 for H.M.S. "Barfoam."

(A.F.O. 5543/41.)

H.M.S. "Barilla" (P.10730/43).

Particulars of the boilers and tubes fitted in H.M.S. "Barilla" are identical with those published in A.F.O. 1415/43 for H.M.S. "Barnard," etc.

(A.F.O. 1415/43.)

H.M.S. "Bozer" (P.8793/43).

Type and No. of boilers ... Foster wheeler "D" type water tube ... 2 No.
Total No. of tubes fitted ... Generator ... 3792 No.
Main

Row	Ext. Diam.	Thickness	Fitted Length	Total No. of Tubes fitted	Remarks
	in.	W.D.G.	ft. in.		
A	1 $\frac{3}{8}$	144	12 4 $\frac{3}{16}$	90	All tubes are bent.
B	1 $\frac{3}{8}$	144	11 9 $\frac{7}{8}$	92	
C	1 $\frac{3}{8}$	144	11 3 $\frac{1}{2}$	90	
D	1 $\frac{3}{8}$	144	10 11 $\frac{1}{16}$	92	
E	1 $\frac{3}{8}$	104	10 1 $\frac{1}{2}$	150	
F	1 $\frac{3}{8}$	104	9 11 $\frac{1}{8}$	118	
G	1 $\frac{3}{8}$	104	9 9 $\frac{3}{8}$	150	
H	1 $\frac{3}{8}$	104	9 8 $\frac{1}{16}$	148	
J	1 $\frac{3}{8}$	104	9 7 $\frac{1}{2}$	150	
K	1 $\frac{3}{8}$	104	9 6 $\frac{1}{8}$	148	
L	1 $\frac{3}{8}$	104	9 5 $\frac{1}{2}$	150	
M	1 $\frac{3}{8}$	104	9 5 $\frac{3}{16}$	148	
N	1 $\frac{3}{8}$	104	9 5 $\frac{7}{16}$	150	
O	1 $\frac{3}{8}$	104	9 5 $\frac{11}{16}$	148	
P	1 $\frac{3}{8}$	104	9 6 $\frac{3}{8}$	150	
Q	1 $\frac{3}{8}$	104	9 7 $\frac{1}{16}$	148	
R	1 $\frac{3}{8}$	104	9 8 $\frac{13}{16}$	150	
S	1 $\frac{3}{8}$	104	9 10 $\frac{3}{8}$	148	
T	1 $\frac{3}{8}$	104	9 11 $\frac{1}{4}$	150	
U	1 $\frac{3}{8}$	104	10 1 $\frac{7}{8}$	148	
V	1 $\frac{3}{8}$	104	10 4 $\frac{3}{8}$	150	
W	1 $\frac{3}{8}$	104	10 11 $\frac{1}{8}$	148	
X	1 $\frac{3}{8}$	104	11 2 $\frac{5}{16}$	150	
Y	1 $\frac{3}{8}$	104	11 5 $\frac{13}{16}$	148	
Z	1 $\frac{3}{8}$	104	11 9 $\frac{3}{8}$	150	
Z1	1 $\frac{3}{8}$	104	12 1 $\frac{3}{8}$	148	
Z2	1 $\frac{3}{8}$	104	12 6	150	

H.M. Ships "Deveron" (P.7441/43) and "Nene" (P.11052/43).

Particulars of the boilers and tubes fitted in H.M. ships "Deveron" and "Nene" are identical with those published in A.F.O. 5301/42 for H.M. Ships "Swale," etc.

(A.F.O. 5301/42.)

H.M.S. "Derg" (P.12949/43).

Particulars of the boilers and tubes fitted in H.M.S. "Derg" are identical with those published in A.F.O. 1415/43 for H.M.S. "Exe."

(A.F.O. 1415/43.)

H.M.S. "Oxna" (P.12982/43).

Particulars of the boilers and tubes fitted in H.M.S. "Oxna" are identical with those published in A.F.O. 2700/43 for H.M.S. "Switha."

(A.F.O. 2700/43.)

H.M.S. "Queenborough" (D.7865/43).

Particulars of the boilers and tubes fitted in H.M.S. "Queenborough" shown in A.F.O. 2700/43, should be amended in respect of type of boilers and tubes fitted in rows F, H, J and P, as shown below:—

Amended to read:—

Type and No. of boilers ... Admiralty three drum small tube type with Melesco super-heaters ... 2 No.

Row	Ext. Diam.	Thickness	Fitted Length	Total No. of Tubes fitted	Remarks
	in.	W.D.G.	ft. in.		
F	1	104	9 6 $\frac{3}{16}$	500	One tube in each boiler to be staved up to 1 $\frac{1}{8}$ in. diam. before being fitted in drum.
H	1	104	9 5 $\frac{7}{16}$	492	One tube in each boiler to be staved up to 1 $\frac{1}{8}$ in. diam. before being fitted in drum.
J	1	104	9 5 $\frac{7}{16}$	488	Three tubes in each boiler to be staved up to 1 $\frac{1}{8}$ in. diam. before being fitted in drum.
P	1	104	9 9 $\frac{2}{16}$	464	One tube in each boiler to be staved up to 1 $\frac{1}{8}$ in. diam. before being fitted in drum.

(A.F.O. 2700/43.)

H.M.S. "Rattler" (P.8792/43).

Type and No. of boilers ... 3 drum water tube ... 2 No.
Total No. of tubes fitted ... Generator ... 2908 No.

Main

Row	Ext. Diam.	Thickness	Fitted Length	Total No. of Tubes fitted	Remarks
	in.	W.D.G.	ft. in.		
A	1 $\frac{1}{2}$	116	7 9 $\frac{13}{32}$	128	All tubes are bent.
B	1 $\frac{1}{2}$	116	7 8 $\frac{3}{32}$	128	
C	1 $\frac{1}{2}$	116	7 6 $\frac{3}{32}$	172	
D	1 $\frac{1}{2}$	116	7 6 $\frac{1}{2}$	172	
E	1 $\frac{1}{2}$	116	7 6 $\frac{3}{8}$	172	
F	1	104	7 8 $\frac{15}{16}$	196	
G	1	104	7 9 $\frac{1}{16}$	192	
H	1	104	7 10 $\frac{7}{16}$	196	
J	1	104	7 11 $\frac{7}{16}$	192	
K	1	104	8 0 $\frac{7}{8}$	196	
L	1	104	8 2 $\frac{1}{32}$	192	
M	1	104	8 4 $\frac{5}{8}$	196	
N	1	104	8 6 $\frac{3}{4}$	192	
O	1	104	8 9 $\frac{3}{16}$	196	
P	1	104	8 11 $\frac{11}{16}$	192	
Q	1	104	9 3 $\frac{1}{16}$	196	

H.M.S. "Rapid" (P.3022/43) and H.M.S. "Scorpion" (P.8451/43).

Particulars of the boilers and tubes fitted in H.M. ships "Rapid" and "Scorpion" are identical with those published in A.F.O. 2700/43 for H.M.S. "Raider."

(A.F.O. 2700/43.)

Records affected—D.354 and D.682 (Standard Copy).

(This order will not be reprinted.)

(A.F.Os. 5543/41—not in annual volume—5301/42, 1415/43 and 2700/43.)

3580.—Catapult Charge-fired Indicator—Modification

H.M. Ships equipped with E.II.T., E.III.T., D.I.H., D.II.H., D.III.H., and D.IV.H. type catapults, and A.S. Chatham

(D/A.M. 3745/43.—5 Aug. 1943.)

In order that the charge-fired indicators fitted to the above-mentioned catapults may be tested before each launch, ships staffs are to carry out the following modifications at the earliest opportunity:—

- (a) Disconnect the electric leads, remove the indicator from the explosion unit and dismantle it, taking care to follow the instructions given on drawing S.E.E.D. No. 22225, so as to avoid damage to the bakelite insulator for contact piece. Mark off and drill two $\frac{3}{16}$ -in. holes in the indicator body and file these to form two elongated holes $\frac{5}{16}$ -in. \times $\frac{1}{16}$ -in. as shown in A.F.O. Diagram No. 227/43, taking care to remove the burrs from the inner edges of the holes.
- (b) Assemble the indicator. The spring will be holding the piston in the normal "switch broken" position. Mark off a 4 B.A. tapping hole to be drilled in the piston.
- (c) Dismantle the indicator again, drill and tap a 4 B.A. hole in the piston, and remove all burrs so as to ensure that the piston is a sliding fit in the body of the indicator.
- (d) Re-assemble the indicator, greasing the piston and cylinder well with semi-transparent grease, or any light grease, taking care to ensure that the 4 B.A. tapped hole in the piston coincides with the elongated hole in the body.
- (e) Cut a 4 B.A. high tensile stainless steel bolt to a length of $2\frac{3}{16}$ -in. and thread it to a distance of $1\frac{7}{16}$ -in. Screw the bolt through the piston up to the last thread and screw on a 4 B.A. Simmonds self-locking nut. (The bolt and nut may be obtained from F.A.A. stores.)
- (f) Pack the hollow of the piston and cylinder with semi-transparent or any light grease and replace the indicator and leads on the explosion unit.

2. To test the indicator light push the bolt as far as it will go with 2 fingers in the direction of the electric lead. The light should burn at the catapult control position. This test should be carried out each day before catapulting and weekly if no catapulting takes place.

3. Care and maintenance of the indicator.—The indicator should be removed from the explosion unit every fourth week or on any occasion when it is not working freely, and stripped down and cleaned, special attention being given to ensure easy movement of the piston in the cylinder. The piston should be cleaned with crocus paper if any corrosion has taken place. When dismantling care should be taken to follow the instructions given on drawing S.E.E.D. No. 22225 so as to avoid damage to the bakelite insulator for contact piece.

When re-assembling the indicator, the piston and cylinder must be well greased and the underside of the piston and cylinder packed with semi-transparent grease so as to ensure that no breech gases or carbon deposit can corrode or seize the indicator piston.

4. Amendment to Catapult Drills in consequence of this modification.—(a) E.II.T. and E.III.T. Drill.—Page 12, paragraph 4. Insert after "... striker is protruding correctly":—

"Tests charge-fired indicator light by pushing the bolt as far as it will go and retaining it there for three seconds. He then obtains confirmation

from No. 10 that light has been displayed at control position and reports to Catapult Officer—"Firing mechanism correct: catapult charge-fired indicator light correct."

(b) D.I.H. and D.II.H. Drills.—Page 13, amend paragraph 5 as follows:—

No. 2 tests firing mechanism in the following manner:—

Sets catch to "percussion."

Sees the lock cocked and then closes the breech.

Presses trigger and releases striker.

Looks along inner face of breech to see that striker is protruding correctly.

He then recocks and reports to No. 3.

No. 3 moves launching lever to "launch." No. 2 reports when lock has fired.

No. 2 tests charge-fired indicator light by pushing bolt as far as it will go and retains it there for three seconds.

No. 3 replies "Catapult charge-fired indicator light burning correctly." If No. 2 does not receive this report he must verify from No. 3 that the light has shown.

No. 3 returns launching lever to "ready" and reports to Catapult Officer. "Firing mechanism correct. Catapult charge-fired indicator light correct."

(c) D.III.H. and D.IV.H. Drills.—Page 12. Amend paragraph 5 as follows:—

No. 2 tests firing mechanisms in the following manner:—

(a) Port side—

Opens breech starboard side and leaves open.

Then on port side:—

Cocks the lock (by opening and closing breech).

Presses the trigger and releases striker.

Looks along the inner face to see that striker is protruding correctly. He then recocks and reports to No. 3. "Ready to test firing gear to Port".

No. 3 moves launching lever to "launch".

No. 2 reports when lock has fired.

No. 2 tests charge-fired indicator light by pushing bolt as far as it will go and retains it there for three seconds.

No. 3 reports to No. 2 "Catapult charge fired indicator light burning correctly." If No. 2 does not receive this report he must verify from No. 3 that the light has shown.

No. 3 returns launching lever to "ready".

Nos. 2 and 3 then repeat drill for the other side. On completion of both tests No. 2 opens both breeches and leaves them open. No. 3 reports to Catapult Officer "Both firing gears correct. Both catapult charge-fired indicator lights correct."

(d) E.II.T., E.III.T., D.I.H., D.II.H. and D.III.H. Drills.—Copies of paragraphs 2 and 3 of this order are to be inserted in the drill books.

(e) D.IV.H. Drill.—Paragraphs 2 and 3 of this order are to be substituted for, and supersede the present notes on maintenance of the charge-fired indicator on page 28.

3581.—Chrysler Royal Engines—Modifications to Reverse Gears

L.C.P. (R), L.C.P. (L), L.C.V., L.B.V.

(D. 017332/43.—5 Aug. 1943.)

Experience has shown that the performance of the reverse gears fitted on the earlier models of the above-mentioned engines is unsatisfactory, rapid wear of clutch plates and reverse drum having taken place, with consequent contamination of the lubricating oil by particles of brass and cast iron which may eventually lead to failure of the engine bearings.

2. Trials have shown that the performance of these gears is greatly improved by carrying out the modifications detailed in paragraphs 3 and 4 below. Short term modifications in accordance with paragraph 3 will be carried out by the combined operations engine overhaul organisation in U.K. on all engines returned for major overhaul. Long term modifications in

accordance with paragraph 4 will be carried out by the same organisation as soon as supplies of the new parts required become available. In the case of craft stationed abroad short term modifications should be carried out by such bases as have the necessary facilities when engines are removed from craft for repair or major overhaul. Full flow filters will be supplied to bases abroad without demand as soon as supplies become available.

3. *Short Term Modification.*—(i) Crankshaft oil feed jet to reverse gear to be increased from $\frac{1}{16}$ -in. to $\frac{3}{32}$ -in. (Drawing No. C.R.M.9) A.F.O. Diagram No. 236/43 (1).

(ii) Steel clutch plates, driving, Part No. E.1150 M., to be drilled as shown on Drawing No. C.R.M.7, A.F.O. Diagram No. 236/43 (1).

(iii) Brass clutch plates, driven, Part No. E.1151 M., to be drilled as shown (Drawing No. C.R.M.8) in A.F.O. Diagram No. 236/43 (1).

(iv) Reverse gear drum, Part No. E.2122 M., to be drilled with three $\frac{1}{8}$ -in. holes parallel to the line of the shaft and to coincide with holes in clutch plates. Existing $\frac{1}{4}$ -in. and $\frac{1}{2}$ -in. holes to be tapped $\frac{1}{8}$ -in. and $\frac{3}{8}$ -in. Whitworth respectively and plugged with mild steel studs, peaned over and finished flush with the surface. (Drawing No. C.R.M.6) A.F.O. Diagram No. 236/43 (4). Reverse gear drum end plate—3 in number— $\frac{1}{4}$ -in. dia. holes to be plugged. (Drawing No. C.R.M.2) A.F.O. Diagram No. 236/43 (3).

(v) Clutch gear hub, Part No. E.1147 M. Existing radial holes to be tapped $\frac{1}{4}$ -in. Whitworth, and plugged with mild steel studs. To be peaned over and finished flush with the surface. Four holes to be drilled as shown in sketch. (Drawing No. C.R.M.5) A.F.O. Diagram No. 236/43 (2).

(vi) Reverse gear drive bushing, Part No. E.1141 M. This bush is to be carefully withdrawn from the housing in order to avoid distortion, and is to be made fully floating. Oil grooves are to be run through the entire length of the bush, three internal and three external. Finished sizes are to be as shown in the sketch, and the bush may be "tinned" on both internal and external surfaces if found necessary to obtain the dimensions given. Both surfaces in contact with this bush are to be polished to obtain a smooth bearing surface. (Drawing No. C.R.M.4) A.F.O. Diagram No. 236/43 (1).

(vii) Clutch withdrawal spool, Part No. E.53432 M., to have three holes $\frac{1}{2}$ -in. in dia. drilled through the sleeve, equidistant from and located between the lugs. (Drawing No. C.R.M.3) A.F.O. Diagram No. 236/43 (2).

(viii) Reverse gear band, Part No. E.1217 M. Drill two holes, $\frac{1}{4}$ -in. dia., through the top of the band, as shown in the sketch. Slightly countersink on both sides. (Drawing No. C.R.M.1) A.F.O. Diagram No. 236/43 (2).

(ix) *Full Flow Oil Filter.*—This is to be suitably mounted on the engine and connected in the discharge lead between the lubricating oil pump and the existing oil cooler.

(x) Clutch plates are to be re-assembled with the brass plate bearing against the cast iron pressure plate in order to reduce wear. Two steel plates are to be placed together in the centre of the assembly so that the total thickness of the plates will not be affected by the revised assembly arrangement.

