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# ADMIRALTY FLEET ORDERS

ADMIRALTY, S.W.1,  
30th July, 1942.

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

A list of these Orders is enclosed.

By Command of their Lordships,

*H. V. Markham*

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

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

Head of "P" Branch

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## ADMIRALTY FLEET ORDERS

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| 30th July, 1942  |  |
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3643. Carbines, Self-loading, 9 mm.—Smith and Wesson.
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3656. Boiler Tubes, etc.
3657. Boiler Tubes, etc.
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 3712. B.R. 631—"Warships at a Glance"—Issue.  
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 3714. Form M.228—Dental Records.  
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 3716. O.U. 6090(G)—Range Table, No. 409—revised page 12, dated April, 1942; No. 418—revised page 22, dated April, 1942; for Q.F., 5-25-in. Gun, Mark I—Issue.  
 O.U. 6090(K)—Range Table, No. 369—revised page 10, dated April, 1942; No. 373A—revised page 24, dated April, 1942; No. 373B—revised page 19, dated April, 1942; for Q.F., 4-in. Guns, Mark XVI—Issue.  
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(Orders marked \* have been reprinted for posting on Notice Boards; marked † may be communicated to the Press.)

## Section 1

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

## 3595.—Aircraft Recognition—Training and Material

(G.D. 0749/42.—30.7.1942.)

The following is a summary of all previous A.F.Os. on the subject of Aircraft Recognition. In addition some new details of the training organisation and the distribution of instructional material are included.

2. At first sight, the teaching of aircraft recognition would appear formidable in view of the number of aircraft involved, but it has been found to be well within the capacity of the average man to learn aircraft recognition provided he is interested in the subject and realises its importance. Experience in all the fighting services confirms that, with adequate interest, instruction, and, above all, practice on actual aircraft, men can obtain a very high degree of proficiency.

## I. RESPONSIBILITY FOR TRAINING.

(1). Flag and Naval Officers-in-Charge and Commanding Officers are responsible that the necessary steps are taken to instruct officers and ratings in aircraft recognition.

(2).—(a) In H.M. ships an officer or senior rating is to be made responsible for aircraft recognition training under the Gunnery Officer of the ship, who remains ultimately responsible. It is, however, preferable that neither the Gunnery Officer nor Gunner's Mate should be selected for aircraft recognition training duties. The officer who supervises the training of look-outs, as ordered in A.F.O. 546/39, would generally be the most suitable officer for this duty.

(b) Cruisers and above are to have both an officer and a rating trained.

(3) The Admiral Superintendent of Contract-Built Ships is responsible that an officer and/or rating from ships under construction undergoes a recognition instructors' course (vide paragraph 7 (a)) before the ship sails on completion of trials.

(4) In ships carrying aircraft the training and keeping up-to-date of flying personnel is the responsibility of the appropriate Fleet Air Arm officer, who should co-operate with the aircraft recognition training officer.

## II. TRAINING ORGANISATION.

(5). *Recognition Authority.*—The Captain, H.M.S. "Excellent," is the central authority for training Naval personnel (other than Fleet Air Arm) in aircraft recognition. In this capacity he:—

(a) Advises the Admiralty on all matters of policy and methods of training ashore and in the Fleet.

(b) Advises the Admiralty on instructional material.

(c) Issues pamphlets and lecture notes, as necessary, to recognition centres and sections (vide paragraphs 6 and 8).

(6). *Recognition Centres.*—The following establishments are recognition centres:

H.M.S. "Excellent," Portsmouth.

H.M. Gunnery School, Devonport.

R.N. Gunnery School, Chatham.

H.M.S. "St. Christopher," Fort William, Inverness-shire.

H.M.S. "Queen Charlotte," Ainsdale, near Southport, Lancs.

(7).—(a) 3-day and 5-day *Instructors' Courses* are given weekly in these centres for qualifying instructors to go to recognition sections and sea-going ships. The 3-day course is an abbreviated course especially for sea-going ships, when the men cannot be spared for the full 5-day course.

(b) A certificate of proficiency which should be kept with the man's service papers, is given to all men qualifying as instructors after taking the 5-day course. "Recognition Instructor's Course completed (date) in (establishment)" should be noted among special qualifications on history sheets, where applicable, by the ship in which the instructor is borne.

(c) Personnel may be sent to whichever of the six establishments is most convenient. Application should in all cases be made to the Commanding Officer, giving as much warning as possible.

(d) Refresher courses for instructors may be taken at recognition centres.

(8). *Recognition Sections*.—In addition to the recognition centres, the following establishments are equipped to give the *General Recognition Courses* and have been instituted as recognition sections :—

Aberdeen...	H.M.S. "Bacchante"
Ardrossan ...	H.M.S. "Fortitude"
Belfast ...	H.M.S. "Caroline"
Brightlingsea ...	H.M.S. "Nemo"
Campbeltown ...	H.M.S. "Nimrod"
Dartmouth ...	H.M.S. "Britannia III"
Devonport ...	F.S. "Paris"
Douglas, I.o.M. ...	H.M.S. "St. George"
Dover ...	H.M.S. "Wasp"
Dover ...	H.M.S. "Lynx"
Falmouth ...	H.M.S. "Forte IV"
Felixstowe ...	H.M.S. "Beehive"
Granton ...	H.M.S. "Claverhouse"
Grimsby ...	H.M.S. "Beaver"
Gosport ...	H.M.S. "Hornet"
Harwich ...	H.M.S. "Badger"
Immingham ...	H.M.S. "Beaver III"
Liverpool ...	H.M.S. "Eaglet II"
Liverpool ...	H.M.S. "Wellesley"
Londonderry ...	H.M.S. "Ferret"
Lowestoft ...	H.M.S. "Minos"
Lowestoft ...	H.M.S. "Minos II"
Lowestoft ...	R.N. Patrol Service Central Depot
Lyness ...	H.M.S. "Proserpine"
Milford Haven ...	H.M.S. "Skirmisher"
Newhaven ...	H.M.S. "Forward II"
North Shields ...	H.M.S. "Calliope"
Pembroke Dock ...	H.M.S. "Skirmisher II"
Port Edgar ...	H.M.S. "Lochinvar"
Portland ...	H.M.S. "Attack"
Portsmouth ...	H.M.S. "Marshal Soult"
Pwlheli ...	H.M.S. "Glendower"
Rosyth ...	H.M.S. "Cochrane"
Scapa ...	Northern A.A. Range
Sheerness ...	H.M.S. "Wildfire"
Swansea ...	H.M.S. "Lucifer"
Tobermory ...	H.M.S. "Western Isles"
Yarmouth ...	H.M.S. "Miranda"
Yarmouth ...	H.M.S. "Midge"
Alexandria ...	H.M.S. "Canopus"

The D.E.M.S. Training Centres :—

Belfast ...	H.M.S. "Caroline."
Bristol ...	H.M.S. "Flying Fox"
Cardiff ...	East Dock
Govan ...	130, Whitefield Road
Hull ...	Earle's Shipyard
London ...	H.M.S. "Chrysanthemum II"
South Shields ...	H.M.S. "Satellite"

(9). *General Recognition Courses* consisting of an introductory lecture lasting one hour, followed by further half-hour lectures up to eight in number, are given to classes on the following scales :—

(a) Officers' and Gunner's Mates classes :—

One hour introductory lecture only during instruction in A.A. Gunnery General at Gunnery Schools.

(b) A.A. Ratings :—

One hour introductory lecture and four half-hour lectures during their course at A.A. Ranges.

(c) D.E.M.S. Instructors, Patrol Service, Coastal Force and Boom Defence Service non-substantive ratings.

One hour introductory lecture during Gunnery Course. Eight half-hour lectures to be given at Recognition Sections, while awaiting draft or in harbour.

(10). It is accepted that, with the exception of A.A. rates, only the principles of aircraft recognition can be taught in the Gunnery School during gunnery rates' qualifying courses, and that training must be continued and advanced either at sea or by courses in recognition centres and sections, when the opportunity occurs.

(11). The attention of Commanding Officers of recognition sections is drawn to the desirability of placing their training facilities at the disposal of ships arriving in ports where there are sections.

(12). *Training at sea*.—(a) Training in aircraft recognition is carried out at sea by the officer and/or senior rating responsible under paragraph 2 above.

(b) This officer and/or senior rating is to take either a 5-day or a 3-day course in aircraft recognition (vide paragraph 7).

(c) Small ships should take the opportunity to send the officer or rating selected for this duty to do a course during a boiler-cleaning or re-fitting period. In larger ships the officer or rating could probably be spared at other times.

(d) Training at sea should at first be devoted to O.O.Ws., air look-outs, Captains of guns, and other key personnel, though as much Recognition information as possible should be promulgated round the ship to keep up a high general standard. All A.A. Ratings should receive frequent instruction.

### III. INSTRUCTIONAL MATERIAL.

(13) As far as possible, Aircraft Recognition material is common to all the services.

(14) In the Navy, distribution is made through the (Suptg.) Naval Store Officers at the various Dockyards, etc., on whom demands, when necessary, should be made. The scale of distribution of the principal items of instructional gear, which are given below, is in Appendix I, except where otherwise stated.

(15) *Grant for Purchase of Recognition Publications*.—(a) The Ships and Establishments instituted as Recognition Centres and Recognition Sections may, as a temporary measure, until more instructional material can be made available, expend up to £2 quarterly on periodicals, non-service publications, etc., dealing with Aircraft Recognition. The expenditure is to be accounted for.

(b) When practicable, books should be ordered through the Keeper of Stationery and Printing, Admiralty, since the saving in price thereby will make the grant go further. This is not, however, meant to apply to minor casual purchases.

(16) Periodical "weeding out" of obsolete or stale Recognition Material is most important.

(17) *B.R. 150A*.—"Notes for Instructors on Aircraft Recognition." *B.R. 150B*.—"Naval Manual of Aircraft Recognition." These two books together give all the essential information for teaching Aircraft Recognition. The latter book, which deals only with the main operational types of aircraft, is suitable for quick reference on the bridge, etc.

(18) *A.P. 1480 (ex.-O.U. 5494) A (Two Parts), B, C, D, E, F, and I*.—*Recognition Handbooks (R.A.F. Publication)*. Distribution will be shown in a revised edition of Form B.R. I, now in the press. Ships will in future hold only one copy of each of the above parts. All surplus copies and the remaining parts are being withdrawn consequent on the issue of B.R. 150B (A.F.O. 3175/42). A list of amendments issued is published in A.F.Os. monthly.

(19) *Wall Charts (New series)*. These show photographs of various aircraft in five views. So far, the following sheets have been, or will be, issued :—

- (a) *British*.—A1, A2, A3. Single-engined monoplane land planes.  
B1, B2, B3. Twin-engined monoplane land planes.  
D1. Four-engined monoplane land planes.  
G1. Flying-boats, float seaplanes and amphibians.

(b) *German*.—In preparation.

(c) *Italian*.—In preparation—to be issued on half the scale of the British and German.

These replace the old series of wall charts of the aircraft of the three countries.

(20) Large wall silhouettes, measuring 22 in. by 16 in. and prepared for classroom use, are issued by H.M.S. "Excellent" to Recognition Centres and Sections only.

(21) *Penguin Special*—"Aircraft Recognition".—No further issues will be made when present stocks are exhausted.

(22) *Aircraft Models*.—(a) Models of the following aircraft to a scale of 1/72 are available on demand or are being made :—

British.	British.	German.
Airacobra I.	Albacore.	Arado 196.
Albemarle.	Baltimore.	Dornier 18.
Beaufort.	Beaufighter.	Dornier 217.
Blenheim IV.	Boston.	Focke-Wulf 189.
Catalina.	Chesapeake.	Focke-Wulf 190.
Fortress II.	Fulmar.	*Heinkel 111 Mk. Va.
Hampden.	Halifax I.	Heinkel 115.
Hudson.	Hurricane.	Heinkel 177.
Kittyhawk.	Lancaster I.	Henschel 126.
Liberator.	Lightning.	Henschel 129.
Lysander.	Manchester I.	Junkers 52.
Maryland.	Martlet.	Junkers 87B.
Mosquito.	Mustang I.	Junkers 88.
Spitfire.	Stirling.	Messerschmitt 109E.
Sunderland.	Swordfish.	*Messerschmitt 109F.
Tomahawk.	Typhoon.	*Messerschmitt 110.
Wellington.	Walrus.	Messerschmitt 210.
Whitley.	Whirlwind.	

Italian.	Japanese.	
Cant Z.1007.	Mitsubishi T.O. ...	Navy single-engined fighter.
Fiat BR.20.	Aichi T.99 ...	Navy single-engined dive-bomber.
Fiat G.50.	Kawanishi T.97...	Navy four-engined flying-boat.
Macchi MC.202.	Nakajima T.97/2	} Navy single-engined torpedo-bomber.
Reggiane Re.2001.	Mitsubishi T.97/1	
Savoia S.79	Nakajima T.97 ...	Army single-engined fighter.
Savoia S.84.	Mitsubishi T.97	Army twin-engined bomber.
	Mitsubishi T.96 ...	Navy twin-engined bomber.

(\*The original model is inaccurate ; a new one is being made.)

(b) Models of the following aircraft are also available but no further issues will be made once present stocks are exhausted.

British.	British.	German.
Anson.	Blenheim IF.	Dornier 17 and 17Z.
Botha.	Buffalo.	Focke-Wulf 200K.
Defiant.	Lerwick.	Heinkel 111.
Roc.	Skua.	Heinkel 113.
Spitfire III.		Junkers 87.

(c) The number of each model allocated to storing yards is as follows :—

Chatham.	Devonport.	Portsmouth.	Rosyth.
800	500	600	400

(d) Ships and establishments concerned should forward demands to their Storing Yards.

(e) Yards abroad should forward telegraphic demands to the Admiralty for the quantities required. (See A.F.O. 2782/42.)

(23) *Cinematograph Films*.—(a) The early reels of a new series of Recognition Films, produced by the War Office and Admiralty, and available both in 35 mm. and 16 mm. size, have now been issued. It is intended that this series should ultimately cover all the main operational aircraft of the belligerents. Each film takes 5-7 minutes to project. There is an Introductory Part which takes 17 minutes.

(b) Test Films, known as "Quizcraft", and showing actual aircraft in flight, are being produced, and the first reels have been issued. Each film takes 5-7 minutes to project.

(c) The scale of distribution will be given in a separate A.F.O.

(d) This new series supersedes the Recognition Films issued under A.F.O. 2685/41.

(e) Attention is also drawn to :—

(i) The "Luftwaffe" film which is of considerable interest and shows German bombers and fighters in action. This film takes 28 minutes to project (vide A.F.O. 4614/41).

(ii) The general policy on Naval instructional films, as given in A.F.O. 2685/41.

(24) *Playing Cards*.—(a) Sets of four different packs of cards giving silhouettes of aircraft with a book of rules. They are to be dealt with as consumable stores.

(b) A new issue, brought up to date, is being printed and will be issued on half the scale of the original set.

(25) *Celluloid Aircraft Recognition Cards* ("Transparencies"). Three views, to a common scale, of important British and enemy aircraft in black on (transparent) celluloid sheets.

(26) *Pocket Silhouette Folders*. (Under consideration.) Small head-on, side, and plan views, not to a standard scale, of important British and enemy aircraft on stiff paper.

(27) *Long-range Recognition Test Sheets*. (Under consideration.) Small photographs of aircraft in flight. These are for use by Aircraft Recognition Training Officers.

(28) *Interservices Aircraft Recognition Journal*. (Name undecided.) The publication of a low-security periodical, which would give up-to-date recognition information about the more important fighting types and hints on training is under consideration.

(29) *Weekly Intelligence Report (W.I.R.)*. Notes on enemy aircraft and tactics are given from time to time.

#### APPENDIX I

##### Scale of Distribution of Aircraft Recognition Material

BR. 150A.—"Notes for Instructors on Aircraft Recognition." H.M. ships, Form B.R.1 ; Shore establishments—A.F.O. 4683/41.

BR. 150B.—"Naval Manual of Aircraft Recognition."—A.F.O. 3043/42.

Wall Charts.—H.M. ships column I ; Shore establishments—A.F.O. 3568/39, etc. Italian on half scale of other wall charts.

*Penguin Special*—"Aircraft Recognition."—H.M. ships column I ; [Shore establishments—A.F.O. 2985/41. No further issues when present stocks are exhausted.

*Playing Cards*.—H.M. ships column I ; Shore establishments—A.F.Os. 1128a/41 and 2204/41. Revised issue will be distributed on half scale shown. New ships commissioning—A.F.O. 2929/42.

*Celluloid Cards*.—H.M. ships column I ; Shore establishments—A.F.O. 3091/41.

*Pocket Silhouette Folders*.

*Long-Range Recognition Test Sheets*.

*Interservices Aircraft Recognition Journal*.

} Supply under consideration.

*Models*.—H.M. ships column II ; Shore establishments—A.F.Os. 2064/40, 2815/40, 1467/41, 2519/41, 1176/42 and 2782/42.

Films.—See A.F.O. 3334/42.

(Note.—A.F.Os. giving scale of issue for shore establishments are being cancelled as “sufficiently promulgated.”)

H.M. Ships	I.	II.
	Issued without demand.	To be demanded from ship's storing yard.
(a) Battleships, Battle-cruisers, Aircraft Carriers ...	20	4
(b) Large Cruisers (7,000 tons and above) ...	15	3
(c) A.A. and A.A.A. ships, small Cruisers, Monitors, Seaplane and Auxiliary carriers, Depot, Repair and Base ships.	10	2
(d) Destroyers and Sloops, Netlayers, A.M.Cs. and O.B.Vs., Minelayers, L.S.Is.	6	1
(e) Minesweepers and Corvettes, Ocean-going Yachts ...	3	1
(f) Trawlers, Drifters, Yachts and Coastal Craft ...	2	—

(Note.—This scale will apply to future issues only. Retrospective adjustment will not be made.)

Shore establishments are recommended to note the material due to them in the appropriate place in this Appendix to avoid continual reference to old A.F.Os. (A.F.Os. 546/39, 2204/41, 2685/41, 4614/41, 2782/42, 3043/42, 3175/42 and 3334/42.)

(C.A.F.Os. 1067/40 and 837/41 and A.F.Os. 3568/39, 3768/39, 183/40, 739/40, 1101/40, 2064/40, 2215/40, 2322/40, 2451/40, 2815/40, 2841/40, 2842/40, 3584/40, 1024a/41, 1128a/41, 1467/41, 2204/41, 2207/41, 2519/41, 2544/41, 2985/41, 3091/41, 3461/41, 3531/41, 3986/41, 4122/41, 4683/41, 5432/41, 5580/41, 182/42, 239/42, 994/42, 1176/42, 1599/42, 2187/42, 2929/42 are cancelled.)

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

\*3596.—Honours and Awards—“London Gazette” Supplement of 21st July, 1942 (H. & A.—30.7.1942.)

### ADMIRALTY,

Whitehall,

21st July, 1942.

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

For gallantry and resolution in successful patrols in H.M. Submarines “P.31,” “Unbeaten” and “Torbay”:

*Bar to the Distinguished Service Order:*

Lieutenant-Commander Edward Arthur Woodward, D.S.O., R.N.

*To be a Companion of the Distinguished Service Order:*

Lieutenant John Bertram de Betham Kershaw, R.N.

*Second Bar to the Distinguished Service Cross:*

Lieutenant Aston Dalzell Piper, D.S.C., R.N.R.

*Bar to the Distinguished Service Cross:*

Lieutenant Charles Walderne St. Clair Lambert, D.S.C., R.N.

Lieutenant David Stuart McNeile Verschoyle-Campbell, D.S.C., R.N.

*The Distinguished Service Cross*

Lieutenant John Philip Holroyde Oakley, R.N.

*Bar to the Distinguished Service Medal:*

Able Seaman Leslie Alfred Phillips, D.S.M., C/J.112236.

*The Distinguished Service Medal:*

Petty Officer William Arthur Peck, C/J.112719.

Stoker Petty Officer William Josiah Thomas, D/K.65098.

Stoker Petty Officer Harry Anthony Wright, C/MX.79996.

Leading Telegraphist Peter Birnie, D/JX.135218.

Leading Telegraphist Albert Charles Cake, D/JX.135328.

Leading Stoker Leslie Jones, D/KX.80793.

Able Seaman Thomas Albert Sayce, C/SSX.28609.

Able Seaman Joseph Guinelly, P/JX.142715.

Stoker First Class John Edward Frederick Stockwell, C/SS.124546.

*Mention in Despatches:*

Engine Room Artificer Anthony Edward Townsend, C/MX.501201.

Petty Officer John Marsh, P/J.111058.

Petty Officer James Alexander Watson, D.S.M., P/JX.131355.

Acting Petty Officer George Dallas Forbes, D.S.M., D/JX.161397.

Acting Leading Seaman Alexander Wilson Craig Kirkpatrick, C/JX.217959.

Leading Signalman Leslie George Fanthorpe, P/J.112235.

Leading Cook Robert Wilkinson, D/MX.50167.

Able Seaman Thomas Edwards, D/JX.196810.

Stoker First Class Denis Leigh Burgoyne Oliver, P/KX.111942.

