

HEAD OF "P" BRANCH

(See Diagram Issue No. 35/43)

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ADMIRALTY FLEET ORDERS

ADMIRALTY, S.W.1,

26th August, 1943.

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

A list of these Orders is enclosed.

By Command of their Lordships,

J. V. Markham

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

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

HPB

Head of "P" Branch

P1 Mr. H. J. G. J. G. J. G.

P2

P3

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ADMIRALTY FLEET ORDERS

No.	Subject.
3888.	Conquest of Sicily—Letters Exchanged Between H.M. The King and the Prime Minister. (<i>Issued separately on 20th August, 1943.</i>)

26th August, 1943.

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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.

3889.—Defence Regulations—Navigation Order No. 22 (1943)

(N.L. 13699/43.—26 Aug. 1943.)

The provisions of Navigation Order No. 22, 1943, which prohibited the entry of vessels into the area of water between the Isle of Bute and the West Coast of Loch Fyne between 55° 45' N. and 55° 55' N., have been revoked.

(A.F.O. 2582/43.)

3890.—Defence Regulations—The Fishing Vessels (Permits) (Amendment) Order, 1943

(N.L. 2169/43.—26 Aug. 1943.)

Their Lordships have issued an Order entitled the Fishing Vessels (Permits) (Amendment) Order, 1943, whereby the Fishing Vessels (Permits) Order, 1939, has been amended as shown in the Schedule hereto. It will be observed that the issue of a Fishing Permit will be subject to such conditions as may be or may have been prescribed by or on behalf of the Admiralty. The following persons are authorised to impose conditions on behalf of the Admiralty:—

- (i) Flag and Naval Officers in charge at any port in the United Kingdom.
- (ii) The Minister of Agriculture and Fisheries or his authorised officer.
- (iii) The Secretary of State for Scotland or his authorised officer.
- (iv) The Minister of Commerce of Northern Ireland or his authorised officer and in the case of permits issued under the Fishing Vessels (Permits) (Isle of Man) Order, 1940 (which has been similarly amended) the Lieutenant-Governor of the Isle of Man or his authorised officer.

SCHEDULE

The Fishing Vessels (Permits) (Amendment) Order, 1943

By Command of the Lords Commissioners
of the Admiralty.

In pursuance of the powers conferred on them by Regulation 43 of the Defence (General) Regulations, 1939, the Lords Commissioners of the Admiralty hereby make the following Order:—

1. Article 1 of the Fishing Vessels (Permits) Order, 1939, shall be amended by the addition of the words
“and the issue of such permit shall be subject to such conditions as may be or may have been prescribed by or on behalf of the Admiralty.”
2. This Order shall come into force forthwith and may be cited as “The Fishing Vessels (Permits) (Amendment) Order, 1943.”

By Command of Their Lordships.

(Signed) H. V. Markham.

Admiralty, S.W.I.
17th August, 1943.

(A.F.O. 2582/43.)

3891.—U.S. Army or Navy Planes in Home Waters—Procedure for Notifying U.S. Authorities of Incidents or Casualties to—REPORT

(M. 06800/43.—26 Aug. 1943.)

Incidents or casualties to U.S. Army and Navy planes in home waters should, after the normal immediate steps have been taken, be notified to the nearest U.S. army, air force or naval authority respectively, and a written report should be forwarded to the Commanding General 8th Air Force or COMNAVEU, as the case may be. Messages for the Commanding General 8th Air Force may, if desired, be forwarded to COMNAVEU. The nearest U.S. authority of any service should be notified in order that any additional assistance may be rendered in cases where facilities of the appropriate service are not available.

3892.—Accountant Departments in Aircraft Carriers and Naval Air Establishments—Standard Nomenclature

(A/AE. 4184/43.—26 Aug. 1943.)

The standardised nomenclature for the various personnel, compartments and equipment connected with aircraft in aircraft carriers, introduced by A.F.O. 2105/43, is to be extended to cover the accountant and supply departments of carriers and naval air establishments.

2. Stores are to be described as “Air Stores,” and the term “Air Supply Staff” is to replace “Fleet Air Arm Supply Staff”. The office section dealing with air stores is to be known as A.S.D. (Air Supply Department), and the officer in immediate charge of air stores is to be addressed by the short title A.S.D.O. (Air Supply Department Officer).

3. The above terms are to be used in demands and correspondence.

4. Clothing and rations will continue to be known as flying clothing and flying rations.

(A.F.O. 2105/43.)

3893.—Warship Weeks—Ships Adopted

(M. 06433/43.—26 Aug. 1943.)

With reference to A.F.Os. 4826/41, 1327/42 and 5736/42, the following ships have been adopted by the towns or areas indicated. Most of these adoptions will not involve the presentation of a plaque or badge by the Admiralty.

Name of ship.	Adopting town or area.
H.M.S. “Bugloss”	Carshalton Urban District
H.M.S. “Dovey”	Faringdon Rural District
H.M.M.G.B. 63	Petworth Rural District
H.M.M.G.B. 67	Alsager Urban District
H.M.M.G.B. 75	Birtley (part of Chester-le-Street Rural District)
H.M.M.G.B. 91	Cricklade and Wootton Bassett Rural District
H.M.M.G.B. 319	Easingwold Rural District
H.M.M.G.B. 330	Llantrisant and Llanwitfadre Rural District
H.M.S. “Trespasser”	Leyton Corporation
H.M.S. “Zambesi”	Borough of Bromley (Kent)

In A.F.O. 3026/43 the area adopting H.M.M.G.B. 326 should read *Newburn Rural District*.

(A.F.Os. 4826/41—not in annual volume—1327/42, 5736/42 and 3026/43.)

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

*3894.—Honours and Awards—Free French Navy

(H. & A. 460/43.—26 Aug. 1943.)

The King has been graciously pleased to approve the following award for distinguished services in command of the Free French Corvette “Commandant Drogou”:

Mention in Despatches.

Lieutenant de Vaisseau Guy Guérin-Lézé, D.S.C., F.N.F.L.

2. This award will not be gazetted.

3895.—Honours and Awards—Royal Norwegian Navy

(H. & A. 435/43.—26 Aug. 1943.)

The King has been graciously pleased to approve the following award for fine seamanship and outstanding devotion to duty in hazardous expeditions in Northern waters:—

The Distinguished Service Cross

Commander Harald Fridtjof Meyer, Royal Norwegian Navy.

2. This award will not be gazetted.

***3896.—Greetings from the Old Contemptibles**

(M. 2328/43.—26 Aug. 1943.)

The following message has been received from the President of the Old Contemptibles' Association:—

4th August, 1943

On this day, the Anniversary of the outbreak of the First German War, the Old Contemptibles' Association recalls with undiminished pride that the British Army was held in contempt by the German military caste which led their people to war and to defeat in the field, primarily at the hands of the British Army. The traditions of the British Army are rooted deep in our history, and have ever been distinguished by courage of the highest order, by patience, endurance and sacrifice, and by chivalry towards those whom it has defeated in the field and to their peoples.

This Association notes with even greater pride and gratitude that the British Imperial Armies, led by men, many of whom shared with us the battles of Mons, the Marne, and Ypres in 1914—by the sons of such men and by others following in the footsteps of those who have prized honour beyond all else—have carried the reputation of the British Army to heights never previously attained. Whether "with backs to the wall," as at Dunkirk, or in the long succession of victories in Abyssinia, and from El Alamein to Tunis, our men have again shown to our enemies that the British Army cannot be held in contempt.

We recall how, in the earlier days of the present conflict, the Axis leaders from Adolph Hitler downwards, have bemused themselves and deceived their peoples by suggesting that the British National Spirit is decadent and that the Armed Forces of the Empire are objects for ridicule and contempt.

On this Anniversary, when everywhere Old Contemptibles remember that the doom of Germany and her Allies in a Four Years War was already sealed in 1914, we send to our Fighting Forces in every theatre of war our very best wishes for speedy victory and their safe return. We trust that on this day of grand memory the Forces of the British Empire and their Allies in combined operations may inflict so heavy a blow against the enemy that the word "contemptible" may henceforth be ever associated with the resounding defeat of the Axis, by sea, on land, and in the air, and with acts of false pride, greed, jealousy, cruelty, terror and aggression which have characterised the enemies of Civilisation and orderly progress throughout the World.

To all those fighting for Freedom—Salute!

To those serving at home, in garrisons abroad, and at our many bases and military establishments, also, we send our hearty good wishes.

To our Comrades of the 1914 Star and Clasp everywhere—Greetings!

(Signed) MILNE,

Field Marshal.

President, Old Contemptibles' Association.

3897.—Land Mines—Prevention of Accidents

(M.405/43.—26 Aug. 1943.)

Attention is drawn to A.F.O. 4029/43, in Section 6 of this issue.

3898.—Naval and Marine Officers—Retention of Acting Higher Rank

(C.W. 9561/43.—26 Aug. 1943.)

Except where otherwise ordered by the Admiralty, officers granted paid acting higher rank "whilst holding present appointment" (or under similar conditions) will, on vacating the appointment in question, continue to hold the acting rank, with the full pay thereof, for the following periods:

(a) during courses.

(b) during any periods of passage, leave, foreign service leave, unemployment, or equivalent non-effective appointment on full pay, until the date of taking up an effective appointment in his substantive rank.

provided that the officer remains fit and available for duty.

(c) during sickness or sick leave not due to causes within the officer's own control, up to a maximum of 61 days reckoned from the date of first being checked sick, irrespective of whether that date falls within the vacated appointment or within any of the periods enumerated in (a) and (b) above. On being found fit for duty the officer, if he does not immediately take up an effective appointment, will be eligible to resume his acting rank under (b) above, and the higher rate of pay, if this has ceased owing to the limit of 61 days having been reached, will be restored as from the date of being found fit. Where sickness is due to causes within the officer's control he will relinquish the acting rank as from the date of ceasing full pay in the appointment in question under K.R. and A.I. Article 1554.

(d) where the officer's sickness is regarded as directly attributable to naval service during the war, the maximum period of retention of acting rank under (c) above is to be 91 days instead of 61 days.

2. The number of this order is to be quoted on pay documents after the rank of any officer to whom the order applies, and attention is directed to the importance of inserting thereon the date of an officer's first being checked sick in cases of discharge under K.R. and A.I., Article 1554. The number of this order is also to be shewn in the remarks column of the ship's ledger in respect of credits for paid acting rank made hereunder, except in cases where the retention of the acting rank is indicated by the appropriate notification in the C.W. list.

3. Officers concerned going sick during any of the periods mentioned in paragraph 1 (b) above are to notify immediately the Accountant Officer of their depot or the Director of Navy Accounts (Branch 4), giving details and quoting this Order.)

4. This Order applies to all officers who vacate appointments of the type referred to in paragraph 1 above on or after 7th November, 1942, except that the special concession in paragraph 1 (d) is applicable to officers checked sick on or after 8th December, 1942; prior to that date the limit of 91 days' retention is applicable only to officers whose sickness was the result of wounds or injuries received in action against the enemy (including operational flights against the enemy).

5. Officers granted acting higher rank without any stipulation or limitation as to the conditions under which it is to be held, e.g., Acting Lieutenant-Commanders promoted under A.F.O. 4240/42, Acting Lieutenants who have not been confirmed in rank because they have not yet acquired the necessary qualifications, and Acting Sub-Lieutenants of all branches, are unaffected by the provisions of this Order, and retain their acting rank indefinitely unless and until specifically reverted to their substantive rank by order of the Admiralty.

6. K.R. and A.I. will be amended.

7. This Order does not apply to officers serving on agreements T.124 or variants, or otherwise paid on a non-naval basis (e.g., on cable ship agreements).

8. In the case of Royal Marine officers in shore formations, where acting rank is retained under paragraph 1 (c) above, an acting promotion in the place of the sick officer will not be made until 28 days have elapsed, during which period the sick officer will remain on the strength of his R.M. unit.

(K.R. and A.I., Article 1554.)

(A.F.Os. 3794/41 and 4240/42.)

3899.—Junior Reserve Officers—Accelerated Promotion to Lieutenant or Acting Lieutenant

(C.W. 12089/43.—26 Aug. 1943.)

With reference to A.F.Os. 424/42, 425/42 and 6000/42, the following additions should be made to the list of officers who may be recommended for accelerated promotion on the grounds that they are outstanding in the performance of their duties.

2. *Executive Sub-Lieutenants R.N.R. and R.N.V.R., not in possession of a Watchkeeping Certificate.*

These officers may be recommended for promotion to Acting Lieutenant provided that:—

- they have attained the age of 22.
- they have performed one year's service in the rank of Sub-Lieutenant, including acting and probationary time.
- it is certified, by an officer of not below Captain's rank that the officer recommended has, through no fault of his own, been prevented by the exigencies of the service from qualifying for a Watchkeeping Certificate, but is, in all other respects, recommended for accelerated promotion.

3. Officers granted promotion to Acting Lieutenant under the above provisions are required to obtain a Watchkeeping Certificate at the earliest possible opportunity. On completing one year's sea service and obtaining a Watchkeeping Certificate they will be confirmed as Lieutenants with seniority of the date on which they were promoted to Acting Lieutenant.

4. *R.N.(A) and Reserve Officers qualified as Pilots or Observers and medically unfit for flying duties, and R.N.V.R.(A) officers commissioned for ground duties.*

5. *R.N.(A), R.N.R., R.N.V.R. and R.N.V.R.(A) officers qualified as pilot or observer who become permanently unfit for flying duties and R.N.V.R.(A) officers granted commissions for ground duties (other than Air Engineer officers) may be recommended for accelerated promotion to Lieutenant provided that they:—*

- have attained the age of 22.
- have performed one year's service in the rank of Sub-Lieutenant or Sub-Lieutenant (A) including acting and probationary time.

(A.F.Os. 424/42, 425/42 and 6000/42.)

3900.—Short Service R.N. (A.) Officers—Eligibility for Additional Seniority

(C.W. 33693/43.—26 Aug. 1943.)

Attention is drawn to the fact that Short Service R.N. (A.) Officers are equally eligible with other Active Service R.N. and Permanent Reserve Officers for grants of additional seniority under A.F.O. 1027/41:

(A.F.O. 1027/41.)

***3901—Warrant Engineer and Warrant Mechanician—Examination for—February, 1943, Results—REPORTS**

(C.W. 32241/43.—26 Aug. 1943.)

The following statement shows the results of the examination for Warrant Engineer and Warrant Mechanician held in February, 1943.

2. The names of the first 60 candidates on the list have been placed on the roster for promotion, and the provisional dates for promotion are given in order to facilitate any necessary arrangements as to reliefs, passages, etc. Commanding Officers are to take all necessary action to ensure that the ratings concerned reach their depots by the dates named.

3. The advancement of candidates to Acting Warrant Rank will be subject to their being physically fit and to their conduct and ability continuing to be satisfactory. Attention is specially drawn to K.R. & A.I., Articles 306 and 313 (3) and (4).

4. The promotion of candidates will be issued in a C.W. Daily List of Appointments, which will be the authority for promotion, and will contain the date of appointment. Normally this will be issued after medical examination on return to depot. Candidates should not incur expenses in anticipation of promotion.

5. Commanding Officers are to take all necessary action to ensure that the ratings who are due for promotion on the 1st October, 1943, and 1st April, 1944, reach their depots by that date. Reports giving the dates of arrival and stating whether the candidates are still medically fit for promotion are to be rendered by depots concerned as soon as possible.

Name	Official No.	Where serving	Depot	Provisional date for promotion	Marks		
					Paper I 600	Paper II 600	Total 1,200
1943							
Monahan, J. R.	MX.48708	"Ludlow" ...	D	1st October	575	545	1,120
Dean, A. H.	MX.48709	"Black Prince" ...	D	1st October	525	505	1,030
Easley, J. J.	MX.50601	"Quorn" ...	P	1st October	497	531	1,028
Strickland, A. R. J.	MX.48543	"Victorious" ...	D	1st October	527	499	1,026
Bravery, A. J.	MX.45993	"J.4456" (S/Ms.) ...	D	1st October	477	540	1,017
Bleaney, B. F.	KX.82491	"Argus" ...	P	1st October	533	474	1,007
Scott, T. R.	KX.81870	"Newfoundland" ...	D	1st October	490	511	1,001
Hill, L.	MX.48557	"Hawkins" ...	P	1st October	493	507	1,000
Clark, A. J.	MX.48680	"Furious" ...	D	1st October	474	510	984
Stevens, L. C.	MX.46960	"Middleton" ...	P	1st October	509	470	979
Wakeham, A. C.	MX.52640	"Norfolk" ...	D	1st October	440	536	976
Morton, G. R. E.	MX.49583	"Duke of York" ...	D	1st October	480	491	971
Millican, W. H.	MX.53257	"Pembroke" ...	C	1st October	509	460	969
Pellatt, J. F.	MX.47620	"Gozo" ...	C	1st October	453	509	962
Worsfold, D. St. C.	MX.48699	"Orion" ...	P	1st October	505	454	959
Hodge, A. E. J.	MX.52354	"Wilton" ...	D	1st October	457	497	954
Limby, S. A.	MX.46945	"Dolphin" (S/Ms.) ...	C	1st October	475	478	953
Shotter, G. W.	MX.48681	"Achilles" ...	P	1st October	472	479	951
Richardson, G. R.	KX.79727	"Cleopatra" ...	C	1st October	480	462	942
Burt, R. C.	MX.47774	"Dinosaur" for R.N. Unit, Calshot.	C	1st October	438	501	939
Field, R. G. R.	MX.47778	"Bramham" ...	D	1st October	489	444	933
Moyes, A. C.	MX.48684	"Ledbury" ...	P	1st October	450	482	932
Walton, A. F.	MX.45655	"Enchantress" ...	P	1st October	467	464	931
Manby, G. W.	M.37024	"Blackpool" ...	P	1st October	468	462	930
Bilton, W.	MX.48692	"Swiftsure" ...	C	1st October	415	505	920
Nichols, R. A.	MX.45670	"Wayland" ...	C	1st October	423	496	919
Bargewell, R. T.	MX.47299	"Wolverine" ...	D	1st October	445	470	915
Batty, J.	M.39376	"Norfolk" ...	D	1st October	415	491	906
Collins, G. C.	MX.48679	"Dinosaur" (C.Ops.) ...	B	1st October	458	447	905
Roberts, J. P.	MX.46959	"Valiant" ...	D	1st October	470	434	904
1944							
Spacey, C. V.	MX.46962	"Queen Elizabeth" ...	P	1st April	420	482	902
Reynolds, C.	MX.47658	"Verity" ...	P	1st April	405	496	901
Byrne, H. H.	MX.47802	"Aberdare" ...	C	1st April	451	445	896
White, W. E.	KX.81081	"Norfolk" ...	D	1st April	405	488	893
Noble, C.	KX.80082	"Penelope" ...	P	1st April	417	475	892
Walters, P. E.	M.39378	"Tyne" ...	D	1st April	477	412	889
Darbin, F. C.	KX.80931	"Hawkins" ...	P	1st April	403	485	888
Godden, A. E.	MX.48691	"Erebus" ...	P	1st April	407	474	881
Slaide, H. C.	MX.46561	"Jamaica" ...	D	1st April	450	427	877
Johnson, H. V.	MX.52658	"Leamington" ...	C	1st April	473	399	872
West, W. H.	MX.50131	"Dolphin" ...	P	1st April	390	481	871
Kimberley, W. R.	M.37904	"Hannibal" for Mobile Land Repair Unit.	P	1st April	415	455	870
Bywater, A.	M.39426	"Sutton" ...	P	1st April	400	465	865
Harwood, H.	MX.51698	"Duke of York" ...	D	1st April	448	416	864
Styles, J. E.	M.38373	"Ajax" ...	C	1st April	365	498	863
Cansfield, F. H.	MX.45237	"Jamaica" ...	D	1st April	461	401	862
Lane, J. F.	MX.47761	"Anson" ...	C	1st April	342	517	859
Ward, H.	KX.82993	"Revenge" ...	P	1st April	425	433	858
Carpenter, A. J.	MX.47695	"Queen Elizabeth" ...	P	1st April	375	482	857
Lacey, H. H.	MX.51504	"Malaya" ...	P	1st April	378	475	853
Short, C. J.	M.39410	"Onslaught" ...	D	1st April	384	463	847
Martin, V. E. D.	MX.48559	"King George V" ...	P	1st April	370	460	830
Holmes, J.	K.66878	"Redsbank" ...	C	1st April	410	417	827
Smith, J.	MX.51200	"Aurora" ...	P	1st April	330	495	825
Smith, E. N.	MX.51448	"Havelock" ...	P	1st April	340	484	824
Beavis, A. E.	MX.54201	"Royal Sovereign" ...	C	1st April	348	471	819
Rutland, S. J.	KX.80646	"Implacable" ...	D	1st April	318	495	813
Walden, G. E.	MX.46231	"Bleasdale" ...	C	1st April	420	392	812
Head, S. F.	KX.80493	"Queen Elizabeth" ...	P	1st April	335	469	804
Davis, L.	KX.79879	"Warspite" ...	C	1st April	422	376	798

Exam. No. Allotted	Marks			Exam. No. Allotted	Marks		
	Paper I Max. 600	Paper II Max. 600	Total Max. 1,200		Paper I Max. 600	Paper II Max. 600	Total Max. 1,200
258	300	490	790	20	305	387	692
182	413	375	788	187	395	291	686
127	330	442	772	86	307	375	682
124	376	389	765	25	373	288	661
22	431	327	758	17	352	291	643
41	375	382	757	191	285	355	640
40	385	367	752	5	373	263	636
260	362	383	745	240	295	338	633
186	293	441	734	114	243	362	605
135	349	376	725	248	255	336	591
242	417	305	722	251	222	338	560
62	350	349	699				

***3902.—Regulating Petty Officer—Grant of Rate of Acting Master-at-Arms**

(N. 15274/43.—26 Aug. 1943.)