The engine is to be stripped down and thoroughly cleaned. Main and bottom end bearings are to be carefully inspected for traces of cast iron and brass and, if present, the bearings are to be renewed.

4. *Long Term Modification.*—This includes items (i), (ii), (iv), (v), (vii), (viii) and (ix), as in paragraph 3, together with the following modified parts to be fitted in lieu of those now in use:—

(iii) Phosphor-bronze plates to be fitted in place of the brass plates at present used. Details of drilling, etc., as on Drawing No. C.R.M.8, A.F.O. Diagram No. 236/43 (1).

(vi) Phosphor-bronze fully floating bush to be fitted. Details as shown in Drawing No. C.R.M.4, A.F.O. Diagram No. 236/43 (1).

(x) Clutch pressure plate to be of steel, case-hardened, and to dimensions as shown in the sketch. The reduction in thickness will permit of one extra bronze plate, i.e., six instead of five as at present. Plates are to be arranged alternately, bronze and steel, with a bronze plate bearing against a pressure plate. (Drawing No. C.R.M.10) A.F.O. Diagram No. 236/43 (3).

(xi) Thrust washers for pinion gears. Nine to dimensions as given in Drawing No. C.R.M.11, A.F.O. Diagram No. 236/43 (2). Six to be fitted to the front plate and three to the reverse gear drum as shown in Drawings Nos. C.R.M.2 and C.R.M.6, A.F.O. Diagram No. 236/43 (3-4).

5. All the necessary modifications are already incorporated in engines manufactured after June, 1943.

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

3532.—Chrysler "Royal" and "Crown" Types of Engine Combined Operation Craft

(D. 8196/43.—5 Aug. 1943.)

A large number of the above-mentioned engines have been supplied with camshafts of *cast iron*. The serial numbers of the engines so fitted is not known. Breakages of these camshafts have already occurred and further breakages may be expected. Replacements of *forged steel* are available in limited quantities and further supplies have been ordered.

2. Two of the parts working off the camshaft must be made of the correct material in relation to the camshaft with which they operate, otherwise excessive wear will take place.

Material.

	(a)	(b)
Camshaft	Cast iron.	Forged steel.
(1) Oil pump driven wheel	Cast iron.	Steel.
(2) Valve tappet	All mild steel.	Mild steel shank with cast iron mushroom head.

3. When a cast iron camshaft is replaced by one of forged steel, the two associated parts (1) and (2) must also be replaced with parts of the correct material.

4. Engines installed in landing craft operating in the U.K., requiring replacement camshafts, should be treated as defective units and returned to one of the Combined Operations overhaul depots.

5. Demands for replace camshafts and associated parts should be made on L.C.M.S.O., Staines.

(C.A.F.O. 631/43.)

3533.—LL. Mark III Sweep—Gardner 6 LW Type Engines—Corrosion of Aluminium Lubricating Oil Sumps—REPORTS

(D. 9221/43.—5 Aug. 1943.)

In certain instances where Gardner type 6 LW engines fitted with aluminium sumps have been in service for a prolonged period, the sump has developed a water leak immediately inside the inlet cooling water connection due to salt water corrosion.

2. To prevent this occurring, the design and position of the engine cooling water connection should be modified in accordance with A.F.O. Diagram No. 234/43.

3. The additional parts (shown in red) which are required to convert one engine are as follows:—

Description	Part No.	Quantity per engine
Joint	J.5608	1
Nuts	E.3772	3
Bolts	J.5618	3
$\frac{1}{8}$ -in. single coil spring washers	—	3
Elbow	J.5607	1
Joint	2205F	1
Blank flange	P.D.110	1
Packing	C.6545	1

4. The work of conversion should be treated as a defect, and refitting authorities at home bases should place an order direct with the engine manufacturers, Messrs. Norris, Henty & Gardner, Ltd., Patricroft, Manchester, for the supply of the material required.

5. Refitting authorities at bases abroad should report to the Admiralty the number of sets of conversion parts required.

6. The cast-iron lubricating oil sumps which are fitted to engines of later manufacture will not require modification.

3584.—Locking Washers—Examination of and Precautions When Fitting

(D. 10331/43.—5 Aug. 1943.)

Damage has been caused to the blading of turbines by the breaking off of the tabs of the locking washers, used for securing the bolts of impulse blade carriers and nozzle plates. When turbines are opened all tab washers should be carefully examined and if there is any instance of cracking at the bend the washers should be renewed. New washers should always be fitted when set bolts have to be removed and replaced for causes other than cracks in the washers.

2. Breakage of these washers can be prevented by adopting the following method when fitting:—

- The outside diameter of the circular portion of the washer should be slightly smaller than the width across the flats of the bolt head, so that when the tab is knocked up there will be no bending at the corners between the tab and the outer circumference of the washer.
- The edge of the bolt head round which the tab is bent should be rounded off.
- Washers should be annealed by heating to about 400° C. (just below a dull red) for copper, and about 650° C. (dull red) for soft iron and mild steel washers. Monel metal washers should not be used on account of the special precautions necessary when annealing this metal.

(A.F.O. 449/41 is cancelled.)

3585.—Propellers for 25 ft. Motor Cutters fitted with Dorman 2DSM, Fowler 2DY and Ferry SD2 Diesel Engines

(D. 9503/43.—5 Aug. 1943.)

Trials have shown that the most suitable propellers for 25 ft. motor cutters fitted with the above-mentioned engines are of 16 inches diameter, 11 inches pitch and 66 square inches developed blade area, and all future boats will be so fitted.

2. A number of boats in service are fitted with propellers of 17 inches diameter, 11 inches pitch and 70 square inches developed blade area. The use of these propellers may be continued as long as they are serviceable but when they require renewal, replacements of 16 inches diameter, 11 inches pitch and 66 square inches developed blade area should be demanded. Stocks of these propellers will be held at Portsmouth Dockyard.

3586.—Aldis Lantern, Pattern 5110D—Modifications to, and Aldis Lantern, Pattern 5110E—Introduction of

(S.D. 1429/42.—5 Aug. 1943.)

In order to give greater security against observation from the air, it has been decided that Aldis lanterns, Pattern 5110D, are to be modified so that the deflected beam in the "OFF" position will shine downwards instead of upwards.

Aldis lanterns, Pattern 5110D, which have a serial number prefixed by the letter "P", are made by a different manufacturer and cannot be modified in the manner described below. Such lanterns should be returned to store and an Aldis lantern, Pattern 5110E, demanded instead.

2. In order to improve the contact in the trigger a new spring contact will be fitted at the same time.

3. Arrangements have been made with the manufacturers to incorporate these modifications in all future deliveries of "Aldis" type hand signalling lanterns. These lanterns and also lanterns, Pattern 5110D, which have been modified in accordance with this order, will be known as Aldis lanterns, Pattern 5110E, and establishment lists will be amended accordingly.

4. In the case of existing lanterns, Pattern 5110D (except those mentioned in paragraph 1 above), the modifications are to be carried out by ship's or depot ship's staff from a set of parts supplied as enumerated in paragraph 5 (below) in accordance with instructions contained in paragraph 8 (below) and as illustrated in A.F.O. diagram No. 235/43 (1-3) (A.S.E. drawings Nos. 36409, A, B). Existing stocks of lanterns, Pattern 5110D, held at yards are to be modified before issue and stocks at depots should be sent to the nearest dockyard for modification and subsequent return. The modified lanterns are to be fitted with name plates marked with the new Pattern number 5110E, adjacent to the existing plate, which is not to be removed. A line should be scribed through the pattern number on the existing plate.

5. Demands should be forwarded to the storing yards, quoting this order as authority, for the requirements of new parts, which should be described as Pattern W7929 Boxes of Parts for converting Aldis lanterns, Pattern 5110D, to Pattern 5110E. Supply will then be arranged under Subhead F2A and will consist of the following:—

1 in No.	Cable clip and rivets for fixing	...	...	...	...	(16)
1 in No.	Trigger with link	...	...	...	...	(17), (22)
2 in No.	Pivot pins	...	...	...	...	(18)
1 in No.	Mirror return spring	...	...	...	...	(19)
1 in No.	Mirror, complete in housing	...	...	...	...	(20)
1 in No.	Stop block, with its adjusting screw, two fixing screws and pinning screw.	...	...	...	...	(21)
1 in No.	Spring contact, complete with Bakelite base	...	...	...	...	(24)
1 in No.	Label plate (see paragraph 4 above) and two rivets.	...	...	...	...

Note.—The numbers in brackets refer to the parts as shown in the instructions for fitting (paragraph 8 below and in the diagram).

6. Purchase of Pattern W7929, Box of Parts for converting lantern, Pattern 5110D to Pattern 5110E has been arranged from Messrs. Aldis Bros. under C.P. 52844/43, dated 29th May, 1943, for delivery as follows:—

Chatham.	Portsmouth.	Devonport.	Rosyth.	Stroud.	Mossley.	Sheerness.
700	700	600	500	1,000	1,000	500

Shipment abroad will be arranged as follows:—

Durban.	Ceylon.	Simonstown.	Bermuda.	Alexandria.	Gibraltar
200	100	200	100	400	200

7. All parts of the existing lantern, Pattern 5110D, replaced by the new part, and no longer required, are to be packed up in the Box of Parts, Pattern W7929, from which the new parts will have been removed, and the box is to be labelled "Spare parts of Aldis lantern, Pattern 5110D, no longer required in accordance with A.F.O. 3586/43", and returned to the nearest storing depot, who will arrange for them to be sent back to the manufacturers (Messrs. Aldis Bros.), to be re-used or formed into scrap. The necessary credits for these returns will be dealt with through Admiralty accounts.

8. Instructions for modification.

Diagram 1. Taking Down

Note.—Parts, the numbers for which are enclosed in a circle, as shown in diagrams, are set aside to be returned to the nearest storing depot as stated in paragraph 7 above.

Parts, the number for which are framed up with a square, as shown in diagrams, are to be retained for use in the re-assembly.

	Nos. on Diagrams.
Remove:—Two screws	(1)
Grip cover	(2)
Trigger fulcrum screw	(3)
Trigger	(4)
Two cable connection screws	(5)
Three terminal block fixing screws	(5A)
Terminal block, complete with spring contacts	(5B)
Cord grip nuts and bridge piece	(6)
Cable...	(7)

	<i>Nos. on Diagrams.</i>
Three retaining screws for lantern front	(8)
Front body rim	(9)
Two fixing pins	(10)
Two clamp screws	(11)
Two pivot pins	(12)
Mirror, complete in its housing	(13)
Cut-off heads of two rivets	(14)
Remove two cable clips	(15)
Unclamp stop screws "A" and "B" and unscrew them until they are back level with inside face of lantern body.	

The lantern is now ready for drilling to match new parts—see Diagram 2.

Diagram 2. Machining

Drill the two 0.120-in. diameter holes to suit Part No. (21), Diagram 3, using No. (31) drill and countersink to suit 6 B.A. screw, 0.750-in. centres, as dimensioned.

Drill one hole, 0.272 in. diameter, using "I" drill centrally between them at 1.062-in. centres from helio screw as dimensioned.

Fill in the two holes left vacant as a result of removing rivets (14), Diagram 1.

Drill fresh rivet hole for new position for fixing new cable clip (16) at a distance of 1-in. from front face, as dimensioned in Diagram 2.

Diagram 3. Reassembly

Section "A".—Fix cable with new cable clip (16) in new position, pulling through surplus slack cable into grip as shown.

Insert new trigger (17), using old fulcrum screw (3).

Section "B".—Insert new pivot pins (18), only screwing them in just far enough to carry the coiled ears of the spring (19) on the larger plain diameter.

Now insert spring (19). The correct position for this spring is for the arch to be in the top half of the body pressing the mirror forwards, the reaction being obtained from the short arms resting inside the body again in the upper half.

With the lantern held on the lap, sight forwards, axis of lantern pointing upwards, introduce the new mirror (20), and bring trunnion bearing opposite to pivot pin (18) on lantern holder side of body and slide this bearing on. Screw this same pivot pin in with the fingers until the bearing on the opposite side only just clears the tip of the other pivot pin. It will now be found easy to bring this bearing opposite the trunnion bearing on the corresponding pivot pin, and so slide the mirror housing sideways until it is swinging on both pivot pins.

Both pivot pins should then be run up with the fingers so as to bring the mirror in its housing approximately central in the lantern body.

As now assembled, the tip of the link (22) will most likely be the wrong side of the pocket (23) in the back of the mirror housing, and with the fingers the mirror should be rocked backwards and forwards while holding the lantern with its axis pointing downwards, and at the same time trying to work the trigger (17). It will easily be recognised when the trigger link has entered the pocket (23), as in this position continued operation of the trigger controls the movement of the mirror.

As soon as engagement has been obtained in this way the stop block (21) must be inserted and fixed in position otherwise disengagement of the trigger link may take place.

Diagram 3

Section "C".—To finish off the job it is now only necessary to replace the following parts:—

New terminal block, complete with spring contacts	(24)
Three in No. securing screws for terminal block	(5A)
Two in No. cable connection screws	(5)
Cable clamp and two in No. screws	(6)
Cable	(7)
Grip cover	(2)
Two in No. screws	(1)
Body rim	(9)
Three in No. screws	(8)

The lantern is now reassembled, and only needs adjustment and the attachment of the new label (see paragraphs 4 and 5).

9. *Adjusting Beam.*—(a) *Adjustment in the "on" position.*—The lantern is correctly adjusted when aiming the beam at a bulkhead 10 ft. away, the centre of the patch of light thrown on the bulkhead is seen just $3\frac{1}{2}$ in. below the point aimed at by the field centre of the sight, which is, of course, the centre of the graticule rectangle.

Sideways adjustment of the beam is secured by adjusting the pivot pins (18) differentially. The vertical correction of the aim is secured by adjusting the pin (21).

A hole 0.067 in. diameter (number 51 drill) is then drilled in the adjusting screw, which is part of (21), whilst it is in its correctly adjusted position, using the 0.067 in. diameter hole in the stop block (21) as a guide. The 0.067 in. diameter hole in both parts is then tapped 8 B.A. and the 8 B.A. countersunk-head pinning screw, which is part of (21), screwed hard home.

When correctly adjusted it is necessary that there shall be only very slight sideplay for the mirror housing between the pivots (18).

(b) *Adjustment in the "off" position.*—Mark a suitable horizontal line on the bulkhead and fix the lantern at a horizontal distance of 10 ft. from the bulkhead. Train the lantern so that the beam falls just above the horizontal line when it is in the "on" position. Release the trigger. The beam in the "off" position should fall just below the horizontal line. The beam travel is adjusted by the stop screw "B". Having made these adjustments, the pivot pins are clamped with the clamping screws (11) and then the fixing pins (10) screwed hard home. The stop screw "B" is then locked with the hexagon lock nut.

After all these adjustments have been made, and the corresponding adjusting screws fixed, all tendency for the mirror to bounce in the "off" position is eliminated by screwing stop screw "A" up until it just and only just, engages the trigger in the "off" position.

3587.—Radar, Types 286P and 291—Aerial Outfit ATR—Care in Handling Pattern W3012 Pedestal Unit 19K, with Mast—Extension and Dipole Unit

(S.D. 012121/43.—5 Aug. 1943.)

Serious damage can be caused to the gearing of pedestal units 19K (Pattern W7850) if attempts are made to train the aerial either by turning the dipole arms or by any means other than by turning the input shaft at the base of the pedestal.

2. New aerials are fitted with a warning label drawing attention to this danger. Similar labels are to be fitted by ships' staff to the mast tubes of existing aerials. Ships concerned are to demand the necessary label (Pattern W8854) from S.N.S.O. Haslemere accordingly.

3. A clamp has also been provided with new aerials which, when fitted, prevents relative movement of the mast tube and pedestal casting. This clamp is always to be fitted when an aerial is packed for transport and while being fitted or sent down from aloft for servicing. It must of course be removed before the aerial can be trained.

4. Aerials packed for transport are to be secured in the packing case or crate by a clamp passing across the mast tube and dipole arms immediately below the hub box. The main body of the casting should not be clamped down and no attempt should be made to turn the casting so as to bring the fixing flange in line with the dipole arms.

3588.—American Aircraft—Safety Requirements for Turnbuckles

(A.M.R. 642/43.—5 Aug. 1943.)

Turnbuckles of American manufacture, whether of the "Army and Navy Standard" or of contractor's own design, are "in safety" when up to three threads are showing outside the barrels.

3589.—Seafire and Spitfire Aircraft—Bolts Fouling Glycol Header Tanks

(A.M.R. 2594/43.—5 Aug. 1943.)