Stoker First Class Leonard John Smith, P/KX.83215.

For bravery, seamanship and resolution in bringing a Convoy from Murmansk in the face of relentless and determined attacks by enemy “U” boats and aircraft:

*To be a Companion of the Distinguished Service Order:*

Captain (Commodore Second Class) Denis Arthur Casey, C.B.E., D.S.C., R.D., R.N.R.

For coolness and skill while serving in merchantmen in this Convoy:

*The Distinguished Service Medal:*

Acting Convoy Yeoman of Signals Tom Clarke, C/JX.172454.

Temporary Acting Leading Seaman William Adey Buckley, P/X.19422A, R.N.R.

Acting Able Seaman Hector Fitzroy Maclean, C/JX.249867.

For skill and determination in the protection of Convoys:

*Mention in Despatches:*

Temporary Acting Leading Seaman David McNaught, D/JX.170116.

Acting Able Seaman James Barker, C/JX.241108.

Acting Able Seaman Harold Arthur Whittles, P/JX.227821.

\*3597.—Honours and Awards—Royal Netherlands Navy

(H. & A. 170/42.—30.7.1942.)

The King has been graciously pleased to approve the following Honorary Appointments:—

*To be a Companion of the Distinguished Service Order:*

Commander Baron Thomas Karel van Asbeck, R. Neth. Navy, H.N.M.S. “Jan Van Brakel”.

*To be an Officer of the Order of the British Empire:*

Commander Johannes van Leeuwen, R. Neth. Navy.

2. These Appointments will not be gazetted.

**\*3598.—Honours and Awards—Fighting French Naval Forces**

(H. &amp; A. 170/42.—30.7.1942.)

The King has been graciously pleased to approve the following Honorary Appointment and Awards:—

*To be an Officer of the Order of the British Empire.*

Capitaine de Fregate Roger Birot, F.N.F.C., F.F.S. "Mimosa".

*The Distinguished Service Cross.*

Officier des Equipages de deuxième classe, Max Ibarlucia, F.N.F.C., F.F. Chasseur 10.

*Mention in Despatches.*

Lieutenant de Vaisseau André Bergeret, F.N.F.C., F.F.S. "Roselys".

Lieutenant de Vaisseau Pierre de Morsier, F.N.F.C., F.F.S. "Lobelia".

2. These Awards will not be gazetted.

**\*3599.—Honours and Awards—Polish Navy**

(H. &amp; A. 170/42.—30.7.1942.)

The King has been graciously pleased to approve the following Honorary Appointment and Award:—

*To be a Companion of the Distinguished Service Order.*

Commander Namiesniowski, Polish Navy, O.R.P. Garland.

*The Distinguished Service Cross.*

Lieutenant Commander Marian Kadulski, Polish Navy.

2. These Awards will not be gazetted.

**3600.—Paymaster Director-General—Appointment**

(C.W. 23580/42.—30.7.1942.)

Paymaster Rear-Admiral W. E. H. Jolly has succeeded Paymaster Rear-Admiral Sir David S. Lambert, K.C.B., O.B.E., as Paymaster Director-General, to date 10th July, 1942.

**3601.—Officers' Appointments on Change of Accounting Base**

*Patrol Service Trawlers, Drifters, etc.*

(C.W. 27026/42.—30.7.1942.)

When any Patrol Service Trawlers, Drifters, Yachts or other Auxiliary Craft are transferred from one accounting base to another, the Naval Officer-in-Charge of the base from which the ship is transferred is to render to the Admiralty (copies to the Admiral Commanding Reserves, Rex House, Lower Regent Street, S.W.1 and the Commodore, Patrol Service Central Depot, Lowestoft) a list of officers affected by the change, and the date of transfer, in order that appointments may be issued accordingly.

2. Skipper Class Officers, R.N.R., serving in vessels based in Home Waters are not to be transferred from one ship to another unless authority for the transfer has been received from the Commodore, Patrol Service Central Depot, Lowestoft.

3. When a skipper is relieved he should normally return direct to the Patrol Service Central Depot. If he is resident locally he may be granted a period of leave within the annual allowance before he returns to Lowestoft.

4. In both instances, on discharge to Patrol Service Central Depot, pay and victuals are always to be adjusted to the actual date of an officer leaving his ship. Transfer lists are to be forwarded to H.M.S. "Europa" without waiting for a C.W. appointment list.

5. The Commodore, Patrol Service Central Depot, Lowestoft, is to be informed by signal whenever action is taken under paragraph 3. The signal should be repeated to the ship's accounting base when necessary and should include date of discharge, whether a.m. or p.m., and if applicable the address on leave and the date on which the officer has been instructed to report to Lowestoft.

6. When officers are checked sick and permanently relieved in consequence, accounts should be closed to the date checked sick.

(A.F.O. 1897/40 is cancelled.)

**3602.—Sick Leave for Retired, Reserve and Emergency List Officers, etc., if Invalided**

(C.W. 24980/42.—30.7.1942.)

Officers of the classes to which the provisions of A.F.O. 1475/41 apply who are found medically unfit for further service, and whose sick leave on the date of final medical survey amounts to not more than 91 days, will be eligible with effect from 14th July, 1942, for an extension of full pay sick leave up to 42 days from the date on which a reasonable probability of fitness for further service ceased to exist, subject to a maximum of 91 days' sick leave from date first checked sick. Notwithstanding this maximum no Officer coming within the foregoing category, however, will be invalided with less than 28 days' extension of full pay sick leave reckoned from the date on which a reasonable probability of fitness for further service ceased to exist.

2. Officers whose sick leave on the date of final medical survey for invaliding purposes exceeds 91 days will remain eligible for an extension of 28 days' full pay sick leave under the conditions hitherto in force.

(A.F.Os. 1475/41, 1894/41, 3594/41, 4473/41, 5492/41, 108/42.)

**3603.—Ogilvy Prize—Award for 1942**

(C.W. 25363/42.—30.7.1942.)

The Ogilvy Prize for the January-June, 1942, Qualifying Long Course for (T) officers has been awarded to Lieutenant J. P. Heins, R.N.V.R.

**\*3604.—Trust Fund of the late Captain J. H. Maurice Clark, R.N.V.R.**

(P.M./D.P.S. 417/42/P.—30.7.1942.)

Under the trust disposition and settlement of the late Captain J. H. Maurice Clark, R.N.V.R., the sum of £5,000 has been transferred to the trustees, to dispose of as they may decide, for the welfare of any officers and men who were members of the Clyde Division of the Royal Naval Volunteer Reserve or on the Staff of that unit on 3rd September, 1939, and for the welfare of the widows and children of any such officers or men who may have died before the termination of the present war.

2. Application for grants in cases of hardship should be made to Paymaster Commander J. F. Carson, R.N.V.R. (retired), 209, West George Street, Glasgow, C.2, for consideration by the trustees.

**3605.—Torpedo Training for Officers in Coastal Forces**

(T.S.D. 368/42.—30.7.1942.)

All officers selected for Coastal Forces are to undergo a fortnight's torpedo control course in "Vernon" after leaving "King Alfred" and before going to "St. Christopher". This course will immediately follow the "G" course in "Excellent" which these officers already attend.

2. All officers now serving in Coastal Force craft mounting torpedo tubes who have not done this course in "Vernon" are to report the fact through the Commanding Officer of the Coastal Force Base from which they are operating to R.A.C.F. in order that they may undergo the course as opportunity offers. Nominations for this course are to be forwarded to Rear-Admiral, Coastal Forces (in accordance with instructions issued by him) who will forward nominal lists to Captain, H.M.S. "Vernon".

3. This combined torpedo control and torpedo course starts at 0900 every Monday. Officers are required to join Roedean School, Brighton, by p.m. on the Sunday before the commencement of the course.

4. *Mobile Torpedo Attack Teachers.*—The attention of Flag Officers and Naval Officers-in-Charge of Ports and Bases from which Coastal Force craft carrying torpedo tubes are operated is drawn to the fact that three mobile torpedo attack teachers are now operating and will be visiting their ports.

These mobile teachers are intended to implement the training in torpedo control given in the combined torpedo control and torpedo course at Roedean School, and must not be regarded as a substitute for the combined course.

**\*3606.—Special Branch, R.N.V.R. Officers—Transfer to Executive Branch, R.N.V.R.—Volunteers**

(C.W. 21207/42.—30.7.1942.)

Officers of the Special Branch, R.N.V.R., who conform to the following requirements may volunteer for transfer to the Executive Branch, R.N.V.R.

2. Volunteers must be—

- (a) within the maximum age limit of 45 years ;
- (b) medically fit for sea service ;
- (c) recommended for transfer by Commanding Officer.

3. Officers considered suitable and recommended will be given an Executive Officers' course and, if found satisfactory, will be transferred to the Executive Branch, R.N.V.R., with existing relative rank and seniority.

4. Commanding Officers are to forward the names of any such volunteers together with a S.206 report and should state whether a relief would be required for the officer should he be accepted.

**\*3607.—Temporary Accountant Commissions—Sea Service Qualification required by F.A.A. Ratings**

(C.W. 21174/42.—30.7.1942.)

A.F.O. 3462/41, paragraph 13 (e), last sentence, specifying a qualifying period of three months' service for Fleet Air Arm ratings recommended for temporary accountant commissions is cancelled.

2. In future Fleet Air Arm ratings are required to perform at least three months' sea service in the same way as all other candidates for temporary commissions in the Accountant Branch.

(A.F.Os. 3970/40, 3462/41 and 981/42.)

**3608.—Dental Officers, R.N.—Transfer of Short Service Officers to the Permanent List**

See A.F.O. 653/45. (C.W. 26573/42.—30.7.1942.)

All applications from Short Service Dental Officers, R.N., for transfer to the Permanent List will be considered together at the end of the war.

2. Short Service Dental Officers, on completing the six years' service for which they engaged will receive the gratuity of £1,000 then payable and will be placed on the Emergency List. If subsequently placed on the Permanent List, they will be required to refund this gratuity and full pay mobilised service on the Emergency List would count in full for naval purposes.

**3609.—Foreign Languages—Annual Examination, 1941—Result**

(C.W. 15506/42.—30.7.1942.)

Awards have been approved as shown below, on the result of the Annual Examination in Foreign Languages, held in December, 1941.

	<i>French</i>	
Lieutenant J. R. Drummond ...	...	Prize of £5 and certificate of merit.
	<i>German</i>	
Lieutenant A. D. W. Moore* ...	...	Medal. Prize of £30 and certificate of merit.
Lieutenant (E) F. McLeod† ...	...	Prize of £20 and certificate of merit.
	<i>Spanish</i>	
Paymaster Lieutenant R. D. M. Thomas-Ferrand.	W.	Prize of £20 and certificate of merit.
Paymaster Lieutenant J. L. Rigge ...	...	Prize of £15 and certificate of merit.

2. The necessary authorities for the payment of the money prizes have been issued. The certificates of merit will be forwarded.

\* Since reported missing, presumed killed.

† Since reported missing.

**\*3610.—Promotion to Temporary Signal Boatswain and Temporary Warrant Telegraphist, R.N.**

(C.W. 23258/42.—30.7.1942.)

The following instructions are promulgated with reference to paragraph 4 of A.F.O. 1107/40.

2. Candidates must be either active service ratings who are within three years of discharge to pension or pensioners who have not spent more than a total of four years outside the Service. They must be volunteers and recommended by the Commanding Officer as suitable for warrant rank as regards both officer-like qualities and technical ability. Candidates must be Chief Petty Officer or Petty Officer rates but Petty Officer rates who have only passed for the No. 2 non-substantive rates, lower standard, will not be eligible.

3. Commanding Officers are to forward recommendations on Forms S.198 accompanied by a copy of the man's Service Certificate, Conduct Sheet, S.264 and Signal or W/T History Sheet to H.M. Signal School as soon as possible after receipt of this Order and subsequently at quarterly intervals commencing on 1st August, 1942. Form S.198, only, need be forwarded in respect of ratings who have been previously recommended, vide K.R. & A.I., Article 306, Clause 7.

4. Promotions will be made as required to fill vacancies as they occur and ratings selected will not undergo any qualifying course.

5. Before promotion all candidates for temporary warrant rank must be certified as medically fit for sea service.

(K.R. & A.I., Article 306, Clause 7.)

(A.F.O. 1107/40.)

(A.F.Os. 1490/40 and 2332/40 are cancelled.)

**\*3611.—R.N. Gunnery Ratings—Qualification at R.C.N. School**

(N/G.D. 0341/42.—30.7.1942.)

From time to time R.N. ratings have been sent to H.M.C.S. "Stadacona" to qualify for non-substantive gunnery ratings.

2. R.N. ratings sent for training in the R.C.N. School may be qualified and confirmed as Q.R.2, C.R.2, Q.R.3, L.R.3, C.R.3, A.A.3 and Q.O. in accordance with A.F.O. 2845/42.

3. The qualification and confirmation of other gunnery ratings is limited to the R.N. Gunnery Schools.

(A.F.O. 2845/42.)

**3612.—National Health and Pensions Insurance—Rendering of Forms of Particulars and Forms S.1085**

*Officers of the Reserve and Auxiliary Forces, Officers re-employed, Persons granted temporary commissions or warrants, Officers of the Women's Royal Naval Service and Voluntary Aid Detachments.*

(D.N.A. 9042/42.—30.7.1942.)

Instructions were issued in A.F.O. 1392/41 that where officers were not already being treated as insurable for National Health and Pensions Insurance and in the case of all future entrants, that they were to be called upon to state whether or not National Health and/or Pensions Insurance contributions were paid in respect of them within a period of two years prior to commencement of war service. Where the officer's declaration was in the affirmative, the form of particulars shown in the Appendix to that Order was to be completed and sent to the Director of Navy Accounts for subsequent transmission to the Ministry of Health.

2. It is pointed out that all officers who have been promoted from the ranks would have been compulsorily insured during their service in the lower deck and, therefore, Part I of the form of particulars must be completed by such officers. If the officer had not been insured for National Health and/or Pensions Insurance prior to his rating service, however, he is eligible to opt out of insurance if he so desires, and in such cases the officer must also complete Part II of the form of particulars, indicating whether or not he desires to continue in insurance.



3. Direct entrant officers who were formerly insurable, should only complete Part I of the form of particulars. *If a direct entrant officer declares that he was not formerly insurable there is no necessity for him to complete a form of particulars at all.* A suitable note should be made in the "Remarks" column of the ledger, and Form S.1035 should be sent to the Director of Navy Accounts for filing. All transfer lists and pay documents issued subsequently during the officer's service should be noted "Not insured NHP".

4. Forms N.S. 124 (late S.1033) need not be rendered in addition to the form of particulars, but the latter should be carefully and adequately completed, and any insurance cards held should be attached.

5. It has also come to notice that Forms S.1035 are sometimes being sent direct to the Ministry of Health. This is irregular, and Accountant Officers should make arrangements to ensure that the Form S.1035 is always despatched to the Director of Navy Accounts (Branch 3). If a form of particulars is also being rendered in accordance with these regulations, the Form S.1035 should be attached to it.

(A.F.Os. 205/40, 3606/40, 1392/41, 2363/41, 30/42, 1635/42, 2123/42.)

### 3613.—Releases from and Deferment of Service—REPORTS

(N. 2679/42.—30.7.1942.)

Men who have been issued with an Enlistment Notice by the Ministry of Labour and National Service instructing them to report for Naval or Royal Marine service under the National Service Acts, 1939 to 1941 are deemed to have been entered in the Royal Navy or Royal Marines on the date on which they are due to report under that notice. Normally the Ministry of Labour will not cancel an Enlistment Notice when once issued, and any subsequent question of postponement of the man's calling up is a matter for Admiralty discretion.

2. Commanding Officers of New Entry Establishments are empowered to grant short periods of deferment of reporting, on purely domestic or compassionate grounds. The period should not usually exceed 14 days in the first instance and must not in any case exceed 28 days. Where it is considered necessary to grant deferment in excess of 28 days the full circumstances are to be reported to the Admiralty. In this connection attention is invited to C.A.F.O. 546/41.

3. Where men are unable to comply with an Enlistment Notice on account of medical unfitness, they should be instructed to forward a medical certificate. Further medical certificates should be called for at intervals at the commanding officer's discretion. In cases of serious injury or protracted illness the circumstances are to be reported to the Admiralty.

4. Commanding Officers of New Entry Establishments are not empowered to grant deferment on industrial grounds. Employers who apply for postponement of a man's calling up are invariably to be informed that they should make their representations to the Government Department chiefly interested in their activities, and that the question of granting deferment cannot be entertained unless a recommendation is made by that Department direct to the Admiralty.

5. Similarly, employers who apply for release of men (including pensioners and reservists) from service are to be informed that their representations should be made to the Government Department chiefly interested in their activities and that the question of release cannot be considered unless a recommendation is made by that Department to the effect that release is considered essential in the National interest. Employers' applications for release are not to be forwarded to the Admiralty.

6. Individual applications from men for release to return to civilian occupations of any description are not to be forwarded to the Admiralty and men who apply for release are to be informed that this cannot be considered except on the application of their former employers through the Government Department chiefly concerned with the employers' activities.

7. Men due to report for service under the National Service Acts who for any reason are granted deferment of service without actually reporting at the New Entry Establishment are to be regarded as released to the Reserve List under A.F.O. 536/41 for the period of deferment. They are to be entered in the Royal Navy or Royal Marines as at the date on which they were originally due to report under the Enlistment Notice, and this date should be inserted as the date of entry

on Form S.55B. As regards completion of service certificates, the date on which the man actually reports for service is to be inserted in the space for "Commencement of Time" on page 1. On page 2 a notation should be made across the page "Released to Reserve List under A.F.O. 536/41.....to.....", the commencing and ending dates of deferment being inserted. The actual date of commencement of service should then be entered on the next line in the appropriate column. Names are not to be entered on the ledger until the men report for service, when the notation "Entered from Reserve List (A.F.O. 536/41)" is to be made in the "Whence entered" column. The entry documents are to be retained at the New Entry Establishment until the men report. Official numbers should be assigned where a block of the appropriate series is held and reported to the Director of Navy Accounts on the return S.52A.

8. Men called up under the National Service Acts are eligible for pay only from the date on which they join for duty. Men released to the Reserve List under A.F.O. 536/41 or Pensioners and Reservists released from service with exemption are not entitled to Naval pay or allowances (or marriage and dependants allowance) during the period of release.

9. It has been brought to notice that a number of men to whom deferment has been granted have been erroneously entered as at the actual date of reporting instead of at the effective date of the Enlistment Notice. The entry particulars of all men entered under the National Service Acts since the outbreak of the war are to be examined at New Entry Establishments as opportunity offers and details are to be forwarded to the Director of Navy Accounts (Branch 3A), Admiralty, Bath, showing the following particulars of men granted deferment of service who have been entered at the wrong date:—

Name in full.

Official number.

National Registration Identity number.

Correct date of entry.

Date of entry previously reported.

Reason for difference (e.g. Granted deferment of service from..... to.....).

The entry particulars of men at present granted deferment of service are to be specially examined to ensure that entry has been effected at the correct date.

10. Where men are granted deferment of service or are released under A.F.O. 536/41 from a New Entry Establishment for a definite period the Commanding Officer of that establishment will arrange for their calling up or recall to service when this becomes due.

11. Where men are released to the Reserve List under A.F.O. 536/41 other than as in paragraph 10, or (Pensioners or Reservists) with exemption from service, their recall to service will be arranged by the Commanding Officer of the Port Division or Depot to which they belong. Where release is effected from a ship or establishment other than the Port Division or Depot to which the man belongs the Commanding Officer of the releasing ship or establishment will communicate with the Port Division or Depot to which the man belongs unless it is clear that a copy of the instructions for release have been sent to that Port Division or Depot. R.N.R. ratings (including those in the Boom Defence Service) will be remobilised by the Registrars R.N.R. Royal Marines will be called or recalled into service by the Commandants of the Royal Marine Divisions or Depots to which the men belong. (See paragraph 12.)

12. An exception to the rule in paragraph 11 will be made when men are released for periods not exceeding two months for agricultural work, under A.F.O. 2854/42, when the Commanding Officer who authorises the release will invariably arrange for the man's recall. This applies also to R.N.R. ratings and Royal Marines.

13. Where men due to report for service under the National Service Acts are granted deferment, a report on Form S.160 is to be rendered, the Form being noted in red ink "Granted temporary deferment by Commanding Officer" (or the Admiralty) as the case may be. The date shown on the Form under "Date of entry or re-entry" should be that of formal entry, i.e. the effective date of the Enlistment Notice.

14. Form S.161 is to be rendered in respect of all men released from service under A.F.O. 536/41 and also for pensioners and reservists released with exemption,

for a fixed period or indefinitely, to resume civilian employment (including agricultural releases) or on compassionate grounds. The Form should be noted "Released to Reserve List under A.F.O. 536/41 (or if pensioner or reservist "Released with exemption from service") to resume civilian employment" ("for agricultural work" or "on compassionate grounds"). It is unnecessary to quote Admiralty letters or other authority on the Form. The date of release should be indicated.