Commanders-in-Chief abroad may grant the acting (paid) rating of Master-at-Arms to a Regulating Petty Officer filling an authorised complement billet for an M.A.A. subject to the following conditions:—

- (i) The man is recommended.
- (ii) The vacancy cannot be filled by station drafting, *i.e.*, no supernumerary M.A.A. is borne on the station in ships or elsewhere.
- (iii) That a Junior R.P.O. is not granted acting advancement over the head of a senior R.P.O. in the same ship or establishment.
- (iv) That the rating concerned is aware that the acting rating can only be held temporarily while filling the complement vacancy, *i.e.*, he will have to revert to R.P.O. as soon as an M.A.A. becomes available to fill the billet.

2. No advancements made under this Order may be dated earlier than the 29th July, 1943.

(Admiralty Message 291628B/Jul.)

***3903.—Stoker Ratings—Advancement**

(N. 7615/1943.—26 Aug. 1943.)

Stokers I with (M) certificates may, in future, be advanced to Acting Leading Stoker after a minimum period of twelve months as Stoker 1st Class, instead of after two years. A.F.O. 110/41, clause 2, section B(e) is to be amended accordingly.

(A.F.O. 110/41.)

***3904.—Telegraphist Detectors—Abolition**

(N.10840/43.—26 Aug. 1943.)

The non-substantive ratings of Telegraphist Detector Instructor, Higher Telegraphist Detector and Telegraphist Detector are to be allowed to die out. No more men are to be trained or rated, but men who already hold these non-substantive ratings may continue to do so until their discharge to general service.

(K.R. and A.I., Vol. II, Appendix XVII, Part 3, Nos. 104-106—
K.R. Amendment 5/38.)

(A.G.M. 386A, 5 Aug. 1943, is Cancelled.)

(A.F.O. 3151/43 is cancelled.)

3905.—V/S and W/T Ratings—Temporary War Complements—Amendment

(N. 25228/42.—26 Aug. 1943.)

The following amendment is to be made to C.A.F.O. 315/42:—

In note (a), after "If on the Mediterranean Station", insert "or in the Eastern Fleet".

(C.A.F.O. 315/42.)

***3906.—W/T Ratings—Advancement**

(N. 15456/43.—26 Aug. 1943.)

The following amendments are to be made to A.F.O. 885/43:—

Table I

*Yeoman of Signals and Petty Officer Telegraphist
Temporary Advancement*

(B) Fit to take charge of the Signal or Wireless Department of a ship not allowed a C.Y.S. or C.P.O. Telegraphist respectively. One year's seniority, etc.

Chief Yeoman of Signals and Chief Petty Officer Telegraphist

(B) Fit to take charge of Signal or Wireless Department of a capital ship. Three years' seniority, etc.

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

***3907.—Acting Able Seamen and Acting Stokers, 1st Class (General Service) and Acting Seamen and Acting Stokers (Patrol Service)—Confirmation**

(N. 13712/43.—26 Aug. 1943.)

Acting Able Seamen and Acting Stokers, 1st Class, and Acting Seamen and Acting Stokers (Patrol Service), who are prevented by medical unfitness from obtaining the sea service or (for general service ratings) professional qualifications required for the confirmed rate, may be confirmed without these qualifications on completing three years' man's service. For ratings transferred from other branches only such time in previous branch as has been allowed for them to count towards advancement to the A.B. (or equivalent) rate is to be reckoned in calculating the three years' service for the purpose of confirmation in rating. Seniority on confirmation may not be ante-dated earlier than the date of being rated "acting".

2. In no circumstances other than medical unfitness is confirmation allowed without full qualification.

(A.F.Os. 3210/42 and 5250/42.)

3908.—Harbour Defence Operators—Advancement to Higher Rates at A/S School at Bombay—REPORTS

(A./S.M. 370/43.—26 Aug. 1943.)

Harbour Defence Operators serving in eastern waters who fulfil the requirements laid down in A.F.O. 2353/42 and are given an appropriate course at Bombay A/S School, may be granted the acting rank of H.D.O.I. or H.D.O.II.

2. Before they are rated they must have shown themselves, in an examination by an A/S Fixed Defence Officer appointed to H.M.I.S. "Machlimar" for instructional duties, fully capable of carrying out the duties of the higher rate.

3. Ratings holding the acting higher non-substantive rate will be given the acting higher substantive rate and will be eligible for the higher rates of pay.

4. The names of men so rated are to be reported to the Commanding Officer H.M.S. "Curlew" and the Commodore of the depot concerned, and they will be considered eligible for drafting and disposal in the rating conferred unless subsequently found unsuitable for the new rating and reverted.

5. The names of ratings who relinquish their acting substantive and non-substantive rates are to be reported as in paragraph 4 above, giving the date of the relinquishment.

6. Confirmation of the acting rate will be made at the first opportunity on return to H.M.S. "Curlew".

(A.F.O. 2353/42.)

3909.—A S Fixed Defence Stations, Ratings Employed in—Revised Conditions of Entry and Service—REPORTS

(A./S.M. 370/43.—26 Aug. 1943.)

The following amendments are to be made to A.F.O. 2353/42 :—

Paragraphs 8, 9, 10, 14, 15, 16, 20, 22 and 27—

For "H.M.S. Osprey" substitute "H.M.S. Curlew".

Paragraph 12—

Add "except when the course is taken in H.M.I.S. 'Machlimar'".

Paragraph 14—

Under both headings add "or (d) pass the necessary examinations in H.M.I.S. 'Machlimar' (for acting rate only)".

(A.F.O. 2353/42.)

3910.—Boom Defence Service During Hostilities—Advancement of Ratings Employed in—Provision for the Ratings of C.P.O. and Chief Rigger

(N. 7710/42.—26 Aug. 1943.)

Provision having now been made in Boom Defence Service complements for the ratings of Chief Petty Officer and Chief Rigger, the following amendments are to be made to A.F.O. 3801/40 :—

Appendix I (Seaman Branch)

Under heading "Qualification"—

Delete the words in brackets "subject to inclusion of this rate in Boom Defence Service."

Appendix II (Rigger Branch)

Under heading "Qualification"—

Delete the words in brackets "subject to inclusion of this rate in Boom Defence Service."

(A.F.O. 3801/40.)

***3911.—Sick Berth Branch (Dental Section)—Advancement**

(N. 20037/43.—26 Aug. 1943.)

The following amendment is to be made to A.F.O. 4969/42 :—

Paragraph 7. *Cancel and substitute* :—

(a) *Entry as S.B.A. (D.M.)*.—In all cases men will be entered as S.B.A. (D.M.) under the following conditions :—

(i) Entries will normally be restricted to candidates who can produce satisfactory written evidence that they have completed at least four years' practical experience in their craft (including apprenticeship), but a limited number of apprentices and improvers with less than four years total experience may be accepted, provided they are certified by their previous employers to have shown aptitude and zeal and that they are likely to become efficient mechanics after further training.

(ii) Applications from candidates with less than four years' experience should be referred to the Medical Director-General for consideration and approval prior to acceptance.

(iii) S.B.A. (D.Ms.) will only be employed at Naval dental laboratories under the supervision of experienced Dental Mechanics (civilians or S.B.P.Os. (D.M.)).

(b) *Advancement to L.S.B.A. (D.M.)*.—(i) S.B.A. (D.Ms.) will be eligible for advancement on the satisfactory completion of a practical test of efficiency as mechanics, which includes all stages of construction and repair, etc., of plastic base dentures, and the preliminary training course, which includes :—

(1) Part I Recruit Training.

(2) Anti-Gas Course.

(3) A series of lectures for First Aid as for S.B.As. (D).

(ii) In all cases the recommendation of the Senior Dental Surgeon under whom they may be serving is required.

(iii) Ratings who fail to pass the prescribed tests may submit themselves for re-examination after an interval of not less than two months.

(c) *Advancement to S.B.P.O. (D.M.)*.—(i) L.S.B.A. (D.Ms.) will be eligible for advancement to S.B.P.O. (D.M.) on completion of eight years' total practical experience, including apprenticeship and civilian employment, if recommended by the Senior Dental Surgeon under whom they are serving.

(ii) Such recommendations are to be based not only on technical skill and experience, but also on general suitability and ability to take charge of a laboratory.

(A.F.O. 4969/42.)

3912.—R.N.P.S. Ratings—Trawlers, Manned by—Relief Pools for—REPORTS

(N. 13265/43.—26 Aug. 1943.)

Pools of R.N.P.S. ratings known as "Trawler Relief Pools" are, or will be, established at certain bases in the United Kingdom and abroad for the purpose of providing relief ratings for trawlers and other vessels manned by the R.N. Patrol Service. In most cases the precise numbers allowed are shown in the scheme of complement for the base or have been communicated by Admiralty letter or signal. These numbers are normally based on two standard pools, A or B, as shown in the Appendix to this Order.

2. Bases to which no pool has been allocated are to continue to draw ratings as follows :—

(a) *At home*—From H.M.S. "Europa" (Patrol Service Central Depot, Lowestoft).

(b) *Abroad*—From the main pool on the station or by application to the Commander-in-Chief.

3. These pools form a ready means of maintaining the complements of R.N.P.S. manned vessels without recourse to H.M.S. "Europa", but whether or not a pool is available for that purpose, the responsibility remains with the appropriate Naval officers to see that the approved complements are strictly adhered to, and to report surpluses or deficiencies to H.M.S. "Europa" for vessels at home and to the Commander-in-Chief, or other prescribed drafting authority, for vessels abroad.

4. The following instructions are to be observed in the detailed administration of these pools :—

(i) The ratings are intended solely to fill vacancies in the approved complements of vessels manned by the R.N.P.S. They are not to be used to fill other complement vacancies, either ashore or afloat. They must, however, be fully employed whilst in the pool, primarily in effective training supplemented as necessary by useful naval work at the base. These instructions apply equally to Wiremen (M/S).

(ii) R.N.P.S. ratings, and Wiremen (M/S), becoming surplus to requirements or to the approved limits of the pool are to be discharged immediately to H.M.S. "Europa" unless in the case of bases abroad only there is a clear prospect of their being needed for approved vacancies in the immediate future.

(iii) When a complement vacancy occurs in any R.N.P.S. manned vessel the relief rating from the pool is to be drafted to it on a permanent basis.

If the vacancy is caused by a rating's temporary absence (e.g. sick) and he returns before the expiration of 21 days, he should be sent to the pool in replacement of his relief. When the rating's discharge from the vessel is permanent (e.g. on death) or when the absence exceeds 21 days, bases at home may apply for another rating from H.M.S. "Europa" to replenish the pool, in which case an absent rating must be sent to H.M.S. "Europa" if and when he returns to duty; the comparable action to be taken abroad is left to the discretion of the Commander-in-Chief, subject to compliance with (ii) above.

(iv) The instructions in (iii) apply also to reliefs provided in emergency by one base to a vessel of another base. Both H.M.S. "Europa" and the vessel's base are to be informed of the action taken.

(v) Two crews ready for service abroad are always available in H.M.S. "Europa". Vacancies occurring in the United Kingdom in vessels destined for abroad are, therefore, not to be filled from the home pools, except in emergency, but should be notified to H.M.S. "Europa".

(vi) All movements of ratings in and out of these pools are to be reported weekly to H.M.S. "Europa", in addition to the usual reports on Form S.165. Whether or not a relief is required under (iii) above is to be duly mentioned.

Wiremen (M/S) for the pools will in fact be drafted to the base maintenance staffs additional to numbers allowed by complement, but their movements should be reported similarly to those of other pool ratings.

(vii) The provisions of A.F.O. 2354/42 are to be followed for the drafting of R.N.P.S. submarine detector ratings and the foregoing detailed instructions are to be interpreted on that basis.

(viii) The procedure ordered by A.F.O. 503/40 is to be applied punctually to all movements of ratings in accordance with these instructions, and the arrangement made between H.M.S. "Europa" and bases whereby certain periodical nominal lists are rendered by those bases to H.M.S. "Europa" should continue.

5. Enginemen are not normally included in the pools at home, since it has been found by experience that the many different types of engine now in use are better served by the selection of suitable ratings by H.M.S. "Europa" (*vide* A.F.O. 3211/42.)

6. Admiralty Letters N.17276/42 of 4th August, 1942, and N.21379/42 of 20th October, 1942, to authorities at home are cancelled.

Appendix

Type A	Type B
2 Second Hands or P.Os. (P.S.)	2 Second Hands or P.Os. (P.S.)
2 Leading Seamen	1 Leading Seaman
3 Signalmen	2 Signalmen
3 Telegraphist	2 Cooks
3 Cooks	*8 Stokers (2 LL)
*12 Stokers (including 2 LL)	1 Telegraphist
*2 Stewards	*1 Steward
*2 Wiremen (M/S)	*1 Wireman (M/S)
18 Seamen or Ordinary Seamen (including 2 P.S.G.L., 2 P.S.S.G., *2 S.D.)	12 Seamen or Ordinary Seamen (including 2 P.S.G.L., 2 P.S.S.G., *1 S.D.)
47	30

* Subject to the number of appropriate vessels borne.

(A.F.Os. 503/40, 2354/42 and 3211/42.)

3913.—South African Naval Forces—Revised Rates of Pay and Allowances

(N. 6368/43.—26 Aug. 1943.)

The Government of the Union of South Africa have introduced new rates of pay, etc., and married allowances for Union Defence Forces. Full details of the new rates, etc., for personnel of the South African Naval Forces, modifying those promulgated by A.F.O. 3022/43, will be issued by a further A.F.O. as soon as possible. In the meantime the following changes for ratings already seconded to the R.N. are to be introduced from 1st June, 1943.

2. New basic daily rates of pay are to be credited to ratings and Warrant Officers of all branches except artificers and artisans as follows:—

	s.	d.
Ordinary seamen ...	5	0
A.B. under six months' total service as A.B. and O.S. ...	5	0
A.B. over six months' and under 24 months' total service as A.B. and O.S. ...	6	0
A.B. over 24 months' total service as A.B. and O.S. ...	7	0
Leading seamen ...	8	0
Petty Officer ...	10	0
Chief Petty Officer ...	11	0
Warrant Officer ...	15	0

3. Extra duty allowances and proficiency pay are abolished, and payment of non-substantive pay should also cease pending any further instructions to the contrary.

4. The age qualification of 18 years for advancement from Ordinary Seaman to A.B. is abolished. Ordinary Seaman with six months' or more service as at 31st May, 1943, are to be advanced to Acting A.B. irrespective of age and paid 6s. a day on completion of six months' service. On qualification professionally such Acting A.Bs. will be confirmed. This applies to equivalent ratings in all branches but is only applicable to ratings already seconded to the R.N. on 31st May, 1943. Ratings seconded subsequently will have to qualify for A.B. before they can be paid the 6s. rate.

5. Where the total of old rate of basic pay, proficiency pay, and extra duty allowance is greater than the new basic pay, a personal allowance at the rate of difference is to be credited. This personal allowance is not to be considered in calculation of minimum qualifying allotment.

6. The rates for artificers and artisans will be promulgated later, but other allowances mentioned apply to ratings and Warrant Officers of all classes.

7. The new married allowances for all ratings and Warrant Officers are:— wife only, 5s. 3d., 2s. 0d. additional for the first child, and 1s. 0d. additional for each further child. These rates are to be credited, except where there are no children and these rates are less than existing rates no change should be made until a child is born.

8. Allotments in accordance with these instructions are to be prepared forthwith, and despatched by quickest route to the Cashier, H.M. Dockyard, Simonstown, or appropriate paying officer.

9. All allotments redeclared are to be on a monthly basis, minimum rate being 30½ times the total of daily married allowance and half daily basic pay.

10. From 1st June, 1943, all unmarried ratings and Warrant Officers are entitled to lodging allowance of 2s. 0d. a day where quarters are not provided.

11. The rates of cost of living allowances are varied as follows:—

	s.	d.
Single O.S. and A.B. whose pay is less than 7s. a day	7	a day
All other single ratings	9	..
All married ratings and Warrant Officers	2	9 ..

Cost of living allowance need not be included in allotments.

(N.B.—Further revised rates of cost of living allowances effective from 1st July, 1943, are being promulgated by separate A.F.O. in confirmation of A.G.M. 397 of 6 August, 1943.)

12. Any apparent discrepancies as between rates of basic pay for Ordinary Seamen and A.B. shown above, which may appear in S.A.N.F. transfer lists after the 1st June, 1943, are to be accepted pending promulgation of full details of new rates of pay.

(A.F.O. 3022/43 and A.G.M. 397 of 6 Aug. 1943.)

(A.G.M. 379 of 4 Aug. 1943 is cancelled.)

3914.—South African Naval Forces—Cost of Living Allowances

(N.8842/43.—26 Aug. 1943.)

With reference to A.F.O. 3022/43, paragraphs 31 and 32, and Admiralty General Message 379A, paragraph 8, of 4th August, 1943, cost of living allowances for personnel of the South African Naval Forces have been revised as follows from 1st July, 1943:—

	per diem.	
	s.	d.
Married—		
Lieutenants and above	3	7
All other personnel	3	0

Unmarried—	<i>per diem.</i>
	<i>s. d.</i>
Lieut.-Commander and above, and Surg.-Lieutenants ...	1 2
Lieutenants (except Surg.-Lieutenants) and Sub-Lieutenants with basic pay of 20s. 0d. a day	1 0
Sub-Lieutenants with basic pay of less than 20s. 0d. a day, C.P.Os., P.Os., Ldg. Ratings, and A.Bs., receiving 7s. 0d. a day	10
Midshipmen, O.S., and A.Bs. receiving less than 7s. 0d. a day	7

(A.F.O. 3022/43 and A.G.M. 379 of 4 Aug. 1943.)

(Admiralty General Message 397 of 6 Aug. 1943 is cancelled.)

3915.—Union of South Africa—Documents of Identity to be Carried by Service Personnel Seeking to Enter

(N.L. 12030/43.—26 Aug. 1943.)

Attention is called to the fact that in order to meet the requirements of the Union authorities, Naval and Royal Marine officers proceeding on duty to the Union of South Africa must carry their Naval Officer's Identity Cards with photograph (Form S. 1511), together with written orders or a personal appointment to indicate that they are travelling on official duty.

2. Naval ratings and other ranks of the Royal Marines proceeding to the Union in draft must carry their Sailor's Pay and Identity Books complete with photograph (Form S. 43a) and must be shown upon a comprehensive draft note in the care of the officer or senior rating in charge of the draft. Any rating or other rank proceeding individually must be in personal possession of a draft note.

3. Personnel proceeding on leave from this country to the Union must, if officers, carry a certificate to the effect that they are travelling on authorised leave to South Africa, or in the case of ratings, or other ranks R.M., must carry a Leave Ticket indicating that they are authorised to travel.

4. The above arrangements do not apply to personnel travelling by air in respect of whom special arrangements are made.

3916.—Night Vision—Standards to be achieved by Candidates for A.A.3, L.R.3 and C.R.3

(N.23009/42.—26 Aug. 1943.)

For some months a minimum night vision standard has been imposed on all candidates for the non-substantive ratings of A.A.3, L.R.3 and C.R.3, in the gunnery schools at the three Home ports. The standard selected was "12", i.e. those men were rejected who attained standard 13 or worse.

2. Experience has shown that approximately 7 per cent. of the men tested have been rejected on these grounds.

3. It has now been decided this minimum standard of night vision shall be extended to all men qualifying for A.A.3, L.R.3 and C.R.3, whether afloat or ashore, and all candidates are to be tested before they are recommended for course.

4. Facilities for testing are now available in all cruisers and above, and depot ships.

5. Rejected candidates should be considered for other non-substantive ratings

3917.—Protective Inoculation and Vaccination for Personnel Proceeding Abroad—Guidance for Medical Officers

(M.D.G. 13632/42.—26 Aug. 1943.)