It has been reported that 2 B.A. bolts attaching the armour plate forward of the glycol header tank sometimes foul or even puncture the tank. This is attributed to any one, or combination, of the three following faults:—

- (a) Unnecessarily long 2 B.A. bolts securing the armour plating.
- (b) Slight displacement aft of the diaphragm to which the armour plate is attached.
- (c) Slight variations in the position of the glycol header tank due to its particular form of mounting.

2. Since this defect may occur whenever an engine or glycol header tank is installed, care should be taken to ensure that all 2 B.A. bolts are cut off as closely as possible to the nut to provide the maximum clearance. Normally this should not be less than $\frac{1}{4}$ -in.

3. All existing installations are to be examined at the earliest opportunity, taking action, if necessary, as indicated at paragraph 2.

3590.—Adaptors, Ref. No. 55095 M.R., Part No. 18858, for Merlin Engines

(N.S. Air 1905/43.—5 Aug. 1943.)

As adaptor, Ref. No. 55095 M.R., Part No. D.18858, Section 36DD, for Merlin engines is a major repair item, it has been decided to delete it entirely from B.R. 378 (B).

2. These stores will, however, be allowed to R.N. Aircraft Repair Yards and Repair Ships, in accordance with the following scales:—

Ref. No.	Part No.	Description.	Denom.	R.N. Aircraft Repair Yards.	Repair Ships.
				Classes "A" and "B".	
				Main Store.	Main Store.
55095 M.R.	D.18858	Section 36DD Crankcase and Bearings:—Adaptor.	No.	4	2

3. In view of paragraph 1 above, any of these adaptors at present held by aircraft carriers are to be returned to the nearest R.N. Store Depot.

4. H.M.S. "Unicorn" and services concerned should forward demands, to complete to allowance, to their respective R.N. store depots at home or storing yards abroad, quoting this order as the authority for supply. Supply to new services will be made with their initial outfit of stores.

5. Stocks are available at store depots and demands can be met immediately.

6. Arrangements have been made for the necessary quantities to be despatched to yards abroad to cover the requirements of services attached to Foreign Stations. Details of the quantities being supplied are being forwarded direct to (S) Naval Store Officers concerned.

7. Aircraft Stores Establishments will be amended in due course; meanwhile all existing establishments held by H.M. Dockyards, R.N. Air Stations, Store Depots, etc., should be amended in manuscript.

3591.—Apparatus, Fire Control—Spares for Counterdrum Instruments

"Fiji" and "Uganda" Class Cruisers

(N.S. 012950/43.—5 Aug. 1943.)

The existing allowance of one spare range counterdrum element, Pattern 8770, to "Uganda" Class cruisers has been withdrawn and one spare deflection counterdrum element, Pattern 8774, is to be allowed to each of these vessels.

2. The following new elements for counterdrum instruments have been introduced and one of each is to be allowed as spare to each "Fiji" and "Uganda" Class cruiser:—

Pattern	Description
10261.	Range Counterdrum Element for (T) (B)..... Instruments, Patterns 10222 and 10223.
10262.	(B) Range Rate Counterdrum Element for Instruments, Pattern 10253.

3. Ships concerned in commission should forward demands to their storing yards to complete to these allowances. Supply to ships under construction should be arranged by the warrant yards in the usual manner. The counterdrum element, Pattern 8770, should be returned by H.M. ships "Uganda", "Ceylon" and "Newfoundland" to the nearest dockyard or naval store depot.

4. The new elements, Patterns 10261 and 10262, will be dealt with under Sub-head F, item 1B, and arrangements are being made for these to be included in the Standing Contract for Counterdrum Spares with Messrs. Gerrard Engineering Co. Yards and depots are to arrange purchase to meet requirements.

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

3592.—Bed Linen—Allowances

Vessels built in U.S.A.

(N.S. 23466/43.—5 Aug. 1943.)

The bed linen supplied by the U.S. Navy authorities to vessels built in the U.S.A. for the Royal Navy is generally in excess of the scale of allowances laid down for H.M. ships by the various sea store establishments of Naval stores.

2. Vessels built in the U.S.A. for the Royal Navy will not be supplied with copies of the establishments, but a general guide to the scale of allowances of bed linen is given in A.F.O. 640/43. All bed linen held on board U.S.A. built ships in excess of these allowances should be returned to the nearest (Superintending) Naval Store Officer on arrival of the ship in the United Kingdom or at the operational base.

3. Similarly, in cases where the U.S.A. allowances are less than those obtaining in the Royal Navy, the difference should be demanded in the usual manner where the deficiency has not been made good from stocks held in U.S.A. by the Naval Stores Division of the British Admiralty Delegation.

(A.F.Os. 640/43 and 3093a/43.)

3593.—Blocks—Withdrawal of Allowance

"River" Class Frigates

(N.S. 21621/43.—5 Aug. 1943.)

The allowance of one block, Pattern 4010, working load 5 tons, to "River" Class frigates for gunnery purposes, has been withdrawn.

2. Ships in commission are to return the block to the nearest dockyard or naval store depot. For ships under construction, supply should be adjusted accordingly by the warrant yard and supplying yard or depot.

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

(Captain, H.M.S. "Excellent", No. X.1248/1—18 May 1943.)

3594.—Breathing Apparatus—Increased Allowance

Fairmile Craft, Types C and D.

(N.S. 14204/43.—5 Aug. 1943.)

The allowances of breathing apparatus to the above types of craft have been revised and are now to be as follows:—

Pattern 230.	Breathing apparatus	...	...	...	2 No.
Pattern 2314.	Hose I.R., asbestos covered, 30 ft. lengths	...	...	...	4 No.
Pattern 2305.	Strainer	...	...	...	2 No.

2. Coastal force bases should forward demands to their storing yards for the one additional set required to compete attached craft to the new allowances.

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

3. In view of supply difficulties some time may elapse before all demands can be fully met.

4. The Establishment of Naval Stores for Fairmile Craft will be amended.

(C.-in-C., Nore. No. 5503—Jan. 1943.)

(A.F.O. 3431/42.)

3595.—Communication Between Bridge, Engine Room and Hand Steering Position—As. and As.

Sloops

(D. 05365/43.—5 Aug. 1943.)

In sloops of the "Bridgewater," "Hastings," "Shoreham" and "Falmouth" classes the existing voicepipe between the bridge and the engine room is to be replaced by sound powered telephones, an extension being led to the hand steering position in the auxiliary engine room in which the steering engine is situated. (A Mark XV telephone should be fitted at each position.)

2. In sloops of "Grimsby" and later classes the existing voicepipe between the bridge and the hand steering position in the tiller flat is to be replaced by sound powered telephones. (A Mark XV telephone should be fitted at each position.)

3. The Commanding Officers of the ships concerned should arrange for an item, classification "B," to be inserted in their lists of As. and As. to cover the work involved.

4. The voicepipes from the secondary conning positions to the engine room and steering flat are to be retained.

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

3596.—Camera, F.46—Instructions for Fitting Motor Coupling—New Type

(A.C.R.D./N.S. Air 2598/43.—5 Aug. 1943.)

DESCRIPTION

It has been found necessary to fit a new type of coupling between the motor shaft and the gear train shaft, due to breakages of the spring coupling at present fitted on models in Service use.

2. The new coupling to be fitted is a dog clutch, modified in design.

3. Clutch members are pinned to the end of the motor shaft, and to the end of the driven shaft. Slots are machined across the faces of these clutch members.

4. A coupling block floats between the two clutch members, engaging with each by means of dogs machined at right-angles one to the other. This design allows of a sliding movement between the relative parts, thus providing for any misalignment of the shafts. (See A.F.O. Diagram 224/43, new type motor coupling.)

FITTING MOTOR COUPLING, NEW TYPE

Remove the mechanism panel from the body of the camera (see photographic Equipment Manual, Air Publication 1355, Vol. 1, Part II, Chap. 7, Fig. 3, Units F and A, paragraph 26).

2. Remove the anti-spark shield from the motor, if fitted.

3. Remove the green and red wire connections to motor.

4. Remove the four countersunk screws retaining the motor in position. The heads of these screws will be found on the underside of the mechanism panel.

The motor may now be withdrawn from the mechanism panel. The existing motor spring coupling being a fractional fit only may come away with the motor, or it may be retained on the motor shaft, Fig. 9, 43, paragraph 34.

5. To detach the motor shaft (pinion and shaft combined, coupled to the motor by the spring coupling at present fitted), Fig. 9, 45, paragraph 35, proceed as follows:—

(i) Remove the cover (4) from the gearbox (3) on the mechanism panel, Fig. 7.

(ii) Remove the taper pin that retains the driven shaft in its ball bearing, and proceed to drift out this shaft from its ball bearing (44). This must be done gently by the use of a brass or

copper drift of diameter smaller than the shaft Fig. 9, paragraph 35—reduction gear train.

(iii) The end of this shaft should be shortened to 0.21-in. measured from the shouldered end where the new clutch member is to fit.

(iv) Assemble the new coupling member on this shaft and drill a new hole at 90° to the existing hole, to fit a taper pin of $\frac{1}{8}$ -in. diameter.

6. Proceed to fit the corresponding coupling member to the motor shaft, broaching out the existing hole to suit the hole in the new part. If the end of this shaft protrudes from the slot in this new coupling member it should be filed down until flush with the bottom of the slot.

Note.—Particular care must be taken that no filings, metal chips or dirt of any description shall enter the armature tunnel, nor get upon the commutator, brushes or bearings of the motor.

ASSEMBLY

7. Remove the coupling member and replace the gear drive shaft into its ball bearing, finally re-fit the coupling member into position again on this shaft, removing the projecting ends of the taper pin.

8. Lay the inter-connecting coupling on top of the up-ended coupling member, and engage the corresponding part already attached to the motor shaft with the dog of the coupling.

9. *Items Comprising Modification and Source of Supply.*—The modification set comprises one of each of the following items:—Coupling, Ref. 14AA/417, dog, Ref. 14AA/416, and taper pin, Ref. 28B/1278.

Ships and services at home should demand parts required from R.N. Store Depots, Stafford or Perth. Ships and services abroad should submit demands to The Director of Stores, Admiralty, on the basis of one set for each unmodified camera held, quoting this Order as authority.

3597.—Dark Adaptation Goggles—Supply of Red Filters

(N.S./G.D. 0955/42.—5 Aug. 1943.)

It has been reported that certain ships have not yet received the dark adaptation goggles, Pattern 4082, and red filters, Pattern 4084, allowed by C.A.F.Os. 1737/42 and 2371/42.

2. Ships which have demanded goggles from their storing yards in accordance with C.A.F.O. 1737/42 but have not received both the goggles and the red filters by the 31st July, should hasten the yard or depot concerned.

3. Ships which have not demanded their goggles should do so forthwith.

(C.A.F.Os. 1737/42 and 2371/42.)

3598.—D.G. Equipment—REPORT

H.M. Cable Ships

(S.D.G. 121/43.—5 Aug. 1943.)

The D.G. equipment to be fitted in these vessels will consist of the following coils:—

M. FP. QP.	} and FI, QI and AI.
or	
MF. MM. MQ.	

2. H.M. cable ships which have not yet been fitted with the improved equipment are to insert the following item in their next list of As. and As.:—

"To fit improved D.G. Equipment—Classification A*"

3. The equipment together with instructions for fitting will be supplied by D.E.E. Department, Admiralty, on demand through Admiralty Overseer. A report giving the undermentioned details is to be forwarded at an early date to D.E.E. Department, Admiralty, to enable the purchase of the necessary material to be arranged.

(a) Ships existing D.G. systems with power required for operation.

(b) Total kW. of electrical supply and ship's voltage.

(c) Total kW. of ship's normal sea load (excluding present D.G. load).

3599.—Docking Plans—Coastal Force Craft in Great Britain and Northern Ireland

*Emergency Repair Overseers, Base Maintenance Staff
Officers and Dockyards concerned*

(D. 012985/43.—5 Aug. 1943.)

The Appendix hereto shows the distribution of docking plan drawings to authorities concerned up to June, 1943.

2. The plans are of a confidential nature and should be issued on loan only to private firms. Emergency Repair Overseers are, when requiring these plans, to apply to the appropriate Naval Officer-in-Charge of the area, who will, if the plans required are not available, apply for further copies to the Secretary of the Admiralty.

3. It is also pointed out that:—

Docking Plan for M.T.Bs. "31-40" will also apply to M.T.Bs. "218-221".

Docking Plan for M.T.Bs. "73-98" will also apply to M.T.Bs. "222-245".

Docking Plan for M.T.Bs. "57-66" will also apply to M.T.Bs. "275-306".

Docking Plan for M.T.Bs. "67", "68", "213-217" will also apply to M.T.Bs. "327-331" and "345".

Docking Plan for M.G.Bs. "69-73" will also apply to M.G.Bs. "100-106".

Docking Plan for M.T.Bs. "1-19" will also apply to C.T. "01-04", "06", "07", "09", "10".

Docking Plan for M.T.B. "107" will also apply to "Queen Swan 2".

Docking Plan for M.T.B. "100" will also apply to C.T. "11".

Docking Plan for M.T.B. "103" will also apply to C.T. "05".

APPENDIX

List of Docking Plans distributed to various Authorities

<i>Boat Nos.</i>	<i>Administrative Authorities</i>
1. M.T.Bs. "1-19"	
2. M.T.Bs. "22", "29" and "30"	
3. M.T.Bs. "24", "25" and "28"	
4. M.T.Bs. "31-40"	
5. M.T.Bs. "41-48"	
6. M.T.Bs. "49-56"	
7. M.T.Bs. "57-66", "73-98", "201-212"	C.-in-C., Portsmouth
8. M.T.Bs. "67", "68", "213-217"	F.O. i/c, Aberdeen
9. M.T.Bs. "69" and "70"	F.O. i/c, Liverpool
10. M.T.Bs. "71" and "72"	F.O. i/c, Harwich
11. M.T.B. "100"	F.O. i/c, Great Yarmouth
12. M.T.B. "102"	F.O. i/c, Greenock
13. M.T.B. "103"	F.O. i/c, Humber (2 sets)
14. M.T.B. "104"	F.O. i/c, Southampton
15. M.T.B. "105"	F.O. i/c, London
16. M.T.B. "107"	F.O. i/c, Clyde
17. M.A./S.B. "1-5"	F.O. i/c, Belfast
18. M.G.B. "6-21"	F.O. i/c, Falmouth
19. M.A./S.B. "22-39"	F.O. i/c, Cardiff
20. M.G.Bs. "40-45"	F.O. i/c, Tyne
21. M.G.Bs. "47" and "48"	F.O. i/c, Milford Haven
22. M.G.B. "49"	N.O. i/c, Dartmouth
23. M.G.Bs. "50-67" and "46"	N.O. i/c, Holyhead
24. M.G.Bs. "69-73"	N.O. i/c, Newhaven
25. M.G.Bs. "82-93"; M.T.Bs. "259-268"	N.O. i/c, Oban
26. M.Ls. "1001" (72-ft., L.D.M.Ls.)	Deputy Superintendent,
27. M.Ls. "100-111"; M.G.Bs. "312-335"	H.M. Naval Repair
28. M.Ls. "112-311", "336-500", "511-600"	Base, Pembroke
29. M.G.B. and M.T.Bs. "601-800" ("D" Fairmife)	
30. M.G.Bs. "74-81" and "107-138"	
31. M.G.Bs. "501-509"	
32. M.G.B. "68"	
33. M.T.Bs. "246-251"	
34. M.T.Bs. "252-257"	

The following Administrative Authorities and Bases are in possession of a full set as enumerated excepting the numbers quoted:—

C.-in-C., Western Approaches ...	Ex. Nos. 7, 11, 14-16, 19, 22, 24 and 25.
A.S., Portsmouth ...	Ex. Nos. 7, 11, 14-16, 19, 22, 24 and 25.
A.S., Rosyth ...	Ex. Nos. 7, 11, 14-16, 19, 22, 24 and 25.
A.S., Devonport ...	Ex. Nos. 19 and 25.
A.S., Chatham ...	Ex. Nos. 7, 11, 19 and 25.
Commodore-in-Charge, Sheerness	Ex. Nos. 7, 11, 14-16, 19, 22, 24 and 25.
C.S., Dover ...	Ex. Nos. 11, 19, 22, 24 and 25.
F.O. i/c, Portland ...	Ex. Nos. 11, 14-16, 22, 24 and 25.
N.O. i/c, Ramsgate ...	Ex. No. 25.
N.O. i/c, Blyth ...	Ex. Nos. 7, 11, 14-16, 19, 22, 24 and 25.
N.O. i/c, Peterhead ...	Ex. Nos. 7, 11, 14-16, 19, 22, 24, 25, 31 and 32.