15. A report on Form S.161 is to be made when men report after a period of deferment or at the expiration of a period of release. The Form should be noted "Reported after temporary release under A.F.O. 536/41" or "Reported after temporary exemption" (pensioners and reservists), the date of reporting being indicated.

16. It is emphasised that men released under A.F.O. 536/41 or with exemption (pensioners and reservists) are not *discharged* from the Service and the term "Discharged" is not to be used on their service documents, on *Forms S.161* or in correspondence in connection with their release. The terms mentioned in paragraph 14 should be used.

17. When men are recalled to service at the expiration of a period of deferment or release they are to be issued with a free travelling warrant by the Ship or Establishment responsible for their recall. Meal orders or repayment of expenses for subsistence will be allowable in accordance with the usual rules under K.R. & A.I., Article 1666.

18. Whenever it is necessary to refer "release" instructions to another Establishment to which a rating has been transferred, a copy of the reference should be sent to the Admiralty, the reference number and date of the relevant Admiralty Letter being quoted.

(C.A.F.O. 546/41.)

(A.F.Os. 536/41, 2027/41, 4044/41, 4263/41 and 2854/42.)

(A.F.Os. 345/40, 1916/40, 331/41, 537/41, 728/41, 1049/41, 1053/41, 2313/41, 4609/41 and 4799/41 are cancelled.)

**\*3614.—Advancement of Recovered Deserters to Able Seaman or Equivalent Rating**

(N. 6568/42.—30.7.1942.)

With reference to Article 406, Clause 4, K.R. & A.I., advancements of recovered deserters to Able Seaman or equivalent rating, may in future, as a war-time measure, be made by Commanders-in-Chief, Senior Officers of Squadrons, and the Commodores, R.N. Barracks, Chatham, Portsmouth, Devonport, Lee-on-Solent and Lowestoft, without reference to the Admiralty.

2. In connection with such advancements the following instructions are to be observed:—

(a) To be eligible for advancement on completing the necessary period of service, a man must also *then* be considered fit for advancement, otherwise his advancement is to be delayed until he can be recommended by his Commanding Officer in accordance with Article 410, K.R. & A.I. (This would normally preclude the advancement of a rating shortly after completing his punishment).

In particular, advancements to *Acting* Able Seaman or *Acting* Stoker I, of recovered deserters who have completed the necessary service but who are unqualified by sea service or professionally, may only be allowed if the men are considered fit for advancement. Such advancements are not automatic but are a concession restricted to men who are considered suitable. Men, for example, whose last efficiency assessment was "Moderate" would be unlikely to be suitable for advancement to *Acting* Able Seaman or *Acting* Stoker I unless sufficient time had elapsed since the assessment for the necessary improvement to have been made.

The seniority on confirmation of *Acting* Able Seamen and *Acting* Stokers I (ex-deserters) may not be ante-dated to a date earlier than that of being rated "*acting*".

(b) The advancements of men who are recommended by their Commanding Officers some time after qualifying by service are to be made as from the date *on which* they are recommended—ante-dating to the date of qualifying by service, or any other date, is not permitted, unless it is clear that the advancement had been overlooked or that necessary correspondence had been lost, and that it is *known* that the man would have been recommended *on the date* to which it is proposed to ante-date.

A man in this category who was fully qualified before desertion may be advanced from his pre-desertion date of qualifying, provided his record at that time was satisfactory, but his date of advancement must then immediately be adjusted to the date of re-entry on ships' books after recovery from desertion (being then again similarly adjusted in respect of any subsequent desertion or desertions), and the date of commencing the pay of the higher rate is to be that of the day following completion of punishment (the higher pay for the pre-desertion period is forfeit under Article 589, Clause 6, K.R. & A.I.).

(c) Any claim that the man may have had to accelerated advancement is to be regarded as forfeited by desertion and the man must complete the maximum period (e.g. Ordinary Seamen and Stokers II (H.O.)—12 months) in order to qualify by service.

(d) Time in the same branch prior to desertion may count towards the service and, where necessary, the sea service qualifications, but a man who transferred from one branch to another may count, for this purpose, only five weeks of his service in his previous branch (A.F.O. 3468/41).

(e) The period of desertion may not count for advancement purposes, but time in detention, cells, and waiting trial is allowed.

(K.R. & A.I., Articles 406 (4) and 410.)

(A.F.O. 3468/41.)

**3615.—Absentees from Ships Based in Home Waters (Not Manned by Patrol Service)**

(N.L. 10453/42.—30.7.1942.)

The references to transfer of pay accounts in paragraphs 1 and 2 of A.F.O. 2482/42 are applicable only to ships which carry their own accounts.

2. Other ships are to take the remaining action indicated as appropriate.

3. Accounting base ships will transfer the pay accounts of such absentees only as provided in paragraph 5 of the Order.

(A.F.O. 2482/42.)

**3616.—Wardroom and Royal Marine Officers' Attendants—Scale for Officers Serving on Shore**

(N. 5729/42.—30.7.1942.)

As a war-time measure of economy in man-power, the following scale has been approved for the provision of Wardroom and Royal Marine Officers' Attendants to officers serving on shore, other than Officers in Command.

*Scale*

All officers of Commander's rank ; Lieutenant-Colonels, R.M., and Majors, R.M.	} One Attendant between two officers.
All officers of Lieutenant-Commander's and Lieutenant's rank ; Captains, R.M., and Lieutenants, R.M., on com- pletion of 4 years from date of entry.	
All officers of Sub-Lieutenant's rank and Midshipmen ; Lieutenants, R.M. (under four years from date of entry) and 2nd Lieutenants, R.M. Commissioned Officers from Warrant rank and Warrant Officers—when messed in the Ward Room.	} One Attendant between four officers.

*Note.*—This scale is *not* applicable to these officers when separate Gunroom and Warrant Officers' Messes are provided.

2. This scale is to apply to the following establishments, etc. in replacement of the corresponding existing scales and irrespective of whether Naval, Royal Marine, W.R.N.S., or civilian personnel are being employed as attendants:—

- (a) All Naval shore establishments, bases, air stations, and depots, at home and abroad.
- (b) All Royal Marine shore establishments and depots.
- (c) All Royal Marine Units at home other than mobile fighting units. *Note.*—Separate instructions will be issued as to the units affected.

3. The scale does not apply to:—

- (i) Any individual officers for whom special arrangements have been approved by the Admiralty owing to the nature or circumstances of their duties.
- (ii) Any officers not entitled to service messing or accommodation, either because they are in receipt of compensatory allowances or for any other reason.
- (iii) Officers not fully messed or accommodated, in respect of whom separate instructions will be issued later.
- (iv) R.N. and R.M. officers occupying official residences in R.M. Establishments, who will temporarily retain their Marine Attendants pending further consideration.

4. The scale applies only to personal servants and *not* to Mess Staffs which are additional to the numbers of attendants allowable under this scale.

5. The necessary adjustments in numbers of attendants now borne are to be made as early as practicable on the following lines:—

Naval Shore establishments, bases, air stations and depots. Under normal manning procedure.

Royal Marine establishments, depots and units ... On the instructions of the Adjutant General Royal Marines.

6. Civilians are not to be discharged from employment as a result of this Order. Subject to this proviso, the action taken concerning them is left to local discretion, but Admiralty instructions are to be sought in cases of difficulty or if it is likely that there would be any lengthy or considerable overbearing.

7. Amendments to individual schemes of complement or Royal Marine "War Establishments" will be issued.

(A.F.O. 3353/42 is cancelled.)

**\*3617.—Acting E.R.As., 4th Class (Patternmakers and Moulders)—Confirmation**

(N. 16383/42.—30.7.1942.)

With reference to A.F.O. 3799/41, Acting E.R.As., 4th Class (Patternmakers and Moulders) are normally to be confirmed under the conditions laid down for them in K.R. & A.I., Appendix XVII, Part I, No. 29 (F), but in any cases where they have obtained their Boiler Room Watchkeeping Certificate, they may be considered for confirmation under the provisions of A.F.O. 3799/41.

(A.F.O. 3799/41.)

**3618.—Engine Room Mechanics—Trade Classification**

(N. 16114/42.—30.7.1942.)

It is necessary, when Commanding Officers make notations in Service Certificates of the trades of Engine Room Mechanics in accordance with A.F.O. 2973/42, that they should inform the Commodores of the appropriate Depots at the same time.

2. If this is not done, the Depots will not have knowledge of the trades held by Engine Room Mechanics who have already been drafted, and, in the event of casualties occurring, will not know the type of relief to send to the repair staff concerned.

(A.F.O. 2973/42.)

**3619.—Ordnance Artificers (O) for Maintenance of Optical Instruments in the Fleet—Employment of**

*Ships and Bases concerned*

(G. 4196/42.—30.7.1942.)

Further requirements have arisen for Ordnance Artificers (O) in Bases and Repair Ships in addition to those already drafted in accordance with A.F.O. 5623/41.

2. The distribution of these additional Ordnance Artificers (O) and priority of drafting will be as follows:—

*5th Class (7 in No.) Available August, 1942.*

"Antonia" (1), "Unicorn" (1), "Wolfe" (1), Durban Base (1), Tyne Base (1), Liverpool Base (1), Belfast Base (1).

*6th Class (8 in No.) Available September, 1942.*

Bases at:—Glasgow (1), Halifax (1), Yarmouth (1), Durban (1), Cardiff (1), Greenock (1), Leith (1), Aberdeen (1).

*7th Class (6 in No.) Available December, 1942.*

"Wolfe" (1), Tyne Base (1), London Base (1), Liverpool Base (1), Belfast Base (1), Greenock Base (1).

(A.F.Os. 1910/41, 5623/41.)

**\*3620.—Machinery Allowance—Aircraft Maintenance Ratings**

(N. 3835/42.—30.7.1942.)

Machinery allowance at the rate of 1s. a day may be paid to the Chief or other Air Artificer with A and E qualifications, or to the Senior Air Fitter Rating drafted in lieu, employed as the Senior Aircraft Maintenance Rating when an Air Engineer Officer is not borne.

2. The allowance is payable in a Squadron, or Ship's Staff (Air) of a Carrier or Workshops, or Storage Section, when an Air Engineer Officer is not borne and the rating is responsible for the proper care and maintenance of the aircraft, but is not payable in other circumstances. It is not payable in respect of aircraft detached from the supervision of Squadron Maintenance Staff.

(A.F.O. 4248/41 is cancelled.)

**\*3621.—Supply Ratings (A.S.)—Advancement**

(N. 9701/42.—30.7.1942.)

Leading Supply Assistants (A.S.) may be advanced to the special rating of Supply Petty Officer (A.S.) whilst employed in Armament Store Issuing Ships. Should circumstances necessitate their being transferred to ordinary Supply duties they will revert automatically to the rating of Supply Assistant, as laid down in A.F.O. 1684/41.

2. The qualification for advancement to Supply Petty Officer (A.S.) is to be 12 months as Leading Supply Assistant (A.S.) and proficiency in Armament Supply duties. The Director of Armament Supply, Admiralty, who will arrange for periodical reports to be forwarded, will be the authority for recommending the advancements.

3. Advancements to Supply Petty Officer (A.S.) are to be regarded as outside the authorised Port Division numbers.

(A.F.O. 1684/41.)

**\*3622.—Coding Branch—Advancement to Leading Rate**

(N. 13616/42.—30.7.1942.)

With reference to A.F.O.s 1776/40 and 4027/41, clause (d), it has been decided that advancements to Leading Coder are to be on a temporary basis and that men are to be rated "Acting" in the first instance, being eligible for confirmation after a minimum period of one year's service in the rate. With regard to the "Acting" rate, no action need be taken in the case of men who have already completed more than 12 months in the leading rate, but those who have not done so are to be regarded as "Acting" and required to complete the balance of service in accordance with the above decision.

2. Service certificates are to be noted accordingly.

(A.F.Os. 1776/40 and 4027/41.)

**3623.—Admiralty Surgeons and Agents***Newcastle-under-Lyme and Cardiff*

(C.E. 9471/42; C.E. 9751/42.—30.7.1942.)

Mr. W. C. Allardice, M.D., F.R.C.S., of Windsor House, Newcastle, Staffs. (Telephone No. 6389), has been appointed Admiralty Surgeon and Agent for Newcastle-under-Lyme.

Mr. T. Wallace, M.B., 69, Newport Road, Cardiff, South Wales (Telephone No. 559) has been appointed temporary Admiralty Surgeon and Agent for Cardiff.

**3624.—Accounts of R.D.F. Ratings and Wireless Mechanics—Transfer**

(M. 2794/42.—30.7.1942.)

The accounts of the following classes of ratings were transferred from H.M.S. "Victory I" and H.M.S. "Victory II" to H.M.S. "Victory IV" on 1st April, 1942:—

- (a) R.D.F. ratings.
- (b) Ratings discharged to H.M.S. "Victory" for training in R.D.F.
- (c) Wireless mechanic branch.

Pay documents and correspondence affecting these ratings should accordingly be forwarded to H.M.S. "Victory IV."

2. Paragraph 4 of A.F.O. 4832/41 is cancelled.

(A.F.O. 4832/41.)

**\*3625.—South Africans Serving in R.N.—Welfare of Sick or Wounded**

(N/D.P.S. 501/42/P.—30.7.1942.)

The following is promulgated for the information of South African personnel serving in the R.N.

2. The London Committee of the South African Red Cross Society, South Africa House, Trafalgar Square, London, W.C.2, have notified that they are anxious to hear from any South African serving in the Royal Navy who may be sick or wounded and who may be in need of invalid comforts or any other necessary assistance. Any such men should accordingly apply to the address given above.

**3626.—Life-Saving Rafts—First-Aid Equipment**

(D./N.L. 4304/42.—30.7.1942.)

See A.F.O. 3675/42 in Section 3 (General) of this issue.

**3627.—Medical Reports on Actions**

(M.D.G. 38070/42.—30.7.1942.)

It is of a high degree of importance that a full record should be available to the Medical Director-General of medical experience in action.

2. All Medical Officers are in future to forward a confidential report direct to the Medical Director-General which should comprise all relevant details of the action which affected the medical department of the ship. This should be rendered at the first opportunity.

3. This immediate report is to be supplementary to the various reports and returns required under existing regulations.

4. Emphasis is laid upon the great desirability of the fullest details being included in a medical action report, and in order to facilitate this being done, the report is to be marked *secret* and forwarded under sealed cover.

5. Reports should be addressed to the Medical Director-General of the Navy, 64, St. James's Street, London, S.W.1.

6. This Order is issued in amplification of A.F.O. 3140/41 so far as that Order relates to experiences in action.

(A.F.O. 3140/41.)

**3628.—Naval Canteen Service—Entry of Male Staff in the Royal Navy—State Insurance**

(D.N.A. 12280/42.—30.7.1942.)

With reference to paragraph 19 of A.F.O. 2238/42, Accountant Officers are informed that a Form N.S.124 (late S.1033) should be prepared in respect of each male member of the N.A.A.F.I. Canteen staff who is entered in the Royal Navy in accordance with the terms of the Order quoted.

2. The forms should be sent to the Director of Navy Accounts together with Return S.52 and Form S.55, in order that the official numbers allotted may be inserted on the Forms N.S.124. The forms will then be forwarded to N.A.A.F.I. headquarters for transmission to the Ministry of Health.

3. Arrangements are being made for the Unemployment Books of the men concerned, suitably endorsed, to be deposited with the Ministry of Labour.

(A.F.O. 2238/42.)

**3629.—Anti-Sabotage Watch—Employment of Service (Naval or Military) Personnel**

(T.D.—30.7.1942.)

Service personnel, both Naval D.E.M.S. ratings and ranks of the Maritime A/A Regiments, may be employed at all ports abroad in lieu of, or in addition to, any other person selected by the Master to assist in the maintenance of an Anti-Sabotage Watch. Service personnel will be paid by the Master for these duties as shown in paragraph 3.

2. It is not intended that these instructions for payment shall apply to "gun watches", i.e., to those occasions when gun crews are standing by their weapons in harbour for the purpose of defending their vessel against expected attack by enemy armed forces nor to the normal responsibilities of D.E.M.S. personnel regarding the general safety of the equipment.

They should, however, apply to those occasions when a special watch has been set to prevent acts by evilly disposed persons deliberately calculated to damage the ship or to impair the efficiency of the weapons and equipment including magazines and stores, etc.

3. Service personnel may be employed under the following conditions:—

(a) Junior D.E.M.S. ratings including L/Seamen, and Junior N.C.Os. of the Royal Marines and Maritime A/A Regiments should be employed as sentries. Chief or Petty Officers, or Sergeants and above, should be employed in charge of sentries.

(b) (i) Sentries should be paid the sum of 4s. for every completed eight hours of this duty which need not necessarily be continuous.

(ii) Senior personnel in charge of sentries should be paid at the rate of 4s. for each day, or part of a day, during which the anti-sabotage watch is maintained.

(c) Service personnel employed on anti-sabotage watch are not to be employed as gangway quartermasters or messengers, or in other harbour duties carried out by the Merchant Navy personnel.

(d) Service personnel will not normally be available for anti-sabotage duties at ports in the U.K., as the men will be required for training and other duties, or for leave.

4. It is desirable that all Masters should take full advantage of the Service personnel on board for these duties, since by reason of their training they may be considered as most suitable for the purpose.

5. Payments made to men under paragraph 3(b) should be made weekly. They should be signed for by the men concerned and the receipts forwarded to the owners. They should not be included on Form D.E.M.S.5.

6. An Admiralty Merchant Shipping Instruction has been issued.

**3629a.—Revised Visual Standards for Naval Aircraft Pilots**

(M.D.G. 35588/42.—30.7.1942.)

With reference to A.F.O. 3892/39 the *distant vision* entry standard for Naval aircraft pilots is now 6/18 each eye correctable to 6/6 each eye.

*Note.—Corrected Goggles.* These goggles will be supplied under the terms of A.F.O. 3848/40. They should normally be provided to personnel entered as pilots, when the vision in either eye is below 6/12 and when binocular vision is present with corrected lenses. When reporting to Department of Medical Director General for the fitting of goggles the officer or rating is to bring with him the prescription for lenses, flying helmet and oxygen mask.

(A.F.Os. 3892/39 and 3848/40.)

**3630.—V.A.Ds. in Naval Hospitals—Uniform Allowances**

(C.E. 19236/41.—30.7.1942.)

The uniform allowances payable to V.A.Ds. in Naval hospitals, etc., have been increased as follows with effect from the 1st January, 1942:—

(a) *Commandants, Assistant Commandants and Nursing Members.*

Initial grant, £15 (instead of £10).

(b) *Non-Nursing Members.*

Initial grant, £12 (instead of £8).

2. The annual upkeep allowances remain unaltered.

**3631.—Food Rationing—Commissioning of Small Craft**

(V. 21307/42.—30.7.1942.)

The following *amendment* is to be made to A.F.O. 3072/42:—

*Section F.—paragraph 9. Add at end of paragraph:—*

“When personnel are drafted to commission small vessels at ports where there is no Naval authority by whom Service Ration cards can be issued, the personnel concerned should be provided with Ration Cards R.B.12 or R.B.8A as appropriate before leaving their depot, etc., to cover the period between their arrival at the commissioning port and the date of commissioning of the vessel or, if Service victualling is not likely to be available in the ship as from the date of commissioning, for such longer period as necessary”.

(A.F.Os. 3072/42 and 3506/42.)

**3632.—Soap Rationing—Personnel Employed on Excessively Dirty Duty**

(V. 20361/42.—30.7.1942.)

In order that personnel engaged on exceptionally dirty duties may not be at a disadvantage in the matter of soap rationing it has been decided that the following personnel may take up on repayment from Service stocks the maximum quantities of soap shown, in addition to their normal ration, at the discretion of Commanding Officers.

	<i>If accommodated in Shore Establishments or non-seagoing ships</i>	<i>If billeted or on Provision Allowance</i>
--	--	--

Engine-room ratings	... ..	... ..
Wiremen	... ..	... ..
Riggers	... ..	... ..
Boiler cleaning parties	... ..	... ..
Kite Balloon ratings	... ..	... ..
Engine repair parties	... ..	... ..
Painters	... ..	... ..
Printers	... ..	... ..
Motor transport drivers and mechanics...	... ..	... ..
Blacksmiths	... ..	... ..
Armament artificers	... ..	... ..
Armourers...	... ..	... ..
Fitters	... ..	... ..
P. & R.T. instructors	... ..	... ..

} ½ lb. monthly      1 lb. monthly

} Nil                      ½ lb. monthly

2. In addition to the above categories, Naval personnel serving in Defensively Equipped Merchant Ships may, upon each occasion of joining a D.E.M.S. Base from a merchant ship, be allowed to take up on repayment ¼ lb. soap from Service sources in addition to their normal ration to assist in the washing of such clothing as they may have been unable to wash while at sea. This extra allowance is not available for personnel of the Maritime A.A. Regiments whose clothes are washed for them on disembarkation.

3. The prohibition in A.F.O. 419/41, on the landing of soap is relaxed so far as extra soap purchased, under the above arrangements, by personnel who are billeted or in receipt of provision allowance, is concerned.

4. It is emphasised that these extra allowances must be taken in the form of soap from Service sources and that extra coupons, beyond the normal ration, must not be issued in lieu.