All personnel proceeding abroad to areas where Yellow Fever is endemic are to be inoculated against the disease. Personnel proceeding to shore establishments in West Africa or to ships based on West Africa are included. Personnel flying from the west to the east coast of Africa and from any endemic area to Gibraltar should invariably be inoculated and carry a certificate to that effect in order to avoid quarantine restrictions.

2. Immunity develops in about ten days after inoculation and whenever possible this period should elapse before sailing from the United Kingdom.

3. Inoculation against Yellow Fever should precede Vaccination against Small-Pox if possible, and there should be an interval of not less than five days between the two.

4. Inoculations against Plague, Cholera, Typhus or inoculation with T.A.B. (T) can, if necessary, be given at the same time as inoculation against Yellow Fever.

5. In cases where delay cannot be accepted the procedure laid down in paragraph 3 should not be followed, and inoculation against Yellow Fever and vaccination against Small-Pox must be done at the same time.

6. Personnel should be warned, not to take alcoholic drinks for a period extending from 24 hours before until 24 hours after inoculation, as a small amount of alcohol circulating in the blood is liable to prevent immunity being established.

7. Inoculation against Yellow Fever can be carried out in London by arrangement with the Medical Department, Admiralty, or at any Naval Establishment provided notice is given so that the vaccine may be obtained.

8. Stocks of yellow fever vaccine are held at the following establishments, replenishments for which are obtainable by application to Medical Director-General:—

Royal Naval Hospital, Haslar.
Royal Naval Hospital, Chatham.
Royal Naval Hospital, Plymouth.
Royal Naval Auxiliary Hospital, Barrow Gurney, near Bristol.
Royal Naval Auxiliary Hospital, Kingsseat, Aberdeen.
Royal Naval Sick Quarters, St. Paul's Eye Hospital, Old Hall Street, Liverpool.
Royal Naval Sick Quarters, Victoria Road, Swansea.
Naval Offices, St. Enoch Hotel, Glasgow.
H.M. Naval Base, North Shields.
Royal Naval Medical Depot, Dunfermline.
H.M. Naval Base, Londonderry.
R.N. Sick Quarters, 24, Cathedral Road, Cardiff.
H.M. Dockyard, Gibraltar.
H.M. Naval Base, Algiers.

9. When the vaccine is required it should be demanded from the most convenient place, specifying the exact quantities of vaccine and distilled water (if necessary) required. The smallest ampoule of dried vaccine requires the addition of 1.5 c.c.s. of distilled water and is sufficient for three inoculations. Ampoules containing 5, 10 and 20 doses are also available.

10. The attention of medical officers is drawn to the rapidity with which this vaccine becomes inert if not stored at a temperature of 4 deg. C. or under.

11. It is most important that notation be made in pay books (A.F.O. 1003/42) as well as on medical history sheets. The notation made in pay books should be restricted to "Inoculation in accordance with C.A.F.O. 515/42".

(C.A.F.O. 515/42.)

(A.F.Os. 1003/42, 1368/42, 4260/42, 4557/42 and 866/43 are cancelled.)

A.F.O.
211/45
7025/45

3918.—Protective Inoculation Against Disease—Anti-Typhoid and Anti-Tetanus Inoculation of all Personnel

(M.D.G. 38298/43.—26 Aug. 1943.)

During hostilities it has been considered advisable that all naval personnel should be inoculated against the typhoid group and tetanus, the procedure being governed by the provisions of K.R. & A.I., Article 1417, clause 12 (2), 13, 14 and 15.

2. Special protection against tetanus had recently been introduced (A.F.O. 1003/42), the course consisting of two injections of tetanus toxoid at an interval of six weeks.

3. With the use of combined T.A.B. vaccine and tetanus toxoid the complete course is reduced to two injections at an interval of not less than four weeks.

4. Typhoid group vaccine and tetanus toxoid (combined) is now prepared at R.N. Medical School, and is available for supply from Issuing Medical Depots

(R.N. Hospitals, Haslar, Chatham, and Plymouth; and R.N. Medical Depot, Dumfermline). These depots will continue to replenish their stocks from the Medical School as heretofore. Demands should be economical and limited to the quantities actually required.

5. In order to ensure the maximum degree of immunity from the employment of this vaccine, it should be used as soon as practicable after receipt.

6. In future T.A.B. (T) vaccine is to be used, not only for initial inoculations but also for annual refresher doses.

In order to reduce reactions attention is drawn to the importance of giving the injection subcutaneously. Intramuscular injections, because of their rapid absorption tend to give general reactions and a lower degree of immunity.

Sterilization of syringe and needles should be done by boiling. Methylated spirit frequently causes local reaction.

The importance of a rest period, where practicable, after inoculation is also emphasised.

7. The details of the inoculation are to be entered on Medical History Sheets when these are available, and the particulars, together with the date, are to be stamped on page 15 of Form S.43A (Sailor's Pay Book and Identity Card), at the time when the injections are actually given:—

(a) All officers and also civilian employees within the scope of naval inoculations.

(b) Prophylactic inoculations against any disease.

Notations of inoculations of any type are to be made in the Pay Book, S.43A, issued to officers and men, and in the case of civilian employees, on a certificate to keep with the Identity Card.

Where only the first inoculation can be given before departure abroad, the date when the next inoculation is due must be stated.

8. The monthly report of T.A.B., T. inoculations and reactions (K.R. & A.I., Article 1417, clause 15) is to be rendered direct to the Professor of Pathology, R.N. Medical School, 4, Elton Road, Clevedon, Somerset.

There is much difference of opinion among medical officers as to the degree of intensity of reactions following inoculation which should be regarded as sufficient to warrant their inclusion as such in the returns.

For the information to be of any value it is necessary that there should be uniformity of procedure, and in future reports should be rendered in the form given below:—

INOCULATION RETURN

Ship or Establishment

Month ending

Type of Vaccine

	Batch No. and date	Nil	*	**	***	Total
First inoculation:—						
Local reactions						
General reactions						
Second inoculation:—						
Local reactions						
General reactions						
Totals						
Special reactions and remarks:—						

9. Instructions for completing the return are as follows:—

Local reactions:—

Nil = No signs.

* = Area of inflammation and swelling not exceeding 5 sq. cms.

** = Area of inflammation and swelling exceeding 5 sq. cms.

*** = Large area of inflammation, swelling and lymphadenitis.

General reactions:—

Nil = No symptoms.

* = Headache and malaise. Temperature normal.

** = Headache and malaise. Temperature above normal but not exceeding 100° F.

*** = Headache, malaise and nausea, etc. Temperature exceeding 100° F. Sick List.

(Batch number and date of vaccine is often omitted but importance of its inclusion is obvious, particularly if the return shows an abnormal number of reactions.)

(K.R. & A.I., Article 1417.)

(A.F.Os. 1003/42 and 5267/42 are cancelled.)

A.70.6393/45
.. 5307/46
GENERAL.

*3919.—State Insurance—Naval Personnel

(P.M./D.N.A. 12251/43.—26 Aug. 1943.)

(a) The following instructions for the State Insurance of naval personnel set forth the current procedure. Where they are not at present being implemented, necessary action should be taken forthwith to comply with them. The attention of Accountant Officers is specially invited to paragraphs 15 and 33.

(b) Canteen service ratings and personnel on T.124X, T.124T or cable ship agreements, although not included in this Order are, generally speaking, similarly insurable, but their *precise* position will be dealt with more fully in separate consolidated Admiralty Fleet Orders. In the meantime, the various Admiralty Fleet Orders already issued on the subject should be adhered to.

(c) Supplies of the printed forms and Ministry of Health leaflets mentioned in this Order are obtainable from Royal Naval Store Depot, Park Royal, London, N.W.10, except where it is laid down that direct application should be made to a specified address.

PART I.—OFFICERS HOLDING PERMANENT COMMISSIONS OR WARRANTS— ROYAL NAVY AND ROYAL MARINES

2. Officers holding permanent or short service commissions or permanent warrants in the Royal Navy and Royal Marines are not in any circumstances compulsorily insurable for National Health and Pensions Insurance or Unemployment Insurance during service. If, however, such an officer was insured under the National Health Insurance or Contributory Pensions Acts at the date of his appointment and had then been insurable either as a civilian or as a member of His Majesty's Forces for at least 104 weeks, he may be entitled to continue his insurance for either health or pensions purposes or both by paying contributions as a voluntary contributor in the same way and under the same conditions as a civilian. If war disability pension or dependant's war pension becomes payable, benefits may be affected as in paragraph 8 below. The advantages of voluntary insurance are explained in A.F.O. 1233/42 and also in Leaflet 39 obtainable from the Ministry of Health, Insurance Department, Blackpool, Lancashire. There is no provision for voluntary insurance under the Unemployment Insurance Acts.

PART II.—OFFICERS OF THE RESERVE AND AUXILIARY FORCES, OFFICERS RE-EMPLOYED AND PERSONS GRANTED TEMPORARY COMMISSIONS OR TEMPORARY WARRANTS

A

National Health and Pensions Insurance

3. *Liability to insurance.*—An officer of the categories shown above is liable for compulsory National Health and Pensions Insurance if he was insured to any extent (i.e., for health and/or pensions purposes either compulsorily or voluntarily)

at the date of commencement of officer service. His rate of officer pay has no bearing on the matter. Such an officer who was a voluntary contributor will be able to resume voluntary insurance on return to civil life if he does not then take up insurable employment, but he should in no circumstances stamp a voluntary contribution card during service.

Note 1.—Officers who in civil life were employed in the Civil Service, or by a local or other public authority or statutory company, were usually insurable, under the ordinary conditions, for some or all pensions purposes even though they might not have been required to be insured for health insurance purposes. Officers who held individual certificates of exemption from National Health Insurance were also insurable for certain pensions purposes.

Note 2.—If an officer had ceased to pay health and/or pensions insurance contributions (compulsorily or voluntarily) before the date of his appointment, he would nevertheless still have been insured provided the last contribution had been paid within a period varying between 18 months and 2½ years preceding the date of such appointment. In cases of doubt, the Ministry of Health will decide.

Note 3.—All ratings promoted to temporary officer are compulsorily insurable during officer service but may opt out provided they were *not* insured for any of the purposes of the Health and Pensions Acts prior to rating service (*see* paragraph 5). Officers who are entitled to exercise this option should bear in mind that by doing so they forgo benefit rights (*see* paragraph 8) at rates of premium which are possible only because of State support and which are particularly valuable after return to civil life, in the event of breakdown in health. They are also reminded that for non-manual civilian employment, the remuneration limit for compulsory insurance is now £420 a year, and that, if they enter such employment after having discontinued insurance during their service, they may find that they have lost the advantage of any service contributions paid and will have to be treated as new entrants into insurance for both Health and Pensions purposes.

4. (a) On entry, each officer should complete Form S.1035 prepared in the manner prescribed in paragraph 16 below. The form should subsequently be sent to the Director of Navy Accounts (Branch 3) for retention (*see* also paragraph 5). Where charges are being instituted, the form should be noted with the date of commencement of the charges.

(b) A direct entrant officer who declares he was not formerly insurable should not be charged. *Important*—The ledger should be noted accordingly, and all pay documents, etc., issued subsequently should be endorsed "NOT INSD NHP".

(c) A direct entrant officer who declares his insurability, and all officers promoted from ratings or marines, should be charged. *Important*—The ledger should be noted accordingly, and all pay documents, etc., issued subsequently should be endorsed "INSD NHP" and particulars of the rate at which charged, and the date to which charged, stated.

5. All officers as at paragraph 4 (c) should complete in full detail Part I of the Form of Particulars as shown in paragraph 14. Officers promoted from ratings who are eligible to opt out should also complete Part II, stating whether they wish to opt out or not. The nature of the option should be noted in the "Remarks" column of the ledger. The Form of Particulars and any contribution cards, etc., should be sent to the Director of Navy Accounts (Branch 3) for onward transmission to the Ministry of Health. The relative Form S.1035 should also be attached. Officers entitled to exercise the option must do so within two months of promotion and it is only effective after the Ministry of Health have confirmed it through the Director of Navy Accounts. In the meantime charges against pay must continue, but where a request to opt out is approved, a recredit will be given subsequently upon the Ministry of Health's approval.

6. Officers who are liable to be insured for health and pensions during service, as explained in paragraph 3 above, are required to disclose their liability and an officer so liable who finds that insurance contributions are not being charged against his pay account should at once notify the Director of Navy Accounts through the Accountant Officer, giving particulars as set out in paragraph 14. *Failure to disclose liability to health and pensions insurance will not only result in an increasing liability for arrears of contributions but may prejudice the officer's insurance rights, including title to contributory pensions.*

7. *Contributions.*—The amount of the weekly contribution, the whole of which (except in the case of certain junior Naval and Royal Marine officers referred to in paragraph 11) is payable by the officer, is 1s. 5d. (4d. Health, 1s. 1d. Pensions).

(The weekly contribution rate up to 30th June, 1940, was 1s. 2d., and between 1st July, 1940, and 4th January, 1942, 1s. 4d.) The contributions due are charged against the officer's pay account and are remitted by the Director of Navy Accounts direct to the Ministry of Health, which arranges for the contributions to be duly placed to the credit of the individual officer. Stamps are not to be affixed to cards.

BENEFITS :—

8. (a) *Health Benefits.*—Maternity benefit (usually a sum of £2 payable subject to the completion of 42 weeks of insurance and payment of 42 contributions) is the only cash health insurance benefit available during service. If the officer's wife is also insured, she may, however, be entitled to a further £2 from her own insurance. An officer who is a member of an Approved Society should make application for this benefit to his society. If he is not a member of an Approved Society, he should give notice of his claim to the Ministry of Health, Insurance Department, Blackpool, Lancashire, on Form S.1036 (Officers), obtainable from the Accountant Officer. Where a claim for maternity benefit is likely to arise, the officer would be well advised to let his wife have particulars of his Society membership or the address of the Ministry of Health, so that she may make direct application for the benefit in the event of his absence abroad. Enquiry should be made to the Ministry of Health in any case of doubt or difficulty. Claims for maternity benefit should ordinarily be made not later than six months after the date of confinement (or 12 months if the confinement takes place outside the United Kingdom). If the claim is delayed beyond these periods, the reason for the delay should be stated. An officer who is a member of an Approved Society and has completed the qualifying period of membership, is entitled during service in the United Kingdom (but not whilst abroad) to such treatment additional benefits (*e.g.*, dental treatment and dentures) as may be provided by his Approved Society. Application for such benefits should be made to the Society. Title to medical benefit and to sickness and disablement benefit under the National Health Insurance Acts is suspended during service, as under the naval regulations an officer is eligible for free medical treatment and full pay sick leave, and in consideration of this the rates of contribution are reduced from the ordinary civilian rate of 2s. 0d. a week to the rate shown in paragraph 7. Contributions paid during service count, however, towards the provision of all the normal benefits of health insurance after discharge in the same way as contributions paid during civil life. War disability pension may affect the rate of sickness or disablement benefit for a limited period after discharge.

(b) *Pensions Benefits.*—Subject to certain limitations as regards Widows' and Orphans' Pensions in cases where a dependant's war pension becomes payable, an officer is insured for the benefits provided by the Widows', Orphans' and Old Age Contributory Pensions Acts in the same way as a civilian. Full information about Contributory Pensions is given in Leaflets W.P.6B (Widows' and Orphans' Pensions) and O.A.P.107B (Old Age Pensions) which can be obtained at any Post Office in Great Britain. In Northern Ireland the corresponding leaflets are W.P.6(G) and O.A.P.107 (N.I.).

(c) *Insurance after Service.*—An officer who has been insured during service in the Forces will continue to be insured and entitled to benefits as a civilian, for a period of at least 18 months reckoned from the termination of his service. His insurance may be further extended by insurable employment taken up on return to civil life or by sickness. If he does not take up such employment, it is usually open to him (subject to his having been insurable for a total of at least 104 weeks including weeks of insurance during service) to maintain his insurance for either Health or Pensions or both by becoming a voluntary contributor. (*See* A.F.O. 1233/42 for the advantages of becoming a voluntary contributor.)

9. During service insurance rights already acquired in civil life are preserved and membership of an Approved Society remains unaffected. The full benefits of National Health Insurance can ordinarily be obtained only through membership of an Approved Society and insured officers who have not already joined a society should consider the advisability of doing so.

10. An officer desiring further information concerning his position under the Health and Pensions Schemes should communicate with the Ministry of Health, Insurance Department, Blackpool, Lancashire, the officer's full name, rank and ship or depot being stated. A memorandum containing the substance of the information given herein may be obtained from the Ministry of Health.

11. The junior officers referred to in paragraph 7, who are only liable for half the contribution to be charged against their pay, are as follows :—

- Midshipmen, R.N.R.
- Probationary Temporary Midshipmen, R.N.R., or R.N.V.R.
- Temporary Midshipmen, R.N.R., or R.N.V.R.
- Acting Sub-Lieutenants, R.N.R., or R.N.V.R.
- Temporary Acting Sub-Lieutenants, R.N., R.N.R., or R.N.V.R.
- Probationary 2nd Lieutenants, R.M.
- Temporary 2nd Lieutenants, R.M.
- Skippers, R.N.R.
- Temporary Skippers, R.N.R.
- Temporary Boom Skippers, R.N.R.
- Temporary Boom Engineers, R.N.R.
- The other insurable officers should be charged at full rate.

} Of all
branches.

12. The charges should be made in advance at the beginning of each quarter, as follows :—

Quarters containing 13 Mondays.

	Lady Quarter.	Midsummer Quarter.	Michaelmas Quarter.	Christmas Quarter.
Officers paying full rate	18s. 5d.	18s. 5d.	18s. 5d.	18s. 5d.
Officers paying half rate	9s. 2d.	9s. 3d.	9s. 2d.	9s. 3d.

13. Where broken quarters are involved for officers paying half rate, the arrangements indicated in paragraph 31 should be followed, where applicable, care being taken to calculate at the rate of 8½d. for each Monday, instead of the sum quoted in paragraph 31 which refers to ratings only.

14. NATIONAL HEALTH INSURANCE AND WIDOWS', ORPHANS' AND OLD AGE CONTRIBUTORY PENSIONS ACTS.

Form of Particulars.

Part One. (To be completed by all officers insurable in accordance with the conditions promulgated in this Order).

Note.—Any insurance cards held should be attached to this form.

- (1) Name in full.....
(Surname in block letters).
- (2) Rank
- (3) Name of ship in which serving. H.M.S.
- (4) Date of birth.....
- (5) If insured for National Health Insurance and Contributory Pensions, or for Health Insurance only prior to date of commencement of war service :—
 - (a) Name of Approved Society.....
 - (b) Name of Branch (if any)
 - (c) Membership number.....
 - (d) If not a member of an Approved Society, state number as a Deposit Contributor.....
- (6) If insured for Contributory Pensions only prior to commencement of war service :—
 - (a) Whether a pensions voluntary contributor and, if so, voluntary contributor number
 - (b) Whether an excepted person (*i.e.*, employed in the Civil Service or by a Local Authority or Statutory Company and excepted from Health Insurance but not from Pensions Insurance) and, if so, the name and

address of employers. *Note.*—This is only to be completed if you were insured for Pensions purposes while in the excepted employment

- (e) Whether an exempt person and, if so, the number of Health and Pensions Exemption Certificate
- (7) If appointed as an officer direct from civil life :—
Date war service as an officer commenced.....
- (8) If promoted from rating :—
 - (a) Date of Commission or Warrant.....
 - (b) Previous rating and official number
- (9) At present paid by Accountant Officer of H.M.S.
Signature.....
Date.....

H.M.S.

Part Two. (To be completed by all officers (ex ratings) who prior to their war service as ratings were *not* insured to any extent under the above Acts).

Note.—Officers entitled to contract out of insurance under the terms of this Order should bear in mind by discontinuing their contributions under the Health and Pensions Insurance schemes they will in due course take themselves out of these schemes and will forgo the possibility of participating in, or qualifying for, valuable benefit rights thereunder including the following :—

- (a) Free medical treatment and medicines, maternity benefit and weekly payments in respect of sickness or disablement.
- (b) Widows' and Orphans' Pensions, and Old Age Pensions for insured men and women and the wives of insured men.

Subject to the prescribed qualifying conditions and to certain limitations as regards sickness benefit and widows' and orphans' pensions in cases where war disability pension or dependants' war pension is payable, the above benefits become available on return to civil life. Maternity benefit is also payable during service.

Option to be exercised by officers eligible to do so.

I desire } to continue in insurance under the National Health Insurance
I do not desire } and Widows', Orphans, and Old Age Contributory Pensions
Acts during my war service as an officer.

Signature.....

Date.....

H.M.S.

† Strike out whichever in inapplicable.