C.O., H.M.S. "Wasp" ... Ex. Nos. 29-34.

C.O., H.M.S. "Attack" ... Ex. Nos. 19, 25-34.

C.O., H.M.S. "Beehive" ... Ex. Nos. 7, 11, 14-16, 19, 22, 24, 25, 31-34.

Officer-in-Charge Works, Shotley Ex. Nos. 1, 7, 8, 10, 14-17, 19, 20, 22, 25-34.

A.C.O.S., Scapa, and N.O. i/c, Stornoway, possess Nos. 17, 27 and 29 only.

N.O. i/c, Invergordon, possesses only Nos. 17, 27, 29 and 33.

(A.F.Os. 5444/42 and 6428/42 are cancelled.)

3600.—Fixed Contact, Pattern 17948—Introduction

(N.S. 15854/43.—5 Aug. 1943.)

A new contact has been introduced for use in 6 amp. D.P. switches in lieu of contact, Pattern 4203. The item has been added to the Rate Book under Subhead F.2B, Schedule C.710, as follows:—

Pattern 17948 Contact, fixed, phosphor bronze.

(For switches, Patterns 4089A-4095A, 4097, 4098, 4100, 4101A, 4111A and 4112A.)

2. Arrangements have been made for the purchase of 5,000 contacts from Messrs. Engineering and Lighting Equipment Company under C.P.64609/42 dated 25th March, 1943, for delivery to Stroud and Mossley.

3. Demands should be forwarded to the storing yard.

3601.—Fleet Target Service—Allocation of Heavy Targets and Towing Hawsers, etc.—REPORT

(N.S. 13785/43.—5 Aug. 1943.)

The present allocation of heavy targets and target-towing gear is shown in the accompanying statements, as follows:—

Statement A—heavy targets at home.

Statement B—heavy targets abroad.

Statements C to E—hawsers, etc., for target towing.

2. The allocation of the smaller targets, Patterns V and VII, is shown in A.F.O. 1506/36 as amended by C.A.F.O. 737/39 and the allowance of hawsers, etc., for use with them is included in the Establishment of Naval Stores for Executive purposes.

3. The following remarks relate to statements C to E:—

(i) Hawsers, shackles, swivels, etc., allocated to dockyards and depots should be dealt with as follows:—

For use—on Naval Store deposit charge, or subsidiary target account.

For reserve—on Naval Store main ledger charge.

(ii) Hawsers available in near sizes, or in ordinary flexible steel wire instead of extra special flexible quality authorised in previous orders to be held in lieu of approved allowances, should be retained for this purpose until expended.

(iii) Each hawser should be in one length of the length shown.

(iv) Hawsers, etc., allocated for towing targets should not be used for other services.

(v) The letters "E.S.F." are used to indicate extra special steel wire rope, and the letters "O.F." to indicate ordinary flexible steel wire rope.

4. When targets are lost or damaged beyond repair a report should be forwarded in order that replacement may be arranged.

Statement "A"
Targets—Home Waters

Base	145 ft. high speed	145 ft.	110 ft.	126 ft. high speed	Pattern VI	Pattern II	Remarks
	Identity No. or letter			No. of targets			
Scapa ..	12	—	—	—	5	7	(a) Includes 2 No. for R.A.M.L.s and 6 No. for H.M.S. "Cardiff".
	22	—	—	—	—	—	
	25	31	—	—	—	—	
	33	37	—	—	—	—	
Clyde ..	35	39	—	—	—	—	
	—	48	—	—	—	—	
Scotland ..	34	30	—	—	—	26	
	13	—	—	—	—	(a)	
Plymouth ..	32	—	—	—	—	—	
Rosyth ..	—	—	—	—	3	9	
Harwich (includes Brightlingsea)	—	—	—	—	—	5	
Yarmouth ..	—	—	—	—	—	2	
Humber ..	—	—	—	—	—	1	
Liverpool ..	—	—	—	—	—	2	
(Destroyer depot)	—	—	—	—	—	—	
Sheerness ..	—	—	—	—	—	2	
Portsmouth ..	—	—	—	—	2	8	
Portland ..	—	—	—	—	3	1	
Devonport ..	—	—	—	—	8	4	
Total ..	8	5	—	—	21	67	

Statement "B"
Targets—Stationed Abroad

Base	145 ft. high speed	145 ft.	126 ft. high speed	Pattern VI (a)	Pattern II (a)	Remarks	
	Identity No. or letter			No. of targets			
<i>Mediterranean—</i>						(a) Figures for targets on foreign stations are approximate.	
Malta or Alexandria	—	26	14	14	—		
North Atlantic	—	42	—	—	—		
	—	—	10(c)	4	—		
<i>East Indies—</i>							(b) Under construction.
Aden ..	—	—	—	2	—		
Bahrein ..	—	—	—	—	2		
Port Sudan ..	—	—	—	2	—		
Trincomalee ..	—	—	—	1	2		
Kilindini ..	—	—	18	—	—		
Bombay ..	38(b)	—	—	—	—		
<i>South Atlantic—</i>							(c) Partly broken.
Simonstown	6(b)	4	—	—	4		
Freetown ..	8(b)	—	—	—	—		
	—	—	24	—	4		
Durban ..	—	—	—	—	4		
Lagos ..	—	—	—	—	—		
Kilindini ..	—	—	—	—	4		
<i>America and West Indies—</i>						24, Pattern VI property of Canadian Govern- ment.	
Halifax ..	—	—	29	26	—		
Jamaica ..	—	—	—	—	2		
Bermuda ..	—	2	20	2	1		
Montevideo ..	—	—	—	2	—		
<i>Australia ..</i>	9(b)	—	—	—	—		
	11(b)	—	—	—	—		
Total ..	5	5	6	53	23		

Note.—French Targets L3 and L6 allocated to Clyde.

Statement "C"
Sets of Towing Gear for Battle Practice Targets

Service	Ship or yard	No of sets		Components of each set			Quantity	
		For use	Re- serve	Size, in.	Length fms.	Description		
Towing high- speed battle practice tar- gets.	Portsmouth ..	1	—	4½	250	S.W. rope, E.S.F. ..	2 (a)	
	Gibraltar ..	1	1	4½	125	S.W. rope, E.S.F. ..	2 (a)	
	Malta ..	1	1	4½	25	S.W. rope, E.S.F. ..	1 (b)	
	Freetown ..	1	—	1½	—	—	Shackle, special, tow- ing.	1
							Shackle, joining (f) ..	10
	Bermuda ..	1	1	1½	—	Shackle, anchor ..	4	
	Rosyth ..	—	1	1½	—	Swivel pieces (f) ..	4	
	West Riding area	—	1	—	—	—	Chain rigging stop- pers.	8
							Carpenter's stoppers, Pattern 22.	2
	"Guardian" ..	1	—	1½	—	—	S.W. rope, E.S.F. ..	2 (a)
							S.W. rope, E.S.F. ..	2 (a)
	"Protector" ..	1	—	1½	—	—	S.W. rope, E.S.F. ..	1 (b)
							Shackle, special, tow- ing.	1
	"Brigand" ..	1	—	1½	—	—	Shackle, joining ..	14
							Shackle, anchor ..	2
	"Buccaneer" ..	1	—	1½	—	—	Swivel pieces ..	4
							Chain rigging stop- pers.	8
	"Bandit" ..	1	—	1½	—	—	Carpenter's stoppers, Pattern 21.	2
							Special towing swivel Pendants, 15 fms. ..	1 (d)
	"Brigand" ..	1	—	1½	—	—	Pendants, 15 fms. ..	2 (d)
S.W. rope, O.F. ..							6	
"Buccaneer" ..	1	—	1½	—	—	S.W. rope, O.F. ..	1	
						Cable laid manila ..	1	
"Bandit" ..	1	—	1½	—	—	S.W. rope, E.S.F. ..	2	
						S.W. rope, E.S.F. ..	2	
"Brigand" ..	1	—	1½	—	—	S.W. rope, O.F. ..	1	
						Shackle, special tow- ing.	1	
"Buccaneer" ..	1	—	1½	—	—	Shackle, joining ..	14 (g)	
						Shackle, anchor ..	2	
"Bandit" ..	1	—	1½	—	—	Swivel pieces ..	4	
						Chain rigging stop- pers.	8	
"Brigand" ..	1	—	1½	—	—	Carpenter's stoppers, Pattern 21.	2	
						Special towing swivel Pendants, 15 fms. ..	1 (d)	
"Buccaneer" ..	1	—	1½	—	—	Pendants, 15 fms. ..	2 (d)	
						S.W. rope, O.F. ..	6	
"Bandit" ..	1	—	1½	—	—	S.W. rope, O.F. ..	1	
						Cable laid manila ..	1	
"Brigand" ..	1	—	1½	—	—	S.W. rope, E.S.F. ..	2	
						S.W. rope, E.S.F. ..	2	
"Buccaneer" ..	1	—	1½	—	—	S.W. rope, O.F. ..	1	
						Shackle, towing	1	
"Bandit" ..	1	—	1½	—	—	Shackle, joining (f) ..	8	
						Swivel pieces (f) ..	2	
"Brigand" ..	1	—	1½	—	—	Carpenter's stoppers, Pattern 22.	3	
						S.W. rope, O.F. ..	9	
"Buccaneer" ..	1	—	1½	—	—	Shackles, anchor ..	40	
						Swivel pieces ..	13	
Towing a line of battle practice targets and reserve for vessels of Fleet Target Ser- vice.	Rosyth ..	1	—	4½	150	S.W. rope, O.F. ..	9	
						Shackles, anchor ..	40	
				1½	—	Swivel pieces ..	13	

Statement "C"—continued

Service	Ship or yard	No. of sets		Components of each set			Quantity			
		For use	Re-serve	Size, in.	Length fms.	Description				
Overseas towage of battle practice targets.	Portsmouth (repairs to be deferred until gear is required for use).	1	—	6½	—	S.W. rope, O.F., in lengths of 150, 91, 62, 32, 10 and 6 fms.	1 each			
				6½	11	S.W. rope, O.F. ..	2			
				4½	15	S.W. rope, O.F. ..	2			
				4½	10	S.W. rope, O.F. ..	3			
				3½	24	S.W. rope, O.F. ..	1			
				2	8	S.W. rope, O.F. ..	3			
				2	7½	S.W. rope, O.F. ..	17			
				—	—	Swivels, with shackles	2			
				—	—	Shackles, various ..	5			
				1¾	—	Chain (3 pieces with 2 rings).	1			
				1½	—	Towing chain, with shackle.	2			
				4½	70	S.W. rope, O.F. ..	2			
				6½	150	S.W. rope, O.F. ..	1			
				6½	62	S.W. rope, O.F. ..	1			
				6½	45	S.W. rope, O.F. ..	1			
				1½	—	Towing chain, 39 ft. 6 in.	2			
				1¾	—	Shackle, anchor	Linked together			
				1½	—	Shackle, anchor				
				—	—	Swivel piece	1			
				Gibraltar (see Admiralty Letter, 31.7.36, D.6919/36, addressed to R.A., Gibraltar).	1	—	6½	7 9	Strop, S.W. rope, O.F., with shackle.	1
							—	—	Plates, iron ..	6
							—	—	Screws for securing spans to targets.	18
							3	117 0	Lanyard, with eye and shackle each end.	1
2	34 6	Lanyard, with eye and shackle each end	28							
—	9 6	Towing chain, with 2 rings, 4 shackles.	2							
—	13 5	Towing chain ..	1							
4½	45	Stem towing pendants, with thimble.	1							

* Includes one hawser for target to be supplied to Douglas, Isle of Man.

(a) Fitted with thimbles, Pattern 1921.

(b) Fitted with thimble, Pattern 1921, one end only.

(d) For towing two B.P. targets in tandem.

(e) For use when towing B.P. targets from bollards in lieu of self-rendering winch. Separate instructions have been issued for the 4½-in. wires for "Protector" to be reduced to three of 150 fms., and one of 75 fms. or for the wires to be landed and embarked only if gunnery firing programme away from base is contemplated, as may be arranged by Commander-in-Chief, Mediterranean.

(f) 1½-in. joining shackles and swivel pieces may be used in lieu of 1¾-in. until supplies of the latter size become available.

(g) The allowance of 1¾-in. joining shackles for "Protector" is to be modified to read 10 instead of 14, subject to confirmation by Commanding Officer, "Protector", that the reduction can be accepted.

STATEMENT "D"

Miscellaneous Target Towing Hawasers

Ship or yard	Size, in.	Length fms.	Description	Quantity		Remarks
				For use	For re-serve	
(1) Home Waters						
"Bandit" ...	2½	450	S.W. rope, O.F. ..	1	—	Fitted with self-rendering winches
"Brigand" ...	3½	450	S.W. rope, E.S.F. (f)	1	—	
"Bucaneer" ...	2	450	S.W. rope, O.F. ..	1	—	
"St. Martin" ...	2	450	S.W. rope, O.F. ..	1	—	
"Elan II" ...	5	50	S.W. rope, E.S.F. ..	1	—	Spare for "St. Just", "St. Martin" and "St. Fagan".
Rosyth ...	5	33½	S.W. rope, E.S.F. ..	1	—	
	5	16½	S.W. rope, E.S.F. ..	1	—	
	4	150	S.W. rope, E.S.F. ..	1	—	
	3½	150	S.W. rope, E.S.F. ..	3	—	
	4	150	S.W. rope, O.F. ..	—	1	
West Riding area ..	3½	450	S.W. rope, E.S.F. (f)	—	4	
	2	450	S.W. rope, O.F. ..	—	4	
	3½	150	S.W. rope, E.S.F. ..	—	1	
Portland ...	3½	150	S.W. rope, E.S.F. ...	3	—	
	3½	50	S.W. rope, E.S.F. ..	1	—	
(2) Abroad						
Mediterranean—						
"Roliccker" ...	3½	450	S.W. rope, E.S.F. (f)	1	—	Fitted with self-rendering winch.
"St. Issey" ...	3½	450	S.W. rope, E.S.F. (f)	1	—	
"St. Angelo" ...	2	450	S.W. rope, O.F. ..	1	—	
Gibraltar ...	3½	150	S.W. rope, E.S.F. ..	6	—	Spare for "Roliccker".
	3½	50	S.W. rope, E.S.F. ..	2	—	
	3½	450	S.W. rope, E.S.F. (f)	—	1	
Malta ...	3½	150	S.W. rope, E.S.F. ...	3	1	For towing Pattern VI targets.
	2	300	S.W. rope, E.S.F. ...	2	—	
East Indies—	3½	450	S.W. rope, E.S.F. (f)	—	1	Spare for "St. Issey".
	2	450	S.W. rope, O.F. ...	—	1	
	3½	150	S.W. rope, E.S.F. ...	—	1	
	3½	50	S.W. rope, E.S.F. ...	—	1	
Vessel used for target towing on East Indies Station. ...	3½	450	S.W. rope, E.S.F. (f)	1	—	
	2½	450	S.W. rope, O.F. (f)	1	—	
Trincomalee ...	4	150	S.W. rope, E.S.F. ...	1	1	
	3½	450	S.W. rope, E.S.F. (f)	—	1	
	3½	150	S.W. rope, E.S.F. ...	2	—	
	3½	50	S.W. rope, E.S.F. ...	1	—	
	2½	450	S.W. rope, O.F. (f)	—	1	
R.F.A's—						
"Appleleaf" ...	3½	450	S.W. rope, E.S.F. (r)	1	—	
"Pearleaf" ...	3½	150	S.W. rope, E.S.F. (r)	1	—	
Cape—						
"St. Dogmael" ...	3½	450	S.W. rope, E.S.F. (f)	1	—	Spare for "St. Dogmael".
Simonstown ...	3½	450	S.W. rope, E.S.F. (f)	—	1	
	4	150	S.W. rope, E.S.F. ...	1	1	
	3½	150	S.W. rope, E.S.F. ...	2	—	
	3½	50	S.W. rope, E.S.F. ...	1	—	
America and West Indies—						
"St. Blazey" ...	3½	450	S.W. rope, E.S.F. (f)	1	—	Spare for "St. Blazey".
Bermuda ...	3½	450	S.W. rope, E.S.F. (f)	—	1	
	3½	150	S.W. rope, E.S.F. ...	—	1	

(f) fitted

(r) on reel.

STATEMENT "E"

Hawsers for Towing Targets, Pattern VI and Pattern II
Description

Steel wire rope, O.F., 2½-in. by 300 fms., fitted with a thimble, Pattern 1918, each end, and a shackle, Pattern 2155, at one end. Lengths of 360 fathoms may be supplied where convenient to avoid cutting coils of standard lengths. The wires are to be shackled together if a longer tow is required.