(C.-in-C. *The Nore* No. 1954/441A of 20.4.42 and No. 1363/441A of 19.3.42.)(C.in-C. *Portsmouth* No. 2063/8102/1/2 of 21.4.42 and No. 1300/8102/1/2 of 11.3.42.)(C.-in-C. *Rosyth* No. 1184/316E of 11.3.42.)(F.O.I.C. *Liverpool* No. 668/175/330 of 25.3.42.)

(A.F.O. 419/41.)

**3633.—Dental Records—Form M.228**

(M.D.G. 37519/42.—30.7.1942.)

See A.F.O. 3714/42 under Section 5 of this issue.

**Section 3.—G., T., N., E., etc., & STORES; HULL, EQUIPMENT & FITTINGS****3634 —Alterations in Armament of H.M. Ships—Warrants**

(A.S. 01903/42.—30.7.1942.)

The following addition is to be made to A.F.O. 2867/42 (paragraph 1):—

“Where such a change is to be made at a contractor's yard in the United Kingdom a copy of the foregoing report should be sent also to the local Officer-in-Charge of Armament Supply.

(A.F.O. 2867/42.)

**3635 —Director Firing Gear—H.A.C.S. Directors—Hydraulic Lifting Gear—A. and A.***H.M. Ships “Illustrious”, “Victorious”, “Formidable” and “Indomitable”*

(G. 04191/42.—30.7.1942.)

Reports have been received that, despite daily operation of the valves controlling the main ram and locking bolts, the valve spindles have rusted and seizures have occurred in the glands.

2. To obviate this failure, the following minor modifications should be carried out in accordance with A.F.O. Diagram 192/42 (1 and 2).

(a) The spindles of valves 37602, item 2 and 37603, item 2, are to be turned to 0.5-in. dia. and sleeved with brass, the external diameter of which should be then turned to 0.625-in. dia.

(b) The threaded ends of the valve spindles should be re-cut 0.5-in. B.S.F.

(c) The internal thread in the fork ends 37602, item 7, and 37603, item 9, is to be plugged and re-tapped 0.5 B.S.F. to suit the valve spindles.

3. The Commanding Officers of the ships concerned should insert an item, Classification “A”, in their lists of As. and As. for this modification to be carried out by ships' staffs, with dockyard assistance if required.

(This Order to be retained until complied with.)

**3636.—Gun Mountings—8-in. Twin, Marks I, I\* and II—Shell Grabs and Pulley Blocks “Kent” and “London” Classes and “Norfolk”. Dockyards**

(G. 3069/42.—30.7.1942.)

The following gear is provided for handling 8-in. shell in the above ships:—

(a) *Quick Action Grabs*, for picking up shell from horizontal stowages, e.g. from bins in shell rooms, secondary stowages in shell handling rooms and ammunition lobbies and from ready use shell troughs in gunhouses.

These grabs, to Vickers-Armstrongs drawing M.66152, form part of the shell loading arrangements of the mountings and the first outfit was provided by the gun mounting contractors under Vote 8 III G. In H.M. dockyards they should be dealt with by Managers, Engineering Department, as gun mounting stores. Repairs are to be carried out on defect lists, rendered by the ships concerned.

(b) *End-on or Tong Grabs*, for picking up shell from vertical stowages, e.g. from bins in shell handing rooms and ammunition lobbies, and for loading the secondary shell hoists on the mountings, or for striking down via the secondary hoists. These grabs, to Vickers-Armstrongs drawing M.82279, form part of the secondary shell loading arrangements of the mountings and the first outfit was provided by the gun mounting contractors under Vote 8 III G. They should be dealt with as Quick Action Grabs, vide (a) above.

(c) *5-cwt. Travelling Chain Blocks*, usually of Wharton's type, fitted on rails in gunhouses, shell rooms, shell handing rooms and ammunition lobbies. Provided with quick action or end-on grabs, for hoisting and transporting shell, in bins not served by the power loading arrangements, to the shell rings or secondary shell hoists and for secondary shell loading in the gunhouses. These chain blocks form part of the secondary shell loading arrangements of the mountings and the first outfit, to Vickers-Armstrongs drawing M.66160, was provided by the gun mounting contractors under Vote 8 III G. They should be dealt with as Quick Action Grabs, vide (a) above.

(d) *Screw-down or Capstan-headed Grabs*, for embarking or disembarking ammunition. The first outfit of these grabs was supplied by the shipbuilders as part of the shell embarking arrangements. Replacements are dealt with as Naval stores under Subhead B, Item 10 C, Pattern 4992.

2. The following allowances of grabs and chain blocks are to be brought into force:—

(a) Quick Action Grabs.	"Kent" Class.	"London" Class.	"Norfolk."
Rigged on shell room travellers ...	24	24*	16
Rigged on secondary supply chain blocks, 2 in each gunhouse ...	8	8	8
Spare, distributed as required. (In "Kent" and "London" Classes, for use in shell handing rooms and ammunition lobbies. In "Norfolk" for use in shell rooms for loading secondary shell hoists) ...	6	6	6
Total per ship ...	38	38	30

\* If necessary to use the chain blocks over the additional shellroom stowages, a grab should be taken from the shell room travellers or from spares.

(b) End-on, or Tong Grabs.	"Kent" Class.	"London" Class.	"Norfolk."
For chain blocks on beam serving secondary shell hoist over shell ring (Mark I) ...	4	4	—
For chain blocks in trunk, serving bottom of secondary shell hoist (Mark II) ...	—	—	4
For chain blocks in shell handing rooms and ammunition lobbies distributed as required for additional vertical stowages ...	4	4	—
Spare, may be kept in gunhouses, although it is usually easier to transport shell horizontally therein ...	4	4	4
Total per ship ...	12	12	8

(c) 5-cwt. Chain Blocks.	"Kent" Class.	"London" Class.	"Norfolk."
Rigged on overhead rails in gunhouses ...	8	8	8
Rigged on beam serving secondary shell hoist over shell ring (Mark I)	4	4	—
Rigged on crane in shell room for secondary shell supply (Mark II)	—	—	4
Rigged at bottom of secondary shell hoist in revolving structure (Mark II) ...	—	—	4
Rigged on overhead rails in shell handing rooms for loading shell rings from additional stowages (Mark I) ...	8	8	—
Rigged on overhead rails in shell rooms when provided for additional stowage not plumbed by power loading arrangements ...	—	4	—
Rigged on overhead rails, one in each ammunition lobby to serve additional stowages if so fitted ...	2	2	—
Total per ship ...	22	26	16

(d) Screw-down or Capstan-headed Grabs. (Subhead B 10C—Pattern 4992.)	"Kent" Class.	"London" Class.	"Norfolk."
For embarking or disembarking shell	12	12	12
Spare ...	2	2	2
Total per ship ...	14	14	14

3. Stocks of quick action and end-on grabs, and chain blocks will be maintained by M.E.D. Portsmouth, to whom demands should be addressed by ships as requisite to complete to the above allowances.

4. Any requirements of screw down grabs, Pattern 4992, should be demanded from storing yards.

5. Ships concerned are to report the number of grabs of each type and 5-cwt. chain blocks at present carried, stating whether the above allowances are considered adequate. Numbers surplus to allowance may be retained for the present.

6. *H.M. Dockyards, Portsmouth, Devonport, Chatham and Rosyth*, should report the number of quick action, end-on grabs and 5-cwt. travelling chain blocks at present in store. Any in the custody of other dockyard departments should be transferred to M.E.D. and any screw-down shell grabs transferred to the S.N.S.O.

7. *H.M. Dockyard, Portsmouth, only.*—Forty-eight quick action grabs are on order from Messrs. Adlam under C.P. 48989/41, dated 13th June, 1941. Delivery should be effected by end of May, 1942.

Twenty-three end-on grabs have already been delivered under the same contract.

Six further end-on grabs are on order from Messrs. Adlam under C.P. 77640/41, dated 7th January, 1942.

Fifteen 5-cwt. chain blocks are on order from Messrs. Wharton Crane & Hoisting Co. under C.P. 87170/41 dated 26th November, 1941. Issues and receipts should be reported on Form D.742.

8. Ships demanding quick action, end-on grabs or chain blocks to replace defective ones should return the defective ones to M.E.D., Portsmouth, for survey, but repairs should normally be effected on defect list at ship's next refitting yard, to avoid an undue accumulation of repairable items at Portsmouth.

9. *Emergency Repair Overseers & F.R.E.O., Lyness.*—The practice of placing local purchase orders on Messrs. Vickers-Armstrongs for grabs is to be discontinued.

10. Gunnery fixture and spare gear lists should be amended in conformity with the above allowances.

11. The foregoing instructions do not modify the division of work between the professional departments of the dockyards, which lays down that the fitting and repair of all blocks, tackle, grabs and slings used for transporting shell and ammunition is the responsibility of the Construction Department.

(A.F.Os. 1310/39 and 1956/40 cancelled.)

**3637.—Gun Mountings, 5·25-in., Marks I and II—Control Valves for Shell and Cordite Hoists.—A. and A.**

“King George V”, “Duke of York”, “Anson”, “Dido”, “Phoebe”, “Euryalus”  
“Sirius” and “Cleopatra”

(G. 04818/42.—30.7.1942.)

From sea experience with 5·25-in. HA/LA mountings, Marks I and II, it has been found that sticking of the piston valve in the control valve body occurs.

2. This can be prevented by the addition of circumferential grooves to the barrels of the piston valve.

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

4. The work of modifying the existing valves in the mountings of the above ships should be carried out by ship's staff to the particulars as shown on A.F.O. Diagram No. 198/42.

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

**3638.—Gun Mountings, 0·5-in., Mark IV—Depression Control Gear—A. and A.**

*Ships concerned, Dockyards and Repair Establishments*

(G. 7550/41.—30.7.1942.)

Depression control gear for fitting to all 0·5-in., Mark IV mountings, not so fitted before delivery, is becoming available for supply on demand from the Gun Mounting Stores at Coventry and Parkhead, and the M.E.D., H.M. Dockyard, Portsmouth.

2. The control gear, shown on A.F.O. Diagram No. 165/42 (G.R.6018), will be supplied complete with the exception of the deck cam rail, which should be supplied and profiled locally to suit the requirements of individual mountings.

3. Ships concerned should include an item Classification “A” in their current list of As. and As. to cover the work, which should be carried out by dockyards or repair establishments at the first opportunity.

4. A report quoting the registered number of the mounting should be forwarded to the Admiralty on completion.

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

**3639.—Guns, Machine, 0·303-in. Lewis and 0·303-in. Savage Lewis—A.A. Sights Mark IV—Modification for fitting to Pedestal Mountings**

(A.S. 5685/42.—30.7.1942.)

It has been found that the fitting of A.A. Sights Mark IV to guns, machine, 0·303-in. Lewis and 0·303-in. Savage Lewis on pedestal mountings, in accordance with A.F.O. Diagram 43/41, results in the bolt securing clamping ring fouling the socket pin at 60 degrees elevation, thus preventing further elevation.

2. To prevent this, all Mark IV sights for use on guns in pedestal mountings are in future to be fitted in accordance with A.F.O. Diagram 191/42 and sights already fitted in accordance with A.F.O. Diagram 43/41 on pedestal mountings are to be repositioned to conform with the new A.F.O. Diagram.

3. Lining up of sights will thus entail rotating the clamping ring, bringing the bolt securing to the right side of the gun.

(A.F.Os. 430/41 and 5273/41.)

**3640.—Guns, Machine, Oerlikon 20-mm. II.—Modification of Stop, Double Loading, Parts III and IV**

(A.S. 4623/42.—30.7.1942.)

The following modification is to be effected as shown:—

*Gun* ... .. Guns, 20-mm., Oerlikon, Mark II.

Gun Nos. S.1511 to 1555 inclusive.

S.1557 to 1563 inclusive.

S.1565 and 1566.

S.1568 to 1574 inclusive.

S.1577, S.1579 and S.1580 only.

*Parts affected* ... .. Stops, double loading, Parts III and IV.

Springs, Mark I, for stop, double loading, Part III.

*Nature of modification* ... Metal to be removed from stop, double loading,

Parts III and IV, in accordance with N.O.D. 3114/46. A star is to be added to the mark

of the modified stop, double loading, Part IV.

Fit Mark II, spring for stop, double loading,

Part III.

*Purpose* ... .. To ensure correct functioning of gun.

*By whom to be done* ... Armament Supply Department.

*Degree of urgency* ... At the first convenient opportunity.

This modification has been incorporated in guns other than those stated.

2. All Mark I springs for stop, double loading, Part III, in service, both component and spare, are also to be replaced by Mark II springs as opportunities offer. Mark II springs should be demanded from Admiralty, Director of Armament Supply, (Branch A), as required. Mark I springs, when replaced, should be scrapped.

**3641.—Guns, 20-mm. Oerlikon—Covers for**

(G. 05857/42.—30.7.1942.)

A design of cover for the magazine and magazine opening of the 20-mm. Oerlikon gun is shown in A.F.O. Diagram 188/42.

2. If required these covers should be made by ships' or base staffs.

**3641a.—Guns, Machine, Oerlikon, 20 mm., Mark II—Modification to Shoulder Rest**

(E.F.O./A.S./G. 08466/41.—30.7.1942.)

The following amendment is to be made to A.F.O. Diagram 180/42, issued with Diagram Issue No. 29/42, dated 16th July, 1942:—

In heading—*For 2 mm. read 20 mm.*

(A.F.O. 3379/42, and A.F.O. Diagram 180/42.)

**3642.—Instructional Appliances—Elementary Tracer Observation Teacher No. 1—Description**

(G. 2987/42.—30.7.1942.)

The object of the above teacher is to demonstrate to beginners the apparently curved path of tracer ammunition relative to an aircraft target and to test more experienced gunners in tracer observation. It is recommended for use in seagoing ships for the instruction of classes of A.A.3s.

2. Drawings of this teacher are given in A.F.O. Diagram 196/42 (1 and 2).

3. A model aircraft is mounted on a bar on the stage of a “Punch and Judy” type of booth as shown on Sheet 1 of the drawing. The bar on which the aircraft is carried is pivoted and jointed so that the aircraft can be made to fly in any direction and at any approach angle. The aircraft should be silver painted.

4. Two wands, on the end of which are fitted small electric lamps, are used by the instructor to demonstrate the tracer path. The tips of the lamps are painted with red shaydolite, and the remainder of the lamps and wands are painted black. One wand is straight and the other has a right angle bend in it. The wands are connected by flexible leads to plug sockets fitted inside the box.

5. The correct use of this teacher depends entirely on the skill of the instructor.

6. The instructor must tell the class that he is going to show only that part of the tracer path which the gunner should see when his eyes are focussed on the target. He then takes his position inside the booth and out of sight of the class.

7. The instructor sets the aircraft at the desired approach angle and direction of flight. Then he "flicks" the lighted bulb at the end of the wand across, in front, behind, above, below, to the right or to the left of the aircraft to represent the tracer path. In certain cases the right angled wand must be used. In all cases the path of the tracer must be along the line of flight of the aircraft.

8. All the class can view the demonstration at the same time, but one man only should be asked to spot the tracer and to state what correction he would make to his aim.

**3643.—Carbines, Self-Loading, 9-mm. Smith & Wesson**  
(A.S. 1998/42.—30.7.1942.)

Paragraph 3 of A.F.O. 1542/42 is to be amended to read :—

- "3. Each carbine will be issued with :—  
1 sling.  
1 brush, cleaning.  
1 can, oil.  
20 magazines.  
1,000 rounds outfit.

In addition 100 rounds per man may be used for training, and 100 rounds annually per weapon for practice."

2. Demands for the additional magazines required should be forwarded to the R.N. Armament Depot from which the carbines were received.

(A.F.O. 1542/42.)

**3644.—Small Arms—Ammunition and Hand Grenades—Allowances**  
*Coastal Force Craft*

(G.7381/41.—30.7.1942.)

The allowances of small arms and hand grenades for coastal force craft are as shown in the following table, viz. :—

Type of Coastal Force Craft.	0·303-in. Rifles.	0·455-in. Revolvers.	Hand Grenades.	Remarks.
M.G.B., S.G.B., and "D" type M.T.Bs.	3	3	12	Note 1.—Ammunition allowances, 0·303-in. rifles—150 rounds, 0·303-in. ball, per rifle.
"A" and "B" type Fairmiles (including R.M.Ls.).	3	3	24	50 rounds, 0·303-in. blank, per rifle. 0·455-in. revolver, 60 rounds ball per revolver.
72-ft. H.D.M.Ls. ...	1	3	24	
M.A/S.Bs. ...	3	3	6	Note 2.—Grenades, Hand, in coastal force craft, to be stowed on the weather deck.
M.T.Bs. except "D" type.	3	3	36	
A.R.Bs. ...	—	3	—	

2. Any rifles No. 1, strengthened for firing grenades, at present on board coastal force craft, are to be returned to the nearest R.N. Armament Depot or O.C.A.S.

3. The allowances of Lanchester machine carbines approved in A.F.O. 5055/41, for M.T.B., M.G.B., S.G.B., and M.Ls. are intended to replace two of the 0·303-in. rifles at present allowed to these craft, when the former are in supply, one rifle being retained for mine sinking and sentry duties.

(A.F.O. 5055/41.)

(A.F.O. 5056/41 and A.F.O. 141/42 are cancelled.)

**3645.—Cartridges—Failure of Cartridge Case when Loading 5·25-in. Guns at High Elevation**

(G. 06845/42.—30.7.1942.)

An instance has occurred when loading a 5·25-in. gun at high elevation where the shell was forced into the mouth of the cartridge case on ramming, and could not therefore be properly seated.

2. The cause of this was thought to be that the release of the retaining stop when the tray was pushed over to the ramming position allowed the shell to drop back towards the cartridge which was already being advanced by the rammer.

3. A new design of lid which will be strong enough to withstand such a blow is being investigated, but while the present type of lid is in supply No. 3's should be warned to see that the shell has come to rest against the cartridge before starting to ram. The delay in loading will be very slight and can be accepted.

**3646.—Fuze No. 44, Mark X, X\*, X\*R and XI—Tool for Removing Keep Pins of Safety Cap**

(G. 4540/42.—30.7.1942.)

Trouble has been experienced in removing the keep pin of safety caps in fuzes, No. 44, Mark X, X\*, X\*R and XI. A tool has been designed to help in the removal of these pins and a drawing of this tool is shown in A.F.O. Diagram 187/42.

2. This tool can be made up on board by ship's staff from 0·125-in. steel plate if desired, the wooden handle being included or not as desired.

**3647.—Projector, Holman, Mark III—Modification to Firing Handle**

(A.S./C.I.N.O. 5876/42.—30.7.1942.)

Cases have occurred of firing handle sleeves of above projector, being fractured due to excessive pressure between the sleeve and its stop dowel.

2. This is considered to be partly due to the shape of the gap for the dowel which has sharp corners at its inner end. These sharp corners should be merged into radius by filing away the inner end of the gap as shown on A.F.O. Diagram 194/42, the work being performed by Base Staffs, R.N.A. Depots and O's, C.A.S.

3. This radius will be embodied in sleeves of future manufacture.

**3648.—21-in., Mark VIII\*\* Torpedoes and A.B., Mark I-I\* Gyroscopes—Fouling of Clutch Plates**

(A.S. 14962/41.—30.7.1942.)

Cases have occurred of A.B. gyros failing to uncock correctly when in position in 21-in., Mark VIII\*\* torpedoes due to the fouling of the gyro clutch plate with the forked clutch plate on the angling spindle.

2. On insertion of an A.B. gyro into a 21-in., Mark VIII\*\* torpedo in which it has not previously been fitted, the following procedure must be carried out :—

(a) Insert the cocked gyro in the torpedo and secure it on its seat using a new dermatine joint washer.

(b) Pull the firing lever of the gyro gently towards its "fired" position with hook St. No. 5699, supplied in tool chest.



(c) Note that the centreing pin withdraws correctly and completely and that the firing lever engages behind its spring catch, i.e. that the gyro is in the fully uncocked or "fired" position.

3. If the gyro does not uncock correctly without the use of undue force it is to be removed from the torpedo. The torpedo is then to be modified and the gyro examined as in paragraphs 4 and 5 below.

*21-in., Mark VIII\*\* Torpedoes*

4. (a) The forked clutch plate St. No. 6402 on the angling spindle is to be unshipped and modified by removing metal from the underside of the plate until the thickness of the flange is 0.25-in. as shown in A.F.O. Diagram 190/42.

(b) After re-fitting the clutch plate to the angling spindle, a careful check is to be made of the dimension "X", Fig. 2, i.e. the vertical distance from the face of the spigots in the seating for the gyro to the bottom end of the prongs of the clutch plate. This dimension should be not less than 3.19-in. nor more than will ensure a correct engagement being obtained between the prongs and the gyroscope clutch plate. If necessary the ends of the prongs are to be shortened to meet this requirement.

*A.B. Gyroscopes, Mark I and I\**

5. The gyro is to be examined to ensure that the height of the clutch plate is within definite limits. The dimensions governing this are as follows:—

(a) Distance from gyro seat to top face of gyro clutch plate } Not less than  
(gyro cocked). } 3.43-in.