15. Form S.1034 should be sent to the Ministry of Health on appointment to permanent commission or on permanent transfer to a Dominion Navy and in all cases of cessation of pay, the cause and date of such cessation being clearly stated.

Note 1.—This form should only be rendered when the officer concerned has been insurable in accordance with the procedure promulgated above. The erroneous rendering of the form may result in a credit of contributions in respect of National Health and Pensions Insurance being allowed incorrectly, and, in any event, unnecessary work and correspondence is entailed.

Note 2.—Form S.1034 should not be rendered when an officer is reported "Missing", but if and when death is subsequently established or officially presumed, the form should then be rendered, showing the date of death (actual or presumed) in the appropriate space. No reference should be made to any intervening period during which the fate of the insured officer was in doubt. The Accountant Officer on whose ledger the officer is finally marked "D.D." is responsible for the correct rendering of the form.

16. Form S.1035. H.M.S.....
Ship's Book No.....

Name
(In block letters)

I declare that $\frac{\text{I was}}{\text{I was not}}$ compulsorily/voluntarily insured for

National Health and/or Pensions Insurance, in civil life.

Signature..... Rank.....

Date.....

Delete alternatives as appropriate.

B.

Unemployment Insurance.

17. All officers of the categories shown are eligible for a free credit of unemployment insurance contributions on discharge or cessation of employment, irrespective of their insurability for unemployment insurance in civil life. All officer service after 3rd September, 1939, including periods during which an officer was serving with a Dominion or Colonial Force on a loan or exchange basis, will rank for the purpose of calculating the credit.

18. Form U.I.3XS giving the free credit in respect of previous rating service, is also to be rendered on promotion from rating to officer. The procedure to be followed is set out in paragraph 13.

19. Where a direct entrant officer was formerly insurable for unemployment purposes, he should surrender his Unemployment Book on entry, and this should be sent with a suitable covering communication, to any convenient local Employment Exchange or direct to the Ministry of Labour and National Service, Bromyard Avenue, Acton, London, W.3. The town of issue and serial number of the Unemployment Book should be noted in the "Remarks" column of the ledger in which the officer's pay account is first borne.

20. No deductions are to be made from the officer's pay in respect of unemployment insurance, and no stamps are to be affixed to unemployment books.

21. On cessation of naval service, form U.I.3XS should be rendered to cover the period of officer service then concluding. The form is to be marked "OFFICER" in red ink at the top right hand corner. The symbol "NORE" should be entered in the space marked L.O. if not already printed there. Periods of forfeiture of pay, if any, should not be shown, that is, the period(s) of service shown should not exclude periods for which pay has been forfeited (A.F.O. 5269/42). Completed forms U.I.3XS should be forwarded to Director of Navy Accounts (Branch 3) (see also paragraphs 37 and 39).

22. Where it is intended that the Accountant Officer should attach a certificate regarding discharge or dismissal in consequence of a conviction, or proceedings by any civil court, a notation "A.F.O. 569/43, paragraph 6 refers" will be added to the notice on the Daily List of Appointments terminating the officer's commission. In such cases a certificate should be furnished in the form prescribed for ratings in paragraph 41 of this Order. Where no such addition is made in the Daily List, the alternative declaration that such certificate is not required is to be completed.

PART III.—NAVAL RATINGS AND ROYAL MARINES

A.

General.

23. Apart from a few exceptions (see paragraph 24 below), Royal Naval ratings and Royal Marines who have attained the age of sixteen years (fourteen years for unemployment insurance purposes) are insured under the National Health Insurance Acts, the Widows', Orphans' and Old Age Contributory Pensions Acts, the Unemployment Insurance Acts and the relative Statutory Rules and Regulations which have been issued since the outbreak of hostilities. Native ratings and Maltese if recruited in Great Britain or Northern Ireland, are also insurable for both National Health and Pensions purposes and Unemployment purposes.

24. The following exceptions should be noted:—

(a) Native ratings and Maltese if recruited in the Channel Islands or the Isle of Man are insurable for National Health and Pensions purposes, but not for Unemployment purposes.

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4277/43
(b) Native ratings and Maltese recruited elsewhere than in Great Britain or Northern Ireland, Channel Islands, or the Isle of Man are not insurable for either National Health and Pensions purposes or Unemployment purposes.

(c) Men of Dominion or Colonial Naval Forces lent to the Royal Navy are not insurable.

25. (a) British subjects normally resident outside the United Kingdom who are serving as ratings in the Royal Navy or other ranks in the Royal Marines are insurable according to the rules laid down for Naval and Marine personnel generally.

(b) Foreign nationals serving in the Royal Navy are similarly insurable in the same way as British subjects.

(c) Men in the Royal Navy (Section Belge) are in a separate section of the Royal Navy, and are insurable.

(d) Foreign nationals enrolled in separate National units for service with the Royal Navy are not compulsorily insurable, but if any of them had previously been employed in the United Kingdom and were insured persons at the date of enrolment, it is open to them to continue as insured persons for health and pensions purposes by paying contributions on their own account under special arrangements, particulars of which can be obtained from the Ministry of Health at Blackpool.

26. On discharge from naval service, men who have been insurable are placed in a position as regards State Insurance as good as or better than the position they would have attained had they been in insurable civil employment during the relevant period.

B.

National Health and Pensions Insurance.

27. *Health Insurance Poster.*—Form S.1041 giving the salient facts about National Health Insurance, is to be permanently displayed on ship's company notice boards. In addition much of the information promulgated in paragraphs 8-10 of this Order is also applicable to ratings. The method of obtaining Maternity Benefit is shown in A.F.O. 4101/42.

28. While the vast majority of ratings and marines are therefore compulsorily insurable during service, no deduction is made from their pay in respect of Health Insurance, but they are liable (when over 16 years of age, see paragraph 23) for deductions at the rate of 6½d. a week (i.e., half the contribution) in respect of Widows', Orphans' and Old Age Contributory Pensions Insurance. The Admiralty pays the full weekly contribution due (made up of 4d. Health and 1s. 1d. Pensions) direct to the Ministry of Health.

29. *Boys.*—The date of birth of a boy who is under the age of sixteen years is to be noted in red ink underneath his name on the ledger or pay list, this notation being continued from ledger to ledger, until the age of sixteen years is attained.

30. *Charges.*—(a) Pensions insurance deductions are to be charged in advance on the first day of each quarter for the whole quarter, at the rate of 6½d. for each Monday occurring during that period.

(b) The standard quarterly charges will therefore be as follows:—

	s.	d.
(i) For quarters containing 12 Mondays... ..	6	6
(ii) For quarters containing 13 Mondays:		
Lady or Michaelmas quarters	7	1
Midsummer or Christmas quarters	7	0
(iii) For quarters containing 14 Mondays:		
Michaelmas quarter	7	8
Christmas quarter	7	6

(c) For Naval Shipwright and Artificer Apprentices borne on the books of H.M. Dockyards, the standard quarterly charge is to be deducted in proportionate weekly amounts instead of at the beginning of the quarter.

31. *Broken quarters.*—The rules for dealing with broken quarters, i.e., quarters during a portion of which insurable persons are not borne for pay or in which boys attain the age of sixteen years, are as follows:—

(a) *On entry or re-entry and boys attaining the age of sixteen years.*—An amount equivalent to 6½d. for each Monday that has elapsed since the commencement of the quarter, rounded up where necessary by the addition of a halfpenny, is to be deducted from the standard quarterly charge, and the difference is to be charged against the rating concerned, on the day of entry, re-entry or attaining the age of sixteen years.

(b) *Men promoted to officer or otherwise going off pay as ratings or marines.*—An amount equivalent to 6½d. for each Monday remaining within the quarter, rounded up where necessary by the addition of a halfpenny, is to be re-credited on the date of ceasing pay as a rating.

(c) *Resumption of pay after being temporarily off pay for any cause.*—Action is to be taken as at (a) with the exception that in calculating the number of Mondays that have elapsed since the commencement of the quarter, the Monday of the week in which pay is resumed is to be excluded.

Paragraphs 24 + 25 only cancelled

32. (a) Procedure on first entry.—As soon as each rating or marine who is liable for insurance in accordance with the terms of this Order, is finally entered, and the official number allotted (irrespective of his age at that time), form N.S.124 (late S.1033) should be prepared by the Accountant Officer (Brigade Major in the case of Royal Marines) in accordance with the directions on the form, and showing the actual date of joining, and transmitted together with the entrant's civilian Health and Pensions Insurance cards, etc. (if any), to:—

The Controller,
Ministry of Health,
Insurance Dept.,
Blackpool, Lancs.

Care should be taken that complete and accurate particulars are so transmitted.

(b) On recovery of a rating or marine from desertion, a fresh form N.S.124 should be forwarded to the Ministry of Health, the form being amended to read "date of rejoining from desertion", and the date inserted.

(c) On the return to Naval service of a rating or marine who has previously been temporarily released from Naval service to return to civilian employment or for other reasons, a fresh form N.S.124 should be forwarded to the Ministry of Health, the form being amended to read "date of rejoining after temporary release", and the date being inserted.

33. Procedure on discharge, etc.—(a) In the event of the discharge, etc., of a rating who has been insurable in accordance with the above conditions, Form S.1034 should be prepared and sent to the Ministry of Health. Accountant Officers are particularly requested to see that these forms are rendered immediately in order that there may be no delay in the issue of benefits and also that the reason for discharge, etc., is always shown in one or other of the following terms:—

discharge, invalided, death, desertion, release to Reserve, temporary release, promotion to permanent commissioned or warrant rank, permanent transfer to a Dominion Navy. (Note.—Where "invalided" is shown, it should be entered in red ink, if possible.)

Abbreviations and references to Admiralty Fleet Orders, King's Regulations, etc., should not be used.

(b) The date of discharge of a man discharged S.N.L.R. is to be the date of removal from ship's books.

(c) Each man about to be discharged from Naval service should be supplied with a copy of National Health and Pensions Insurance Leaflet 29E.

Note 1.—Form S.1034 should not be rendered when a rating is reported "Missing" but, if and when death is subsequently established or officially presumed, the form should then be rendered, showing the date of death (actual or presumed) in the appropriate space. No reference should be made to any intervening period during which the fate of the insured person was in doubt. The Accountant Officer on whose ledger the rating is finally marked "D.D." is responsible for the correct rendering of the form.

Note 2.—Form S.1034 should not be rendered on a man being pensioned when it is known that he is to be re-engaged, or retained, without a break for service in any employment carrying Royal Navy or Royal Marine rates of substantive pay.

Note 3.—Form S.1034 should not be rendered on a rating being promoted to temporary commissioned or temporary warrant rank, but the action laid down in paragraph 9 should be followed.

Note 4.—Form S.1034 should not be rendered in respect of ratings who undergo periods of detention or imprisonment as a result of being sentenced summarily, or by court martial, or conviction by the civil power, but who, nevertheless, are retained in the service after completing their sentences. The form should, however, be rendered, if the punishment involves discharge from the service, in which case the date of discharge should be the final date the rating is borne on ship's books.

34. Promotion to permanent warrant rank.—Ratings and marines so promoted may wish to become voluntary contributors to National Health and Pensions Insurance (see paragraph 2).

C

Unemployment Insurance.

35. On entry, a man's civilian Unemployment Book, if any, should be surrendered, and should be sent with a suitable covering communication to any

convenient local Employment Exchange, or direct to the Ministry of Labour and National Service, Bromyard Avenue, Acton, London, W.3. The town of issue and serial number of the Unemployment Book should be noted on the man's service certificate.

36. No deduction is made from the pay of Naval ratings and Royal Marines in respect of Unemployment Insurance. A free credit of contributions is arranged in all eligible cases, however (see paragraphs 23 and 24) by the rendering of Form U.I.3XS irrespective of the men's status in civil life. The necessary financial adjustment is effected between the Admiralty and the Ministry of Labour and National Service.

37. Form U.I.3XS (on which the symbol "NORE" should be entered in the space marked L.O., if not already printed there) should always be completed in full detail, with signature and certificate, and must be despatched to the Director of Navy Accounts (Branch 3) for registration and transmission to the Ministry. In no circumstances should it be sent direct to the Ministry of Labour and National Service as this causes unnecessary work and delay in the issue of Unemployment Books and/or Benefit.

38. (a) If for any reason, e.g., insanity, a man eligible for the free credit of unemployment contributions is unable to sign the form, it should, nevertheless, be forwarded with a statement of the reason for the omission of the signature.

(b) Forms U.I.3XS should be rendered regardless of the intended place of residence of the men concerned.

39. Early rendering of the Form U.I.3XS is essential, as otherwise a man's unemployment insurance position may be prejudiced, and delay in the issue of unemployment books and/or benefit, where applicable, may be occasioned. If on discharge, a person who is eligible for the free credit of unemployment contributions, desires to make a claim for unemployment benefit, he should make application in person at the nearest Employment Exchange without delay.

40. Men who desert and are not claimed for further service forfeit the right to the free credit of unemployment contributions, normally conferred by their service, and Form U.I.3XS should not be rendered in such cases.

Note.—These are the only cases where the free credit is not applicable, but the form should not be rendered on a man being pensioned and re-engaged or retained without a break in service, in any employment carrying Royal Navy or Royal Marine rates of substantive pay, as he will receive the free credit covering all his service, on final discharge.

41. (a) Men who are discharged in consequence of a conviction under the Naval Discipline Act, the Army Act, or the Air Force Act, or by a civil court, become eligible for the free credit of contributions, but they are disqualified from receiving unemployment benefit during the period of six weeks next after discharge.

(b) When a man is so discharged in consequence of a conviction, a certificate in the following form should be attached to the Form U.I.3XS:—

Name (in block capitals).....	
Christian Names (in full).....	
Date of Birth.....	
Official Number.....	
Ship.....	
Rating or Rank.....	
I certify that the above-named was discharged in consequence of having been convicted—	
Delete as appropriate	{ On proceedings under the Naval Discipline Act.
	{ On proceedings under the Army Act.
	{ On proceedings under the Air Force Act.
	{ By a civil court.
Signature.....	Rank.....
	Date.....

Paragraphs 24 & 25 only cancelled

Paragraphs 24 & 25 only cancelled

(c) In cases of men discharged "S.N.L.R." when the application for discharge was made in direct consequence of conviction of a specific offence, whether such was the culminating offence of a series or not, the certificate referred to above should be furnished.

When such a man serving abroad is sent to a home depot for discharge, the depot should be notified whether the discharge is in consequence of a conviction. The date of discharge of a man discharged "S.N.L.R." is to be the date of removal from ship's books.

42. *Discharge, invaliding, or temporary release.*—Form U.I.3XS should be completed and sent to the Director of Navy Accounts (Branch 3). Periods of forfeiture of pay should not be shown, that is, the period(s) of service shown should not exclude periods for which pay has been forfeited (A.F.O. 5269/42). In the case of men invalided, the form should be completed at the hospitals or other medical establishments.

43. *Promotion to officer.*—Form U.I.3XS should be rendered to the Director of Navy Accounts (Branch 3) by the Accountant Officer of the ship or establishment in which the officer's account prior to promotion was borne for the last day on rating pay, to cover the period of rating service then concluding. A red ink notation should be made in the top right-hand corner of the form as follows:—"PROMOTED TO OFFICER". The officer's full official designation both before and after promotion should be shown (*i.e.*, rating, official number, full officer rank, and whether R.N., R.M., R.N.R., or R.N.V.R.). In the space marked "Period of service", etc., a note should be made of "Date of promotion to officer" and the relative date inserted. Periods of forfeiture of pay, if any, should not be shown, that is, the period(s) of service shown should not exclude periods for which pay has been forfeited (A.F.O. 5269/42).

44. The relevant parts of King's Regulations and Admiralty Instructions, Appendix XXIX, K.R. Amendment 4/40, and the undermentioned Admiralty Fleet Orders, which refer to the State Insurance of personnel as enumerated above, have been included in this Order.

(A.F.Os. 388/38, 1030/38, 1790/40, 807/41, 1392/41, 30/42, 3612/42, 6386/42, 569/43, 1664/43, 2252/43.)

The following Admiralty Fleet Orders relating to State Insurance generally are quoted for reference purposes.

Increased rates of contributions, National Health and Pensions Insurance.	}	A.F.Os. 2109/40 and 30/42.
Charging of arrears, National Health and Pensions Insurance—officers.		A.F.O. 2123/42.
Position of officers during service and liability for charges, National Health and Pensions Insurance.	}	A.F.Os. 5125/42 and 6250/42.
Maternity Benefit		A.F.O. 4101/42.
Periods of forfeiture of pay—Unemployment Insurance Form U.I.3XS.	}	A.F.O. 5269/42.
R.N. and R.M. (permanent) warrant officers. Advantages of becoming voluntary contributors under the National Health Insurance Acts, etc.		A.F.O. 1233/42.

(A.F.Os. 388/38, 1790/40, 2109/40, 807/41, 1392/41, 30/42, 1233/42, 2123/42, 3612/42, 4101/42, 5125/42, 5269/42, 6250/42, 6386/42, 569/43, 1664/43 and 2252/43.)
(A.F.O. 1030/38—not in annual volume.)

(A.F.Os. 205/40, 1107/40 (paragraph 11), 1791/40, 1925/40, 418/41, 838/41, are cancelled.)

(A.F.Os. 509/40, 3563/40, 3981/40 and 2658/41—not in annual volume—are cancelled.)

3920.—Customs—Retention of Duty-Free Service Tobacco by Naval Personnel on Draft, etc.

(N.L. 1814/43.—26 Aug. 1943.)

Personnel transferred from shore establishments in the United Kingdom approved for inclusion in Privilege List I or II of A.F.O. 3277/43, to receive duty-free Service tobacco may take with them on transfer from the entitled establishment to a non-entitled establishment up to 1 lb. of Service tobacco, duty-free. The concession

does not extend to the transfer of duty-free tobacco from one part of an establishment which is included in Privilege List I or II to another part of the same establishment not so privileged, which cannot be allowed in any circumstances.

2. This means that the provisions of K.R. & A.I., Article 919, Clause 9, are, for the period of the war, construed as applying to men transferred to an establishment whose name is not included in Privilege Lists I and II.

3. Under this arrangement, personnel transferred from an establishment on the Privilege List I or II may take with them on transfer up to 1 lb. of Service tobacco duty-free, and personnel transferred from sea-going ships in commission may, *in addition*, take with them up to 2 oz. of proprietary tobacco or 50 cigarettes, duty-free.

4. These instructions apply to Naval personnel in shore establishments in the United Kingdom and H.M. ships in home waters only.

(A.F.O. 3277/43.)

3921.—W.R.N.S.—Discharge of New Entries on Medical Grounds

(N.11157/43.—26 Aug. 1943.)

Women who have been found medically fit for service in the W.R.N.S. by Ministry of Labour Civilian Medical Boards are never to be rejected as unfit without the approval of the Admiralty, unless they are found to be suffering from tuberculosis, in which case they may be discharged as "medically unfit for service" on the authority of the Commanding Officer of the Establishment at which they report themselves for entry; and the instructions in A.F.O. 2022/42, paragraph 7, are to be modified accordingly. Authority for the discharge of any who are considered to be unfit and not likely to be fit within a week is to be requested *by signal* if due to disabilities other than tuberculosis. The signal should include full particulars of disabilities.

2. Those found to be medically unfit within a week after arrival at the entry establishment are to be discharged immediately the Admiralty decision has been received; they are to be paid up to the date of discharge and no extension of pay is to be allowed.

3. Those who develop disabilities after arrival, or whose disabilities are not discovered until after one week or more of service, are to be brought forward for survey and disposed of in the usual way.

4. The discharge of women suffering from tuberculosis should be notified by the Naval medical authorities to the Medical Officers of Health of the districts from which the women come.

5. The medical history sheets of all women discharged under this Order are to be forwarded to the Medical Director-General of the Navy when the discharge has been recorded thereon.

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

(A.F.O. 1437/43 is cancelled.)

3922.—W.R.N.S.—Reporting of Discharges to the Ministry of Labour and National Service

(N. 12729/43.—26 Aug. 1943.)

The procedure set out below is to be adopted for the notification to the Ministry of Labour and National Service of discharges from the W.R.N.S. in the circumstances indicated.

2. (a) Pro-Wren *volunteers* discharged for any reason during the probationary period.

The discharge is to be notified to the local officer of the Ministry of Labour and National Service, as given on the Pro-Wren's N.S.403, the officer being informed that the woman has not been finally accepted for the W.R.N.S. but has been discharged during the probationary period.

(b) Women called up under the *National Service Acts* discharged for any reason before enrolment has been approved.

The discharge is to be notified to the Accountant-General, Ministry of Labour and National Service, Acton, London, W.3.

3. For finally enrolled personnel discharged for desertion and remaining in a state of desertion (i.e. who do not communicate with the Admiralty or any Naval authorities), the discharge is to be notified to the Accountant-General, Ministry of Labour and National Service, Acton, London, W.3.