Distribution

Yard, etc.	Quantity	
	For use	Reserve
Portsmouth	4	—
Portland	4	—
Devonport	10	—
Rosyth	8	4
West Riding area	—	10
Mersey area	—	4
Severn area	—	4
Malta	20	8
Gibraltar	4	4
Port Sudan	3	—
Aden	2	—
Bahrein	4	—
Trincomalee	4	2
Freetown	8	—
Simonstown	4	—
Durban	8	—
Mombasa	8	—
Bermuda	5	3

(A.F.O. 1506/36 and C.A.F.O. 737/39—not in Annual Volume.)

(A.F.O. 4187/41 is cancelled.)

3602.—Flying Clothing and Ancillary Equipment

(A.E. 4153/43.—5 Aug. 1943.)

A.F.O. 2653/43 is to be amended as follows:—

Delete the words "on Foreign Stations only" from the remarks column of paragraph 13 against the bracket connecting the items Outfits, anti-dimming, Holders and Wallets.

(A.F.O. 2653/43.)

3603.—Gearing to Valves for Pumping, Flooding and Draining Arrangements—
As. and As.

Dockyards, W.P.Ss. and P.S.Os.

(D. 8144/43.—5 Aug. 1943.)

A case has been reported of the taper pins in valve gearing situated in a locked compartment falling out due to vibration, which caused the flooding of a compartment.

2. In future all compartments below the deep waterline which are kept closed at sea should be treated as inaccessible compartments, as referred to in paragraph 3(i) of A.F.O. 42/41, and split pins fitted to all taper pins.

3. An A. and A. item to this effect should be raised as necessary.

(R.A.C. 15th C.S., 3 Jun. 1943, No. 1/174.)

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

(A.F.O. 42/41—not in annual volume.)

3604.—Gun Platforms in D.E.M.S.—Fitting of Matting

(T.D./D.E.M.S. 115/43.—5 Aug. 1943.)

In order to minimise the effects of the cold, and to make gun platforms less slippery to the guns' crews, platforms in D.E.M.S. proceeding to North Russia may be fitted with coir matting.

2. The arrangements for carrying out the necessary work should be made by the W.P.S. at the various ports, coir matting, Pattern T.402A, being obtained on demand from the appropriate naval store depot.

3605.—Ignition of Demonstration and Practice Fires

Ships and Shore Establishments.

(D. 16331/41.—5 Aug. 1943.)

On no account is petrol or other low flash point inflammable liquid to be added to the combustible material used in raising fires for practice purposes.

2. A blow lamp should be used to light fires of Diesel and heavier oils; for carbonaceous fires a small quantity of paraffin may be used, in which case the fire must be lit as soon as possible after sprinkling on this oil.

(C.-in-C., H.F., 1 Nov. 1941, No. 1588/H.F. 998/35.)

3606.—Improvement of Lighting—Mess Spaces, etc.

H.M. Ships

(N.S. 25861/43.—5 Aug. 1943.)

A survey of the lighting systems in H.M. ships has revealed that the lighting is often below the standard specified, particularly in mess decks and living spaces.

2. Various methods of improving lighting are under consideration but, as an immediate measure, 60 watt lamps should be used instead of 40 watt in all classes of ships for overhead fittings in mess decks, living spaces and offices, subject to the type of lighting fitting and the electrical installation permitting this change to be made.

3. Cleanliness of lamps and fittings should continue to be regarded as important, observing that even a thin film of dust on shades may reduce the illumination by as much as 10 per cent.

4. The lamps concerned are included under Subhead F2A, Schedule 770, and arrangements are being made to increase supplies of 60 watt lamps accordingly. In the meantime requirements of 60 watt lamps should be demanded from the Storing Yards/Depots and surplus stocks of 40 watt lamps returned to the nearest Dockyard or Naval Store Depot as opportunity permits.

5. In regard to the requirements at Yards abroad, action should be taken at the Shipping Depots to reverse the dues of 40 and 60 watt lamps. The Shipping Depots should at the same time inform the (Superintending) Naval Store Officers concerned by Air Mail letters of the revised quantities of each type of lamp to be considered as due to them. The letters should also state what quantities of 60 watt lamps included in the dues have been requisitioned for freight. On receipt of this information demands should be forwarded to Admiralty by Yards abroad for any additional supplies estimated to be required.

3607.—Improved Clothes Stowage, etc., for Officers

"O" and Later Classes of Destroyers

(D./P. 11703/43.—5 Aug. 1943.)

Arrangements are to be made for the provision of the following items in the above-mentioned ships:—

(i) One chest of drawers in single cabins and two chests of drawers in double cabins. If space does not permit of these chests of drawers being fitted in the cabins themselves they are to be fitted in the lobbies outside the cabins.

(ii) A double pedestal type writing table in lieu of the combined writing table and chest of drawers in the Engineer Officer's cabin and in the First Lieutenant's cabin.

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

3608.—Inspection Lamps for Use in Aircraft Hangars Ashore

(N.S./N.L. 22922/42.—5 Aug. 1943.)

An accident, during which a number of aircraft were burnt out, arose in a hangar through the breaking of an inspection hand lamp of a type not normally supplied for use in hangars.

2. Attention is called to the correct type of inspection hand lamp for use in hangars, namely, Ref. 5A/390, and it is emphasised that no other should be used for this purpose.

3. The following quantities of lamps (Ref. 5A/390) are allowed to the Naval Air Services:—

Training Squadrons	2
R.N. Air Stations, Class "A" ...	36
R.N. Air Stations, Class "B" ...	16
R.N. Air Stations, Class "C" ...	20
R.N. Aircraft Repair Yards	45

4. Services concerned should lodge demands at the appropriate R.N. Store Depot or Storing Yard to complete to these scales.

3609.—Naval Aircraft Stores for American Types of Aircraft

(N.S. Air 5934/43.—5 Aug., 1943.)

To facilitate the provision, supply, replenishment and accounting of Naval aircraft stores (including airframe and engine spares), normally supplied through the Naval Store Department but peculiar to American built types of naval aircraft, the U.S. Naval Classification has been adopted for all such stores instead of the R.A.F. Reference numbers under the pertinent sections of the R.A.F. vocabulary. This Order does not apply to stores and equipment which would, as a general rule, be obtained as ordinary naval stores, or from victualling, armament supply, or other departments.

2. U.S. Naval materials are classified under 93 classes: Classes 1 to 4 inclusive, comprise ordnance material; Classes 5 to 74 inclusive—general naval stores and aeronautical stores of a common nature; Classes 75 to 79 inclusive concern motor-boat engines and other motor-boat material; Classes 80 to 93 are exclusively concerned with aircraft material, Classes 80 to 89 inclusive being for heavier-than-aircraft and Classes 90 to 93 inclusive for lighter-than-aircraft. The detailed allocation of all aeronautical material into these classes is the subject of the "Classification Index of Naval Aeronautical Material", which supersedes those classification indices specified in A.F.O. 5207/42. The new Classification Index of Naval Aeronautical Material is comprehensive and refers to that material of aeronautical application in Classes 5 to 75 as well as the purely aeronautical material in Classes 80 to 93. A list of the classes and their contents in general terms is shown in Appendix I to this Order, but only certain classes, as indicated above, are concerned in the application of this Order.

3. In conjunction with the Classification Index, the U.S. Navy "Stock Lists and Replenishment Request" forms will be used. These lists are arranged in classes and detail all items which may be necessary for the maintenance of U.S. Naval Aircraft, and are amended and re-issued by the U.S. Navy Department every six months. Classes 81, 82 and 85 will not be issued as complete stock lists and replenishment requests, as the present policy is to furnish a separate stock list of parts against each manufacturer of aircraft and engines. These will list all items made by the respective manufacturers in part-number order. All stock lists will, however, be self-explanatory and the information contained therein will be found to be sufficient for all purposes of reference and stock identification. One copy will be distributed to all (S) N.S.Os., ships, repair yards, stations and squadrons equipped or likely to be equipped with U.S. aircraft. To provide a complete set of references, bound sets of stock lists and replenishment requests are being issued, and future copies of stock lists forwarded for reference purposes may be inserted in these bound sets in lieu of the then redundant lists for the relevant classes.

4. On receipt of the publications mentioned, stocks of aircraft stores of American origin should be reclassified under the appropriate U.S. classification, ledgers and stock being regrouped accordingly.

5. Periodical replenishment returns will be sent by the Deputy Director of Stores, America, to the U.S. Navy Department on dates to synchronize with those of U.S. Navy requirements, in order that simultaneous-contract action may be taken in respect of both U.S.N. and R.N. requirements.

6. For the purpose indicated in paragraph 5 (S) N.S.Os. abroad and Royal Naval Air Stations, Piarco, Dartmouth (Nova Scotia) and Yarmouth (Nova Scotia) are to prepare demands annually for Classes 5 to 75, and twice annually for other

classes, to complete authorised stocks and reserves. Demand form D.273b should be used by (S) N.S.Os. and form S.134d by the Naval Air Stations mentioned. The demand should follow the same order as the Stock List and Replenishment Request form and should be sent to the Deputy Director of Stores, British Admiralty Delegation, Temporary Buildings 4, U.S. Navy Department, Washington, D.C., to arrive three weeks before the dates shown in Appendix II. At the same time (S) N.S.Os. are to forward a copy of demand D.273b to the Director of Stores, Admiralty. A statement of requirements for depots in the United Kingdom and for Hastings (Freetown) will be provided by the Admiralty. Demands for American spares should be forwarded by the N.S.O., Freetown, to Admiralty for supply from the United Kingdom.

7. The following information should be shown in the demands:—

- (i) Past expenditure and particulars of the I.E. to which the expenditure is related. Dockyards and store depots only: Expenditure figures should differentiate between recurring and non-recurring issues.
- (ii) Stock at the time of rendering the demand.
- (iii) Stores due for delivery but still outstanding.
- (iv) Particulars of outstanding demands (dockyards and naval store depots only).

8. The proposed I.E. for places abroad which should form the basis of further expenditure and estimates will be furnished by the Admiralty.

9. Form S.134d rendered for this purpose by the Naval Air Stations at Piarco, Dartmouth (N.S.) and Yarmouth (N.S.) should be adapted to include the information called for by paragraph 7.

10. The printed Stock Lists and Replenishment Request forms made redundant by these instructions should be retained for reference purposes.

11. Periodical demands for spares under Classes 5 to 75 already forwarded to the Deputy Director of Stores, America, in accordance with A.F.O. 5207/42 (paragraph 6) and A.F.O. 496/43 and received at a date considerably in advance of the next replenishment date, will be the subject of special action in the U.S.A. to procure the spares demanded.

12. To enable the supply of initial outfits of aircraft spares and equipment to be made, provisional Aircraft Stores Establishments prepared in America will be supplied to all concerned. These allowances represent initial supplies only and are subject to revision.

13. Some of the U.S. Navy Aircraft Stores have R.A.F. or R.N. equivalents, and details of items in common (as far as at present ascertained) will be promulgated separately. In such cases the stores should be dealt with and demanded under the R.A.F. (or R.N.) numbers and descriptions only, but there would be no objection to requirements being demanded from U.S. sources in particular cases (*e.g.*, Piarco) or where U.S. stocks may be more readily available. For convenience of reference both U.S. and R.A.F. (or R.N.) numbers should be shown on ledger pages. Reports should also be forwarded to the Admiralty whenever R.A.F. or R.N. equivalents to U.S. items are found to be suitable.

14. The provisions of this Order, so far as they are applicable, should be followed by H.M. Ships, R.N. Air Stations (excluding those referred to in paragraph 6), and R.N. Aircraft Repair Yards in demanding replenishment supplies from their appropriate storing yards or naval store depots.

APPENDIX I

U.S. Navy Classification of Stores—General

U.S. Class	Description of Stores	Equivalent	
		N.S. Subhead	R.A.F. Section
1-4	Armament stores	—	7 & 12
5	Flags, bunting	D3	32
6	Anchors, chain cable, etc.	B	—
7	Fuel	K	—
8	Motor vehicles, and airplane tyre and tube equipment	E1	16
9	Boats	E	—

APPENDIX I—contd.

U.S. Class	Description of Stores	Equivalent	
		N.S. Subhead	R.A.F. Section
10	Boilers and engines	—	—
11	Pumps and parts, hoses, etc.	K	4
12	Boat and ship fittings	B	28
13	Engine room and fire room fittings	B8	—
14	Oils, lubricating and combustible	K, E9	34
15	Electric cable	F	5
16	Radio and sound-signal-apparatus	F	10
17	Electric apparatus	F	5 & 10
18	Instruments of precision (photographic materials), etc.	F3	6 & 14
19	Rigging, blocks, etc.	D, E	—
20	Submarine material	—	—
21	Cordage	D5	32
22	Wire rope and wire bare	B	28 & 30
23	Boat and ship utensils	B	—
24	Duck, canvas, etc.	D	32
25	Tobacco products	—	—
26	Furniture	E4	—
27	Textiles	E4	—
28	Blank forms	—	—
29	Toilet articles... ..	—	—
30	Bathroom and toilet fixtures	B	—
31	Lighting apparatus (non-electric)	B	—
32	Fire-surfacing and heat insulating materials	E	32
33	Gaskets, hose, packing, rubber	B.E.K.	32
34	Leather	E	—
35	Books and publications	—	—
36	Musical instruments	—	—
37	Athletic equipment	E	—
38	Brushes, brooms	E	—
39	Timber	A	31
40	Machine tools... ..	—	3
41	Hand tools	B11	1
42	Hardware (General)	B	27 & 28
43	Bolts, nuts, rivets, screws, washers	B	28
44	Pipes	B	—
45	Pipe fittings	B	—
46	Metal bars (flat, round, hex., etc.)	B	30
47	Metal sheets and plates	B	30
48	Metal sections (angles, channels, etc.)	B	30
50	Foundry apparatus	B	—
51	Acids, chemicals, etc.	E	14 & 33
52	Paints	E	33
53	Stationery	—	—
54	Office equipment	—	—
55	Clothing	—	—
56	Victuals	—	—
57	Hospital apparatus	—	—
58	Railway, dock and yard equipment (including fire fighting)	B	—
59	Building material	—	—
60	Boilers and engines (ship)	B	—
61	Gyro-compass gear	F3	6
62	Articles of special value	—	—
63	Tableware	—	—
64	Bakery and kitchen apparatus and utensils	B	—
65	Ovens, ranges, stoves	B	—
66	Machinery and equipment	—	—
67	Forage (plants, bulbs, etc.)	—	—
68	Live-stock	—	—
69	Vehicles (animal-and hand-drawn)... ..	E	—

APPENDIX I—contd.

U.S. Class	Description of Stores.	Equivalent	
		N.S. Subhead	R.A.F. Section
70	Agricultural implements	—	—
71-74	Badges, boots, caps, equipment	—	—
80	Airplanes	—	—
81	Major airframe spares	—	24
82	Minor airframe spares	—	26
83	Accessories and equipment and spares, special tools, and airplane tyres and tubes	—	4, 11, 15, 27
84	Engines, airplane	—	—
85	Engine spares	—	36
86	Engine accessories and spares	—	37
87	Propellers and propeller spares	—	25
88	Instruments, airplane	—	6
89	Arresting, launching and handling gear	—	4, 27
90	Airships and parts peculiar to airships	—	—

Note.—It is not possible to give comprehensive information concerning equivalent British classifications, partly because of lack of comprehensive publications and partly because single U.S. classes contain stores which would be accounted for under several different votes, subheads and items, of Navy or R.A.F. Votes (see also paragraph 1 of this Order).

APPENDIX II

Replenishment Schedule

Note.—Replenishment demands are only required for the Naval Aircraft Stores as indicated in paragraph 1 of this Order.

31st January

Class	Description
11	Bilge and gasoline pumps and parts.
14	Preservation compounds, greases, oils and lubricants.
17	Electrical equipment.
22	Cable and wire (bare).
27	Fabric, felt, webbing and thread.
33	Rubber material, flexible hose.
81 and 82	Major and minor structural spare parts for airplanes manufactured by:— (a) Beech; (b) Douglas; (c) Naval Aircraft Factory;* (d) Timm; (e) Edo.

* Includes only parts for N3N and SBN airplanes. Parts for PBY will be included with those for Consolidated; parts for SON with Curtiss; parts for OS2N with Vought-Sikorsky.

88	Instruments and parts, complete.
89	Handling gear and equipment, complete.

28th February

21	Cordage.
41	Needles, hand tools and paint sprayers.
44	Metal tubing (non-flexible).
81 and 82	Major and minor structural spare parts for airplanes manufactured by:— (a) Consolidated; (b) Curtiss; (c) Canadian Car and Foundry; (d) Fairchild; (e) Ryan.