(b) Distance from gyro seat to top face of gyro clutch plate } Not more than  
(gyro uncocked). } 3.73-in.

(c) Distance from top of gyro clutch plate to top face of } Not less than  
bracket supporting clutch plate. } 0.515-in.

If the dimensions are not obtainable the gyro should be exchanged at a Torpedo Depot at the first opportunity.

6. The modifications in paragraph 4 and examination in paragraph 5 will be carried out in Torpedo Depots before issue to sea.

7. Forked clutch plates St. No. 6402 will become O.F.M. and future manufacture clutch plates will be to the modified design to be accounted for as:—

*Section V.*

Plates clutch forked, St. No. 6402A.

8. The procedure in paragraph 2, which is already incorporated in the torpedo and gyro maintenance regulations, need not be carried out when gyros whose dimensions have been checked are inserted in torpedoes fitted with the modified forked clutch plate.

9. A notation is to be made on the History Sheets of torpedoes modified in accordance with paragraph 4.

10. Corresponding T.D.I. No. 1271 has been issued.

(A.F.Os. 650/42 and 3009/42 are cancelled.)

**3649.—Torpedoes, 18-in., Mark XII Type, and 21-in., Mark VIII Type—New Source of Manufacture**

(A.S.9893/42.—30.7.1942.)

18-in. Mark XII and 21-in. Mark VIII types of torpedoes will shortly be in supply from a new source of manufacture.

2. These will be assigned the manufacturer's code letters "er" and each type will have a new series of registered numbers commencing at unity.

**3650.—Trolleys, Pattern 1351—Allowance**

*Aircraft Carriers*

(N.S. 24466/42.—30.7.1942.)

The following allowance to aircraft carriers has been withdrawn:—

Pattern.	Description.	Allowance per carrier.
1351 (formerly 1359)	Trolleys, transporting, light description, for bodies of 21-in. torpedoes.	2

2. Aircraft carriers having trolleys of this pattern on board should return them to the nearest dockyard.

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

**3651.—Aircraft Depth Charges—Tools for—Allowances**

*Naval Air Stations*

(A.S. 02556/42.—30.7.1942.)

A.F.O. 3253/42 is to be amended as follows:—

Paragraph 4. Add new allowance:—

"Naval Air Stations ... .. 3 of each"  
(A.F.O. 3253/42.)

**3652.—Portable Fuse-Boards**

*H.M. Cruisers (above 7,000 Tons.)*

(T. 1301/42.—30.7.1942.)

The number of portable fuse boards to be allowed to each cruiser above 7,000 tons displacement is in future to total eighteen.

2. Ships affected which have less than eighteen supplied should demand the number required from the Superintending Naval Store Officer, Chatham, quoting this A.F.O. as the authority.

**3653.—Change-over Flap Valves for Air Filtration Systems of H.M. Ships**

(T. 06269/42.—30.7.1942.)

In view of the differences in practice which appear to exist in the fitting of change-over flap valves for air filtration systems a sketch D.N.C. No. 8/A.357, dated 15.7.42, has been prepared for information and guidance in carrying out the work of fitting these valves.

2. Copies of this drawing can be had on application to D.N.C. Department, Section 8, Admiralty, Bath.

**3654.—Brown Gyro-Compass—Azimuth Circle, Pattern 4302**

(C.D. 465/42.—30.7.1942.)

The azimuth circle supplied with Brown gyro-compass equipments has been found unsatisfactory in several instances, on account of poor illumination of the repeater card and glare from the bezel glasses.

2. A new form of azimuth circle for the Brown bearing repeater, of similar construction to the azimuth circle Pattern 6703 for Admiralty type repeaters, has therefore been introduced and Pattern number 4302 has been allocated to this circle.

3. Ships concerned should demand circle Pattern 4302 from the Deputy Naval Store Officer, Slough.

4. Brown bearing repeaters of earlier equipments had cards with a single row of figures. A second row of "mirror image" figures is convenient when using circle Pattern 4302 and if required ships may demand a double-figured card for replacement of the existing card in the repeater.

## 3655.—Boiler Tubes, etc.

"Alarm," "Matchless" and "Penn"

(N.S./P. 8960/42; N.S./P. 10908/42; N.S./P. 7847/42.—30.7.1942.)

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

"Alarm"

Type and No. of boilers ... Admiralty 3 drum water Tube 2 No.  
 Total No. of tubes fitted ... Generator ... 5816

Row.	Ext. Dia.	Thickness.	Fitted Length	Total No. of Tubes Fitted.	Remarks.
	in.	in.	ft. in.		
A	1½	116	7 9 <sup>15</sup> / <sub>16</sub>	256	All tubes are bent.
B	½	116	7 8 <sup>5</sup> / <sub>16</sub>	256	
C	1½	116	7 6 <sup>3</sup> / <sub>16</sub>	344	
D	1½	116	7 6 <sup>1</sup> / <sub>8</sub>	344	
E	1½	116	7 6 <sup>3</sup> / <sub>8</sub>	344	
F	1	104	7 9	392	
G	1	104	7 9 <sup>5</sup> / <sub>8</sub>	384	
H	1	104	7 10 <sup>3</sup> / <sub>8</sub>	392	
J	1	104	7 11 <sup>3</sup> / <sub>8</sub>	384	
K	1	104	8 0 <sup>5</sup> / <sub>16</sub>	392	
L	1	104	8 2 <sup>3</sup> / <sub>16</sub>	384	
M	1	104	8 4 <sup>11</sup> / <sub>16</sub>	392	
N	1	104	8 6 <sup>13</sup> / <sub>16</sub>	384	
O	1	104	8 9 <sup>3</sup> / <sub>16</sub>	392	
P	1	104	8 11 <sup>11</sup> / <sub>16</sub>	384	
Q	1	104	9 3 <sup>1</sup> / <sub>16</sub>	392	

"Matchless"

Type and No. of Boilers ... Admiralty 3 drum ... 2 No.

Auxiliary—

Thimble Tube Type ... 1 No.

Total No. of Tubes fitted ... Generator ... 9044 No.

Auxiliary ... 309 No.

Fitted with "Melesco" Superheaters.

Row.	Ext. Dia.	Thickness.	Fitted Length	Total No. of Tubes fitted.	Remarks.
	in.	W.D.G.	ft. in.		
A	1¾	128	11 11 <sup>1</sup> / <sub>16</sub>	276	All tubes are bent.
B	1¾	128	11 7 <sup>3</sup> / <sub>8</sub>	272	
C	1½	116	11 4 <sup>3</sup> / <sub>16</sub>	428	
D	1½	116	11 2 <sup>13</sup> / <sub>16</sub>	424	
E	1½	116	11 1 <sup>3</sup> / <sub>4</sub>	428	
E.1	1½	116	10 11 <sup>3</sup> / <sub>8</sub>	16	
F	1	104	10 9 <sup>1</sup> / <sub>8</sub>	480	
G	1	104	10 9 <sup>3</sup> / <sub>16</sub>	476	
H	1	104	10 9 <sup>7</sup> / <sub>16</sub>	472	
J	1	104	10 9 <sup>9</sup> / <sub>16</sub>	468	
K	1	104	10 9 <sup>3</sup> / <sub>16</sub>	464	
L	1	104	10 10	460	
M	1	104	10 10 <sup>5</sup> / <sub>8</sub>	456	
N	1	104	10 11 <sup>1</sup> / <sub>2</sub>	452	

Row.	Ext. Dia.	Thickness.	Fitted Length.	Total No. of Tubes fitted.	Remarks.
	in.	W.D.G.	ft. in.		
O	1	104	11 0 <sup>3</sup> / <sub>16</sub>	448	All tubes are bent.
P	1	104	11 1 <sup>9</sup> / <sub>16</sub>	444	
Q	1	104	11 3	440	
R	1	104	11 4 <sup>3</sup> / <sub>16</sub>	436	
S	1	104	11 6	432	
T	1	104	11 8	428	
U	1	104	11 10 <sup>7</sup> / <sub>16</sub>	424	
V	1	104	12 1 <sup>3</sup> / <sub>16</sub>	420	
<i>Auxiliary.</i>					
1¾	1¾	10	8½	261	Thimble tubes
1¾	1¾	10	7½	24	
1¾	1¾	10	6½	24	

"Penn"

Type and No. of boilers ... Main— Admiralty 3 drum water tube type, with superheaters 2 No.

Auxiliary— "Spiralfo" thimble tube type 1 No.

No. of tubes fitted ... Main— Generator ... 8996 No.  
 Auxiliary ... 192 No.

Row.	Ext. Dia.	Thickness.	Fitted Length.	Total No. of tubes fitted.	Remarks.
	in.	W.D.G.	ft. in.		
A	1¾	128	10 7 <sup>5</sup> / <sub>16</sub>	288	All tubes are bent.
B	1¾	128	10 3 <sup>7</sup> / <sub>8</sub>	284	
C	1½	116	10 0 <sup>11</sup> / <sub>16</sub>	444	
D	1½	116	9 11 <sup>3</sup> / <sub>16</sub>	440	
E	1½	116	9 9 <sup>3</sup> / <sub>4</sub>	444	
E.1	1½	116	9 8 <sup>9</sup> / <sub>16</sub>	16	
F	1	104	9 6 <sup>11</sup> / <sub>16</sub>	500	
G	1	104	9 6 <sup>5</sup> / <sub>16</sub>	496	
H	1	104	9 5 <sup>13</sup> / <sub>16</sub>	492	
J	1	104	9 6	488	
K	1	104	9 6 <sup>3</sup> / <sub>16</sub>	484	
L	1	104	9 6 <sup>8</sup> / <sub>16</sub>	480	
M	1	104	9 7 <sup>3</sup> / <sub>16</sub>	476	
N	1	104	9 8 <sup>1</sup> / <sub>16</sub>	472	
O	1	104	9 9	468	
P	1	104	9 10 <sup>5</sup> / <sub>16</sub>	464	
Q	1	104	9 11 <sup>13</sup> / <sub>16</sub>	460	
R	1	104	10 1 <sup>1</sup> / <sub>16</sub>	456	
S	1	104	10 3 <sup>1</sup> / <sub>8</sub>	452	
T	1	104	10 5 <sup>1</sup> / <sub>16</sub>	448	
U	1	104	10 7 <sup>13</sup> / <sub>16</sub>	444	
<i>Auxiliary.</i>					
—	2	S.W.G. 10	10 in.	72	Thimble tubes.
—	2	10	9 in.	120	

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

(This Order will not be reprinted.)

## 3656.—Boiler Tubes, etc.

Algerine

(N.S./P.9613/42.—30.7.1942.)

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

Type and No. of boilers ... Admiralty 3-drum water tube... No. 2  
 Total No. of tubes fitted ... Generator ... .. 5816

Row.	Ext. Dia.	Thickness.	Fitted Length.	Total No. fitted	Remarks.
	in.		ft. in.		
A	1½	116	7 9 <sup>7</sup> / <sub>32</sub>	256	} All tubes are bent.
B	1½	116	7 7 <sup>3</sup> / <sub>32</sub>	256	
C	1½	116	7 6 <sup>3</sup> / <sub>32</sub>	344	
D	1½	116	7 6 <sup>5</sup> / <sub>16</sub>	344	
E	1½	116	7 6½	344	
F	1	104	7 8 <sup>15</sup> / <sub>16</sub>	392	
G	1	104	7 9½	384	
H	1	104	7 10½	392	
J	1	104	7 11 <sup>5</sup> / <sub>16</sub>	384	
K	1	104	8 0 <sup>13</sup> / <sub>16</sub>	392	
L	1	104	8 2 <sup>3</sup> / <sub>32</sub>	384	
M	1	104	8 4½	392	
N	1	104	8 6 <sup>5</sup> / <sub>8</sub>	384	
O	1	104	8 9	392	
P	1	104	8 11 <sup>9</sup> / <sub>16</sub>	384	
Q	1	104	9 2 <sup>3</sup> / <sub>8</sub>	392	

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

(This Order will not be reprinted.)

## 3657.—Boiler Tubes, etc.

H.M. Ships "Ardrossan," "Borage," "Bootle," "Glaisdale," "Godetia,"  
 "Quiberon," "Rhododendron," "Worthing"

(N.S./P. 9338/42.—30.7.1942.)

Particulars of the boilers and tubes fitted in H.M. ships shown under "A" herein are identical with those published in the A.F.Os. quoted against the ships shown under "B".

A.	B.
"Ardrossan" ... ..	} "Boston"—A.F.O. 2401/42.
"Bootle" ... ..	
"Borage" ... ..	"Pennywort"—A.F.O. 3137/42.
"Glaisdale" ... ..	"Brocklesby"—A.F.O. 2387/41.
"Godetia" ... ..	"Potentilla"—A.F.O. 1675/42.
"Quiberon" ... ..	"Quentin"—A.F.O. 2768/42.
"Rhododendron" ... ..	"Hyacinth"—A.F.O. 1156/42.
"Worthing" ... ..	"Whitehaven"—A.F.O. 474/42.

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

(A.F.Os. 2387/41, 474/42, 1156/42, 1675/42, 2401/42, 2768/42 and 3137/42.)

(This Order will not be reprinted.)

## 3658.—Hydraulic Steering Gear—Arrangements for Centring of Rudder in Emergency—A. and A.

Ships concerned

(D./C.P. 98285/41.—30.7.1942.)

To provide means for centring the rudder in the event of flooding of the steering compartment, arrangements have been approved for ships concerned as follows:—

2. "Warspite", "Renown", "Nelson", "Rodney", "Queen Elizabeth", "Valiant", "King George V", "Duke of York", "Anson", "Howe" and "Unicorn".

To fit additional equipment comprising a hand pump, replenishing tank and control valves, to be suitably sited above the deep water line and connected to remote operated switch valves in the main hydraulic leads at the steering cylinders.

Arrangements are being made for manufacture of the necessary gear by Messrs. Brown Bros.

Commanding Officers of ships concerned are to insert an item, Classification "A," to cover the work involved, in their lists of As. and As.

3. Cruisers ("Kent" class and later), "Adventure", "Tyne", "Hecla" and "Adamant".

To resite the existing emergency hand steering pump on the deck above the steering compartment and provide remote control from this position by means of extension spindles and gearing to the necessary shut off valves. Provision should be made by means of expansion sleeves and universal joints in the extension spindles to allow for possible distortion of ship's structure.

Commanding Officers of ships concerned are to insert an item, Classification "A", in their lists of As. and As. to cover the necessary work, which should be carried out by ships' staffs with material and assistance provided by Dockyards or Repair Authorities.

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

## 3659.—Action Repair Fittings

Destroyers (including "Hunt" Class but excluding "Town" Class) and Fast Minelayers

(N.S. 23708/42.—30.7.1942.)

Boiler clamps supplied for temporary repair of steam pipe lines should be dealt with as spare gear and included in the Engineer's spare gear list (Form D. 320).

2. Paragraph 4 of A.F.O. 4301/41 is cancelled.

(A.F.O. 4301/41.)

## 3660.—Thermometers and Holders

Motor Minesweepers

(N.S. 20340/42.—30.7.1942.)

Thermometers, Pattern 4182, and holders, Pattern 4185 should be supplied to each M.M.S. in lieu of thermometers, Pattern 4175 and holders, Pattern 4175A at present included in the establishment of naval stores as spares for fitted thermometers and holders. Vessels to which the latter patterns have already been supplied should forward demands to storing yards for four thermometers, Pattern 4182 and four holders, Pattern 4185. The thermometers, Pattern 4175 and holders, Pattern 4175A, should be surrendered on receipt of the revised patterns.

2. Supply to vessels under construction is the liability of the machinery contractors, and overseers concerned should ensure that the correct patterns are supplied.

3. The Sea Store Establishment will be amended.

### 3661.—W/T Receivers—Tuner Amplifiers, B50 Amplifiers, M50 and Receivers B28—Modification to provide Loudspeaker Reception

All ships fitted with above receivers

(S.D. 01220/42.—30.7.1942.)

These receivers can be adapted to drive a small loudspeaker (max. 200 milli-watts) by removing the metal rectifier limiters connected across the telephone output and reducing the value of the anode decoupling resistance of the output valve.

By a suitable change in the internal connections, and by utilising the detector test jack, it is possible to arrange for telephone output with limiters in, or loudspeaker output with limiters cut out, without additional switching. When these alterations have been made the present detector test jack becomes the telephone output jack and the present A/F phones jack becomes the loudspeaker jack. The output impedance at both jacks is approximately 600 ohms.

2. The modifications should be made as follows, removing the jacks if necessary to obtain better access to the connections :—

(a) Jack originally marked "Test Det. Only".

(i) Remove the connection between the earthed outside frame contact and the long (ring) contact spring. (In the case of M50, leave the earth connections from the volume control and hum potentiometers on the outside frame contact).

(ii) Remove entirely the black lead between the short (tip) contact spring and the S.I. terminal of the detector transformer.

(b) Jack originally marked "Phones A/F".

(i) The lead from the ends of the metal rectifier limiters nearest to the panel to the long (ring) contact spring of the jack is to be removed from the long contact spring and connected instead to the nearest inside spring on the jack. (This disconnects one end of the limiters when a plug is inserted in the jack).

(ii) The incoming Pattern 9084 cable leads are to be removed from the jack shortened as necessary, and joined instead to the long and short contact springs of the original "Test Det. Only" jack.

(iii) New leads of Pattern 9084 cable are to be run from the long and short contact springs of one jack to the corresponding springs of the other jack. (This connects the two jacks in parallel).

Note.—In carrying out (ii) and (iii) above, the braiding of the Pattern 9084 cable is to be cut back far enough to avoid any risk of short circuiting or earthing the jack contacts. The four leads coming from the original "Test Det. Only" jack should be bunched and the braiding whipped with tinned binding wire to ensure continuity of the earthed sheathing.

(c) Remove the tally marked "Test Det. Only" and replace it by the other tally marked "Phones A/F".

(d) Countersink the screw holes on the reverse side of the Tally marked "Test Det. Only" and engrave or mark this side of the tally "L/S". Fix this in the position of the original "Phones A/F" tally.

(e) Replace the 100,000 ohms anode decoupling resistor of the A/F. valve (R17 in B50, R10 in M50) by a 1,000 ohm 1 watt resistor A.P. 8856.

3. When the above-modifications have been made the pattern numbers of the models are to be amended, as appropriate, in accordance with the following table :—

	Pattern No. to be amended to
Amplifier M50	Pattern 4998 ... .. 4998B
	Pattern 4998A ... .. 4998C
Tuner Amplifier B50	Pattern 6665 ... .. 6665B
	Pattern 6665A ... .. 6665C

4. New Diagram plates and wiring diagrams will be supplied when available.

5. Ships concerned will be issued without demand with one Resistance rod 1½-in., 1,000 ohms, Pattern 8856 and 2-ft. 6 in. of cable, electric Pattern 9084, for each Amplifier M50 or Tuner Amplifier B50 fitted to enable the above modifications to be carried out.

Ships which have not received the necessary resistances are to demand, on the receipt of this order, the requisite number of Resistances, Pattern 8856 from S.N.S.O., Aldworth House, Haslemere, quoting this Order as authority.

6. A.F.O. Diagram 197/42 (A.S.E. Drawing No. 32722) gives details of the necessary wiring modifications.

Receivers B28.

7. The following modification is to be made to all Receivers B28 with Serial Nos. prior to 153200 :—

The external connections to terminals 9 and 10 of the Output Transformer are to be removed and connected to terminals 5 and 6. This increases the L/S output impedance from 3 ohms to 1,000 ohms approximately.

8. Receivers with Serial No. above 153200 will be delivered from the manufacturers with this modification already made.

9. Establishment List No. R.17 for Receiver Outfits CAA, CAB and CAD will be amended.

### 3662.—R.D.F. Type 286 PV/PQ/W—Introduction of Gas Gaps for use in Diode Switches in Aerial Outfits ATQ/ATR/ATT

(S.D. 636/42.—30.7.1942.)

Gas gaps V.1507 (A.M. Ref. 10E/467) are to be issued as spares for diode valves E.1248 used in diode switches in aerial outfits ATQ/ATR/ATT.

2. These gas gaps are only suitable for use with Type 286PV, Type 286W and with the low power transmitter fitted with Type 286PQ. They are *not* suitable for use with Type 290, Type 291 or the high power transmitter fitted with Type 286PQ.

3. The normal arrangement of the diode switch should be used when operating the low power transmitter of Type 286PQ provided the main high power supply is available. Should this fail, however, the heater and bias supplies for the diode valve will be put out of action and the use of a gas gap becomes imperative.

4. The effective life of a gas gap does not exceed 100 hours and it is important that a log should be kept to ensure timely replacement. Failure of the gap will entail extensive damage to the receiver.

5. A.F.O. Diagram 189/42 shows the gas gap and associated holder and adaptor in position in a diode switch.

6. The gas gap should be fitted as follows :—

(a) Remove the diode valve (Page 13 of the handbook H.384).

(b) Fit the gas gap in its holder into the ring (item 6 on plate 12 in handbook) as shown in A.F.O. Diagram 189/42. Make sure that all three sprung legs of the holder are inside the ring and that the "pip" of the gas gap is in the slot.

(c) Fit the adaptor into the spring loaded socket (item 71 on plate 12).