4. For finally enrolled personnel discharged for any reason, except deserters remaining in a state of desertion, the Ministry of Labour and National Service will obtain the information they require from Form U.1.3.X.S. rendered under A.F.O.1902/43.

5. When notification is made under paragraphs 2 (a) and (b) and 3, the following information is to be supplied by the Accountant Officer concerned :—

- (i) Surname ;
- (ii) Christian Name(s) ;
- (iii) Private address ;
- (iv) National Registration number, if known ;
- (v) Date of birth ;
- (vi) Date of discharge ;
- (vii) Reason for discharge.

(A.F.Os. 1056/43 and 1902/43.)

3923.—W.R.N.S.—Probationary—Form S.43a—Provision of Up-to-date Photographs
A.1.0.2607/45 (N.L. 12410/43.—26 Aug. 1943.)

Members of the W.R.N.S. may be photographed in bluette overalls during their initial training period. The photographs must be clearly over stamped with an official stamp in accordance with paragraph 5 of A.F.O. 4611/41.

2. The change after enrolment from bluette overall to uniform kit does not— for the purpose of A.F.O. 2942/43—constitute “ an alteration in the type of uniform worn.”

(A.F.Os. 4611/41 and 2942/43.)

3924.—Instructional Film “Beware—Butterfly Bomb” (Serial No. B.602)

(T.S.D. 2274/43.—26 Aug. 1943.)

The instructional film “Beware—Butterfly Bomb” (Serial No. B.602) as referred to in C.A.F.O. 1452/43 (paragraph 36 (b)), dealing with how to handle the German S.D.2 anti-personnel bomb, how to avoid casualties and how to minimise delays, will be distributed as follows :—

Command Instructional Film Libraries :—	No. of copies	
	35 mm.	16 mm.
Chatham	2	2
Devonport	2	2
Portsmouth	2	2
Liverpool	2	2
Glasgow	2	2
Rosyth	2	2
Scapa	2	2
London	2	2
C.-in-C., Mediterranean	1	1
C.-in-C., Levant	1	1
F.O.I.C., Gibraltar	1	1

2. Arrangements should be made to loan copies of this film from the authorities referred to in paragraph 1 above, in accordance with A.F.O. 2723/43.

3. As a wide knowledge of the safety measures to be adopted with this type of bomb is most desirable, the attention of Commanding Officers of Shore Establishments is drawn to the advantages of this film.

(C.A.F.O. 1452/43 and A.F.O. 2723/43.)

3925.—Officiating Ministers of Religion

(C.E. 56495/43.—26 Aug. 1943.)

The following appointments have been approved :—

Roman Catholic—

H.M.S. “Gannet”	...	Rev. W. Meehan, Catholic Presbytery, Eglington, Co. Derry.
H.M.S. “Shrike”	...	Rev. G. O’Neill, Catholic Presbytery, Eglington, Co. Derry.
Appledore and Instow	...	Rev. C. Scanlan, Catholic Church, Bideford, N. Devon.

Presbyterian Church in Ireland—

Londonderry	Rev. W. A. Boggs, B.A., Faughanvale Presbyterian Church, Londonderry.
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Methodist—

Eastbourne	Rev. C. G. Danbury, M.A., 25, Osborne Road, Eastbourne. (Vice Rev. W. A. Moore.)
Avonmouth	... ..	Rev. A. S. Chadwick, B.D., 64, Downscote Drive, Westbury-on-Trym, Bristol. (Vice Rev. D. A. Greeves.)
Holyhead	... ..	Rev. G. Thompson Brake, “Bodrida,” Holyhead, Anglesey. (Vice Rev. L. P. Barnett.)
St. Ives	... ..	Rev. F. J. Brewer, 9, Pednolver Terrace, St. Ives, Cornwall. (Vice Rev. H. W. Stacey.)
Lowestoft	... ..	Rev. T. J. Welch, “Epworth,” Park Road, Lowestoft, Suffolk. (Vice Rev. A. S. Parker.)
Dartmouth	... ..	Rev. W. J. Martyn, Methodist Minister, Dartmouth, Devon. (Vice Rev. L. D. Brenton.)
Eastleigh	... ..	Rev. A. H. Currey, 122, Leigh Road, Eastleigh, Hants. (Vice Rev. C. Dimond.)
Mill Meece Camp	... ..	Rev. B. S. O’Gorman, The Manse, Cocknage Road, Longton, Stoke-on-Trent. (Vice Rev. C. J. Tribe.)
Lerwick	... ..	Rev. Leonard Hale, Wesley Manse, Lerwick, Shetland. (Vice Rev. A. H. Wilks.)
Swansea	... ..	Rev. P. E. Bannister, 13, Langland Road, Mumbles, Swansea. (Vice Rev. R. F. Atkinson.)

2. The usual facilities are to be afforded.

3926.—Sports—R.N. and R.M. Sports Control Board—Donation

(N.—26 Aug. 1943.)

*(Included in Notice Boards Issue only.)***Section 3.—G., T., N., E., etc., & STORES ; HULL, EQUIPMENT & FITTINGS**

3927.—Aircraft—Guns—Electric Firing—Units, Type G.9—Modification

(G. 3839/43.—26 Aug. 1943.)

The following modifications are to be incorporated at the next Group "F" maintenance operation on all type G.9 electric firing units in use and in store.

2. The two stops which limit the movement of the adjusting lever on solenoids of Webster and Magnovox manufacture are to be removed, the following sequence of operations being carried out :—

(a) Solenoids Manufactured by Websters.

- (i) Remove safety wire and screws.
- (ii) Remove cap and retainer ring.
- (iii) Remove stops from retainer ring by breaking off with a pair of pliers.
- (iv) File the surface of the retainer ring to remove any sharp edges.
- (v) Re-assemble solenoid and stamp letter "R" on the body just above the attachment nut.

Note.—Solenoids which have the stops removed in manufacture will be already stamped.

(b) Solenoids Manufactured by Magnovox.

- (i) Remove safety wire from screws holding adjustment caps in position.
- (ii) Remove the two screws.
- (iii) Remove the adjustment cap.
- (iv) Bend the adjustment stop out until it is flush with the outside surface of the cap. This can be checked by revolving the adjusting arm to ensure the plate does not foul the stop.
- (v) Re-assemble solenoid and stamp letter "R" on the body just above the attachment nut.

Note.—Solenoids which have the stops removed in manufacture will be already stamped.

3. After assembly solenoids are to be checked that they are free for adjustment, by ensuring that several rotations of the adjusting lever can be obtained.

4. This modification is to be carried out in ships and air stations under the supervision of Air Artificers (L/O) or equivalent ratings.

3928.—Ammunition—Fuzes, Primers and Tubes—Primers E and P and Electric—Varnish on Contact Piece Causing Liability to Misfire

(G. 010724/43.—26 Aug. 1943.)

Instances have been reported from sea of misfires with 4.7-in., Mark IX**, ammunition which have been attributed to the waterproofing ring of varnish on the base of No. 14 primers extending over the contact piece.

2. These primers are fitted to cartridges for guns, 4.7-in., Marks IX to IX**, D.E.F. XII and XII* and 4-in., Mark XVI*.

3. Although the defect is probably confined to a very limited number of primers, ships are to carry out examination of primers, No. 14, E. and P., on board. The fact that the varnish is dyed red should enable this fault to be seen over the white contact piece, and any so found should have the contact piece scraped to ensure good electrical contact.

(Admiralty Message 427A is cancelled.)

3929.—Ammunition—Fuzes, No. 211, Mark I—Introduction into Service

(G. 09032/43.—26 Aug. 1943.)

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

Paragraph 3. *Delete* items (g) and (h).

Paragraph 4. *Delete* (a), (b), (c), (d), (e) and (f).

Paragraph 5. *Delete* lines 1 to 4 and *substitute* :—

"Shell supplied fuzed No. 211 can also be used with Fuze No. 230 over Gaine No. 9 or 10, and vice versa. Alteration of fuzing can be carried out on board in accordance with N.M. and E.R. Art. 231 and O.U. 5463 Art. 939."

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

3930.—Anti-aircraft Fire Control—R/F Directors, Marks IIW and IIIW.—Fitting of Filling in Piece in the Inspection Aperture for the Roller Bearings to Prevent Director Jamming when Training

Ships concerned :—"Abdiel," "Sutlej," "Jumna," "Manxman," "Arunta," "Warramunga," "Unicorn," "Cygnet," "Woodpecker," "Whimbrel," "Wren," "Wild Goose," "Quilliam," "Redoubt," "Quiberon," "Iroquois," "Rotherham," "Quickmatch," "Quality," "Raider," "Quadrant," "Relentless," "Queenborough," "Quail," "Rapid," "Troubridge," "Racehorse," "Athabaskan," "Tuscan."

(G. 09010/43.—26 Aug. 1943.)

During a recent gun trial the R/F director seized in training. On examination of the director, the cause proved to be as follows :—

At the instant of firing, one of the seventeen roller cages, comprising the main roller bearing of the director, came into position directly under the access door, through which the roller cages can be removed for inspection. This cage jumped into the access pocket whilst the remaining cages came into heavy contact with it, thus causing considerable damage.

2. In order to avoid a possible recurrence of this incident, the latest Marks IIW and IIIW R/F directors are being fitted with filling in pieces to prevent the cages jumping into the aperture.

3. A.F.O. Diagram No. 257/43 (1-4) show the arrangement and details of the modification. It should be noted that the existing cover plate can be modified and used again.

4. The Commanding Officers of the above-mentioned ships should insert an item, classification A, in their list of As. and As. items to cover the fitting of the filling-in piece to the access door to the roller cages. The work is to be done by ships' staff with dockyard assistance if necessary.

5. *Note.*—The R/F directors, Marks IIW and IIIW in all ships fitted with Marks IIW and IIIW not mentioned above, have been fitted with the filling-in piece before despatch from the manufacturer's works.

3931.—Armament Stores—Gauges for Condemning Barrels of Deck Machine Guns

(A.S./G. 04152/43.—26 Aug. 1943.)

With reference to A.F.O. 6029/42, paragraph 3, and to B.R. 291, Table R, the situation as to supply of plug gauges for condemning barrels of deck machine guns is given below and action should be taken as indicated.

(a) 0.30-in. machine guns.

Gauges, plug, lead 0.30-in.

These are not yet available for general distribution.

(b) 0.303-in. machine guns.

Gauges, plug, lead No. 2.

Gauges, plug, 0.307-in.

Gauges, plug, 0.308-in.

One set, comprising one of each gauge will be allowed to each D.E.M.S. base, auxiliary vessel base, and coastal force base bearing an O.A. in the complement. One set will also be supplied where necessary and not already held to each Inspecting Officer and R.N.A. depot. Bases and Inspecting Officers should demand from the

nearest R.N.A. depot. Depots should demand from D.A.S., Bath, as requisite. Not more than one set can be spared for each Inspecting Officer and depot, and demands should be restricted accordingly.

(c) *0.5-in. Vickers machine guns.*

Gauge, plug 0.508-in.
Gauge, plug 0.510-in.

Inspecting Officers requiring these gauges should demand from the nearest R.N.A. depot.

(d) *0.5-in. Browning machine guns.*

Gauge, plug, lead 0.50-in.

(i) This gauge is not to be used for condemning the barrels of air-cooled guns. Separate orders are being issued as to these barrels.

(ii) The gauge is, however, to be used for the barrels of water-cooled guns. Barrels of water-cooled guns are to be condemned when the gauge enters a distance of 4 inches. All existing gauges are in consequence to be modified by deleting the red line and the word "rejection" at 2 inches; a groove and engraving "rejection" at 4 inches, as shown in Instructional Print N.O.D. 2124/152, being provided in substitution. This work is to be done by R.N.A. depots before gauges are issued. Gauges for use with water-cooled guns will be distributed one to each R.N.A. depot and Inspecting Officer. When adequate supplies are available, a further order will be issued authorising supply to Auxiliary Vessel Bases for the use of base staffs.

(e) *20-mm. Hispano guns.*

Gauge plug, wear detecting, 20-mm. Hispano A/R109.

Few of these guns are in use as deck guns and a general distribution of gauges will not be made.

(f) *20-mm. Oerlikon guns.*

A separate order will be issued regarding gauges for these guns.

(A.F.O. 6029/42.)

Cancelled
by AFO 5895/46.
3932.—Guns and Breech Mechanisms—Guns, Q.F., 2-pdr., Mark VIII—Feed Box—Modification to Feed Plate and Feed Slide

(A.S. 6100/43.—26 Aug. 1943.)

The following modification is approved:—

Gun Q.F., 2-pdr., Mark VIII.
Parts affected Feed plate and feed slide.
Purpose To prevent distortion of feed levers.
Nature of modification ... (a) Drilling lightening holes in feed plate and slide.
... (b) Polishing cam groove in feed plate.
... (c) Fitting bronze roller to stud of feed slide.

Marks of the feed plate and slide to be advanced to Mark I* on completion of (a) and (b) and of the feed slide to Mark I** on completion of (a) and (c).

Drawing A.F.O. Diagram 250/43, also Instructional Print N.O.D. 2191/162.

2. This modification is of first importance and is to be given priority whenever possible. Except as stated in paragraph 3 below, the work is to be done by R.N. armament depots. Work under (a), (b) and (c) of paragraph 1 should be done concurrently and guns in single mountings, particularly those in small craft, should be given preference. The "B" bronze rollers should be made locally.

3. H.M. ships having the necessary facilities should also modify the feed plates and feed slides of their 2-pdr., Mark VIII, guns under (a) and (b) above, as shown in A.F.O. Diagram 250/43. Guns of later manufacture may, however, be found to have feed plates and slides which are too hard for drilling on board. In such cases, the work should be done by the nearest R.N. armament depot under paragraph 2 above; annealing to facilitate drilling should not be attempted.

3933.—Guns and Breech Mechanisms—4-in. O.B.L. Mortar, Mark I—Misfire due to Choked Vent

(G. 04580/43.—26 Aug. 1943.)

An instance has occurred of a misfire in a B.L. 4-in. mortar due to the vent being choked with grease.

2. Vent rimers are not at present supplied for these mortars, but arrangements will be made for this to be done.

3. In the meantime local arrangements should be made for riming the vent. A piece of No. 10 gauge wire is suitable.

4. The vent should be rimed before loading, and thereafter whenever circumstances permit.

5. When riming the vent, the bolt of the rifle action should be removed, and, if the mortar is loaded, the breech should be partially opened to prevent the end of the rimer damaging the charge.

6. The vent should *not* be rimed from the front, as this will push any fouling into the cartridge chamber, and may prevent the cartridge loading.

3934.—Guns and Breech Mechanisms—20-mm. Oerlikon, Marks II and IV—Modification to Breech Casing

(A.S./G. 3391/43.—26 Aug. 1943.)

The following modification is approved:—

Gun 20-mm. Oerlikon, Marks II and IV.
Part affected Breech casing.
Purpose To facilitate removal of bolt, tripping trigger pawl, with case and spring.
Nature of modification ... 4-mm. hole to be drilled in the trigger housing as shown on A.F.O. Diagram 254/43.
By whom to be done ... Staffs of H.M. ships, bases, and R.N. armament depots.
Degree of urgency ... At first opportunity.

2. Guns manufactured in the future will embody this modification.

3935.—Guns and Breech Mechanisms—20-mm. Oerlikon Mark II and U.S. Mark IV—Pins, Spring for Bolts securing Case, Barrel Spring and Cotter

(A.S./G. 8785/42.—26 Aug. 1943.)

A new simplified design of Pin, spring, for bolt securing case, barrel spring and cotter, Mark II, has been introduced into Naval Service.

2. The Mark II Pin, spring, which is of hairpin design is interchangeable with the existing Mark I design, and permits assembly to, and dismantling from, a gun in its mountings.

3. To insert the Mark II spring pin squeeze the ends together and, inserting from the top, push down through the breech bar bolts. These pins must always be inserted from the top and never from the bottom, as at present with the Mark I type, otherwise great difficulty will be experienced in removal and the breech bar bolts will not be firmly secured.

4. To remove, proceed as follows:—

Breech bar front bolts.—Compress the lower end of the spring pin, hold the bolt down in the breech bar and slide the spring pin upwards. Do not allow the bolt to come out with the spring pin, because the ends of the spring pin may snap out into the hole in the trunnion of the barrel spring case, making removal very difficult.

Breech bar rear bolts.—With the loop of the spring pin crosswise to the gun reach under the breech bar and press the end of the spring pin towards the centre of the bolt while pulling upwards on the loop. If the pin cannot be felt to rise slightly in the bolt give the loop a half turn and repeat. Then holding up the spring pin, turn the loop a half turn and press in the other end. The spring pin and bolt should then be lifted together from the breech bar.

3936.—Guns and Breech Mechanisms—20-mm. Oerlikon—Allowance of Magazines for L.C.F.

(A.S./M. 1861/43.—26 Aug. 1943.)

The allowance of 20-mm. Oerlikon magazines is to be increased to 12 per Oerlikon gun mounted in L.C.F. These ships should demand additional magazines from the nearest R.N. Armament Depot.

2. Naval Proportion Book will be amended.

3937.—Gun Mountings—4.7-in. C.P., Mark XVIII—Lubrication Diagram

(G. 4257/43.—26 Aug. 1943.)

Lubrication diagrams are available at Durban, Alexandria, Gibraltar and Malta, for issue to ships fitted with the above mountings. Commanding Officers of ships concerned should demand from their nearest base the number of copies required (one per mounting) and fit them, preferably pasted on a piece of plywood and varnished, in a suitable position in the gun shields. It should be noted that the diagram is for guidance only, and the actual position of some of the lubricators cannot be shown exactly on the drawing.

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

3938.—Gun Mountings—4-in. S.I. and 4-in. H.A.III—Use of Oil D.T.D.44D in Recuperators

Ships and Establishments concerned

(G. 015017/42.—26 Aug. 1943.)

Satisfactory trials have been carried out using oil D.T.D.44D in lieu of oil for recuperators P.924, in the recuperators of 4-in. S.I. and 4-in. H.A.III gun mountings.

2. It has been decided that since oil D.T.D.44D is already widely used afloat it shall replace oil P.924 for the above services.

3. Upon the next occasion of opening up the recuperators of 4-in. S.I. and 4-in. H.A.III mountings they should be refilled with oil D.T.D.44D and the use of oil P.924 discontinued. In the event, however, of it being found necessary to top up recuperators already containing oil P.924 the two oils should not be mixed.

4. B.R.292 will be amended.

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

3939.—Gun Mountings—20 mm. Oerlikon—Introduction of Mark VIIA

(G. 010407/43.—26 Aug. 1943.)

A new design of single Oerlikon mounting (with the following characteristics) is now starting production:—

(i) Short radius (3 ft. 4 in.) with a balance weight in the pedestal.

(ii) Weight of mounting, gun and shield, 14 cwt.

(iii) Holding down arrangements: 8 in No. $\frac{3}{4}$ -in. bolts or as P.C.D. of $20\frac{1}{8}$ -in. Outside diameter of base = $22\frac{1}{4}$ -in.

(iv) A single step range. External diameter, 6 ft. 8 in. Internal diameter, 5 ft. 0 in. Height, 8 in.

(v) Prepared for fitting Mark XIV or Type VI sight.

2. A Mark VIIA (S/M) mounting is also being produced for submarine use, which is generally similar to the Mark VIIA, but is not fitted with a shield. The step dimensions are: External diameter, 5 ft. 10 in.; internal diameter, 4 ft. 8 in.; height, 8 in. This will replace the Mark IIA (S/M) mounting.

3. (i) The Mark VIIA will be issued in place of the Mark IV mounting, for all services for which the latter is specified, when the small remaining stocks of the Mark IV mounting have been used.

(ii) The Mark VIIA will ultimately also be issued instead of the Mark IIIA or Mark V mountings to all services.

4. (i) Mark VIIA mountings will be issued in the first place to Royal Naval new construction, instead of Mark IIIA and Mark IV, for all ships and craft completing in and after October, 1943.

(ii) Royal Naval ships re-arming or fitting additional Oerlikons in and after October, 1943, will be supplied with Mark VIIA mountings if the requisite number are available or alternatively with Mark IIIA mountings and either Mark VIIA or Mark IV according to availability.

(iii) Until further notice trade requirements will be met by the issue of Mark IIIA or Mark V mountings, with Mark VIIA or Mark IV according to availability for special cases.

5. The stiffening arrangements for the platforms, etc., will be the same as for Mark IIIA and Mark IV mountings.

3940.—Anti-Freezing Grease to Air Ministry Specification D.T.D. 143C—Adoption of

(N.S. 020551/42.—26 Aug. 1943.)