APPENDIX II—contd.
31st March

Class	
12	Shackles, thimbles and bushings (cable).
16	Radio and electrical signal equipment, accessories and parts.
40	Machine tools, accessories and parts.
81 and 82	Major and minor structural spare parts for airplanes manufactured by:—
	(a) Lockheed;
	(b) Vought-Sikorsky;
	(c) Nash-Kelvinator;
	(d) Goodyear;
	(e) Brewster;
	(f) Vega.
82	AN, NAF and AC standard material and miscellaneous commercial items.
<i>30th April</i>	
34	Leather goods (except winter flying suits).
46	Metal in bar.
52	Dopes, paints, enamels, etc.
53	Masking, tape and stationery.
81 and 82	Major and minor structural spare parts for airplanes manufactured by:—
	(a) Grumman;
	(b) Vultee;
	(c) General Motors.
87	Propellers and parts, complete.
<i>31st May</i>	
47	Metal in sheet.
58	Hand fire extinguishers and parts.
81 and 82	Major and minor structural spare parts for airplanes manufactured by:—
	(a) Martin;
	(b) Stearman.
83	Airplane accessories and accessory parts (including aircraft tyres and tubes).
86	Engine accessories and parts and tools therefor, complete.
<i>30th June</i>	
8	Airplane tyre and tube equipment.
15	Wire (insulated).
24	Canvas, duck.
51	Acids, chemicals (including photographic chemicals).
81 and 82	Major and minor structural spare parts for airplanes manufactured by:—
	(a) Spartan;
	(b) North American;
	(c) Howard;
	(d) Piper.
85	Engine parts and tools, complete.
<i>31st July</i>	
42	Hardware.
81 and 82	Major and minor structural spare parts for airplanes manufactured by:—
	(a) Beech;
	(b) Douglas;
	(c) Naval Aircraft Factory*;
	(d) Timm;
	(e) Edo.
	* Includes only parts for N3N and SBN airplanes. Parts for PBV will be included with those for Consolidated; parts for SON with Curtiss; parts for OS2N with Vought-Sikorsky.
88	Instruments and parts, complete.
89	Handling gear and equipment, complete.

APPENDIX II—contd.
31st August

Class	
43	(Part I) Bolts and nuts.
81 and 82	Major and minor structural spare parts for airplanes manufactured by:—
	(a) Consolidated;
	(b) Curtiss;
	(c) Canadian Car and Foundry;
	(d) Fairchild;
	(e) Ryan.
<i>30th September</i>	
31	Lighting apparatus (non-electric).
81 and 82	Major and minor structural spare parts for airplanes manufactured by:—
	(a) Lockheed;
	(b) Vought-Sikorsky;
	(c) Nash-Kelvinator;
	(d) Goodyear;
	(e) Brewster;
	(f) Vega.
82	AN, NAF and AC standard material and miscellaneous commercial items.
<i>31st October</i>	
39	Lumber and plywood.
43	(Part II) Rivets.
81 and 82	Major and minor structural spare parts for airplanes manufactured by:—
	(a) Grumman;
	(b) Vultee;
	(c) General Motors.
87	Propellers and parts, complete.
<i>30th November</i>	
45	Pipe and tube fittings.
81 and 82	Major and minor structural spare parts for airplanes manufactured by:—
	(a) Martin;
	(b) Stearman.
83	Airplane accessories and accessory parts (including aircraft tyres and tubes).
86	Engine accessories and parts and tools therefor, complete.
<i>31st December</i>	
43	(Part III) Screws, washers, etc.
81 and 82	Major and minor structural spare parts for airplanes manufactured by:—
	(a) Spartan;
	(b) North American;
	(c) Howard;
	(d) Piper.
85	Engine parts and tools, complete. (A.F.Os. 5207/42 and 496/43 are cancelled.)

3610.—Oiltight Bulkhead Leaks Nos. 74 and 140—As. and As.

"Tribal" Class Destroyers

(D./N.L. 4786/43.—5 Aug. 1943.)

Reports from sea show that leakage occurs at Nos. 74 and 140 oiltight bulkheads in the above-mentioned vessels, at the riveted angle collars fitted where the bulkheads are pierced by Nos. 1 and 2 bottom longitudinals. In one case a fire resulted in the foremost boiler room which seriously impaired the ship's fighting efficiency.

2. Commanding officers concerned are to insert an item, classification A, in their next lists of As. and As., covering the work of modifying these bulkheads in accordance with A.F.O. Diagram No. 233/43.

(C. in C. Med. 3 Mar. 1943, No. 437/Med. (W)/663/3 and 1 Apr. 1943, No. 757/Med. (W)/352)

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

3611.—Petrol-Driven Marsden Dehydrators—Tex Rope Drive Belts

(M./LD (PD)065/43.—5 Aug. 1943.)

It has been brought to notice that the Tex rope drive belts on some of the above-mentioned appliances are showing signs of disintegration, and investigation by the Ministry of Works (Engineering Division) has shown that this breaking up has been due to the belts being run slack, thereby creating excessive friction which causes the rubber content to become friable.

2. Since the rubber position is so acute, great difficulty will be experienced in securing replacements, and officers concerned are to ensure that these belts are not run slack.

3. There is ample means of adjustment on the engine base and a secondary adjustment is provided by means of a jockey pulley mounted on a bracket directly over the belts.

3612.—Rugs—Restriction in Use

Naval Shore Establishments and H.M. Ships

(N.S. 15682/42.—5 Aug. 1943.)

In view of the necessity to restrict imports of raw materials, the supply of service pattern rugs and mats will be discontinued.

2. A limited supply of commercial type rugs will, however, be available to the following services:—

Woolen rugs, size 6 ft. by 3 ft.—

(a) H.M. ships—

(i) For officers' cabins of 150 sq. ft. One rug per cabin. floor space or less.

(ii) For officers' accommodation of Sufficient rugs to cover 20 per cent. of floor space. over 150 sq. ft. floor space.

(b) Naval shore establishments in far northern latitudes (where considered essential).

Note.—Demands for services at (b) should be submitted to the Admiralty for approval prior to supply, and should be based on A.F.O. 1483/42, subject to any special requirements, reasons for which should be stated.

Cocoon matting rugs, size 4 ft. 6 in. by 2 ft. 3 in.—

(c) Naval shore establishments except (b) above, for R.N. and W.R.N.S., Officers—one per bedside,

one per hearth in wardroom and ante-room.

W.R.N.S Ratings—one per bedside.

3. In view of the limited production, supply of rugs for new construction (except where arrangements for supply have already been made by the shipbuilders) will be made by the Admiralty with the bulk issue of stores on commissioning. The "SF" marking in the sea store establishments will, therefore, be deleted. Overseers should arrange for a fair and reasonable rebate in appropriate cases.

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

(A.F.Os. 3409/40, 481/41 and 1483/42.)

3613.—Seafire Aircraft—Camera Mounting, Type 27,

(N.S. Air 1912/43.—5 Aug. 1943.)

The undermentioned items have been introduced for Seafire aircraft, and will be allowed to ships and services in accordance with the following scales:—

B.R.378 (J) and B.R.377 (J)—CONSUMABLE

Ref. No.	Part No.	Description	Denom.	Carriers			R.N. Air Stations		R.N. Aircraft Repair Yards		Re-pair Ships
				Maintenance Stock			Class "A"	Class "B"	Class "A"	Class "B"	
				1 to 6	7 to 12	13 to 24					
		<i>Section 26AJ</i>									
23599	30036-1035	Mounting	No.	1	1	1	1	1	2	3	1
23515	30036-1037	Bracket, front	..	-	-	-	1	1	2	3	1
23518	30036-1039	Bracket, rear	..	-	-	-	1	1	2	3	1
23643	30036-1045	Shaped washer	..	1	1	2	2	1	4	6	1
23638	30036-1047	Shaped washer	..	1	1	2	2	1	4	6	1
23640	30036-1049	Packing washer	..	1	1	2	2	2	4	6	2
24149	30036-1063	Packing ring	..	1	1	2	2	2	4	6	2
23642	30036-1179	Shaped washer	..	1	1	2	2	1	4	6	1

2. Services concerned should forward demands to their respective R.N. Store Depots at home or Storing Yards abroad, quoting this order as the authority for supply. Supply to new Services will be made with their initial outfit of stores.

3. Deliveries are now being made, and supplies to ships and services should begin forthwith.

4. Arrangements will be made for the necessary quantities to be despatched to yards abroad to cover the requirements of ships and services attached to foreign stations. Details of the quantities to be supplied will be forwarded direct to (Suptg.) Naval Store Officers concerned.

5. Aircraft stores establishments will be amended in due course; meanwhile, all existing establishments held by H.M. Dockyards, R.N. Air Stations, Store Depots, etc., should be amended in manuscript.

3614.—Taut Wire Measuring Gear—Alternative Weight

(M. 1066/43.—5 Aug. 1943.)

With reference to A.F.O. 2294/43, the weight of 8 lb. is considerably lighter than the firebar weight of at least 50 lb. which is usually employed.

2. Experience has shown that to get accurate measurements with a $\frac{1}{2}$ cwt. weight, a run of 2 miles in depths up to 100 fathoms and 3 miles in greater depths is required before the first reading is taken. With an 8 lb. weight a run of 5 miles should be used until tests have shown that a shorter distance is sufficient to give accurate results.

(A.F.O. 2294/43.)

3615.—Unsheathed Wooden Ships on Service in the Mediterranean and other Stations where the Vessels are Liable to Attack by Boring Worms

(D. 018946/43.—5 Aug. 1943.)

Instances have been reported where unsheathed wooden vessels on hot stations have remained in the water for as long as nine months between successive slippings or dockings, and that, in consequence, it has been necessary to renew sections of planking due to attack by marine borers.

2. A.F.O. 3282/42 outlines desirable practice for ensuring that an unsheathed wooden vessel is kept in fair condition where teredo is prevalent.

3. It is realised that it will not be possible in present circumstances to slip or dock as frequently as is necessary, but if the vessels are to be kept serviceable without excessive repairs, every effort should be made to slip or dock them as frequently as possible, to reduce the damage done by teredo. Slipping or docking intervals such as nine months are bound to lead to trouble.

4. When the vessels are on the slip or in dock, and if practicable, the scorching treatment recommended in A.F.O. 3282/42 should be carried out; before applying any anti-fouling, a good thick coat of tar and naphtha should be applied to the bottom to deter the marine borers.

5. The docking periods for motor minesweepers quoted in A.F.O. 730/43 are not applicable to vessels of the type on service in the areas quoted in the heading of this Order.

(A.F.Os. 3282/42 and 730/43.)

Section 4

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

*3616.—Motor Mechanic Branch—Badges

(V.4611/43.—5 Aug. 1943.)

With reference to A.F.O. 937/41 the badges to be worn by the Motor Mechanic Branch are :—

Pattern Number	Rating	
254A red ...	Chief motor mechanic ...	Propeller with star and crown above and star below, small. In pairs for collars.
254B blue	Chief motor mechanic ...	As above but single for right cuff.
255A red ...	} Motor mechanic... ...	} Propeller with star above and star below, large for right arm.
255B blue		

2. The issuing prices of these badges are shown in A.F.O. 2227/41.

(A.F.Os. 937/41 and 2227/41—not in annual volume.)

3617.—Ownership of Unconsumed Provisions

Non-Commissioned Royal Fleet Auxiliaries

(N.S. Fuel 12578/43.—5 Aug. 1943.)

The Ministry of War Transport, in agreement with the National Maritime Board, have approved the following clause for insertion in Ministry of War Transport (formerly Board of Trade) Articles of Agreement of Merchant Ships :—

UNCONSUMED PROVISIONS.—All stores and provisions issued to the crew are only for use and consumption on board the ship and the property in any unused or unconsumed stores or provisions remains in the shipowner.

Any member of the crew taking ashore, selling, destroying or giving away any such stores or provisions renders himself liable to prosecution.

This clause should therefore be inserted in all new crew agreements, and in current agreements by special arrangement with the local shipping master, of Non-commissioned Royal Fleet Auxiliaries in which free messing is provided by the Admiralty.

3618.—Edible Oils

(C.P. 5A/24744/43.—5 Aug. 1943.)

A contract for the supply of edible oils for the period terminating 31st January, 1944, has been placed with Messrs. Premier Oil Extracting Mills, Ltd., Stoneferry, Hull (Telegrams: Premier, Hull; Telephone 15191).

2. To economise paper, the usual copies of the contract are not being sent to all the demanding authorities.

3. The contractors have been instructed to accept any demand from Naval Establishments providing each is signed by a responsible officer.

4. Particular attention is drawn to A.F.Os. 1969/42 and 6078/42, concerning the return of both empty drums and empty non-returnable containers. It is important that the screw stoppers are always returned with the empty drums or containers.

(A.F.Os. 1969/42, 6078/42 and 644/43.)

3619.—Economy in the Use of X-Ray Tubes

(M.D.G. 35441/43.—5 Aug. 1943.)

As a result of the present position of supplies, there is a serious shortage in this country of X-ray tubes, and the replacement of damaged or worn-out tubes is causing considerable difficulty.

2. In order that R.N. hospitals and hospital ships, etc., may be able to continue the essential work of their X-ray departments, Medical Officers in Charge should take steps now to limit X-ray examinations as far as possible.

3. It is probable that many X-ray examinations could be omitted without detriment to patients if, as a temporary measure, the following general guides were adopted :—

(a) Extensive examination should be avoided when the clinical diagnosis is practically certain.

(b) Multiple examinations should not be requested until the result of the examination of the part most likely to be affected has been considered.

3620.—Scale of Medicines for the Service Afloat—Quinine and Quinine Substitutes

(M.D.G.35941/43.—5 Aug. 1943.)

In order to conserve stocks of quinine, the following alterations are to be made in the scale of medicines for Service Afloat :—

Amend to the quantities shown :—	Unit		Double		Double	
	No. 1	No. 2	No. 3	No. 1	No. 2	No. 2
Quinine bihydrochloride, gr. 5 tab. ...	No. 6,000	3,000	1,000	12,000	6,000	6,000
Add :—						
Mepacrine hydrochloride, g. 0.10 tab. ...	No. 6,000	3,000	1,000	12,000	6,000	6,000
Pamaquin g. 0.01 tab....	No. 300	300	300	600	300	300

2. Medical Officers of H.M. ships should furnish demands for mepacrine hydrochloride tablets to the nearest Service Afloat Medical Depot, to which quinine tablets surplus to the revised scale should be returned upon the receipt of supplies of mepacrine.

3621.—Unserviceable Medical Stores—Disposal

(M.D.G. 33354/43.—5 Aug. 1943.)

Steps should be taken to ensure that only articles for repair and serviceable articles surplus to requirements are returned to the R.N. Medical Depot, Huthwaite.

2. In the case of small establishments, unserviceable articles condemned by survey should be returned to the nearest service afloat Medical Depot.

3. At large Naval Hospitals and Service Afloat Medical Depots arrangements should be made for the disposal of unserviceable articles as salvage, by sale, etc. in accordance with the appropriate regulations.

3622.—Railway General (Manufacturing, etc.) Agreement (294/5704)

(CP. 10C/80119/42.—5 Aug. 1943.)

An agreement has been signed under date 11th December, 1942 (Ministry of Supply No. 294/5704) between the three Service Departments and the following Railway Companies :—

L.M.S., L.N.E.R., G.W.R., S.R. and the L.P.T.B.,

governing manufacturing, shipbuilding and ship repair work carried out by the Companies for the Government during the war. Provision is made for plant extensions embarked upon with Government approval.

2. For practical purposes the agreement applies to all work carried out by the Railway Companies for the Admiralty except that covered by fixed price contracts. Hire of buildings, plant and rolling stock, supply of electric current and the taking over of premises and staff, are outside the agreement.

3. Payment for work done under the agreement will be based on actual ascertained cost, plus profit on a sliding scale. No profit will be payable under plant extensions.

4. Claims for work done will be rendered to the Director of Navy Accounts in the form of four-weekly statements for payment in full within seven days, subject to verification and subsequent adjustment as necessary. D.N.A. will refer the claims after payment to the Technical or Supply Department concerned for confirmation of satisfactory performance of the work or receipt of the stores covered by the claim.

5. The Companies have been informed that they must be able to confirm quantities delivered under completed contracts by reference to receipted inspection notes.

6. The amounts covered by these claims will be verified by Ministry of Supply Accountants, and assessment and payment of profit on the agreed scale will be made by the Ministry of Supply on behalf of all Government Departments.