(d) Fit the gas gap in position. Only slight pressure is required to ensure that the lower pin of the gas gap is making contact with the adaptor. No connection is, of course, required to the heater clips.

(e) Re-assemble the brass tube, replace silica gel drier and cover.

7. It is not desirable that gas gaps should be used except as an emergency measure since they are liable to cause slight loss in sensitivity at close ranges.

8. It is imperative that the gas gap used should be of the type having a glass sleeve over the gap. A pattern also exists with ceramic sleeving which is *not* suitable and must not be used.

### 3663—R.D.F. Installations, Types 286P and 286PQ—Fitting-Out Information

(S.D. 01462/42.—30.7.1942.)

A.S.E. Preliminary Specification No. B.155/42 has been prepared to show the method of fitting and wiring R.D.F. installations, Types 286P and 286PQ.

2. Copies of the Specification have been forwarded to the Commander-in-Chief Western Approaches; Deputy Commander-in-Chief, Eastern Fleet; Admirals Superintendent, Chatham, Devonport, Portsmouth, Rosyth, Orkneys, Malta and

Simonstown; Commodore Superintendent, Gibraltar; Commodores-in-Charge, Sheerness and Durban; Captains-in-Charge, Bermuda and Halifax; Captains Superintendent, Alexandria and Ceylon; Deputy Superintendent, Pembroke; Flag Officer-in-Charge, West Africa; Naval Officer-in-Charge, Londonderry; Naval Secretary at Wellington; Secretary Australian Naval Board for the Officers concerned at Melbourne, Sydney and Fremantle; Commodore Commanding R.I.N., Bombay; Chief of Naval Staff, Ottawa and B.A.M.R., Washington.

3. Copies of the Specification have also been forwarded to the Warship Production Superintendents, Scottish, East Scotland, Belfast, South Wales, North Eastern, North Western, Humber, Southern and Thames areas. The Principal (Ship) Overseers and Emergency Repair Overseers of all ships approved to be fitted with Type 286P or Type 286PQ are therefore to apply to the Warship Production Superintendents of their areas for a copy of A.S.E. Specification No. B155/42 in accordance with the procedure laid down in A.F.O. 790/40.

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

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

#### 3664.—Resilient Mountings—Fitting-Out Information

(S.D. 727/42.—30.7.1942.)

A.S.E. Preliminary Specification No. B. 169/42 has been prepared to show the method of fitting and wiring Resilient Mountings, Patts. W.3083, W.3114, W.3115 and W.3116.

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

3. Copies of the Specification have also been forwarded to the Warship Production Superintendents, Scottish, East Scotland, Belfast, South Wales, North Eastern, North Western, Humber, Southern and Thames areas. The Principal (Ship) Overseers, and Emergency Repair Overseers of all ships approved to be fitted with Resilient Mountings are therefore to apply to the Warship Production Superintendents of their areas for a copy of A.S.E. Specification No. B.169/42 in accordance with the procedure laid down in A.F.O. 790/40.

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

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

#### 3665.—Radio and Signalling Installations—Resilient Mountings for Apparatus

(S.D. 638/42).—30.7.1942.)

In order to afford a reasonable measure of protection to radio apparatus, etc., from the effects of shock due to a nearby explosion, a policy of fitting the apparatus on resilient mountings has been approved and is to be generally applied as soon as adequate stocks of the mountings become available.

2. A range of resilient mountings has been designed to cater for all loadings between 2 and 200 lb. per securing bolt. These articles are standard pattern articles and will be supplied by the Admiralty to the dockyard or contractor responsible for the work of installing. The descriptions are as follows:—

Pattern W.3083	...	Mounting, resilient, for 50-200 lb. loading.
Pattern W.3114	...	Mounting, resilient, for 20-80 lb. loading.
Pattern W.3115	...	Mounting, resilient, for 7-30 lb. loading.
Pattern W.3116	...	Mounting, resilient, for 2-10 lb. loading.

3. For new radio sets, etc., suitable methods of using the resilient mountings are being described in the fitting-out specifications and appropriate allowances are being included in the establishment lists. Existing specifications and store lists will be amended in due course, as the approval to fit the special mountings is intended to cover ultimately the whole range of radio and allied apparatus, unless specially excluded or already catered for by other means.

4. The provision of adequate stocks to cater for such a wide range will necessarily take some time. Demands for resilient mounts for existing sets should not be raised, therefore, until further orders.

5. In cases where the fitting of the resilient mountings is prevented due to lack of stores, arrangements should be made, as far as possible, so that the insertion of the mountings during a future refit will be facilitated. This should be particularly considered with respect to lengths of cable, use of flexible cables, etc. Also all nuts, bolts, studs, etc., required for the subsequent fitting of the mounts should be provided and the studs welded in place.

#### 3666.—Bracket, Trunnion, Pattern 597 for 6-in. Hand Signalling Lanterns—Modification

(S.D. 18/42.—30.7.1942.)

In order to prevent the reflectors of 6-in. hand signalling lanterns from shining upwards, thereby causing loss of security from the air when the lantern rests in the normal position in its trunnion, it has been decided to provide the trunnion bracket with a pawl to lock the lantern at 10 degrees depression.

2. The details of fitting this pawl and the method of fixing to the trunnion bracket are shown in A.F.O. Diagram 193/42 (A.S.E. Drawing No. 33935).

3. The necessary work in supplying and fitting this pawl should be carried out as follows:—

- Ships concerned in commission by ships' staff or depot ship's staff.
- Ships in Dockyard hands or under construction by the authorities concerned.
- (S) N.S.Os. at Dockyards should arrange for the modification of all brackets held in store. Any brackets in stock at other Naval Store Depots should be returned to the nearest Dockyard for modification.
- Arrangements are being made with the manufacturers for future supplies to have the modification incorporated.

#### 3667.—Sprague Plug and Socket for Use with Aldis Lantern

Submarines

(S.D. 740/42.—30.7.1942.)

The following amendment is to be made to A.F.O. 4602/40.

Paragraph 4. Line 5:—

For "Two Pattern W.2070 Sprague plug (one spare)" read "Two Pattern W.2072 Sprague plug (one spare)."

(A.F.O. 4602/40.)

#### 3668.—Echo Sounding Equipments, Types 758N/P/S—Modification to Sensitivity Control Arrangements

(A/S.W. 7018/42.—30.7.1942.)

New production recorders being supplied as components of the above Navigational echo sounding sets will incorporate simplified sensitivity control arrangements, providing manual control of sensitivity instead of control by "automatic initial suppression".

2. Recorders of existing Type 758N/P/S sets are to be similarly modified by the removal of the initial suppression contacts and associated slip ring feed brushes and wiring, and by re-arranging the electrical circuit concerned so as to use the variable 25,000-ohm sensitivity control resistance as a potentiometer (connected across the two 9-volt grid bias batteries which feed the circuit) instead of as a resistance in series with them. This re-arrangement allows any voltage from 0 up to the maximum tapped from the batteries to be applied as negative bias to the grid of the first valve by means of the manual control.

3. Detailed instructions for re-arrangement of the sensitivity control circuit are as follows:—

- (a) Earth the positive pole of the upper of the two 9-volt batteries housed in the middle section of the recorder case. (N.B.—The lower 9-volt battery feeds the auxiliary marking circuits.)
- (b) Connect the negative pole of the above battery to the positive pole of the 9-volt battery housed in the rear section of the recorder case, via the third pole of the mains switch (i.e., the pole not used for making the positive and negative supply to the recorder from the mains).
- (c) Connect the negative pole of the above battery to one of the outer terminals on the variable 25,000-ohm sensitivity control resistance, and connect the centre terminal on this resistance to the terminal marked "res" on the main terminal block—see (f) below.
- (d) Connect the other outer terminal on the variable 25,000-ohm sensitivity control resistance to the recorder case (i.e., to earth)—see (f) below.
- (e) Remove the grid leak resistance from the amplifier. This resistance is held in clips and is sited alongside the input transformer.
- (f) Check that clockwise rotation of the control knob gives maximum sensitivity. If anti-clockwise rotation of the control knob gives maximum sensitivity, reverse the connections on the outer terminals of the variable 25,000-ohm sensitivity control resistance.
- (g) Adjust the voltage tapped from the two 9-volt batteries until the smudge on the record, which follows the transmission mark and is due to cross talk interference, is visible, but does not extend over a scale distance of more than about 5 fathoms when minimum sensitivity is used. (N.B.—The actual tappings required will vary with the state of the 9-volt batteries.)

(h) Insert the following notation on figures V and VA in ship's copy of Handbook A/S H.22:—

"Sensitivity control arrangements modified in accordance with A.F.O. 3668/42.

4. These modifications are not applicable to Types 761/P since "Automatic Initial Suppression" is a necessary feature of "Dual Purpose" Echo Sounding Sets. Amplifiers will, however, continue to be supplied as common items for Types 758N/P/S and Types 761/P sets and should be modified as in paragraph 3(e) above when they are fitted as components of Type 758N/P/S sets. In this connection manual control will function if the grid leak resistance is left in place, but removal effects an improvement in the degree of control by giving gradual control over the whole range of movement of the control knob.

### 3669.—Aircraft—Oil for Condenser Type Heaters

(A.M.R. 535/42.—30.7.1942.)

Mineral vaporizing oil is not to be used in condenser type heater (Ref. 4G/1619) due to its low flash point. Attention is drawn to A.F.O. 798/41 which applies to this type of heater.

(A.F.O. 798/41.)

### 3670.—Cutters and Whalers Building—Sailing Gear

(N.S. 22356/41.—30.7.1942.)

Cutters and Whalers building to future orders will be supplied and fitted with all sailing gear.

2. To economise in canvas, any redundant sails which may be available in ships should be returned to dockyards to aid the dockyards' pools.

(A.F.O. 4796/40 is cancelled.)

### 3671.—Searchlight Platform Structure—Ventilation Trunks—A. and A.

"L", "M", "O" and "P" Class Destroyers

(D. 012271/42.—30.7.1942.)

It has been found, as a result of experience at sea and under action conditions, that the exhaust air from the engine-room ventilation trunks at present arranged at the sides of the searchlight structure in "L", "M", "O" and "P" class destroyers impedes the Oerlikon guns crews and causes condensation inside the 44-in. searchlight.

2. It has therefore been decided to rearrange the trunks so that the exhaust air from the engine-room is discharged at the after end of the searchlight structure below the level of the searchlight platform.

3. The natural supply to the gearing room at the after end of searchlight platform is to be blanked off and the natural supply led in from a forward position from the port or starboard sides of the searchlight platform structure as convenient.

4. The work is to be carried out at the first opportunity and items, Classified A, to cover the work involved, are to be included in the lists of As. and As. for the ships concerned.

(R.A.(D), H.F. 6.6.42, No. H.D. 316.)

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

### 3672.—"Resolution" Type Cows—Fitting

A/S and M/S Trawlers of "Tree", "Dance", "Shakespearian" and "Isles" Classes

(D. 012381/42.—30.7.1942.)

With reference to A.F.O. 2925/42, a smoke baffle has been fitted to H.M.T. "Juliet" and found to be entirely successful.

2. The particulars are shown in A.F.O. Diagram No. 195/42 and are promulgated for the information of Authorities concerned in fitting out other vessels affected.

(C.O.F.S. "Paris", 9.6.42, No. J.2.)

(A.F.O. 2925/42.)

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

### 3673.—Exhaust Casing—Replacement of Wooden by Steel Bulkhead—A. and A.

105 ft. M.M.Ss.

(D. 014598/42.—30.7.1942.)

Fires have occurred in certain of the above-mentioned ships as a result of overheating of the funnel casing and the wardroom.

2. The wooden bulkhead forming the forward part of the exhaust casing is therefore to be replaced by a steel bulkhead lagged on both sides.

3. An item is to be included in the lists of As. and As. to these ships to cover this work.

(Capt. M/S., Bristol Channel Area, 23.4.42, No. 7M/1/CMS.)

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

### 3674.—Oil Fuel Test Cocks—A. and A.

"Unity" Class Submarines

(D. 010618/42.—30.7.1942.)

The oil fuel test cocks to the forward fuel group in "Unity" Class Submarines in commission are to be moved into the engine-room at the first opportunity, so as to avoid leakage of fuel on to the battery tank covers.

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

3. In the meantime, until the work is done, a suitable locking plate is to be fitted to the cocks to prevent accidental opening.

(Admiral (S) 18.5.42, No. 1047/S.M. 662/1.)

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

**3675.—Life-Saving Rafts—First-Aid Equipment**

(D/N.L. 4304/42.—30.7.1942.)

Commanding Officers of H.M. Ships are to arrange for a proportion of the larger life-saving rafts carried, the number and selection to be at their discretion according to circumstances of service, to carry a small quantity of dressings for cuts or burns, packed in an improvised watertight container with the lid "taped".

2. No additional stores will be supplied for this service.

3. These tins are to be secured to the gratings of Carley floats as described in A.F.O. 1220/42, paragraph 13. Arrangements are also being made for the supply of a "stimulant" in a suitable container.

(C.-in-C. W.A., 4/3/42, No. W.A. 683/1054.M.)

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

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

**3676.—Stretchers, Neil Robertson, Pattern 475—Allowances***Submarines, Submarine Depot Ships, Dockyards and Depots concerned*

(N.S. 21536/42.—30.7.1942.)

The allowance of stretchers to submarines of all classes is to be one Neil Robertson type, Pattern 475.

2. Submarines, in commission, should arrange for any stretchers in excess of this allowance to be returned to the depot ship for subsequent return to the nearest storing yard or Naval Store Depot. The necessary adjustment to the first outfits of naval stores for submarines under construction should be made by storing yards.

3. The Establishment of Naval Stores concerned will be amended.

(Enclosure 1 to Chatham D.L. 18.5.42, 4656.AX.)

(F.O. (S) 11.7.42, S.M. 821.)

(A.F.Os. 1955/42 and 3158/42.)

**3677.—Grease Guns, etc., for 12-pdr. Mark V and "A" Mark V Guns**

(N.S. 11326/42.—30.7.1942.)

All ships which mount a 12-pdr. Mark V or "A" Mark V gun, will require one grease gun, Pattern 4130, and one length of flexible tubing, Pattern 4131—Vote 8/II, Subhead B 8I, Naval Stores.

2. To meet initial demands 1,000 grease guns, Pattern 4130, and 1,000 lengths of flexible tubing, Pattern 4131, were ordered under contract dated 21st March, 1942, C.P. 27177/42, from Messrs. Benton & Stone, Ltd., for delivery of 200 of each pattern to each of H.M. Dockyards, Chatham, Portsmouth, and Rosyth and R.N. Stores Depots, Leigh and Llanishen. Further provision has been made in the Sixth War Demands.

3. Commanding Officers of H.M. ships concerned in commission should forward demands to storing yards as requisite. For ships of new construction the items should be included in the first outfit of consumable stores (where applicable) and supply arranged by the storing yard or depot. Area Naval Store Officers should demand and hold small stocks to supply requirements of merchant vessels as notified by the D.E.M.S. Staff Officers.

4. Shipment of grease guns and tubing to arming ports abroad should be arranged as follows by the yards and depots indicated.

To be shipped from	To	No. of each
Mersey Area	Naval Store Officer, Gibraltar (for D.E.M.S.)	10
	Superintending Naval Store Officer, Alexandria (for D.E.M.S.)	70
	Naval Store Officer, H.M.C. Dockyard, Halifax N.S. (for D.E.M.S.)	60

To be shipped from

To	No. of each	
Severn Area	Naval Store Officer, Freetown (for D.E.M.S.)	10
	Consular Shipping Adviser (for D.E.M.S.) c/o H.B.M. Consul-General, Buenos Aires	10
	Naval Officer-in-Charge, Trinidad (for D.E.M.S.)	10
	Area Naval Store Officer, Jamaica (for D.E.M.S.)	5
	Naval Store Officer, Bermuda (for D.E.M.S.)	5
Portsmouth	Naval Store Officer, Sydney (for D.E.M.S.)	70
	Naval Store Officer, Bombay (for D.E.M.S.)	60
Chatham	Naval Store Officer, Simonstown (for D.E.M.S.)	50
	Naval Store Officer, Colombo (for D.E.M.S.)	40
	Base Stores Officer, Wellington, N.Z. (for D.E.M.S.)	40
	Senior British Naval Officer, Persian Gulf (for D.E.M.S., Abadan)	5
	Senior British Naval Officer, Persian Gulf (for D.E.M.S., Basra)	5
Rosyth	Senior British Naval Officer, Curacao (for D.E.M.S.)	10
	Base Accountant Officer, Reykjavik, Iceland (C) (for D.E.M.S.)	5
	Commandant, U.S. Navy Yard, Brooklyn, New York (for D.E.M.S., New York)	50

5. O.U. 6280 and the Sea Store Establishment, etc., concerned will be amended.

(A.F.O. 765/41.)

**3678.—Camera Lighting on T.S.—A. and A.***Destroyers and Fast Minelayers*

(D. 09461/42.—30.7.1942.)

In view of the difficulties being experienced in finding accommodation for workshop bracket light fittings it has been decided to adopt a simplified system of illumination for use with dial recording camera in T.S. of destroyers (including "Hunt" Class) and fast minelayers, in connection with A.F.C.C.'s fire control boxes and F.K.C.'s, etc., subject to the provisions contained in paragraphs 2 and 3 of this Order.

2. The following arrangements are applicable to all vessels of these classes:—

- A switch socket, Pattern 4460, is to be fitted to the deck overhead over the A.F.C.C. or fire control box and a similar switch socket over the F.K.C.
- Four batten lampholders, Pattern 7090A, complete with lamps, Pattern 6665c, and shades, Pattern 9124A, are to be suitably wired and arranged on a frame or battens with quick release fittings to enable the lights to be suspended in suitable positions over either the A.F.C.C., fire control box or F.K.C. as required, the supply being taken from the appropriate switch socket.
- The frames or battens are to be arranged so that direct reflection from the lamps on the glass top of the clocks does not strike the camera lens.

3. These arrangements are to be carried out in new construction vessels where no delay in completion is involved.

4. For ships in commission, if it is desired to fit the above arrangement, ships' officers should insert an item in the next list of As. and As. Classification "A", the work to be carried out by ship's staff.

(D.A.E.E. Southampton, 21.4.42, No. H/3665/NC.)

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

**3679.—Lamps and Lanterns for Secondary Lighting—Additional Allowances—  
A. and A.**

*S.G.Bs.*

(D/P. 1097/42.—30.7.1942.)

The present allowance to steam gun boats of lamps and lanterns for secondary lighting is three Oldham lanterns, Pattern 8115, and boiler gauge glass fittings, Pattern 17031, with relay units, Pattern 16052. The supply of the latter is covered by A.F.O. 1277/42.

2. The additional allowances are shown in the appendix to this Order.

3. Demands as necessary to complete S.G.Bs. 3-9 to these allowances should be forwarded to Superintending Naval Store Officer, Portsmouth. Any items at present on board in excess of the allowances shown in the appendix and in paragraph 1 above, are to be returned to store.

4. Commanding Officers of boats are to insert an item in their next lists of As. and As. to cover the work of installation of the additional lanterns.

5. This work is to be carried out by base staffs with dockyard assistance if necessary. Instructions for installing the automatic emergency lanterns are contained in A.F.O. 489/42.

6. These allowances will be included in the establishment of naval stores.

**APPENDIX**

Pattern No.	Description	Allowance	Remarks
<i>Permanent Stores</i>			
<i>B.9</i>			
320A	Lanterns, overhead ...	4	For engine and boiler rooms (2 in each).
C.1067	Lamps, hurricane ...	8	Includes the following :— 2 in forward crew space. 1 in each after crew space. 1 in each cabin. 1 in galley. 1 in W/T office.
<i>F.2.A.</i>			
16012	Lanterns, automatic, emergency.	2	For illumination of gauge boards.
8117	Accumulators for ...	2	
<i>Consumable Stores</i>			
<i>B.9</i>			
Gear for lanterns, pattern 320A :—			
321A	Spring clip ...	6	} Includes 1 for each lantern, pattern 320A, plus 50% spares.
321A	Chimneys, glass ...	6	
322	Chimneys, tin ...	1	
323A	Feeders, screw ...	1	
327A	Burners ...	1	
3052	Cap, saveall ...	1	
C.1071	Glasses, clear, for lamps, pattern C.1067.	10	Includes 2 spare.
C.1068	Holders, candle, for pattern C.1067.	10	Includes 2 spare.
<i>F.2.A.</i>			
8119	Lamps ...	4	For automatic emergency lanterns, pattern 16012. Includes 2 spare.

(A.F.Os. 489/42 and 1277/42.)

**3680.—Lamps, Hand, Copper, Pattern 9**

(N.S. 20162/42.—30.7.1942.)

Copper hand lamps, Pattern 9, allowed by establishment to certain ships, were originally supplied for a purpose for which they are no longer required and in consequence such lamps are now obsolete.

2. Ships should therefore return any lamps, Pattern 9, which may be on board to the nearest storing yard or depot in order that they may be brought to produce.

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

(Commanding Officer, H.M.S. "Duke of York," letter dated 13.5.42, No. 3116/437/3.)