Anti-freezing grease to Air Ministry Specification D.T.D. 143C has been adopted for the lubrication and protection of guns, ammunition, etc., in the place of Cooper's Grease No. 4, and a preliminary purchase for delivery at Home Yards and Depots has been made from Messrs. Hill & Jackson, Ltd., 4 Albion Street, Leeds, 1, under Contract C.P.2B/1201/43—see Admiralty letter N.S.14295/43/B.13689 dated 6th February, 1943.

2. Further supplies are being obtained from the Air Ministry for delivery as follows:—

	Chatham Cwts.	Sheerness Cwts.	Ports- mouth Cwts.	Devon- port Cwts.	Rosyth Cwts.	Mersey Area Cwts.	Severn Area Cwts.
In 7 lb. tins	40	25	100	140	120	70	60
In 14 lb. tins	180	—	80	50	200	250	80
In 28 lb. kegs	70	20	340	170	250	200	200
In 56 lb. kegs	280	5	130	20	100	100	100

3. It is possible that on delivery the containers may be found to be marked with R.A.F. and W.D. descriptions, viz., A.M.34A/150 and W.D. Grease A. To avoid possible confusion, therefore, all containers should be marked "Grease, Anti-freeze, D.T.D.143C" before issue.

4. Shipment of the undermentioned quantities should be arranged as indicated:—

From	In 7 lb. tins.	In 14 lb. tins.	In 28 lb. kegs	In 56 lb. kegs	Total
From Severn Area					
To:					
Halifax	2	3	3	2	10 cwt.
Bermuda	2	3	3	2	10 cwt.
Simonstown	6	12	14	8	40 cwt.
Durban	20	20	90	30	160 cwt.
Colombo	20	20	40	20	100 cwt.
From Mersey Area					
To:					
U.S. Navy Yard, Brooklyn, New York. (For Admiralty Pool)	2	3	3	2	10 cwt.
Hvalfjord Iceland (C)	2	3	3	2	10 cwt.
Alexandria	10	10	45	15	80 cwt.
Malta	2	3	3	2	10 cwt.
Gibraltar	10	18	20	12	60 cwt.

(A.F.O. 1025/43.)

3941.—Close Range Firings for A.A. Ratings—Training—Courses

(G.D. 0422/43.—26 Aug. 1943.)

The qualifying close range firings for A.A. ratings have been revised, and are now as set out below.

2. The following new firings have been introduced :—

- (1) Firings with gyro gunsights.
- (2) Bofors firings for A.A.1's and A.A.3's.
- (3) Dawn firings.

3. 0.5-in. firings have been deleted from the syllabus.

4. *Schedule of Close Range Firings.*

Ship	No. of rounds	No. of salvos	Details
<i>A.A.1's.</i> As convenient ...	140	2 runs 14—1 gun 3 runs 28—1 gun 1 run 14—1 gun 2 runs 7—1 gun 1 run 16 8—2 guns 2 runs 140 20—1 gun 1 run 20—1 gun 1 run 20—1 gun 2 runs 20—1 gun 20—2 guns	Multiple Pom-Pom at sleeve or flag target, joystick control. Pom-Pom Director firing at sleeve and flag target. Ditto at fast L.A. target. Multiple Pom-Pom at sleeve target at dawn, joystick control. Bofors Twin in hand control at sleeve or flag target. Oerlikon Single at sleeve or flag target. 1 run eyeshooting, 1 run using gyro gun sight. Ditto at fast L.A. target. Eyeshooting control. Ditto at sleeve target at dawn. Eyeshooting control. Oerlikon Twin, Mark V, at sleeve or flag target. Using gyro gunsight.
<i>A.A.2's.</i> As convenient ...	140	2 runs 14—1 gun 3 runs 28—1 gun 1 run 14—1 gun 2 runs 7—1 gun 180 4 runs 20—1 gun 1 run 20—2 guns 1 run 20—2 guns 1 run 20—1 gun	Mark "M" Pom-Pom at sleeve or flag target, joystick control. Pom-Pom Director firing at sleeve and flag targets. Ditto at fast L.A. target. Multiple Pom-Pom at sleeve target at dawn, joystick control. Oerlikon Twin, Mark V, at sleeve or flag target; 1 run eyeshooting, 3 runs using gyro gun sight (1 wearing respirator). Ditto, using gyro gun sight. Ditto at fast L.A. target. Eyeshooting control. Ditto at sleeve target at dawn. Eyeshooting control.
<i>A.A.3's.</i> As convenient ...	126	3 runs 14—1 gun 1 run 7—8 guns	Multiple Pom-Pom at sleeve or flag target; 2 runs joystick, 1 run two-man control. Ditto at sleeve target, joystick control.

Ship	No. of rounds	No. of salvos	Details
<i>A.A.3's—contd.</i> As convenient ...	126	1 run 14—1 gun 2 runs	Ditto at fast L.A. target. Ditto at sleeve target at dawn, joystick control.
	40	7—1 gun 2 runs 8—2 guns 1 run 8—1 gun	Bofors Twin in hand control at sleeve or flag target. Bofors Single in hand control at sleeve or flag target.
	200	5 runs 20—1 gun 1 run 20—1 gun 1 run 20—1 gun 20—2 guns 94 2 runs 47—1 gun	Oerlikon Single at sleeve or flag target; 3 runs eyeshooting, 2 runs using gyro gun sight. (Respirator to be worn for 1 eyeshooting run.) Ditto at fast L.A. target. Eyeshooting control. Ditto at sleeve target at dawn. Eyeshooting control. Oerlikon Twin, Mark V, at sleeve or flag target; 1 run eyeshooting, 1 run using gyro gun sight. Lewis gun at sleeve or flag target.

(A.F.Os. 3750/42 and 128/43 are cancelled.)

3942.—Fitting Additional Armament in Destroyers, Cruisers and above

(H.M. Dockyards and Refitting Authorities.)

(D 016867/43.—26 Aug. 1943.)

Information is often lacking at the Admiralty as to the positions of Oerlikon guns and other weapons fitted in ships during the refitting periods.

2. Dockyard Officers and Refitting Authorities are to forward a line diagram showing the positions in plan, and if not self evident, in elevation, of the centres of the mountings, whenever additional Oerlikons or other armament is fitted to Destroyers, Cruisers and above. This information is not required if the additions in question have been made exactly in accordance with an approved Admiralty drawing. In such a case it is necessary only to report whether all the mountings in question have been fitted, or if not, to forward sufficient information to identify those that have been fitted.

3943.—Blocks—Combination St. Nos. T.235A, T.294A and T.374—Modification

(A.S. 582/42.—26 Aug. 1943.)

To accommodate propellers manufactured to relaxed tolerances, it is necessary for the combination blocks to be modified as shown in A.F.O. Diagrams 247/43 (1-3).

2. The blend of the bedded surfaces and the faces of the blocks adjacent to the spindle should be chamfered to ensure that the roots of the propeller blades will clear the blocks. A.F.O. Diagram 247/43 (4) shows one method of marking off the line of intersection of chamfer and bedded surface. With the block supported in Vee blocks and a scriber point set vertically above the centre by an amount equal to the radius shown on the appropriate diagram, the scriber may be slid along the face of the Vee block while the block is swung on the spindle.

3. Block St. No. T.294A at present shows the contours of propeller forward St. No. 5993A, and propeller aft St. No. 5992A. The contours of propeller forward St. No. 8725 and propeller aft St. No. 8724 are to be scribed on the surfaces as shown in A.F.O. Diagram 247/43 (2). For this purpose the blades of several propellers are to be used. As these may vary due to permissible manufacturing tolerances, the widest blades available are to be used.

4. The trailing edge of new manufacture 18-in. forward propellers is now swept to give increased clearance between the blades of forward and aft propellers, and stamp No. 8725A has been allocated to this forward propeller. Propellers

St. No. 8725 will be modified in torpedo depots before issue or as torpedoes pass through torpedo depots; it is not intended that propellers on board should be modified by ships' staffs to give this increased clearance. (See A.F.O. 3065/43.)

5. Blocks combination on board and at naval air stations are to be scribed with the outline of the first unused propeller St. No. 8725A received. This may result in subsequent propellers (St. No. 8725 type) overlapping these scribed lines; if this occurs the outline must be marked in pencil and the propeller removed to check the pencil marking for uniformity.

(A.F.O. 3065/43.)

3944.—Depth Charge Equipment—Attachments to O.M.L. 9.5-in. D.C.Ts., Marks II and IV, for Removal of Primer Safety Forks—REPORTS

(T. 2002/43.—26 Aug. 1943.)

With reference to A.F.O. 2387/43, equipment as shown in A.F.O. Diagram 251/43 (1-2), has been designed to enable the safety forks of depth charge primer plunger to be automatically removed when fired from depth charge throwers.

2. *Supply.*—Sets of this equipment, attachments pull-off St. No. 6813 and attachments pull-off St. No. 6814, suitable for both Mark II and Mark IV depth charge throwers respectively, are being manufactured and will be supplied to ships on demand from the nearest armament depot when received from manufacture, for fitting by ships' staffs assisted if necessary by base maintenance staffs.

3. The additions to the Mark II thrower are as follows:—

(a) Securing band 12-in. in diameter with extended arm 9½-in. long on one side, with three ½-in. diameter bolts and nuts (bolts 2-in. long).

(b) A ¾-in. circumference galvanised flexible steel wire rope pendant with thimbles, Pattern No. 5080, spliced in and served with wire at both ends. An Inglefield clip, Pattern No. 101, is spliced into one end. Distance between bearing surfaces of thimbles will be approximately 16-in.

4. *To Fit.*—The securing band is to be fitted on the muzzle of the thrower as close to the barrel muzzle as possible, with the extended arm to the *primer side* of the thrower. The wire pendant is to be secured to the outboard end of the extended arm by means of the nut and bolt provided so that it can swing freely. The nut is to be pinned in position.

5. The modification and addition to the Mark IV thrower are as follows:—

(a) A ¼-in. diameter tapped hole to be drilled in the *primer end* Z-section locating bracket of the thrower carrier.

(b) A pendant of ¾-in. circumference galvanised flexible steel wire rope with thimbles, Pattern No. 5080, spliced in and served with wire at both ends. An Inglefield clip, Pattern No. 101, is spliced into one end and ¼-in. eye bolt with join welded, spliced into the other end. Distance between bearing surfaces of thimbles will be approximately 7½-in.

6. *To Fit:*—

(a) Drill and tap a hole ¼-in. B.S. Whitworth thread in *primer end* locating brackets for both Mark VII and Mark VIII heavy charges of the depth charge thrower carrier. This hole is to be ¾-in. from top of bracket and 1⅛-in. from centre line of the bracket.

(b) Screw eye bolt from outside of carrier home into the bracket and burr over.

7. All ships are to report in writing through the usual channels, with a copy to The Captain, H.M.S. "Vernon" (M), West Leigh Cottage, Near Havant, Hants, when the appropriate modification described in paragraphs 4 or 6 above has been satisfactorily completed.

(A.F.O. 2387/43.)

3945.—Depth Charge Pistols—All Marks—Pistol—Primer Tube Joint Leakage—Use of Aquadag

(T. 01886/43.—26 Aug. 1943.)

It has become clear that leakage still occurs at the joint between the depth charge pistol and the primer tube. This is particularly the case at deep settings and is sufficient sometimes to cause very shallow firing.

2. It is therefore imperative that the pistol be tightened hard up in the primer tube.

3. In order that watertightness may be further ensured, the following action is to be taken forthwith:—

(a) Before fitting the pistols in depth charges, remove the ring nut and lubricate the threads on the body of the pistol and top of the three pronged bayonet washer with Aquadag Pattern XX3020/12 which has been introduced as a naval store item under subhead E, item 8 (see paragraphs 5 and 6 below).

(b) Castor oil may be used where no/or until Aquadag is available. On no account must mineral oil be used.

(c) It is most important that the maximum leverage should be obtained when fitting pistols in depth charges. Spanner, box, Stamp No. 6216, should be used with a Samson to increase this leverage. Ships not already outfitted with heavy depth charges should demand a spanner, box, Stamp No. 6216, from the local O.C.A.S., quoting this order as authority.

4. The following precaution must be observed when using Aquadag:—

(a) Shake the container well before each application.

(b) The surfaces to be treated must be clean and free from oil or grease.

(c) Apply a *thin* coating with a brush, using the liquid direct from the container.

(d) Allow the treated surfaces to dry thoroughly before reassembly.

(e) Gently polish with a clean cloth, to remove any lumps which may have formed on the graphite surface.

(f) Attention is drawn to the tendency of this lubricant to dry off unevenly unless very carefully applied.

5. The following quantities of Aquadag, Pattern XX3020/12, have been purchased from Messrs. E. G. Acheson, Ltd., Contract C.P. 6940/43, dated 20th July, 1943, for delivery and distribution as follows:—

	1 lb. jars	1½ lb. jars	3½ lb. jars
Chatham, 1 cwt.	56 lbs.	28 lbs.	28 lbs.
Sheerness, 1 cwt.	56 "	28 "	28 "
Portsmouth, 1 cwt.	56 "	28 "	28 "
Devonport, 1 cwt.	56 "	28 "	28 "
Rosyth, 1 cwt.	56 "	28 "	28 "
Severn Area, 12 cwt. (a)	672 "	336 "	336 "
Mersey Area, 6 cwt. (b)	336 "	168 "	168 "
West Riding, 1 cwt.	56 "	28 "	28 "
Carfin, 1 cwt.	56 "	28 "	28 "
Belfast, 1 cwt.	56 "	28 "	28 "
Londonderry, 1 cwt.	56 "	28 "	28 "
Clyde Area, 3 cwt.	168 "	84 "	84 "

(a) To be shipped from Severn Area to:—

	1 lb. jars	1½ lb. jars	3½ lb. jars
Durban, 1 cwt.	56 lbs.	28 lbs.	28 lbs.
Colombo, 1 cwt.	56 "	28 "	28 "
Bermuda, 1 cwt.	56 "	28 "	28 "
Simonstown, 1 cwt.	56 "	28 "	28 "
St. Johns, Newfoundland, 1 cwt.	56 "	28 "	28 "
Halifax, 1 cwt.	56 "	28 "	28 "
Yorktown, U.S.A., 1 cwt.	56 "	28 "	28 "
Fremantle, Australia, 1 cwt.	56 "	28 "	28 "
Falklands, 1 cwt.	56 "	28 "	28 "
Trinidad, 1 cwt.	56 "	28 "	28 "
Freetown, 1 cwt.	56 "	28 "	28 "

(b) To be shipped from Mersey Area to:—

	1 lb. jars	1½ lb. jars	3½ lb. jars
Alexandria, 1 cwt.	56 lbs.	28 lbs.	28 lbs.
Gibraltar, 1 cwt.	56 "	28 "	28 "
Malta, 1 cwt.	56 "	28 "	28 "

6. Until further experience has been gained, ships carrying surface depth charges should demand 1 lb. of Aquadag as a first supply. A/S escort vessels fitted

to carry a 10 D.C. pattern should demand a second 1 lb. jar of Aquadag as an emergency stock.

7. Ships concerned in commission should forward demands to their storing yards or naval store depot. Supply to ships of new construction should be arranged by warrant and storing yards in the usual manner.

8. The Authorised List of Naval Stores and the Sea Store Establishments concerned will be amended.

3946.—Depth Charge Pistols, Marks VII, VIII and IX Types—New Testing Procedure.

(T./A.S. 11305/43.—26 Aug. 1943.)

As the air testing of D.C. pistols authorised in A.F.O. 3290/43 is a far more exacting test than that hitherto used and since practically all pistols now in service were last tested by the old water pressure method, a number of rejections may occur.

2. It is desired to emphasise that any pistol which passes the former test is perfectly satisfactory for service; the principle object of introducing the new test is to reduce time spent on testing as it is much simpler to carry out. At the same time as air instead of water pressure is used, leaks during test are more likely to occur and the test is therefore more stringent.

3. The same test has been introduced into Armament Depots and as soon as all pistols have been subjected to this test and adjusted to pass, the percentage of failures when testing aboard ships will drop to the present small number while the pistols will have passed a more severe test than is strictly necessary.

4. To avoid wholesale return of pistols to R.N. Armament Depots which would be necessitated by the number of failures which will occur when a pistol is subjected to air test after having been previously only water tested, all ships are to retain until further notice, the apparatus mentioned in paragraph 5 of the above quoted order for retesting of any pistols rejected on air test.

5. Any pistols which fail both tests are to be returned to the nearest R.N. Armament Depot.

(A.F.O. 3290/43.)

3947.—Detonators, Electric No. 28, Mark II

(A.S. 02438/43.—26 Aug. 1943.)

Examination of detonators, electric, No. 28, Mark II, from recovered mines has revealed defects in detonators from the following lots:—

Lots 1, 2, 3, 4, 5, 6, 7, 8 and 9, filled B.R. 8/41 to 10/41 inclusive, stamped "P.E.H." on gland nut.

2. Any detonators, No. 28, Mark II, of these lots held by C.M. bases, base ships and controlled minelayers, are to be returned to the nearest N.A. depot, and detonators, electric, No. 28, Mark II, of proved lots drawn in lieu.

(A.F.O. 3175/43.)

3948.—Electrical Installation—REPORTS

Coastal Force Craft

(D. 019488/42.—26 Aug. 1943.)

With reference to C.A.F.O. 2171/41 and A.F.O. 1237/43, an examination of the electrical installation of various Coastal Force craft has shown that by far the largest amount of unauthorised work is in connection with the shore lighting circuits, the use of the Asdic battery and associated generator as a source of supply for these circuits, and the fitting of internal telephone systems.

2. The number of authorised shore lighting points for the various types of craft is shown in the appendix to this order.

3. All Commanding Officers are to report the number of fittings installed in excess of those authorised vide the appendix to this Order, to the refitting authority concerned when forwarding their next defect list, sending a copy to their Administrative Authority. The refitting authority is to arrange for any additional points which are installed in a dangerous or unsatisfactory manner to be removed and to report to the Admiralty the number and position of any excess points which are installed in a satisfactory and safe manner, and which it is considered may be allowed to remain.

4. The Asdic battery and associated generator is on no account to be used for supply to the shore lighting circuits.

APPENDIX COASTAL CRAFT Schedule of Shore Lighting Points

Compartment	Class of Boat														
	Fairmile "A" Class M.Ls.			Fairmile "B" Class M.Ls.			Fairmile "C" Class M.G.Bs.			Fairmile "D" Class M.T.Bs. and M.G.Bs. Nos. 602-640 (ex 632)			M.G.Bs. 502-509		
	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
Chart House	1	1	—	1	—	—	—	—	—	1	—	—	—	—	—
Forecastle	1	1	—	1	—	—	—	—	—	—	—	—	—	—	—
Galley	Nil	1	Item 1	1	3	Item 23	1	1	—	1	1	Item 157	2	Nil	—
P.Os. Mess	1	1	—	1	1	—	1	1	—	1	1	—	1	1	—
P.Os. w.c.	1	1	—	1	1	—	1	1	—	1	1	—	1	1	—
Ward Room	1	1	—	1	2	Item 23	1	1	—	1	1	Item 206	2	2	Item 157
Engine Room	1	1	—	1	1	—	1	1	—	1	2	Item 157	3 & 1	3 & 1	switch socket
Seamen's Mess Aft	—	—	—	—	—	—	—	—	—	1	1	—	1	1	—
C.Os. Cabin	1	2	Item 8	1	—	—	1	2	Item 81	1	1	—	1	1	—
After Crew space	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
After Lobby	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Crew's w.c.	Nil	1	Item 55	Nil	1	Item 23	Nil	1	Item 106	Nil	1	Item 177	Nil	1	Item 1
Officers' w.c.	Nil	1	Item 55	Nil	1	Item 163	Nil	1	Item 106	Nil	1	Item 157	Nil	1	Item 1
W/T Office	Nil	1	Item 8	Nil	1	Item 23	Nil	1	Item 81	Nil	1	Item 157	1	1	—
Plotting Office	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Notes:—

1. Column "A" is original approved installation.
Column "B" is present approved installation.

Column "C" is approved A. and A. item Nos. for Class to fit modified numbers of shore lighting points as indicated. An A. and A. item to cover compartments marked "+" in Column "C" will be promulgated shortly.

2. Lighting fittings in engine rooms are to consist of fitting A.P. 4215a 5757A with well glass A.P. 5786 and steel gland A.P. 5784 controlled by switch A.P. 4081A.

APPENDIX—contd.
COASTAL CRAFT—contd.
Schedule of Shore Lighting Points—contd.