7. It is understood that apart possibly from ship repair work the Railway Companies do not expect to be able to undertake any further work for the Service Departments except the building of wooden boats, but should it be practicable to place any further production work with them, the following note will be included in the order :—

“ This order is placed subject to the terms and conditions of the Railway General (Manufacturing, etc.) Agreement (294/5704). ”

8. It is desired that local officers at dockyards and other naval establishments shall submit any proposals to place orders with Railway Companies to the Admiralty (D. of C.), except ship repairs ordered locally by means of “ defect lists ” or by verbal instructions and brought to account against the authority of the overseer concerned. It will be sufficient so far as ship repairs are concerned if the railway companies quote in their claims sufficient information to identify the work including the job number allocated by the Admiralty (i.e., E.R..... or J.....) and a reference to the Admiralty Officer by whom the work is authorised. Copies

of all future orders have to be sent to the Ministry of Supply (Director of Contracts (Con. 5)) for cost investigation. These copies will be supplied by D. of C., who will require for this purpose duplicate copies of any orders placed locally.

9. Copies of the agreement are being distributed as follows :—

Two each to :—

H.M. Dockyards—Chatham, Sheerness, Portsmouth, Devonport, Rosyth.
F.O.I.Cs. (DSCs) at Glasgow, Liverpool, Cardiff,
Southampton, London, Humber, Newcastle.

3623.—Disposal of Unserviceable Clothing and Textiles

(V. 6099/42.—5 Aug. 1943.)

The telephone number of the Directorate of Textile and Clothing Disposals Depot at Saltwells Road, Middlesbrough, is Middlesbrough 2851. The Appendix to A.F.O. 1131/43 should be amended accordingly.

(A.F.O. 1131/43.)

3624.—Washing of Ratings Loan Bedding

(N.S. 19559/43.—5 Aug. 1943.)

As a wartime measure ratings *loan* bedding may be washed at the public expense as follows :—

(a) Pillow Covers ... on change of occupant.

(b) Mattress Covers ... on change of occupant or not oftener than once a month where essential in trawlers and smaller ships, where bunks are fitted and men do not use their personal bedding.

(F.O. *i/c*, Harwich, 4 Feb. 1943, No. 233 (C) 8.9.)

(B.A.O., Londonderry, 15 Apr. 1943, No. X/1710/B.)

(A.F.O. 3522/40—not in annual volume.)

Section 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE

3625.—Amendments to Books

(E.F.O.—5 Aug. 1943.)

The undermentioned amendments (A.F.Os. P.448–465/43) to B.R. and O.U. books are available for issue from the R.N. Store Depot, Elveden Road, Park Royal, N.W.10, in accordance with A.F.O. 1268/39, paragraph 3.

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

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

A.F.O.*P.448/43.—B.R. 378 (General) A.S.E.—Amendment No. 14.

*P.449/43.—B.R. 378 (General) A.S.E.—Amendment No. 15.

*P.450/43.—B.R. 378 (General) A.S.E.—Amendment No. 16.

*P.451/43.—B.R. 378 (E) Albacore Aircraft Stores Establishment—Amendment No. 14.

P.452/43.—O.U. 6382—Instructions for Laying Observation Minefields with “ L ”, Mark IV, Mines—Amendment No. 10.

P.453/43.—B.R. 93—Manual of Victualling—Amendment No. 11.

B.R. 93A—Manual of Victualling—Amendment No. 6.

P.454/43.—B.R. 270/41—Maintenance of Torpedo Tubes in Submarines with Low Pressure Firing Gear—Amendment No. 5.

*P.455/43.—B.R. 380/E—Albacore S.C.L.—Amendment No. 1.

*P.456/43.—B.R. 380/J—Seafire Standard Checking List—Amendment No. 1.

P.457/43.—B.R. 796/42—Handbook of Periodical Maintenance Routines for 21-in., Mark VIII**, Torpedoes—Amendment No. 1.

- A.F.O. P.458/43.**—O.U. 5341—Block Sketch Cards of Japanese War Vessels—Amendment No. 4.
P.459/43.—O.U. 5427 (38)—Defence Against Gas—Amendment No. 7.
P.460/43.—O.U. 6090 (Q)—Ordnance Drawing No. 330769 for American 3-in., 23-calibre Guns—Amendment No. 1.
P.461/43.—O.U. 6324—Pamphlet on Maintenance of AB, Mark I and I*, Gyroscope—Amendment No. 21.
P.462/43.—O.U. 6366—Regulations for Maintenance of 18-in. Duplex Pistols, Marks I and II—Amendment No. 20.
P.463/43.—O.U. 6382—Instructions for Laying Observation Minefields with "L", Mark IV, Mines (1941)—Amendment No. 10.
P.464/43.—O.U. 6384—Manual of Degaussing—Amendment No. 3.
***P.465/43.**—A.P. (N) 1—Amendment No. 7.

* Exceptionally, A.F.Os. P.448, P.449, P.450, P.451, P.455, P.456 and P.465 will be distributed, without demand, by the Superintending Naval Store Officer, R.N. Store Depot, 191A, Askew Road, Shepherds Bush, W., who holds the stock of the parent book.

(A.F.O. 3492/43.)

3626.—A.M.S.Is.

(E.F.O.—5 Aug. 1943.)

Admiralty Merchant Shipping Instructions 253—257/43 are being distributed concurrently with this issue of A.F.Os.

(A.F.O. 3493/43.)

3627.—Accounting of U.S. Publications of the "Restricted" Category

(M.01718/43.—5 Aug. 1943.)

In all cases where U.S. publications of the "Restricted" category are copy-numbered, they are to be taken on register charge in the usual manner.

2. Where, however, such publications are not copy-numbered, they will be treated in the manner appropriate to Admiralty publications of the O.U. and B.R. categories, i.e., receipts will be demanded upon issue, but holders will not be required to take them on register charge.

3628.—D.G. Charts and D.G. Course Correction Setting Tables—Supply of

D.G. Authorities at Home and Abroad

(S.D.G. 159/43.—5 Aug. 1943.)

A.F.O. 2919/43 introduced a revised procedure for issuing D.G. settings which required the use of the following D.G. charts and D.G. course correction setting tables:—

- | | | |
|---|---|--|
| D.G. Chart No. 1 | ... | Coil settings for various zones of Earth's Vertical Force "Z". |
| D.G. Chart No. 2 | ... | Coil settings for various zones of Earth's Horizontal Force "H". |
| D.G. Course Correction Setting Table No. 1. | For 3 Step Course Correction in Ships with F and Q coils. | |
| D.G. Course Correction Setting Table No. 2 | For 3 Step Course Correction in Ships fitted with F, Q and A coils. | |

2. Initial bulk issue of Charts and Setting Tables will be made to D.G. Authorities from R.N. Store Depot, Park Royal, without demand, quantities being as shown in the attached appendix.

3. After receipt of initial bulk supply from R.N. Store Depot, Park Royal, D.G. Authorities should demand replacements as requisite from:—

The Superintending Naval Store Officer,
 R.N. Store Depot,
 Elvedon Road,
 Park Royal,
 London, N.W.10.

4. S.I.D.Gs. are to undertake distribution of D.G. Charts and D.G. Course Correction Setting Tables within the areas for which they are responsible.

5. Until initial bulk supplies are delivered, arrangements are being made for a limited distribution by S.D.G., Bath, to whom interim application for replenishments should be made.

APPENDIX

	Degaussing Charts		Course Correction Setting Table	
	No. 1	No. 2	No. 1	No. 2
<i>S.G.D. (London) :—</i> Alhambra House, Charing Cross Road, London, W.C.2.	200	100	100	50
<i>S.D.G. (Bath) :—</i> Widcombe Hall, Bath	2,000	1,000	800	200
<i>S.I.D.G. (Belfast) :—</i> Fleet Mail Office, Belfast	2,000	1,000	800	200
<i>S.I.D.G. (Cardiff) :—</i> Imperial Buildings, Mount Stuart Square, Cardiff.	2,000	1,000	800	200
<i>S.I.D.G. (Glasgow) :—</i> St. Enoch Hotel, Glasgow	2,000	1,000	800	200
<i>S.I.D.G. (Leith) :—</i> 2, Commercial Street, Leith	2,000	1,000	800	200
<i>S.I.D.G. (Liverpool) :—</i> Royal Liver Building, Liverpool... ..	2,000	1,000	800	200
<i>S.I.D.G. (London) :—</i> Berkeley Square House, Berkeley Square, London, W.1.	2,000	1,000	800	200
<i>S.I.D.G. (Newcastle) :—</i> Central Exchange Hotel, Grey Street, Newcastle.	2,000	1,000	800	200
<i>S.I.D.G. (Plymouth) :—</i> Flagstaff Steps, H.M. Dockyard, Devon- port.	2,000	1,000	800	200
<i>S.I.D.G. (Levant) :—</i> c/o H.M.S. " Nile ", c/o G.P.O., London	2,000	1,000	800	200
<i>S.I.D.G. (Mediterranean) :—</i> c/o Commodore, Algiers	2,000	1,000	800	200
<i>S.I.D.G. (India) :—</i> c/o R.I.N. Offices, Bombay, India	2,000	1,000	800	200
<i>S.I.D.G. (South Africa) :—</i> c/o N.O.I.C., Simonstown... ..	2,000	1,000	800	200
<i>S.I.D.G. (Ceylon) :—</i> c/o H.M.S. Dockyard, Colombo	1,000	500	400	200
<i>D.G. Officer (Basra) :—</i> c/o N.O.I.C., Basra	400	200	200	100
<i>D.G. Officer (Freetown) :—</i> H.M. Naval Base, Freetown, Sierra Leone	2,000	1,000	800	200
<i>D.G. Officer (Gibraltar) :—</i> H.M.S. " Cormorant ", Gibraltar	2,000	1,000	800	200
<i>D.G. Officer (Iceland) :—</i> c/o F.O.I.C., Iceland (C)	400	200	200	100
<i>D.G. Officer (Kilindini) :—</i> c/o F.O.I.C., East Africa, Kilindini	2,000	1,000	800	200
<i>D.G. Officer (Newfoundland) :—</i> c/o N.O.I.C., St. Johns, Newfoundland	400	200	200	100
<i>D.G. Officer (Trinidad) :—</i> c/o F.O.I.C., Trinidad	400	200	200	100
<i>C.O., H.M.S. " Bushwood " :—</i> c/o G.P.O., London	400	200	200	100
<i>C.O., H.M.S. " Springdale " :—</i> c/o G.P.O., London	400	200	200	100
<i>C.O., H.M.S. " Springtide " :—</i> c/o G.P.O., London	3,000	1,500	200	100

APPENDIX—contd.

	Degaussing Charts		Course Correction Setting Table	
	No. 1	No. 2	No. 1	No. 2
<i>Secretary, Navy Office (Melbourne) :—</i> Navy House, Victoria Barracks, Melbourne, Australia.	3,000	1,500	1,000	250
<i>Secretary, Navy Office (Wellington) :—</i> Navy Office, Wellington, New Zealand ...	3,000	1,500	1,000	250
<i>S.D.G. (W) :—</i> c/o B.A.D., Washington*	200	100	100	50
<i>D.G. Officer (Halifax) :—</i> H.M.C. Dockyard, Halifax, Nova Scotia*	200	100	100	50

* Token issue only, as it is understood that supplies may be obtained from U.S. and Canadian Sources.

(A.F.O. 2919/43.)

3628a.—Establishment of Chart and Chronometer Depot at Belfast—Address

(H.C. 5473/42.—5 Aug. 1943.)

A Chart and Chronometer Depot has been established at Belfast, and will open on 16th August, 1943. The address for correspondence, etc., is as follows :—

The Chart Supply Officer,
Admiralty Chart & Chronometer Depot,
Carmel Street,
University Street,
Belfast,
Northern Ireland.
(Hydrographic Supplies Handbook.—H.51.)

3629.—Area Cash Offices—Addresses

(D.N.A. 1367/42.—5 Aug. 1943.)

The following are the addresses and telephone numbers of the various Area Cash Offices now functioning. It is important that correspondence for the Cashiers should be addressed as shown, *i.e.*, The *Area* Cashier, or the *Naval* Cashier, in order to avoid the possibility of delivery being made to Cashiers of other Departments who may be accommodated in the same buildings.

Accrington

The Area Cashier,
H.M. Victualling Depot,
Lancashire Area,
Accrington, Lanes.
Telephone : Accrington 3604, Ext. 14

Bath

The Area Cashier,
Room 18, Block G,
Foxhill Hutments,
Combe Down, Bath.
Telephone : Tennyson 0600.

Belfast

The Naval Cashier,
7, Howard Street,
Donegall Square,
Belfast.
Telephone : Belfast 20582.

Birmingham

The Naval Cashier,
241, Hagley Road,
Edgbaston, Birmingham.
Telephone : Edgbaston 3641.

Bridgend

The Naval Cashier,
Admiralty Offices,
Waterton Lane,
Bridgend, Glam.
Telephone : Bridgend 503, Ext. 7.

Glascoed

The Naval Cashier,
Royal Ordnance Factory,
Glascoed, Mon.
Telephone : Usk 177, Ext. 503.

Glasgow

The Naval Cashier,
21, Bothwell Street,
Glasgow, C.2.
Telephone : Glasgow Central 6160.

Glossop

The Naval Cashier,
R.N. Store Depot,
Glossop, Derbyshire.
Telephone : Glossop 500.

Harwich

The Area Cashier,
Room 17, Great Eastern Hotel,
The Quay,
Harwich.
Telephone : Harwich 419, Ext. 219.

Leeds

The Naval Cashier,
14, Albion Place,
Leeds, 1.
Telephone : Leeds 24693.

Liverpool

The Admiralty Area Cashier,
Room 357, 3rd Floor,
Royal Liver Building,
Liverpool.
Telephone : Liverpool Advance 8221,
Ext. 310.

Manchester

The Naval Cashier,
"Heald Lawn",
Stamford Road, Bowdon,
Altrincham, Cheshire.
Telephone : Altrincham 3218.

Newcastle

The Naval Cashier,
Central Exchange Hotel,
Grey Street,
Newcastle-on-Tyne.
Telephone : Newcastle 25111,
Ext. 204.

N.W. London

The Naval Cashier,
"Dorstan",
South Hill Avenue,
South Harrow, Middlesex.
Telephone : Byron 3343.

Oldham

The Naval Cashier,
Procter Vale Mill,
Chamber Road,
Hollinwood, Oldham.
Telephone : Oldham Main 3427.

Perth

The Cashier,
R.N. Store Depot,
Almondbank,
Perth.
Telephone : Perth 2391.

Reading

The Naval Cashier,
Ordnance Factory,
Burghfield,
Near Reading.
Telephone : Reading 2437, Ext. 19.

Sheffield

The Naval Cashier,
Admiralty Offices,
Janson Street,
Sheffield, 9.
Telephone : Attercliffe 42041,
Ext. 12.

Stafford

The Cashier,
R.N. Store Depot,
Wolverhampton Road,
Stafford.
Telephone : Stafford 1360, Ext. 8.

(A.F.Os. 1991/42 and 1017/43 are cancelled.)

3630.—H.M.S. "Lizard"—Correct Form of Address

(M. 1637/43.—5 Aug. 1943.)

All correspondence for C.O., Base Ship, H.M.S. "Lizard," should be addressed :—

H.M.S. "Lizard,"
Hove,
Sussex.

3631.—R.N. Air Station, Dundee—Correspondence and Stores

(A. 01634/42.—5 Aug. 1943.)

Delays have been caused by the incorrect addressing of correspondence and stores intended for the Seaplane Base at Stannergate, Dundee, which is a detached part of R.N. Air Station, Arbroath.

2. All correspondence should be addressed to :—

The Commanding Officer, R.N. Air Station,
Arbroath, Angus ;

a copy being sent to :—

The Officer-in-Charge, R.N. Air Station, Dundee.

3. Stores should invariably be consigned to R.N. Air Station, Arbroath.

3632.—R.N. Air Station, Maydown—Telegraphic Address
(A. 0506/43.—5 Aug. 1943.)

The telegraphic address of R.N. Air Station, Maydown, has been altered to:—

Nasco, Eglinton.

2. A.F.O. 2796/43 is to be amended accordingly.
(C.A.F.O. 1023/43 and A.F.O. 2796/43.)

3633.—N.O.I.C., Oban, Argyllshire—Address for Correspondence
(M/P. 0492/43.—5 Aug. 1943.)

Incorrect delivery of correspondence has occurred owing to similarity between N.O. i/c., Oban and N.O. i/c., Oran. All correspondence for Oban should therefore be addressed in full to:—

Naval Officer in Charge,
Oban,

Argyll,
Scotland.