**3681.—Signal Flags, Size 3A**

"Wairs", "Valorous", "Vanity", "Vega", "Verdun", "Viceroy", "Vivien", "Wallace", "Westminster", "Winchester", "Wolfhound", "Wolsey" and "Woolston"

(N.S. 24051/42.—30.7.1942.)

Owing to the short hoists in "Wairs," it has been decided to revert to size 4 flags in this class.

2. All "Wairs" supplied with size 3A flags should forward demands for size 4 flags to storing yards and return their present sets on receipt of the new flags.

3. Any miscellaneous flags, size 3A, carried, should also be exchanged for size 4.

4. Publications and the Sea Store Establishment concerned will be amended accordingly.

(A.F.Os. 4778/41, 5306/41 and 2557/42.)

**3682.—Telephone Key Boxes and Telephones—Introduction**

*Aircraft Carriers and Auxiliary Aircraft Carriers*

(N.S. 012660/42.—30.7.1942.)

Purchase has been made of the following apparatus required for fitting a telephone key box system in the Fighter Director Office :—

Pattern No.	Description.
13342 ...	Telephone Key Box, 6-way (desk type) with buzzer call up.
13343 ...	Telephone, Mark XIX, with internal buzzer.
13344 ...	Telephone, Mark XX, with internal buzzer.

2. The necessary additions have been made to the Authorised List of Naval Stores under Subhead F 1C, Part III and the new items should be shown on page 27 of the demand.

**3683.—Fulmar Aircraft Spares for Modifications Nos. 146, 168 and 184**

(N.S. Air 890/42.—30.7.1942.)

Maintenance spares introduced by A.F.O. P.335/42, in consequence of modifications Nos. 146, 168 and 184, will be allowed to shore establishments in accordance with the following scale :—

*Shore Establishments. (See C.A.F.O. 1599a/41)*

R.N. Air Stations, Class "A", to the scale detailed in Col. X of O.U. 6328(F).

R.N. Air Stations, Class "B & C", to the scale detailed in Col. Y of O.U. 6328(F).

R.N. Aircraft Repair Yards to the scale detailed in Col. Z of O.U. 6328(F).

2. Arrangements have been made for the necessary quantities to be despatched to Yards abroad, and details are being forwarded direct to (S.) Naval Store Officers concerned.

3. Supply will be made to R.N. Air Section, Hastings (Freetown), from R.N. Store Depot, Stafford, without demand.

4. Other Shore Establishments concerned should forward demands to their respective R.N. Store Depots at home or Storing Yards abroad, quoting this Order as authority for supply. Supply to new services will be made with their initial outfit of stores.

(A.F.O. P.335/42.)



**3684.—Electric Cable Glands—Packing for**

(N.S. 20241/42.—30.7.1942.)

Tests have recently been carried out at the Admiralty Laboratory, West Drayton, on the procedure to be adopted when cable glands and deck tubes are being packed, and from an examination of single bulkhead glands which had been packed at a Yard in the manner specified it appears desirable for the method of packing to be modified in respect to assembling the adaptors.

2. Paragraph 2 (1) of A.F.O. 1968/35 should be cancelled and the following substituted:—

2. (1) *Method of Packing.*—After the cable is reeved one pair of the adaptors should be inserted in the tube on one side of the bulkhead, care being taken—in the case of glands which carry two cables each—that the groove in the adaptor registers with the indent provided in the tube. The gland nut on this side of the bulkhead is then to be tightened home. The packing of the gland is then done from the other side of the bulkhead.

A stemming of lamp cotton, Pattern 831, is wrapped round the cable spirally left handed to the same diameter as the base of the gland tube. The stemming is pushed hard home, and approved compound is caulked in with a curved caulking tool, care being taken that the compound forms a complete ring in the gland tube.

The quantity of compound used is to be such that when a second stemming is applied, and the remaining adaptors are inserted, the gland nut just engages. This ensures sufficient compression of the compound being obtained without necking or damaging the cables. The gland nut is finally tightened hard home.

(A.F.O. 1968/35.—not in annual volume.)

**3685.—Mesothorium Tube, Pattern 2477—Introduction**

(N.S. 16897/42.—30.7.1942.)

A new Mesothorium Tube, 0.75-in. long by 0.07-in. diameter, has been introduced for open sights (Torpedo Sights, Marks I and II\*, Patterns 12005 and 12004 respectively). The tube has been assigned Pattern number 2477, and is being added to the Authorised List of Naval Stores under Subhead E, Item 2E.

2. Six tubes, Pattern 2477, should be supplied for each sight of these patterns fitted in destroyers of "Hunt" and "Town" classes, Fairmile B type M.Ls. fitted with torpedo tubes, and M.T.Bs. (including Fairmile D type). The fitting of the sights in vessels of these classes is referred to in C.A.F.O. 729/42.

3. Demands for the number of tubes required should be forwarded to the Deputy Naval Store Officer-in-Charge, Admiralty Compass Observatory, Slough, by destroyers concerned in commission, and by Coastal Force Bases, for the number required for craft attached. Tubes, Pattern 2476, at present on board M.T.Bs. should be returned to the Admiralty Compass Observatory, Slough, on receipt of the new patterns. Supply to vessels under construction should be arranged by storing yards in the usual manner.

4. When not in use the tubes should be stowed in the wooden box supplied with the sights.

5. The Sea Store Establishments concerned will be amended.

(C.A.F.O. 729/42.)

**3686.—Indemnity—Grant of, in Respect of Motor Boats Building, Refitting, etc., During War***All types of 60 ft. and upwards*

(M.F./C.P.42472/42.—30.7.1942.)

The provisions of A.F.O. 3297/39 are to be applied to all vessels which come within the above category.

2. All firms at present building motor minesweepers, motor torpedo boats, motor launches or boats of not less than 60 ft. in length, including Fairmile boats and sub-contracted M.T.Bs. have been informed accordingly.

3. Existing insurance policies (if any) should continue but are not to be renewed when they lapse.

(A.F.O. 3297/39.)

**3687.—Shackles. Pattern 5543—Allowance***Fairmile "D" Type M.G.Bs. and M.T.Bs.*

(N.S. 19794/42.—30.7.1942.)

In order to facilitate the removal of the anchor when it is desired to use the steel wire anchor hawser as a head rope, Fairmile "D" type M.G.Bs. and M.T.Bs. are to be supplied with three  $\frac{3}{8}$ -in. rigging shackles Pattern 5443 in lieu of the three  $\frac{1}{2}$ -in. ordinary anchor shackles at present allowed.

2. For boats in commission the exchange should be effected by Coastal Force bases concerned, the necessary shackles Pattern 5443 being demanded from storing yards. The  $\frac{1}{2}$ -in. anchor shackles landed should be returned to the nearest Dockyard. Supply to boats under construction should be adjusted by storing yards.

3. The Sea Store Establishment will be amended.

(R.A.C.F., 10.5.42, No. 792.M/643.)

**3688.—Tecalemit Junior Hand Compressors—Introduction***Submarines*

(N.S. 6300/41.—30.7.1942.)

It has been decided to replace the present type of grease gun, Pattern 4720, in general use in submarines, by the Tecalemit Junior Hand Compressor, Model No. 2, Subhead B.8I, in which the pressure is obtained by lever operation as opposed to screwing.

2. A contract C.P. 7A/42075/42, dated 21st May, 1942, has been placed with Messrs. Tecalemit Ltd., for 300 hand compressors, complete with flexible connections and extension sets, and 300 spare flexible connections for delivery as follows:—

	<i>Rosyth</i>	<i>Chatham</i>	<i>Portsmouth</i>	<i>Mersey Area</i>	<i>Severn Area</i>
Compressors complete	50	75	50	75	50
Spare connections	50	75	50	75	50

Delivery is not expected to commence before middle of August, 1942, completing in three months.

3. Shipment abroad should be arranged as indicated below:—

		<i>Alexandria</i>	<i>Malta</i>	<i>Gibraltar</i>
By the Naval Store Officer, Preston	Compressors complete	30	10	10
	Spare connections ...	30	10	10
		<i>Ceylon</i>		<i>Durban</i>
By the Superintendent-ing Naval Store Officer, Severn Area	Compressors complete	...	20	20
	Spare connections ...	...	20	20

4. Existing grease guns, Pattern 4720, should continue to be used until replacement is necessary when the new type of gun should be demanded.

5. As there is a tendency for the flexible connections to carry away, it is intended that a spare connection should be issued to Submarine Depot Ships with each compressor, the spare connections to be retained by the depot ship to provide for possible replacements.

6. This Tecalemit junior hand compressor is *not* considered suitable for use in "H" class submarines, and Pattern 4720 grease guns should therefore continue to be used in these vessels.

7. *Portsmouth only.*—Proposals should be forwarded for the inclusion of these articles in the Authorised List of Naval Stores.

8. The Establishment of Naval Stores concerned will be amended.

(Admiral, Submarines, No. 241/S.M. 821 of 5.2.42.)

(A.F.O. 2858/33—*not in annual volume.*)

## 3689.—Gymnastic Gear—Reduction in Allowances—REPORTS

(N.S. 22555/42.—30.7.1942.)

On account of the acute shortage of raw materials, especially rubber, required to produce certain types of sports equipment and gymnastic gear, the sale and manufacture of articles of this nature are to be controlled and in certain cases will be prohibited.

2. With a view to reducing future naval requirements, and in order to provide a stock for use in ships of new construction, newly-constructed training establishments, etc., reports should be rendered through their respective Administrative Authorities by all *Shore Establishments* showing the descriptions and numbers of all articles of gymnastic apparatus, including bayonet fencing gear, boxing gloves, punching balls, etc., which are surplus to essential requirements and can be surrendered. The articles should be returned to the storing yards and depots forthwith, subject to the approval of the Administrative Authority concerned, without waiting for Admiralty approval.

3. The allowances of gymnastic gear to services afloat are under review and instructions concerning reductions will be issued in due course.

4. The existing allowances of fencing gear to new construction ships are to be on an *optional* basis and requirements should therefore be included by the ships concerned in the List of Particulars.

## 3690.—Lubricating Oil—Economy in the Use of

(D. 7377/42.—30.7.1942.)

The present situation with regard to the supply of lubricants makes it *imperative* that every possible means shall be taken to reduce the expenditure of lubricating oils to a minimum.

2. To this end the following measures are to be adopted :—

(i) Commanding Officers of ships and establishments are to nominate an officer, or officers, to scrutinise expenditure of lubricating oil and to check any wasteful expenditure, loss by leakage, etc., or unnecessary rejections of used oil.

In Ships and Fleet Shore Establishments where an Engineer Officer is included in the complement, this officer is to be nominated.

(ii) Special care is to be exercised in the handling and storage of oil drums and other containers to avoid damage which would lead to loss by leakage.

(iii) All demands for lubricating oil are to be carefully scrutinised by the officer referred to in (i) above and a record of expenditure for all services is to be kept.

As far as practicable, similar arrangements are to be made in Dockyards and Repair Establishments.

(iv) Special attention is to be paid to the collection of used oil from bearings by the use of savealls, drip trays, etc. So far as practicable all such oil is to be filtered and re-issued for minor services or returned for reclamation. Attention is drawn to A.F.O. 3659/41 in this connection; far greater use can be made of the methods of oil disposal outlined therein that at present obtains.

Used oils other than S.M.L.O. and I.C.E. oil are to be bulked and returned as dirty oil, mixed.

(v) Attention is drawn to the importance of using the appropriate grade of oil for the various services, *vide* Engineering Manual, Article 75.

In this connection the unsuitability of S.M.L.O. for open type engines does not appear to be sufficiently appreciated and must be emphasised; the appropriate grade for such engines is Admiralty compound oil.

Proprietary brands of oil are to be avoided wherever practicable in favour of the appropriate grade of Admiralty oil, except at ports and bases where arrangements have been made for the supply of oils for Trawlers and Auxiliary Vessels as laid down in A.F.Os. 1007/40 and 2958/40.

(vi) Excessive pressure in forced lubrication systems increases leakage losses. Such losses are likely to be considerable in older ships where the forced lubrication system is extended to the plummer blocks. The available head for the gravity returns from the aftermost blocks is small.

The oil pump discharge pressure, which has been found sufficient for satisfactory operation at full power, is not to be exceeded under normal conditions and it will generally be possible to throttle the oil supply to the plummer blocks.

Careful and regular watch is to be kept on all parts of the forced lubrication systems of both main and auxiliary engines and steps should be taken at the earliest opportunity to remedy any defects.

Where there is persistent leakage from particular bearings, the bearing clearances and the clearances between the shaft and the adjacent oil baffles are to be checked and adjusted as necessary.

(vii) In all modern ships centrifugal separators are fitted and the fullest possible use is to be made of these machines for renovating the oil from both main and auxiliary engines generally, as well as that from the hydraulic systems of gun turrets and mountings.

(viii) Very considerable reductions can be effected, without loss of efficiency, in the expenditure of lubricating oil for open type reciprocating engines by careful attention to bearing adjustment, length and size of worsteds, etc.

A slack worsted will result in a marked increase in the quantity of lubricant reaching the bearing, and it is to be impressed on all ratings operating such machinery that excessive lubrication will not result in improved engine performance.

On the other hand: "A drop of oil in the bearing is worth two on the floor plates".

Bearings on the shafting between the steering engines and steering gear, and on the steering gear itself, are common sources of wasteful expenditure of lubricating oil.

(A.F.Os. 1007/40, 2958/40 and 3659/41.)

## 3691.—Economy in Bristles—Care of Paint Brushes

*All H.M. Ships, Dockyards and Bases*

(D. 8359/42.—30.7.1942.)

The shortage of supply of bristles has made it essential that strict economy be exercised in the use of all brushes. Bristles will be released whilst available, for paint brushes for direct supply to Admiralty but it is of the utmost importance that care be taken to ensure the maximum length of useful life of all brushes. The following instructions based upon data prepared by brush manufacturers are to be observed.

2. New brushes not required for immediate use, must be regularly examined for eggs of moths. Grubs from eggs laid by moths amongst bristle commence, immediately upon hatching, to consume the soft tops of the bristles. Camphor and naphthalene act as deterrents to the depredations of moth but if the eggs are present they must be brushed and shaken out.

3. Tied brushes are to be soaked before each occasion of use. The bristles become loose when dry but soaking tightens the brush by stretching the binding and expanding the bristles and the handle. Rubber set brushes do not need to be soaked.

4. Brushes when not in use are to be kept clean. Special care is to be taken to clean the roots of the bristles where paint tends to accumulate and harden even whilst the brush is in use.

5. Brushes are to be cleansed by dissolving the paint etc. with suitable solvent. The following solvents should be used:—

For oil paint—paraffin.

For spirit varnish—methylated spirit.

For cellulose paint—Amyl acetate mixed for economy with wood naphtha.

For rubber paint—petrol.

6. Many so-called washable distempers may be removed by a weak vinegar solution; distempers containing fats difficult to remove are best cleaned from rubber-set brushes by petrol or paraffin. Solvents which dissolve the cement bindings of brushes are not to be used; it should be noted that oils dissolve pitch or resin cements, methylated spirit dissolves the shellac cements such as are used in non-rubber set stiplers. Pitch set brushes must not be stood in naphthalene. After cleansing with solvent, brushes are to be thoroughly washed with a weak soap and water solution; strong alkaline solutions such as of soda or soap with high alkaline content cause the bristles to become brittle and break away from the brushes. Subsequently the brushes are to be thoroughly rinsed and hung up to dry in the open; the bristles should never take the weight of the brush. Damp brushes shut up in drawers and cupboards soon rot and the bristles fall. Brushes are not to be left in glue pots when not in use.

7. Stiplers are to be cleaned immediately after use. Care is to be taken not to soak the wood. After rinsing, stiplers should be beaten with a dry cloth to separate the hairs and hasten drying.

#### Section 4

### OTHER STORES—NAVAL STORES, VICTUALLING STORES, MEDICAL STORES, CONTRACT

#### \*3692.—Clothing, Soap and Tobacco—Issuing Prices

(V. 2341/42.—30.7.1942.)

A.F.O. 3292/42 is to be amplified as follows:—

The prices shown in A.F.O. 3750/41 (Dental Surgery Attendants and Dental Mechanics—badges) are cancelled.

(A.F.Os. 3750/41 and 3292/42.)

(A.F.Os. 2983a/41, 2422/41, 4997/41 and 1585/42 are cancelled.)

#### 3693.—Mess Gear—Discontinuance of Certain Items

(V. 2199/42.—30.7.1942.)

As a further war-time economy the issue of the following additional items of mess gear will be discontinued when present stocks are exhausted:—

Pattern No.	Article
202	Bottles, Cayenne.
78	Jugs, hot water, 1 qt.
79	Jugs, hot water, 1 pt.
92	Rasps, bakers', bread.
50	Scissors, fish.

2. When the issue of hot water jugs ceases, the allowance of milk jugs, Patt. 9, for Flag and C.Os. messes and Patt. 23a for other Officers' messes may be increased by 50 per cent., fractions being regarded as 1, e.g.—

Now Allowed	Additional Allowance
1	1
2	1
3	2
etc.	etc.

(A.F.Os. 479/41, 997/41, 1841/41, 94/42, 95/42, 1967/42.)

#### 3694.—Bread—Addition to List of Local Contracts

(C.P. 5/56059/42.—30.7.1942.)

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

HOLYHEAD Messrs. Evans & Co., Chester House, Holyhead 29  
Holyhead.

(A.F.Os. 1060/42, 1711/42, 2094/42 and 2434/42.)

#### 3695.—Supplies of Bleaching Powder—Co-operation Between Service and Civilian Authorities

(M/L.D. 03317/42.—30.7.1942.)

With reference to A.F.O. 2676/41, the mutual co-operation between service and civilian authorities concerning the cleansing of gas-contaminated personnel and the decontamination of clothing, should be extended to the availability of bleaching powder held by civil authorities and service depots. In this way supplies of the powder should be more readily available in an emergency.

2. If details of the available local stocks of bleaching powder are therefore not already known, contact should be made with the local A.R.P. authority, R.A.F. and Army authorities and the necessary plans for mutual assistance agreed.

3. If it should be necessary to use non-naval stocks of the powder, adjustment should be made as soon as practicable.

(A.F.O. 2676/41.)

#### 3696.—W.R.N.S.—Ratings Employed as Range Labourers—Kit

(V. 1418/42.—30.7.1942.)

The kit authorised by A.F.O. 814/42 is to be extended to ratings employed as Range Labourers.

(A.F.Os. 75a/40 and 814/42.)

#### 3697.—W.R.N.S.—Ratings Employed on C.H.L. Duties—Trousers

(V. 1418/42.—30.7.1942.)

One pair of serge trousers (Naval Class II uniform pattern) may be issued to W.R.N.S. ratings permanently employed on C.H.L. duties, in addition to their ordinary kit.

2. Ratings temporarily employed on these duties may be supplied with a pair of serge trousers on loan, the trousers being withdrawn when the ratings concerned cease to be employed on these duties.

(A.F.O. 75a/40.)

#### 3698.—Private Effects—Shipment to U.K. from Abroad—Customs Declaration

(N.S. 656/42.—30.7.1942.)

When private effects and baggage which contain dutiable goods are shipped to the United Kingdom from abroad, it is essential, in order to obviate difficulties at the landing port, that the Customs Declaration (Form C. No. 104, and Customs Notice, No. 2B, etc.) should be completed at the shipping yard by the owner of the effects and forwarded to the Director of Stores (N.S.1F) Admiralty, London, for transmission to the (Superintending) Naval Store Officer, of the Port at which the vessel will discharge.

(A.F.O. 2688/42 is cancelled.)

## Section 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE

## 3699.—Amendments to Books

(E.F.O.—30.7.1942.)

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

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

**A.F.O.P.311/42.**—B.R. 5—Manual of Naval Cookery—Amendment No. 5.

**P.312/42.**—B.R. 50(41)—War Regulations for V.A.D's. in Naval Hospitals, etc.—Amendment No. 2.

**P.313/42.**—B.R. 264 (41)—Notes for Instruction in Eyeshooting—Amendment No. 1.

**P.314/42.**—B.R. 293—Pamphlet for Apparatus Type "J"—Amendment No. 1.

**P.315/42.**—O.U. 5225—Home Dockyard Regulations—Amendment.

**P.316/42.**—O.U. 5428—Handbook on Torpedo Gyroscopes—Amendment.

**P.317/42.**—O.U. 5504—Regulations for Maintenance of 21-in., Mark IX—IX\*\* and IX\*\* N.A.B. Torpedoes—Amendment No. 40.