Compartment	Class of Boat														
	72-ft. H.O.M.Ls.			M.T.Bs. (up to 346) under 100 ft.			M.T.Bs. (347-362) under 100 ft.			M.G.Bs. (up to 138) under 100 ft.			M.A/S.Bs.		
	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
Chart House	Nil	Nil		Nil	Nil		Nil	Nil		Nil	Nil		Nil	Nil	
Forecastle	1	1		1	1		1	1		1	1		1	1	
Galley	1	1		1	1		1	1		1	1		1	1	
P.Os. Mess	1	1		1	1		1	1		1	1		1	1	
P.Os. w.c.	Nil	1		1	1		1	1		1	1		1	1	
Ward Room	1	1		1	1		1	1		1	1		1	1	
Engine Room	1	1		1	1	Item 86	1	1	Item 86	1	1	Item 86	1	1	
Seamen's Mess Aft	1	1		1	1		1	1		1	1		1	1	
C.Os. Cabin	1	1		1	1		1	1		1	1		1	1	
After Crew space	1	1		1	1		1	1		1	1		1	1	
After Lobby	1	1		1	1		1	1		1	1		1	1	
Crew's w.c.	Nil	1		1	1		1	1		1	1		1	1	
Officers' w.c.	Nil	1	Item 44	1	1	Item 86	1	1	Item 86	1	1	Item 86	1	1	Item 118
W/T Office	Nil	1	Item 44	1	1		1	1		1	1		1	1	
Plotting Office	Nil	1	Item 44	1	1		1	1		1	1		1	1	

Notes:—

1. Column "A" is original approved installation.
Column "B" is present approved installation.
Column "C" is approved A. and A. item Nos. for Class to fit modified numbers of shore lighting points as indicated. An A. and A. item to cover compartments marked "1" in Column "C" will be promulgated shortly.

2. Lighting fittings in engine rooms are to consist of fitting A.P. 4215a 5757A with well glass A.P. 5786 and steel gland A.P. 5784 controlled by switch A.P. 4081A.

(R.A.C.F., 19 Sep., 1942, No. 1603/R.A.C.F./411/12.)
(C.A.F.O. 2171/41 and A.F.O. 1237/43.)

3949.—L. Mark II Mine Sinkers—Junction Box Pattern 16507

(T. 2053/43.—26 Aug. 1943.)

It has recently been brought to notice that a small proportion of junction boxes Pattern 16507, issued since end of 1941, were not manufactured strictly in accordance with the drawings.

2. With the standardisation of compound filled junction boxes (C.A.F.O. 988/43) the Pattern 16507 box is obsolete, but it is still possible that a few L. Mk. II sinkers at C.M. Bases abroad are still being fitted with this box pending completion of deliveries of "Compound Filled" equipment overseas.

3. The Pattern No. is cast on the slightly defective J.Bs. Pattern 16507 and these boxes should not be used if unmarked J.Bs. (which are correct) are available.

4. If it is necessary to use the marked boxes, two instead of one, Pattern 2498 rubber rings should be inserted when fitting the socket Pattern 18651. This measure should provide sufficient clearance for fitting the cover on the J.Bs. Pattern 16507.

(C.A.F.O. 988/43.)

3950.—Motor Alternators for Armament Gyros—Governor Gear

(T.915/43.—26 Aug. 1943.)

Reports have been received complaining of erratic behaviour of the governor gear fitted to 333 cycle motor alternators for armament gyro services.

2. Improvements in the design of this gear are under active consideration. Meanwhile, every effort should be made to keep the existing governor gear as efficient as possible, since variations in gyro wheel speed can cause considerable error in fire control systems.

3. Attention to the following points should assist ships' staffs to obtain a more reliable performance from the governor gear at present in use.

4. Most troubles are due to friction in the governors themselves. Care should be taken that the slots in which the toes of the weights slide are perfectly smooth and that no backlash exists in the pivots of the weights. If necessary, new and slightly larger pivots should be fitted.

5. Friction of the brushes on the contact disc twists the inner spindle and tends to jam the governor weights in one position unless the above precautions are taken.

6. If the hole in the shaft extension has been roughly machined, it should be reamed out and a slightly larger sliding spindle fitted by a lapping process, to ensure minimum friction.

7. It will be found that when running, sparking at one of the carbon brushes is greater than at the other. This sparking can be reduced slightly by changing the leads where necessary to ensure that this brush is positive with respect to the other brush. In order to keep sparking to a minimum, the connections should be changed periodically.

3951.—Portable Electric Heaters (500-watt and 100-watt Type) for use in Exposed Positions in Ships Operating Under Arctic or Cold Weather Conditions

(T.01548/43.—26 Aug. 1943.)

Portable electric heaters, similar in type to the 500-watt heaters referred to in A.F.O. 6309/42, but of 100-watt loading, have now been introduced to assist in maintaining searchlights, signalling projectors (carbon arc type), searchlight sights, T.B.Is. and similar instruments, in an efficient working condition, in those ships approved by C.A.F.O. 1460/43 to be fitted for arctic or cold weather conditions. These heaters will be used as alternatives to the 500-watt type, according to local conditions, and as defined in A.F.O. 6305/42.

2. The particulars for addition to the Authorised List of Naval Stores are as follows:—

Subhead and item

F.2B	...	Portable Electric Heater, watertight, 100-watt, 220-volt, Pattern No. 19568.
F.2B	...	Portable Electric Heater, watertight, 100-watt, 110-volt, Pattern No. 19569.

3. The heaters will be provided with one gland drilled for the reception of 3-core cable, Pattern 6057D and a second gland with a blank cap, which can be suitably drilled for looping out into a second heater when required

4. The heaters are to be supplied from switch sockets, Pattern 4460, fitted in a convenient position on or adjacent to the equipment concerned, and an item, Classification "A", should be included in the list of As. and As. to cover for the installation, as stated in paragraph 7 of A.F.O. 6305/42.

5. Deliveries of the 500-watt heaters are now being made, and it is anticipated that supplies of the 100-watt heaters will become available shortly.

6. The basis on which the 500-watt heaters for gun mechanisms are to be demanded as given in A.F.O. 6309/42.

7. The basis on which the heaters are to be demanded for other purposes is as follows:—

	500-watt	100-watt
Searchlights, 36 and 44-in.	1	—
Searchlights, 24-in.	—	1
Signalling projectors (carbon arc type)	—	1
Searchlight sights	—	1
Cranes (aircraft and boat)	2	—
T.B.Is. and similar instruments	—	1
Motor boats	1	—

Note.—As an interim measure, two portable electric heaters are to be fitted in supports or under deck heads under armament S/L projectors until steam heating is fitted in accordance with paragraph 29 of A.F.O. 6305/42.

(A.F.Os. 6305/42 and 6309/42.)

(C.A.F.O. 1460/43.)

3952.—Recorders, Depth and Roll—Revised Allowances

(A.S. 13545/42.—26 Aug. 1943.)

Allowances of depth and roll recorders have been under review and the following are the revised approved allowances, viz. :—

Service	Allowance
Cruisers	2 per ship (see paragraph 2 below)
Aircraft carriers (fleet, light fleet and escort carriers)...	2 for every 3 heads blowing carried
<i>Depot ships for destroyers :—</i>	
“Tyne”	30 per ship
“Greenwich”	6 per ship
Other than above	12 per ship
<i>Depot ships and bases for submarines :—</i>	
“Forth”	30 per ship
“Cyclops”	20 per ship
Other than above	12 per ship or base
<i>Depot ships for coastal force craft</i>	6 per ship
<i>Mobile torpedo maintenance units</i>	2 per unit
<i>Coastal force bases :—</i>	
Portland	6
Other than Portland	3
<i>Naval air stations at home :—</i>	
Craik	26
Lee	12
Hatston	13
Machrihanish and Fearn	20 each
Inskip and Ronaldsway	13 each
<i>Naval air stations abroad</i>	16 each

2. Recorders, depth and roll, Mark III, will be issued generally to meet the above requirements but recorders, depth, roll and inclination, Mark IV, will be issued to modern cruisers so long as the latter type remain available. No further Mark IV recorders will, however, be manufactured.

3. Vessels, etc., concerned are to adjust to the revised allowances of recorders as detailed in paragraph 1 above. Recorders, depth and roll, Mark III, are at present, however, in short supply but it is anticipated good supplies will be available in a few months' time.

4. In future the practice of supplying with each Mark III depth and roll recorder, in its box, all pertinent tools and spare gear will be abolished as soon as new boxes as in paragraph 7 below are available; meanwhile the existing procedure will continue.

5. The items supplied in each box with the recorder will eventually consist of the following only:—

Item	St. No.	Quantity
Pins, safety, for tripper	2746	1
Rollers, for paper	1244	2 (in recorder)
Scales, cardboard (blank)	2750	6
Springs, flat, depth:—		
(35 ft.)	1257	1
(50 ft.)	1268	1
(100 ft.)	1258	1

6. Other items of tools and spare gear for use with recorders will be supplied as follows:—

Cruisers 1 set as per Column 3 of List "A" below, in a separate box provided for the purpose.

Depot ships, aircraft carriers, bases, naval air and R.A.F. stations and units. 1 set as per Column 4 of List "A" below, per 6 or less recorders carried, in a separate box provided for the purpose.

7. The boxes referred to in paragraph 6 will be accounted for as follows:—

Section II

Boxes, tools and spare gear for recorders, depth and roll, Mark III, for cruisers, complete.

Boxes, tools and spare gear for recorders, depth and roll, Mark III, for depot ships, aircraft carriers, etc., complete.

8. Slight modification will be made to the design of recorder box for future manufacture to remove surplus fittings provided to accommodate the present allowance of tools and spare gear.

LIST A

Boxes, tools and spare gear for recorders, depth and roll, Mark III

CONTENTS

Item	St. No.	Quantity	
		Per box for cruisers	Per box for depot ships, etc.
<i>Tools :—</i>			
Spanners, gland, starting rod	1263	1	1
Tweezers, removing paper (pairs)	1265	1	1
<i>Spare Gear :—</i>			
Cases for pencils, etc....	1240	1	1
Cylinders, tin, for diaphragms (St. No. 1241)	2741	1	2
Diaphragms, I.R.	1241	3	6
Pencils, D and R	2745	3	18
Pins, safety, for tripper	2746	1	1
Rollers for paper	1244	1	1
Scales, cellastoid, roll 0°-30°	2747A	1	1
Screws, securing:—			
	1253	6	18
	1250	2	6
	1252	8	24
	1251	8	24
	1254	2	6
	1255	4	12
	1249	6	18
Springs, flat, for governor	1260	2	6
Springs, flat, main, winding	1261A	1	4
Springs, flat, pawls, main winding ratchet...	2441	1	2
Springs for pencil holders	1238	4	12
Washers, leather, for joints	1262	6	18

3953.—Mark IV Depth, Roll and Inclination Recorders—Apparent Shallowing of Depth Record

(Part T. 09202/43.—26 Aug. 1943.)

Experience has shown that a proportion of Mark IV recorders are liable to produce a depth record which shows a progressive shallowing throughout the run. Such a record makes it appear that the torpedo, after recovery to its set depth from the initial dive, has decreased its running depth by as much as 10–15 ft. by the end of a 4,000 yard run; thus, a torpedo which was set to 12 ft. and started to run at that depth may appear to have finished its run on the surface.

2. In such cases, unless it can be confirmed by actual observation that the torpedo did in fact run shallow or on the surface, it is probable that the shallowing depth record is due to one of the following causes:—

- (a) leakage of water into the recorder case, either through the joint between the head and the case, or past the starting push rod in the bottom of the case;
- (b) leakage of air from the recorder pocket into the recorder case past the starting push rod, the air being forced into the recorder by the external water pressure due to the depth at which the torpedo is running.

3. Flooding of the recorder, as in (a) above, is clearly indicated by the presence of water in the case after the run. If leakage has occurred at the joint between head and case the leather joint washer may be defective, or more probably the case may not have been screwed up sufficiently hard. If the leakage has occurred past the starting push rod, the fit of the latter in its bush may be improved by lapping (*vide* paragraph 4 below).

4. Leakage of air past the starting push rod, as in (b) above, is more difficult to discover, as the push rod may be watertight but not airtight and may therefore provide no visible signs of leakage. It can be demonstrated however by lowering a running recorder in a head over the side and maintaining it at a steady depth of at least 12 ft. for several minutes, when the depth record will show a steady shallowing if leakage is taking place. The leakage can be reduced or prevented by improving the fit of the starting push rod in its bush by lapping it in, and by filling the recorder pocket with water before inserting the recorder in the head.

5. A modification to the recorder to render the starting push rod completely watertight, which could be carried out by ships' staffs, is under investigation. If satisfactory, details will be published by A.F.O.

6. The most probable cause of a torpedo actually shallowing during a practice run is premature blowing of the head. This should not be suspected, however, unless the torpedo is actually seen to run shallow or on the surface, or unless the inclination record shows an abrupt change in the downward direction, or a mean inclination "down", which is a characteristic of a positively buoyant torpedo.

(A.F.O. 2262/42.)

3954.—Torpedoes—18-in., Marks XII*B–XV—Depth Gear Locking Catch

(A.S. 03174/43.—26 Aug. 1943.)

Instances are being reported of oil leakage through the anti-cushioning hole "A" of depth-locking catches fitted with ball valves as shown in A.F.O. Diagram 252/43, Fig. 1, oil thus obtaining access to the balance chamber with the possibility, in serious cases, of coming into contact with the indiarubber diaphragm of the depth gear itself.

2. It is observed that even in a perfect weight locking unit of this type a momentary squirt of oil through the hole "A" must occur whilst the ball valve item 2, Fig. 1, is passing from its lower to its upper seat during functioning but such leakage will not be of a serious nature.

3. Where serious leakage is occurring, however, the most likely cause is considered to be due to the toe "B" (Fig. 1) of the catch lever when in its down position resting on the surface "C" of the catch plate on the depth gear pendulum

when in its locked position. This would prevent the spring, item 5, exerting any downward pressure on the ball valve, item 2, thus allowing leakage of oil from the engine oil bottle past the ball and so through hole "A".

4. In order to ensure that clearance exists between "B" and "C" prior to unlocking, the following examinations and, if necessary, adjustments are to be made by ships' staffs concerned:—

- (a) Remove the depth gear and centralise the weight by fitting a transporting screw. Measure the height from the face of the depth gear seat to the face "C" as shown in Fig. 3, and, if necessary, adjust this height to within the dimensional limits shown by filing the catch plate face "C".
- (b) Whilst the depth gear is removed, with the catch lever, item 4, Fig. 2, of the locking unit pressed down, measure the height from the torpedo depth gear seating face to the underside of the toe B, and, if necessary, adjust this height to within the dimensional limits shown by filing the toe B which, during manufacture, is left long for this purpose.

After any necessary correction as above there will be a minimum clearance between "B" and "C" of 0.04-in. when the depth-gear pendulum is in the locked position.

5. If, after action as outlined in paragraph 4 has been taken the weight locking gear is still subject to serious leakage, the cause is probably due to a defective ball valve, valve seat, spring or plug joint, in which case a probable cure can be effected by—

- (a) fitting a new $\frac{3}{8}$ -in. diameter bronze or steel ball, St. No. 2037, if the existing ball is damaged or corroded;
- (b) lightly tapping the steel ball on to the valve seats to ensure a smooth and correctly shaped face.

6. Any unit which cannot be made effective by the foregoing means should be removed and returned to a torpedo depot for repair. A replace catch unit should be demanded from the nearest torpedo depot.

7. As soon as production permits, future torpedoes will be fitted with weight locking catches having a lapped piston in lieu of a ball valve in which case it is anticipated the defects reported will disappear.

3955.—Torpedo Control—Torpedo Deflection Sight Equipments, Mark III*

Destroyers

(T. 1320/43.—26 Aug. 1943.)

In future the lengths of flexible shafting and copper tube (as laid down in A.F.O. 2420/42) for the connection from the Binocular Holder to the Torpedo Deflection Sight, Mark III*, will be supplied with the sight.

2. Care should be taken to keep the flexible shaft drive between Binocular Holder and Binocular Attachment as free from sharp bends as possible. No bend, in any case, should be of less than 12-in. radius.

(C.A.F.O. 2250a/40 and A.F.O. 2420/42.)

3956.—Torpedo Stores—Washers, St. No. 436A—Introduction in lieu of Washers, St. No. 436

(A.S. 9280/43.—26 Aug. 1943.)

A failure of a 21-in. Mark VIII** torpedo has been reported and as the result of investigation it was found that two leather washers, St. No. 436, instead of one had been fitted in the tail cone recess for air supply to steering engine. One of these washers had moved and completely blocked the holes in the nipples of the saddle spigot with the result that air could not reach the steering engine.

2. It can only be assumed that two washers were fitted to overcome a leaky joint. Attention of all concerned is therefore called to the fact that this joint must be obtained by the fitment of one washer, St. No. 436, only.

3. To obviate difficulties in making a satisfactory joint it has been decided that future manufacture washers, St. No. 436, be of permanite.

4. The new pattern washer will be accounted for as follows, viz. :—

Section IV

Washers, permanite, gyro air connection joint of A.B. and tail, St. No. 436A, and will be allowed to existing services in lieu of, and in the same proportion as, washers, St. No. 436.

5. Washers, St. No. 436, will become "O.F.M." but will continue to be issued in lieu of washers St. No. 436A until stocks are exhausted.

6. Labels of chests and torpedo store accounts are to be amended as necessary.

3957.—Warheads, 22·4-in., U.S.A., Mark XIII, Tool Removing Booster— St. No. T.599

(A.S.O.—26 Aug. 1943.)

To overcome difficulties being experienced in removing the Mark II Booster from 22·4-in. U.S.A., Mark XIII, warheads a new design tool has been introduced. This tool is shown on A.F.O. Diagram No. 255/43 and will be accounted for as :—

Section II

Tools removing booster Mark II from warheads, 22·4-in., U.S.A., St. No. T.599.

2. This tool will be included in the outfit of stores for 22·4-in., U.S.A., Mark XIII, torpedoes as soon as supplies become available. To meet immediate requirements the tool is to be manufactured to the dimensions specified by staffs of ships and naval air stations concerned.

3. To remove the booster, the rubber head of the tool should be inserted in the booster and the handle tightened, until the rubber head has expanded into hole in booster sufficiently to obtain a grip. The booster should then be withdrawn by pulling on the handle.

4. Special care should be taken when removing the booster to ensure that the handle is not screwed down any more than is necessary to make the rubber head grip the booster, as excessive pressure may cause it to be deformed.

3958.—Blocks—Revised Allowances for Engineering Purposes "River" Class Frigates

(N.S.10787/43.—26 Aug. 1943.)

The allowances of blocks to "River" class frigates for engineering purposes have been revised as shown in the appendix to this Order.

2. Ships concerned in commission should forward demands for the blocks required to complete to the revised allowances to their storing yards or depots. Any blocks held on board in excess of the new allowances should be returned to the nearest dockyard or naval store depot.

3. Supply to ships under construction is to be arranged by the warrant yard in the usual manner to comply with the revised allowances.

4. B.R. 368—Establishment of Naval Stores for Sloops, Minesweepers, "River" Class Frigates, etc.—will be amended.

APPENDIX

Revised allowances of blocks for engineering purposes to "River" class frigates

Pattern	Description	Present Allowance No.	Revised Allowance No.	Remarks
	<i>Subhead B.8</i>			
	Blocks, geared, swivel hooks, without gravity lowering :—			
4013	Complete with upper and lower blocks and chains working load 2 tons.	1	2	
4015	Complete with upper and lower blocks and chains working load 1 ton.	1	Nil	
	Blocks, spur geared, swivel hooks, with hook on single chain in lieu of lower block :—			
4029	Complete with upper block, lower hook and chains, working load $\frac{1}{2}$ -ton.	1	1	
	Blocks, steel, with phosphor bronze sheaves :—			
5204A	Double, with swivel hook and becket for engineers' tackles.	1	Nil	
5209A	Treble, with swivel hook and becket for engineers' tackles.	1	Nil	
	Blocks, steel, with mild steel sheaves :—			
5122A	Treble, with standing eye, reverse of sheave, free hook, becket and thimble.	2	Nil	
5125A	Single, swivel eye, free hook, becket and thimble.	Nil	2A	A—To "River" class frigates fitted with reciprocating main engines; for use when working on crankhead bearings of main engines.
or 46E	<i>Subhead E.13</i> Blocks, wood, I.B. single, 5-in.			
	<i>Subhead B.8</i>			
	Blocks, steel, with mild steel sheaves :—			
5128A	Double, swivel eye, free hook, becket and thimble.	Nil	2A	
or 60E	<i>Subhead E.13</i> Blocks, wood, I.B. double, 5-in.			

3959.—Boiler Tubes, etc.

H.M.S. "Rocket"

(P. 11446/43.—26 Aug. 1943.)

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

Type and No. of boilers ... Admiralty 3 Drum Small Tube 2 No.
with Melesco Superheaters.

Total No. of tubes fitted ... Generator ... 8,996 No.