3634.—Form O.6—Ammunition Labels—Additions
(A.S./Sta. 16329.—5 Aug. 1943.)

Serial No.	Description	Where used	Page in Form O.6	Sta. No.
N.872 ...	Cartridges, Q.F., 4-in., Mark XIX Gun :— 4—Star Shell.	Between battens on lid of box C.154.	8	16329/43

2. Demands should be made as necessary in accordance with A.F.O. 97/43.
(A.F.O. 97/43.)

3635.—Form O.6—Ammunition Labels—Additions
(A.S./Sta. 16338/43.—5 Aug. 1943.)

Serial No.	Description.	Where used.	Page in Form O.6	Sta. No.
N.873	1 Cartridge Impulse Torpedo, 21-in. U.S.A. flashless, 17½ oz.	Recess in lid of cylinder	3	16338/43

2. Demands should be made as necessary in accordance with A.F.O. 97/43.
(A.F.O. 97/43.)

3636.—Form O.6—Ammunition Labels—Additions
(A/S.Sta. 12763/43.—5 Aug. 1943.)

Serial No.	Description	Where used	Page in Form O.6	Sta. No.
N.559	Cartridges, S.A., clearing, 20-mm. Oerlikon gun.	In recess in lid of box H.3 or tinned plate box No. 417.	14	12763/43

2. Demands should be made as necessary in accordance with A.F.O. 97/43.
(A.F.O. 97/43.)

3637.—Form D.320—Engineers' List of Spare Gear, etc.

H.M. Ships Building

(P/N.S. 17245/43.—5 Aug. 1943.)

The distribution of the above return shown in O.U. 5332/37 and A.F.O. 2793/43 includes a copy for the Engineer Manager of the storing yard. As many of H.M. ships are now stored from depots having no dockyard professional departments the dockyard copy should be sent to the manning port.

2. Three copies only of the list are required, one as above and two for the Engineer Officer of the ship.

(A.F.O. 2793/43.)

3638.—B.R. 378H—Sea Hurricane—Aircraft Store Establishment

(N.S.Air. 6110/43.—5 Aug. 1943.)

Copies of Aircraft Stores Establishment for Sea Hurricane, B.R. 378H, have now been distributed to ships and services in accordance with the allowances detailed in A.P.(N). 1.

3639.—B.R. 380 (B), (E) and (J)—Airframe Equipment Checking Lists

(N.S.Air. 3986/43.—5 Aug. 1943.)

Airframe equipment checking lists, B.R. 380 (B), (E), and (J), for Barracuda, Albacore, and Seafire aircraft, have now been completed and the initial distribution in accordance with the scales detailed in A.P.(N). 1 has been made from the R.N. Store Depot, Shepherds Bush.

3640.—B.R. 832—The Lanchester Carbine Manual—Issue

(G. 8824/42.—5 Aug. 1943.)

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

	Copies
Flag Officers (except Cs.-in-C. Portsmouth, Nore, Plymouth, Western Approaches, Rosyth, A.C.O.S. and F.O.N.A.S.)	1 each
C.-in-C., Portsmouth	100
C.-in-C., Nore	100
C.-in-C., Plymouth	100
C.-in-C., Western Approaches	80
C.-in-C., Rosyth	80
A.C.O.S.	40
F.O.N.A.S.	140
Battleships and battle cruisers	23
<i>Cruisers :—</i>	
“Southampton”, Improved “Southampton”, “Kent”, “London”, “Norfolk” and Improved “Birmingham” Classes	12 each
“Fiji”, “Leander”, Modified “Leander”, “Uganda”, “Minotaur” and “Tiger” Classes	11 each
“Arethusa”, “Dido”, “C”, “D” and “E” Classes and A/A cruisers	8 each
Monitors	5
Fleet carriers	8
Light fleet carriers	3
Escort carriers	3
Seaplane carriers	5
A/A ships	3
Auxiliary A/A ships	3
A.M.Cs.... ..	5
O.B.Vs.... ..	4

	Copies
<i>Destroyers:—</i>	
Flotilla leaders	4
"Tribals"	5
"Hunts"	3
Other classes	3
Sloops	4
Escort vessels	4
Fleet minesweepers	4
Twin screw minesweepers and "Bangor" Class	3
Netlayers	5
Frigates	3
Corvettes, M.M.S., B.Y.M.S. and escort trawlers	3
<i>Minelayers:—</i>	
Large (H.M.S. "Adventure")	8
Coastal (H.M.S. "Plover")	3
Controlled	3
Open sea	3
Fast ("Abdiel" Class)	3
Surveying vessels	3
Gunboats (other than M.G.B. and S.G.B.)	4
Convoy escort vessels	3
Cutters (Ex U.S.A.)	3
Coastal craft bases	10 each
Depot and repair ships	8
Auxiliary depot and repair ships	5
Combined Operations Headquarters ships	5
H.M.S. "King Alfred"	10 each
R.N.C. Dartmouth	
H.M.S. "St. George"	
H.M.S. "Collingwood"	
H.M.S. "Raleigh"	
H.M.S. "Glendower"	
H.M.S. "Mersey"	
H.M.S. "Wellesley"	
H.M.S. "Ganges"	25
H.M.S. "Excellent"	4
Captain (G), R.N. Gunnery School, Chatham	12
Captain (G), H.M. Gunnery School, Devonport	30
R.N. Barracks, Portsmouth	20
R.N. Barracks, Chatham	30
R.N. Barracks, Devonport	140
Adjutant General, Royal Marines	2 each
D.E.M.S. Training Centres	4
H.M.S. "Vernon"	4
H.M.S. "Defiance"	4
H.M. Torpedo School, Chatham	4
H.M.S. "Dolphin"	4
Inspectors of Naval Ordnance	As necessary
Armament Supply Depots and Establishments	
Ministry of Supply S.S.2.B.	7
	(For A.1 ... 1
	C.E.A.D. ... 1
	S.O.B. ... 1
	C.S.A.R. ... 1
	A.D.W.P/7 ... 2
	S. of E., Shoe-buryness ... 1)
Gun Mounting Engineer Officer, H.M.S. "Dunluce Castle"	1
Loan libraries	1
Naval Staff Library, Admiralty	2
<i>Dockyards:—</i>	
Portsmouth	5
Devonport	5
Chatham	5

	Copies
<i>Dockyards:—</i>	
Sheerness	5
Rosyth	3
Orkneys	1
Pembroke	2
Malta	4
Gibraltar	3
Alexandria	2
Bermuda	3
Simonstown	3
Ceylon	1
Kilindini	2
Commander (G), Gunnery School, Durban (H.M.S. "Assegai")	10
R.N. College, Greenwich	1
R.A. College, Woolwich	1
N.S.H.Q. Ottawa	10
Secretary, Navy Office, Melbourne	10
Secretary, Navy Office, Wellington, New Zealand	5
B.A.D. Washington	1
D.N.O. Washington	1
B.A.S.R.	1
B.A.M.R.	1
B.A.T.M.	1
The Captain, Major Landing Craft, H.M.S. "Dinosaur"	200
Accountant Officer, H.M.S. "Duke", Malvern, Worcestershire	1

2. This book supersedes the Carbine Manual, dated July, 1941, issued by H.M.S. "Excellent", copies of which should be pulped on the receipt of copies of B.R. 832.

3641.—B.R. 853—Oiling at Sea—Procedure for Oiling at Sea by the Buoyant Hose Method—Issue

(T.D. 02136/43.—5 Aug. 1943.)

Handbook B.R. 853, "Oiling at Sea by the Buoyant Hose Method," is now being distributed to escort vessels operating in the North Atlantic, to tankers fitted with buoyant hose equipment, to Home Fleet destroyers, and to R.F.A. oilers.

2. Stocks for wear-and-tear replacement will be maintained by C-in-C., C.N.A., B.R.L.O., New York, and N.C.S.Os. at the main United Kingdom commercial ports.

3. B.R. 853 supplements those passages in C.B. 4080 (42), Chapter VIII, which describe the operation of transferring oil fuel; where differences are found to exist, B.R. 853 is to be followed; C.B. 4080 is to be amended.

4. Oiling at sea has expanded rapidly during the first half of 1943, and it is now essential for those concerned in the transfer of oil fuel at sea to become fully conversant with a standard practice before the onset of winter. The procedure described is therefore to be rigidly followed. Provision has been made for testing out proposed improvements under service conditions.

5. This handbook is to be brought into force forthwith in British and Canadian escorted trade convoys in the North Atlantic. Copies are being forwarded to C-in-C., Home Fleet; C-in-C., Mediterranean; C-in-C., Eastern Fleet; A.C.N.B., N.Z.N.B., N.S.H.Q., Ottawa; and B.A.D., Washington, for information.

3642.—O.U. 5191 Series—Abolition

(Sta./G.D. 0935/43.—5 Aug. 1943.)

O.U. 5191 (1) to (10), Fire Control Pocket Books, Nos. 1 to 10, and O.U. 5191A, Errata to Books, Nos. 1 to 6, are obsolete, and copies are to be disposed of in accordance with paragraph 15 of the instructions in Form O.U. 2A (Catalogue of books printed "For Official Use only").

3643.—O.U. 6090 (B) and O.U. 6090 (J)—Revised and Additional Pages to Range Tables—Issue

(G. 07265/43.—5. Aug. 1943.)

1	2	3	4	5	6
Range Table Number.	Gun Mark and Calibre.	No. of New Page.	Date of Existing Page.	Date of New Page.	A.F.O.P. Amendments Cancelled by New Page.
O.U.6090(B) R.T.394	4.7-in. Q.F. IX and XII	Revised Page 1. Additional Page 5	November, 1936 —	May, 1943 May, 1943	P.812/41
O.U.6090(B) R.T.395	4.7-in. Q.F. IX and XII	Revised Page 1. Additional Page 4	November, 1936 —	May, 1943 May, 1943	P.813/41 P.1000/41 P.460/42
O.U.6090(B) R.T.523	4.7-in. Q.F. XI	Revised Page 1	December, 1941	May, 1943	P.143/42 P.519/42
O.U.6090(B) R.T.524	4.7-in. Q.F. XI	Revised Page 1	December, 1941	May, 1943	P.144/42 P.520/42
O.U.6090(J) R.T.397	6-in. B.L. XII	Revised Page 1	December, 1936	May, 1943	P.195/40 P.175/43
O.U.6090(J) R.T.398	6-in. B.L. XII	Revised Page 1 Additional Page 6 for Reprint 1938 and additional Page 5 for original Table	December, 1936 —	May, 1943 May, 1943	P.196/40 P.176/43
O.U.6090(J) R.T.448	6-in. B.L. XXII and XIII	Revised Page 1. Additional Page 5	August, 1939 —	May, 1943 May, 1943	P.410/39 P.427/40 P.393/41 P.530/41 P.33/42 P.466/42
O.U.6090(J) R.T.449	6-in. B.L. XXII and XXIII	Revised Page 1	August, 1939	May, 1943	P.411/39 P.428/40 P.531/41 P.467/42

The above mentioned revised and additional pages detailed in column 3, to Range Table, enumerated in column 1 are now in the press and copies will be issued to all concerned *without demand* by the Superintending Naval Store Officer, Royal Naval Store Depot, 307, Elveden Road, Park Royal, London, N.W.10, when supplies become available.

These revised pages dated as in column 5 supersede the existing pages dated as in column 4, all copies of which should be disposed of in accordance with the instructions in Form O.U. 2A—O.U. Catalogue when the revised pages are received.

The A.F.O. "P" amendments shown in column 6 are cancelled by the revised pages.

3644.—O.U. 6090 (J)—Additional Pages 2A to Range Tables Nos. 520, 537 and 534 for B.L., 6-in. Guns, Marks XII and XIII—Issue

(G. 05129/43.—5 Aug. 1943.)

The above-mentioned additional pages dated April, 1943, to Range Tables Nos. 520, 537 and 534 have been printed and are being issued without demand by Superintending Naval Store Officer, R.N. Store Depot, 307, Elveden Road, Park Royal, London, N.W.10, to all holders of the main tables.

Section 6.—SHORE ESTABLISHMENTS

*3645.—Honours and Awards—"London Gazette" Supplement of 16th July, 1943
(H. & A.—5 Aug. 1943.)

The King has been graciously pleased to give orders for the publication in the "London Gazette" of the names of the persons specially shown below as having received an expression of Commendation for their brave conduct in Civil Defence:—

Arthur James Dunmall, Acting Deputy Supply Officer, R.N. Armament Depot, Malta.
George Francis Miller, Temporary Acting Supply Officer, R.N. Armament Depot, Malta.

3646.—Civil Service Voluntary Savings Scheme—Forthcoming Cycles

(D.N.A. 12957/43.—5 Aug. 1943.)

The following dates are notified for information:—

National Savings Certificates

Odd-Numbered Cycles. (Monthly Contributions).

	<i>First Deduction.</i>	<i>Last Deduction.</i>	<i>Mean Date.</i>
Cycle 15 ...	31. 7.43	31.12.43	15.10.43
Cycle 17 ...	31. 1.44	30. 6.44	15. 4.44
Cycle 19 ...	31. 7.44	31.12.44	15.10.44

Even-Numbered Cycles. (Monthly Contributions).

Cycle 16 ...	31.10.43	31. 3.44	15. 1.44
Cycle 18 ...	30. 4.44	30. 9.44	15. 7.44
Cycle 20 ...	31.10.44	31. 3.45	15. 1.45

Odd-Numbered Cycles. (Weekly Contributions).

	<i>First Deduction.</i>	<i>Last Deduction.</i>	<i>Mean Date.</i>
Cycle 13 ...	<i>Week Ending.</i> 10. 7.43	<i>Week Ending.</i> 29. 1.44	19.10.43
Cycle 15 ...	5. 2.44	26. 8.44	16. 5.44
Cycle 17 ...	2. 9.44	16. 3.45	12.12.44

Even-Numbered Cycles (Weekly Contributions).

Cycle 12 ...	13. 3.43	2.10.43	22. 6.43
Cycle 14 ...	9.10.43	29. 4.44	18. 1.44
Cycle 16 ...	6. 5.44	25.11.44	15. 8.44

3 per cent. Defence Bonds (Monthly Contributions).

	<i>First Deduction.</i>	<i>Last Deduction.</i>	<i>Mean Date.</i>
Cycle 11 ...	31. 3.44	31.12.44	15. 8.44
Cycle 12 ...	30. 6.44	31. 3.45	14.11.44

(Weekly Contributions).

	<i>First Deduction.</i>	<i>Last Deduction.</i>	<i>Mean Date.</i>
Cycle 11 ...	<i>Week Ending.</i> 27.11.43	<i>Week Ending.</i> 26. 8.44	11. 4.44
Cycle 12 ...	26. 2.44	25.11.44	11. 7.44

(A.F.Os. 829/42 and 2573/43.)

3647.—Bonus for Men on Payment by Results and Adjustment of Prices for the Work

(L. 7562/43.—5 Aug. 1943.)

With reference to A.F.O. 2686/43, it is the intention that the reduced rate of bonus (15s. 6d.) shall be used only where specifically authorised for determining the earnings of employees on payment by results. For other purposes, e.g. super-annuation, balance of civil pay, leave with pay, etc., the full ordinary bonus (normally 21s. 6d. for adult male workers) is to be used.

(A.F.O. 2686/43.)

3648.—Members of the Scientific and Technical Pools—Pay Arrangements

(D.W.A./C.E. 51362/43.—5 Aug. 1943.)

Attention is drawn to A.F.O. 3549/43 in Section 2 of this issue.

3649.—Area Cash Office, Belfast

(D.N.A. 13170/43.—5 Aug. 1943.)

An Area Cash Office has now been opened in Belfast and correspondence should be addressed to the Naval Cashier, Donegall House, 7, Howard Street, Donegall Square, Belfast (Telephone No. : Belfast 20582).

2. The pay accounts of all weekly paid civilian personnel, industrial and non-industrial, serving in the Belfast area and at present borne on the books of other establishments should be transferred to the Area Cash Office as from a convenient date to be agreed upon with the Naval cashier. The accounts of salaried officials are to be transferred on the 1st October.

3. The instructions contained in the foregoing paragraph are not applicable to H.M. Victualling Depot, Cullybackey, in respect of which further instructions will be issued in due course.

3650.—Article 35 of C.D.I.—Rendering of Forms D.142 by Outports at Home

(C.E. 9963/43.—5 Aug. 1943.)

The attention of cashiers at outport establishments is drawn to Article 35 of Instructions for the Conduct of Cash Duties. It is important that Forms D.142 be despatched as quickly as possible as delays cause considerable difficulty and inconvenience at headquarters.