**P.318/42.**—O.U. 5531—Regulations for Maintenance of 21-in., Mark VIII—VIII\*\* Torpedoes—Amendment No. 26.

**P.319/42.**—O.U. 6090 (B)—Range Table No. 351A for 4.7-in. Guns—Amendment.

**P.320/42.**—O.U. 6090 (B)—Range Table No. 351B for 4.7-in. Guns—Amendment.

**P.321/42.**—O.U. 6090 (B)—Range Table No. 405 for 4.7-in. Guns—Amendment.

**P.322/42.**—O.U. 6090 (B)—Range Table No. 405A for 4.7-in. Guns—Amendment.

**P.323/42.**—O.U. 6090 (B)—Range Table No. 477 for 4.7-in. Guns—Amendment.

**P.324/42.**—O.U. 6090 (G)—Range Table No. 409 for 5.25-in. Guns—Amendment.

**P.325/42.**—O.U. 6090 (G)—Range Table No. 418 for 5.25-in. Guns—Amendment.

**P.326/42.**—O.U. 6090 (G)—Range Table No. 418A for 5.25-in. Guns—Amendment.

**P.327/42.**—O.U. 6090 (G)—Range Table No. 426 for 5.25-in. Guns—Amendment.

**P.328/42.**—O.U. 6090 (G)—Range Table No. 436 for 5.25-in. Guns—Amendment.

**P.329/42.**—O.U. 6090 (K)—Range Table No. 369 for 4-in. Guns—Amendment.

**P.330/42.**—O.U. 6090 (K)—Range Table No. 438 for 4-in. Guns—Amendment.

**P.331/42.**—O.U. 6090 (X)—Range Table No. 423 for 4.5-in. Guns—Amendment.

**P.332/42.**—O.U. 6099 (X)—Range Table No. 437 for 4.5-in. Guns—Amendment.

**P.333/42.**—O.U. 6118 (1)—War Vessels Silhouette Identification Book—British Empire—Amendment No. 6.

**P.334/42.**—O.U. 6327 (A)—A.S.E. for Aircraft embarked in H.M. ships other than Aircraft Carriers—Amendment No. 3.

**P.335/42.**—O.U. 6328 (F)—A.S.E. Fulmar—Amendment No. 3.

**P.336/42.**—O.U. 6332 (IV)—Regulations for Maintenance of 21-in. Mark X—X\*\* Torpedoes—Amendment No. 5.

**P.337/42.**—O.U. 6377—Description, Adjustment and Maintenance of 21-in. U.S.A. Torpedoes—Amendment No. 22.

**P.338/42.**—O.U. 6385—Drill Book for Mines "A" Marks I—IV—Amendment No. 12.

(A.F.O. 3566/42.)

## 3700.—A.M.S.I.

(E.F.O.—30.7.1942.)

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

**A.M.S.I. 248—254/42.**

(A.F.O. 3567/42.)

**3701.—New Entry Training Establishment at Risley—Address**

(A/M. 2630/42.—30.7.1942.)

Correspondence for the establishment recently acquired at Risley for the accommodation of newly entered Air Fitters, Air Mechanics and Radio Mechanics should be addressed as follows :—

(a) Correspondence from authorities at home :—

The Commanding Officer,  
H.M.S. Gosling,  
Warrington, South Lanes.

Telegraphic Address : Gosling, Warrington.  
Telephone Numbers : Culcheth 3137 and 3138.

(b) Correspondence from authorities abroad (including Northern Ireland and Eire) :—

The Commanding Officer,  
H.M.S. Gosling,  
c/o G.P.O., London.

2. A.F.O. 2958/42 should be amended accordingly;

(A.F.O. 2958/42.)

**3702.—C.O.A.C., Halifax—Correct Address for Correspondence**

(M.—30.7.1942.)

Correspondence intended for the Commanding Officer, Atlantic Coast, is being delivered to the master of the S.S. "Atlantic Coast" owing to the incorrect use of the address c/o G.P.O., London.

2. The address of C.O.A.C. is Halifax, N.S., and correspondence should be addressed accordingly; the addition of c/o G.P.O., London, to the address is unnecessary and causes confusion since the proper address of the S.S. "Atlantic Coast" is c/o G.P.O., London.

**3703.—Area Cash Offices—Addresses**

(D.N.A. 1367/42.—30.7.1942.)

With reference to A.F.O. 603/42 the address of the Naval Cashier, Altrincham, is to be amended to "Heald Lawn," Stamford Road, Bowden, Altrincham, Cheshire, Telephone No. Altrincham 3218.

(A.F.O. 603/42.)

**3704.—R.N. Aircraft Training Establishment, Watford—Correct Address and Telephone Numbers**

(A/M. 2855/42.—30.7.1942.)

Communications, intended for R.N. Aircraft Training Establishment, Watford, are often wrongly addressed to the Government Training Centre at Southwold Road (Telephone No. Watford 3318).

2. To prevent further delay and inconvenience arising from this cause, attention is drawn to the correct address of the Establishment, as promulgated in A.F.O. 2724/42, which is as follows:—

R.N. Aircraft Training Establishment,  
Hempstead Road,  
Watford, Herts.

3. The telephone numbers of the Establishment are Watford 2287 and 2288.

4. A.F.O. 2724/42 is to be amplified accordingly.

(A.F.O. 2724/42.)

**3705.—Cancelled.**

**3706.—Range Tables—Revised Pages—Issue**

(G. 2996/42; G. 2997/42.—30.7.1942.)

Range Table No.	Page Nos.	Date of Existing Pages.	Date of Super-seding Revised Pages.	
O.U. 6090 (B) { 161A 232 254 313 351A 351B 392 405 405A	{ (Q.F., 4·7-in.)	4	October, 1933...	} April, 1942
		8	September, 1936	
		9	December, 1933	
		8	November, 1936	
		20	May, 1937 ...	
		21	September, 1941	
		9	August, 1936 ...	
		13	September, 1939	
O.U. 6090 (X) { 399 402B 402C 423 437	{ (Q.F., 4·5-in.)	10	September, 1940	}
		19	March, 1940 ...	
		19	March, 1941 ...	
		10	April, 1939 ...	
		11	April, 1939 ...	
		11	April, 1939 ...	

2. Revised pages, as detailed in column 2 above, of the range tables enumerated in column 1 are now in the press and copies will be issued to all holders of these range tables, without demand, by the Superintending Naval Store Officer, R.N. Store Depot, Elveden Road, Park Royal, London, N.W.10, when supplies become available.

3. When copies of the revised pages dated April, 1942, are received, copies of the pages dated as in column 3 should be disposed of in accordance with the instructions in Form O.U. 2A—O.U. Catalogue.

**3707.—National Health and Pensions Insurance—Rendering of Forms of Particulars and Forms S.1035**

(D.N.A. 9042/42.—30.7.1942.)

See A.F.O. 3612/42 in Section 2 of this issue.

**3708.—Descriptive Pamphlet of the 21-in. G.7A and G.7AD Torpedo—Amendment**

(T.06195/42.—30.7.1942.)

After paragraph 125, inserted by amendment dated 10.2.42, add new paragraph:—

“ 126—*Air Vessel Test.*

A periodical air vessel test is to be carried out by Torpedo Depots on 21-in. G.7A and G.7AD torpedoes at the following intervals:—

(a) on torpedoes which have been issued to sea since the last A.V. test:—

A.V.T. is to be carried out four years from the date of the first issue to sea after the last A.V.T. unless this would exceed the limit period of 12 years, in which case the date is to be that on which the 12-year limit expires.

(b) on torpedoes which have been retained in depot since the last A.V.T.:—

A.V.T. is to be carried out 12 years from the date of the last A.V.T.”

**3709.—Medical Label (Yellow) No. 48—Abolition**

(Sta. 10226/42.—30.7.1942.)

The following has been abolished:—

Medical Label (yellow) No. 48—

POISON—Cupri Sulph. (small un gummed).

**3710.—Pamphlet B.R. 621—“Close Combat”—Issue**

(N. 3808/42.—30.7.1942.)

It is considered essential that a form of instruction in “Self Defence,” or “Close Combat” should be available, and a pamphlet entitled “Close Combat” has been produced as B.R. 621. Copies will be issued on demand from the R.N. Store Depot, Elveden Road, Park Royal, N.W.10, to ships at home on the scale of one copy to 25 officers and men borne and to Shore Establishments one copy to 20 officers and men borne.

2. In addition, supplies are to be demanded to enable a personal copy to be issued to all officers under training, or on attaining the rank of Sub-Lieutenant.

3. Distributing authorities abroad will be supplied with sufficient quantities to meet both the above issues and ships and services should demand on them for supplies required, if necessary.

**3711.—B.R. 294—Handbook and Drill for 0·5-in. Guns on Twin Mark IV Mounting—Issue**

(G. 2508/42.—30.7.1942.)

The above-mentioned handbook is now in the press and copies will be issued, without demand, from the R.N. Store Depot, Park Royal, N.W.10, as soon as supplies become available, as follows:—

	Copies	Remarks
Flag Officers and Naval Officers-in-Charge of		
Ports at Home ... ..	1 each	
H.M. ships fitted with the gun ... ..	1 each	
<i>H.M. Dockyards—</i>		
Portsmouth ... ..	8	
Devonport ... ..	7	
Chatham ... ..	7	
Sheerness ... ..	6	
Rosyth ... ..	6	
Alexandria ... ..	4	
Durban ... ..	2	
Simonstown ... ..	3	
Colombo ... ..	3	
Gibraltar ... ..	3	

	Copies	Remarks
H.M.S. "Excellent" ...	75	Including 2 for A/A Range, Eastney, and 2 for A/A Range, Bognor Regis.
Gunnery School, Devonport ...	25	Including 2 for A/A Range, Breakwater Fort.
Gunnery School, Chatham ...	20	
Inspectors of Naval Ordnance ...	1	
Armament depots ...	As necessary	
Fitting Out Gunnery Officers ...	1	
Fitting Out Gun Mounting Overseers ...	1	
Gun Mounting Engineer Officer, H.M.S. "Dunluce Castle" ...	1	
<b>Coastal Force Bases—</b>		
St. Christopher ...	2	
Wasp ...	6	
Forward II. ...	10	
Hornet ...	10	
Beehive ...	6	
<b>Training Establishments—</b>		
H.M.S. "Satellite" ...	2 each	
H.M.S. "Lynx" ...		
H.M.S. "Paris" ...		
H.M.S. "Beaver" ...		
H.M.S. "Midge" ...		
H.M.S. "Torch" ...		
H.M.S. "Lochinvar" ...		
H.M.S. "Ambitious" ...		
H.M.S. "Pyramus" ...		
H.M.S. "Fox" ...		
H.M.S. "Attack" ...		
H.M.S. "Forte IV" ...		
H.M.S. "Bacchante" ...		
H.M.S. "Paragon" ...		
H.M.S. "Badger" ...		
H.M.S. "Europa" ...		
Commanding Officer, Experimental Establishment, Foulness ...	1	
Commanding Officer, H.M.S. "Queen Charlotte" ...	1	
Captain M/S Yarmouth (M.L.264) ...	1	
Captain M/S N. Shields (M.L.300) ...	1	
Captain M/S Sheerness (M.L.221) ...	1	
Commander M/S and P. Lowestoft (M.L.253) ...	1	
Senior Officer, M/S Plymouth (M.L.229) ...	1	
Senior Officer, M/S Cardiff (M.L.237) ...	1	
Senior Officer, M/S Granton (M.L.342) ...	1	
Canadian Authorities ...	10	
Director-General India Store Department ...	1	
Ministry of Supply, S.S.2.B ...	4	For S.O.B., C.S.R.D., C.I.A.

2. O.U. 5524(40)—Handbook and Drillbook for the 0.5-in. Guns on Twin Mark IV Mountings, 1940—is hereby superseded and all copies should be disposed of in accordance with the instructions in Form O.U.2A, on receipt of the new edition.

### 3712.—B.R. 631—"Warships at a Glance"—Issue

R.N. Air Stations.

(Sta. 15526/42.—30.7.1942.)

"Warships at a Glance" (Sampson Low) has been added to the Catalogue of Books of Reference—B.R.1—and allocated token number B.R. 631. Distribution will be made by the R.N. Store Depot, Park Royal, N.W.10, to all R.N. Air Stations, without demand, on the following basis:—

Large stations ...	12 copies.
Small stations ...	6 copies.

A separate distribution will be made to training schools. A.P.(N)1 should be noted accordingly.

2. Demands for new training schools should be forwarded to the Admiralty Keeper of Stationery and Printing.

### 3713.—B.R. 731, 733a, and 733b—Admiralty Orders in Council—Return of Surplus Copies

(Sta. 10080/42.—30.7.1942.)

All surplus copies of the following books are to be returned to the R.N. Store Depot, Edgware Road, Cricklewood, N.W.2, forthwith:—

- B.R. 731.—Admiralty Orders-in-Council, Vol. XIII (1923-1927).
- B.R. 733a.—Admiralty Orders-in-Council, Vol. XIV (1928-1932).
- B.R. 733b.—Admiralty Orders-in-Council, Vol. XV (1933-1937).

### 3714.—Form M.228—Dental Records

(M.D.G. 37519/42.—30.7.1942.)

The names of seagoing ships are not to be recorded on Forms M.228 which are being transmitted to the filing centres.

### 3715.—Form O.6—Ammunition Labels—Addition

(A.S./Sta. 15639/42.—30.7.1942.)

Label N.825 has been introduced for use as necessary to indicate the contents of packages containing unfilled components for Ammunition, etc.

2. The label is to be added to Form O.6, page 40 (October 1941 revision) as follows:—

N.825—Unfilled ammunition components, etc.

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

(A.F.O. 708/24.)

### 3716.—O.U. 6090 (G) and O.U. 6090 (K)—Amendments.

(G. 2995/42; G. 2998/42.—30.7.1942.)

Revised pages for the above-mentioned publications are now in the press and copies will be issued to all concerned, without demand, by the Superintending Naval Store Officer, R.N. Store Depot, Elveden Road, Park Royal, N.W.10, when supplies become available.

2. These revised pages supersede:—

O.U. 6090 (G)—

Page 12, dated August, 1940, to Range Table No. 409

" 22, " August, 1940, " " No. 418

" 22, " September, 1941, " " No. 418A

O.U. 6090 (K)—

Page 10, dated July, 1940, of Range Table No. 369

" 24, " July, 1940, " " No. 373A

" 19, " March, 1941, " " No. 373B

which should be disposed of in accordance with the instructions in O.U. 2A—O.U. Catalogue, when the revised pages are received.

**3717.—Form S.295—Abolition**

(Sta. 15281/42.—30.7.1942.)

Form S.295, Gunnery Instructions to be complied with, is obsolete, and is to be deleted from Forms S.1 and 1a, List, and Establishments, of Ships' Forms.

2. The information contained in this form has been embodied in O.U.5437/41, Handbook of Gunnery Organization, and the Gun Mounting Registers (Forms S.1151 and 1151a).

**Section 6.—SHORE ESTABLISHMENTS****3718.—Defence Regulations—Use to be made of**

(N.L/D. 17318/41.—30.7.1942.)

Instructions were recently given for a privately owned vessel occupying a berth at a private shipyard to be moved to another position where she would not interfere with naval requirements. The owners were informed by the local Naval Authorities that the Admiralty would be responsible for the removal cost.

2. In future no such undertakings in matters of this or a similar nature are to be given without the prior authority of the Admiralty.

3. Local Naval Authorities should, before applying for such authority, consider whether directions could be given for the necessary action to be taken by making use of existing powers under the Defence Regulations.

4. The exercise of compulsory powers under the Defence Regulations will not in general involve the Admiralty in the payment of compensation.

**3719.—August Bank Holiday, 1942—Arrangements for Non-Industrial Staffs**

(C.E. 55641/42.—30.7.1942.)

Subject to any unforeseen circumstances, August Bank Holiday will be observed this year in the normal way.

2. Members of the staff who are required to attend on this day should be granted time off in lieu of attendance wherever practicable, but where time off cannot be granted no additional payment should be made.

3. In view of the restrictions imposed on the transport services over the August Bank Holiday week-end, staffs are expected not to travel by rail or coach (other than locally) between the 31st July and the 4th August inclusive. In the case of evacuated staff and staff employed on prolonged detached duty, etc., the use of free or partly-free travel passes for journeys during this period should not be allowed. This does not, however, preclude the grant of leave which involves travelling on compassionate grounds, e.g., when a person is summoned home because of the serious illness of a near relative, or the taking of annual leave periods, which have already been scheduled in advance.

4. Members of Departmental A.R.P. or Home Guard units who attend their offices on August Bank Holiday solely for A.R.P. or Home Guard purpose may be given equivalent time off in lieu in respect of hours of duty inside their normal working hours. The ordinary subsistence arrangements prescribed respectively for Home Guard and A.R.P. duties performed outside working hours will apply.

**3720.—Admiralty Regional Officer, S.W. Region—Appointment**

(P./C.E. 8467/42.—30.7.1942.)

Engineer Rear-Admiral H. E. Hoare succeeded Engineer Rear-Admiral J. H. Hocken, C.B.E., as Admiralty Regional Officer, S.W. Region, on the 15th July, 1942. A.F.O. 3889/41 should be amended accordingly.

(A.F.O. 3889/41.)

**3721.—Workpeople Damaging Government Property—Appropriate Action**

(L. 18297/41.—30.7.1942.)

Consideration has been given by the Admiralty Industrial Council to the question of the appropriate action to be taken in cases of workpeople damaging Government property. The following regulation, which will also be promulgated as an amendment to Home Dockyard Regulations, Appendix XIV, has been agreed and is to be effective from the date of this Order:—

*Damage to Government Property.*—Any person damaging Government property wilfully or by serious negligence may be charged with the cost or part of the cost of replacement, at the discretion of the head of the establishment. The act or negligence which caused the damage may be dealt with as a disciplinary offence punishable by suspension from duty without pay or by dismissal.

**\*3722.—Authorised Pillion Riding on Motor Cycles—Liability for Accidental Injuries**

(P.M. 1638/42.—30.7.1942.)

Attention is drawn to A.F.O. 2982/42.

**3723.—Income Tax—Discharge of Salaried Officials and Weekly Paid Non-Industrial Staff at Home Establishments**

(D.N.A. 11198/41.—30.7.1942.)

The normal procedure in cessation cases, of reporting particulars to the Chief Inspector of Taxes, Departmental Claims Branch, for weekly paid non-industrial staff, or to the Director of Navy Accounts, Branch 5, for Salaried Officials, so that instructions may be issued regarding the tax to be deducted from the final payment of emoluments, should continue to be followed in cases of *Death or Retirement*.

2. Cases of transfers from one Government Department to another should also continue to be dealt with as at present, i.e. the old department will remit to the new Department the gross salary for the quarter to the date of transfer less any monthly advances and deductions, reports being made to the Chief Inspector of Taxes of the actual gross salary credited to the officer and tax deducted therefrom (excluding the remittance to the new Department).

3. In other cases it will not be possible for the Chief Inspector of Taxes to issue final instructions until it is known whether any new employment is taken up and the following procedure is to be followed.

4. *Salaried Officials.*—(a) The usual particulars are to be furnished to the Director of Navy Accounts (Branch 5). If deductions (either provisional or final) are being made, payment of the balance of pay will be authorised without regard to any further collection of tax other than arrears for a year prior to the year of cessation, which should be clearly indicated on the report to the Director of Navy Accounts.

(b) If no deductions have been made, the amount of tax due (on the basis of the actual earnings of the year to the date of cessation) should be computed if sufficient information is available locally, and inserted on the report to the Director of Navy Accounts who will authorise payment of the balance of pay less the amount of tax so computed.

(c) The Director of Navy Accounts will report all necessary particulars to the Chief Inspector of Taxes.

5. *Weekly Paid Non-Industrial Staff.*—(a) If deductions (either provisional or final) are being made, the balance of pay is to be released without regard to any further collection of tax other than arrears for a year prior to year of cessation and a report furnished to the Chief Inspector of Taxes, on Form 6A adapted, of the emoluments and tax deducted to date of cessation.

(b) If no deductions have been made and there is sufficient information on which to compute the tax due (on the basis of the actual earnings of the year to the date of cessation), this sum is to be deducted, the balance of pay released and the facts reported to the Chief Inspector of Taxes.

(Note. Reference to the Director of Navy Accounts is unnecessary in these cases.)

6. When full information is subsequently available a final adjustment will be made by the Chief Inspector of Taxes. Where new employment is taken up and the original assessment is found to be correct, the Chief Inspector of Taxes will require to be furnished with a Form 102 to enable him to make direct application for any balance of tax due. Where new employment is not taken up the Chief Inspector will notify the adjusted liability and if the tax taken is excessive a refund will be authorised. If the tax taken is insufficient, normally the Chief Inspector will have written to the taxpayer and asked him to remit the further tax to the Cashier or Paying Officer of the establishment at which he was previously employed, but if he fails to make the necessary remittance a Form 102 should be prepared and sent to the Chief Inspector of Taxes. In all cases where there is a balance of tax due one application for payment should be made by the Cashier or Paying Officer before forwarding a Form 102 to the Chief Inspector of Taxes.

7. Detailed instructions regarding the procedure to be followed in connection with the foregoing paragraph will be issued as soon as possible.

**3724.—Fuel Assessment of Official Residences (Form F.R. 1)**

*Home Establishments*

(N.S. Fuel 1545/42.—30.7.1942.)

Form F.R. 1 "Fuel Assessment of Domestic Premises" should be completed by occupants of official residences and forwarded to the Local Fuel Overseer.

2. When supplies of coal and coke are obtained from Admiralty stocks the Supplying Officer, e.g., Superintending Naval Store Officer, Base Accountant Officer, etc., should be shown under paragraph 9 of the form.