Row	Ext. Diam.	Thickness	Fitted Length	Total No. of Tubes fitted	Remarks
	in.	W.D.G.	ft. in.		
A	1 $\frac{3}{4}$	128	10 6 $\frac{1}{16}$	288	} All tubes are bent.
B	1 $\frac{3}{4}$	128	10 3 $\frac{1}{4}$	284	
C	1 $\frac{3}{8}$	116	10 0 $\frac{3}{8}$	444	
D	1 $\frac{1}{8}$	116	9 10 $\frac{3}{8}$	440	
E	1 $\frac{1}{8}$	116	9 9 $\frac{1}{4}$	444	
E.1	1 $\frac{1}{8}$	116	9 8 $\frac{3}{8}$	16	
F	1	104	9 6 $\frac{1}{2}$	500	
G	1	104	9 6 $\frac{1}{8}$	496	
H	1	104	9 5 $\frac{3}{4}$	492	
J	1	104	9 5 $\frac{1}{4}$	488	
K	1	104	9 5 $\frac{7}{8}$	484	
L	1	104	9 6 $\frac{3}{8}$	480	
M	1	104	9 6 $\frac{7}{8}$	476	
N	1	104	9 7 $\frac{1}{4}$	472	
O	1	104	9 8 $\frac{3}{4}$	468	
P	1	104	9 9 $\frac{1}{2}$	464	
Q	1	104	9 11 $\frac{3}{8}$	460	
R	1	104	10 0 $\frac{13}{16}$	456	
S	1	104	10 2 $\frac{7}{8}$	452	
T	1	104	10 4 $\frac{1}{2}$	448	
U	1	104	10 7 $\frac{3}{8}$	444	

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

(This order will not be reprinted.)

3960.—Oil Fuel—Use of Diesel Grade Fuel as Furnace Fuel

(N.S. Fuel 1436/43.—26 Aug. 1943.)

It has been reported that in certain cases H.M. ships have failed to make use of available supplies of diesel grade fuel under the mistaken impression that such fuel is unsuitable for use as furnace fuel.

2. Either Admiralty quality Diesel or commercial grades of Diesel, marine Diesel and gas oils, may be used as furnace fuel in emergency by H.M. ships of all classes. It should not normally be so used owing to limitations in supply of these higher grade fuels and on account of its increased cost.

3. Some difficulty may be experienced in obtaining maximum output from very highly rated boilers owing to the low viscosity of the fuel which results in a "closing in" of the spray at discharge pressures of 150 lb./sq. in. and above.

4. Diesel fuel should preferably be mixed with ordinary furnace fuel for burning under boilers. If used unmixed, no preheating is required under normal circumstances.

3961.—A.C. Supply Outfit DTC—Fitting-out Information

(S.D. 01581/43.—26 Aug. 1943.)

Admiralty Signal Establishment Preliminary Specification No. B.240/43 has been prepared to show the method of fitting and wiring A.C. Supply Outfit DTC.

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

3. Copies of the specification have also been forwarded to the Warship Production Superintendents, Scottish, East Coast of Scotland, North Western, North Eastern, Southern, South Wales, London, Humber and Belfast areas, and to the Warship Electrical Superintendents, Scottish, North Western, North Eastern, South Wales, London, South Western and Northern Ireland areas. The Principal (Ship) Overseers and Emergency Repair Overseers of all ships approved to be fitted with A.C. supply outfit DTC are therefore to apply to the Warship Production Superintendents of their areas for a copy of A.S.E. Specification No. B.240/43 in accordance with the procedure laid down in A.F.O. 790/40.

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

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

3962.—A.C. Supply Outfits DL, DRB and DRD—Automatic Voltage Regulators

(S.D. 641/43.—26 Aug. 1943.)

It has been found that Pattern W.1698 carbon pile regulators are not suitable for use in conjunction with certain models of Pattern 1548 motor alternator fitted with A.C. supply outfits DL, DRB and DRD in 100/110 volt ships.

2. All 100/110 volt ships fitted with A.C. supply outfit DRD or with A.C. supply outfits DL or DRB with carbon pile regulators are therefore to replace the Pattern W.1698 regulators by Pattern W.2195 regulators. The new regulators use the same external connections as those they replace.

3. Ships concerned are to demand regulators Pattern W.2195 in replacement for regulators Pattern W.1698 from S.N.S.O., Haslemere, quoting this order as authority.

4. All regulators Pattern W.1698 rendered redundant by the above change are to be returned to N.S.O., Howard Town Mills, Glossop, to be absorbed into stock.

3963.—Hailing Equipment, Type 431/432—Supply, Installation and Maintenance

(S.D. 534/43.—26 Aug. 1943.)

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

Category A—

Cruisers, auxiliary A.A. ships, destroyers, sloops, cutters, minesweeping craft, frigates and corvettes, A.M.Cs., rescue tugs, A/S trawlers, A/S yachts, O.B.Vs. controlled minelayers, fast minelayers, large minelayers, aircraft carriers, auxiliary aircraft carriers, gate vessels, R.M.L.s, H.S.L.s, M.A./S.Bs. employed on Air Sea Rescue Service, M.L.s employed on convoy duties, M.T.Bs. and M.G.Bs. over 100 ft., and mooring vessels.

Category B—

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

Category C—

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

2. Hailing equipment is also approved for the following miscellaneous services.
 - (a) A pool of sets at various bases for the use of Commodore of Convoys and for D.E.M.S.
 - (b) Maunsell forts.
 - (c) Various shore signal stations.
 - (d) Various combined operation craft as shown in the establishment of signal stores for these vessels.

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

Class	Equipment to be supplied
Capital ships and modern aircraft carriers, auxiliary aircraft carriers.	Two sets of Type 431 or Type 432 and four additional loudspeakers (making six in all, two of which are spares) to each ship. <i>Note.</i> —One Type 431 or 432 set will be supplied to H.M. ships of the "King George V" class in addition to the above.
Old carriers and cruisers of "Kent" and later classes, A.A. cruisers and large monitors.	Two sets of Type 431 or Type 432 and one additional loudspeaker (making three loudspeakers in all, including one spare) to each ship.
Depot ship ("Resource" and later construction or conversion), "Adventure," C, D and E, and "Hawkins" class cruisers, auxiliary A.A. ships and A.M.Cs.	One set and two additional loudspeakers (making three loudspeakers in all, including one spare) to each ship.
"Thruster" and "Class" destroyers, large minelayers, sloops, frigates and corvettes, Y cutters, 1st S.G.B., M.T.Bs. and M.G.Bs. over 100 ft.	One set and one additional loudspeaker.

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

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

6. Installation and Fitting—Wherever practicable the equipment is to be permanently installed. Wiring, which should be generally in accordance with the typical arrangements shown on A.F.O. Diagram 256/43 (1) (A.S.E. Drawing No. 30910), and wiring accessories, such as plugs, sockets and loudspeaker spigots, etc., being supplied and fitted by the dockyard or contractors (the microphone plugs and sockets will be supplied by Admiralty). The overall dimensions of Type 431 components are shown on A.F.O. Diagram 256/43 (2) (A.S.E. Drawing No. 30910A), the Type 432 details will in general be similar.

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

- (a) New Construction.—The work of installation is to be carried out by the shipbuilders.
- (b) Existing Ships.—The equipment is to be installed by the ships' staff in cruisers and above, and by ships' staff assisted as necessary by depot ship or base staffs in other vessels.

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

- (i) Capital Ships, Cruisers, etc.—The loudspeakers should be fitted on the superstructure in positions permitting unobstructed distribution to the forward and after gun positions and for distant communication (hailing purposes), siding the equipment as indicated in paragraph 5.
- (ii) Destroyers.—Subject to Clause IV below, arrangements should be made for one loudspeaker to be sited on either the port or starboard wing of the signal deck, the second loudspeaker being positioned as high as possible and as near the centre line of the bridge superstructure to meet requirements for both the forward gun positions and distant hailing.

(iii) Destroyers, Sloops, Frigates and "Y" Cutters.—

- (a) To give improved control of the after armament and depth charges an additional loudspeaker socket and spigot is to be fitted aft in the classes of ship detailed above.
- (b) The positions of the additional spigot and socket are to be selected by ship's officers and installed in accordance with the terms of paragraph 6. An additional loudspeaker will not be supplied, it being the intention that the two speakers already authorised should be used in the appropriate positions as necessary.
- (c) The necessary spigot is to be made and fitted by ship's staff assisted by depot ship's or base staffs in other vessels in accordance with A.F.O. Diagram 256/43 (2) (A.S.E. Drawing No. 30910A).
- (d) Ships concerned are to demand one — socket 2-contact, 5 amps, bronze case, Pattern 4468, from the nearest storing yard, quoting this order as authority.
- (iv) Coastal Craft.—Two loudspeaker positions should be selected, one to serve approximately 180 degs. of arc on the forward bearing, the second position to serve similarly on the after bearing. The cables and fittings used for the permanent wiring arrangements in coastal craft should be consistent with the arrangements normally adopted in these vessels. It should be noted that only one loudspeaker will be supplied, unless approval is given for the second loudspeaker.
- (v) General.—The siting of loudspeakers should in all cases be carried out with due observance of the requirements for magnetic compass—A.F.O. No. 3532/42, and C.D. pamphlet No. 11. Safe distances from the centre of a magnetic compass are :—

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

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

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

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

12. Charging Arrangements.—With the exception of coastal craft the charging arrangements are to be as shown in A.F.O. 3398/41. With regard to coastal craft, a charging panel, Pattern 14060, with charging resistance, Pattern 18929, is to be fitted, the supply to the charging panel being taken from the 24 volt boats distribution system in the engine room. For commissioned boats first supplies of charging panels and resistances have been made to C.F.M.S.O., and demands on this authority should be made accordingly. For new construction vessels, overseers should make their demands on the respective storing yards.

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

Type 431—List No. E.437, dated 24 Aug. 1941.

Type 432—List No. E.503, dated 22 May 1942.

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

14. Reference should also be made to :—

(a) A.F.Os. 3951/41 and 2660/42, dealing with passing of orders over the sound reproduction equipment in conjunction with the hailing equipment, and

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

(A.F.Os. 3398/41, 3951/41, 1416/42, 2660/42, 2661/42 and 3532/42.)
(A.F.O. 389/43 is cancelled.)

3964.—Aircraft—Use of Lockheed Hydraulic Fluids

(A.M.R. 726/43.—26 Aug. 1943.)

It has become apparent that some misunderstanding may still exist in connection with the various types of Lockheed castor-base hydraulic fluids at present in common use in aircraft hydraulic systems. The following details are, therefore, given so that fluids may readily be identified, thus avoiding serious trouble that may ensue from using incorrect fluid.

(i) *D.T.D. 391 (Stores Ref. 34A/81)*.—This is most commonly used in Lockheed and other hydraulic systems which employ a castor-base fluid. Generally speaking, the fluid is colourless but certain supplies may still be dyed blue.

(ii) *Lockheed 22 Fluid (Stores Ref. 34A/NIV)*.—This is a modified form of D.T.D. 391 especially mixed for low temperature conditions. In certain cases it has been approved as an alternative to D.T.D. 391 where aircraft are operating either in very cold climates or at very high altitudes. It is a colourless fluid manufactured only by Messrs. Lockheed.

(iii) *Lockheed No. 5 Fluid (Stores Ref. 34A/136)*.—This is a thicker fluid than D.T.D.391, the increased viscosity being necessary for certain types of engine driven hydraulic pumps. It is a colourless fluid used for certain American and training types of aircraft, and is manufactured only by Messrs. Lockheed.

(iv) *D.T.D. 388 (Stores Ref. 34A/83)*.—This is used for oleo pneumatic shock absorbers which have been designed to use a castor-base fluid, and is too thick for use in hydraulic systems. It was originally coloured pink and manufactured only by Messrs. Lockheed, but is now a colourless fluid and supplied by a number of contractors.

General Notes

2. While in the past dyes have been used as a method of identifying hydraulic fluids, the general practice now is to dispense with this form of recognition. In all cases the information concerning specification and reference number which is stencilled on the fluid container must be considered to be the final authority when identifying any particular fluid.

It is again emphasised that under no circumstances must mineral-base fluids such as D.T.D.44D be used in hydraulic systems or shock absorbers which have been designed to use castor-base fluids, as the natural rubber glands fitted for use with castor-base fluids will rapidly swell and become unserviceable.

(A.F.O. 2407/42.)

3965.—Martlet Aircraft—Modification to Main Fuse Panel

(A.M.R. 2287/43.—26 Aug. 1943.)

A Report has been received of a shot being fired by starboard outer gun following short circuiting of landing gear warning fuse clips to clips holding gun fuse when changing warning circuit fuse.

2. To avoid a repetition, a bakelite baffle is to be fitted between landing gear warning clips and outer gun fuse clips narrow enough to allow for spring of clips but wide enough to allow 4BA cheese head bolts to pass through.

3. The baffle should extend right across the panel. In order to do this, a step must be cut in the baffle as the two sets of clips are slightly offset.

4. Three holes of the appropriate size are to be drilled in the baffle and counter bored so that heads of the screws do not protrude above the baffle.

5. The panel is to be drilled and tapped to the appropriate size, care being taken to ensure that bolts when fitted do not touch any connections under panel.

6. The work should be carried out not later than the next minor inspection.

7. This instruction has previously been promulgated in form of Admiralty Message 708R.

3966.—Naval Aircraft—Fire Extinguisher Flame Switches

(A.M.R. 2475/43.—26 Aug. 1943.)

On all multi-engined aircraft the flame switches on the fire extinguisher system are to be disconnected at the earliest opportunity and the lead ends adequately bound with insulating tape.

2. This action is to be recorded in the log cards as Special Instruction R.D.A.517 for American aircraft, and S.M.151 for British aircraft.

3967.—Sparking Plugs for Aero-Engines—Approved Types

(A.M.R. 519/43.—26 Aug. 1943.)

The following table shows the approved types of sparking plugs for all British engines in naval aircraft. The plugs previously listed in A.F.O. 4770/42 as amended by A.F.Os. 182/43 and 851/43 may be used pending supply of those now approved.

2. In future, sparking plugs of the types shown should be demanded from R.N. store depots (at home) or H.M. dockyards (abroad).

3. Sparking plugs for American engines are detailed in A.F.O. 5685/42.

4. The meanings of lettering before and after the numerals forming the sparking plug description are :—

Before numerals :—

V or A	...	...	...	...	Mica insulated
C, S or Z	...	...	...	...	Ceramic insulated
R	...	...	...	...	Radio screened

After numerals :—

R	...	...	...	...	Resistor
B	...	...	...	...	Ball terminal
D	...	...	...	...	Dome terminal

Sparkling Plugs for British Aero-Engines

Engine	No. of Plugs	K.L.G.		Lodge		A.C. Sphinx	
		Sect. 37B Ref. No.	Des-cription	Sect. 37B Ref. No.	Des-cription	Sect. 37B Ref. No.	Des-cription
Armstrong-Siddeley Tiger VI.	28	130 5027 5023	V14/5B RC5/M RC9R	5014	RS9R		
Cheetah IX ...	14	130 5027 5023	V14/5B RC5/M RC9R	5014	RS9R		
Cheetah X ...	14	5027 5023	RC5M RC9R	5014	RS9R		
Bristol-Mercury VIIIA.	18	5011	RC12R	5015	RS14/1R	5008 5018	RZ10/1R RZ14R
Mercury XX, 30	18	5011	RC12R	5015	RS14/1R		
Pegasus III, IV and 30.	18			5015	RS14/1R	5018	RZ14R
Perseus XII ...	18			5030	RS4R	5033 5034 5036 158	RZ4R-1 RZ4RM-1 RZ4R2 *RZ4R
Taurus XII ...	28			5030	RS4R	5033 5034 5036 158	RZ4R-1 RZ4RM-1 RZ4R2 *RZ4R
De Havilland—							
Gipsy I ...	8	117	V12/2	12	A55-4		
Gipsy VI, Series I.	12	117 5022	V12/2 RV12/3	12	A55-4		
Gipsy VI, Series II.	12	130 128	V14/5 RV14/5				
Gipsy Major I	8	117	V12/2	12	A55-4		
Gipsy Major II	8	130 128	V14/5 RV14/5				
Gipsy Queen II	12	128	RV14/5				
Gipsy Queen III	12	5022	RV12/3				
Napier Rapier VI	32	100	V15D				
	32	118	RV15				
Rolls-Royce—							
Kestrel II, V, X	24	110 129	V7/4B V7/5B	32 131	A2B-2 A7B		
Kestrel 30 ...	24	110 129	V7/4B V7/5B	131	A7B		

Engines with Maximum Permissible Boost not exceeding plus 12½ lb./sq. in.

Merlin II, III, VIII, XX.	24	5012 5021	RC5/1 RC5/2	5020 5025	RS5/2 RS5/3	5016	RZ5
Merlin 30 ...	24	5021	RC5/2	5020 5025	RS5/2 RS5/3	5016	RZ5

Engines with Maximum Permissible Boost plus 12½ to plus 16 lb./sq. in.

Merlin III, XX, 45, 46, 47, 50, 55.	24	5021	RC5/2	5025 5031	RS5/3 RS5/4	5016	RZ5
Griffon II ...	24	5021	RC5/2	5025 5031	RS5/3 RS5/4	5016	RZ5

Engines with Maximum Permissible Boost above plus 16 lb./sq. in.

Merlin 32 ...	24	5038	RC5/3	5035	RS5/5		
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*RZ4R Spark Plugs can be used until components are available to enable A.C. Mod. No. 7 (see leaflet A.P. 1374/V28-W) to be incorporated. The under-mentioned parts are required and should be demanded from the appropriate R.N. Store Depot or Yard. Demands will be met, when parts become available for issue.

Ref. No.	Part No.	Item	No.	Class.
37B/190	1575327	Strengthened screen	1	C
37B/189	1575228	Steel Compensating sleeve.	1	C

Paragraph 4 of A.F.O. 1600/43 is cancelled.

(A.F.Os. 5685/42 and 1600/43.)

(A.F.Os. 4770/42, 182/43 and 851/43 are cancelled.)

3968.—Aluminium Ventilation Trunks—Prevention of Damage by Gun Blast
Ships fitted with Aluminium Ventilation Trunking in way of Gun Blast—P.S.Os. and E.R.Os.

(P. 011720/42.—26 Aug. 1943.)

Instances have been reported of aluminium (not steel) trunking under decks subjected to heavy gun blast being appreciably indented by the hangers supporting it.

2. Improved results will be given by resilient hangers of the design shown in A.F.O. Diagram 248/43.

3. P.S.Os. of ships under construction, where aluminium trunking is liable to damage due to gun blast, should arrange for resilient hangers of the type illustrated to be fitted in the vicinity. E.R.Os. should take similar action in ships refitting where such defects have to be corrected.

4. A few cases have also occurred of such ventilation trunking jointed by the Pittsburgh lock seam method being broken at the seam as a result of gun blast. A satisfactory solution has been proved to be the welding of short angle lugs ¾-in. × ¾-in. of slightly heavier gauge material over the seams as shown in the same A.F.O. diagram.

3969.—Arrester Gear—Centre Spans

A.C.V. Escort Carriers

(D.6654/43.—26 Aug. 1943.)

The following amendment is to be made to A.F.O. 1362/43 :—

Paragraph 4 :—

Delete "A.F.O. 2418/42" and substitute "A.F.O. 3972/43".

(A.F.O. 1362/43.)

3970.—Belts, Swimming, "Coote" and Jackets, Swimming, "Morton-Palmer"—Supply

(N.S. 23376/43.—26 Aug. 1943.)

Belts, swimming, "Coote", and jackets, swimming, "Morton-Palmer," are in future to be supplied to the classes of ships to which they are allowed, *only when specially demanded*. The articles should not therefore be included in the initial outfits of naval stores supplied by storing yards or depots.

2. Ships in which these belts or jackets are at present carried but are no longer required should return the articles to the nearest dockyard at the first opportunity.

3. The Sea Store Establishments and the Lists of Particulars concerned will be amended.

(A.F.O. 4181/42.)

3971.—Bostik C Adhesive—Instructions in Use of
(Yards, W.P.Ss., P.S.Os., P.E.R.Os., E.R.Os.)

(D.11075/43.—26 Aug. 1943.)

An adverse report on Bostik C adhesive was recently brought to notice, and investigation showed that the unsatisfactory results were due to the improper use of this material.

2. In order to avoid the possibility of similar failures, the makers of Bostik adhesives have produced an instruction manual giving details of the method of application and the precautions to be taken to ensure successful results.

3. Copies of this manual can be obtained from the makers, The B.B. Chemical Co., Ulverscroft Road, Leicester, for guidance when using this adhesive with approved materials.

4. In all cases where the use of proprietary materials are concerned, the makers should be consulted direct, as may be necessary to ensure satisfactory results.

3972.—Catapults, Accelerators and Arrester Gear—Instructions for Fitting Wire Rope End Sockets

(D.6654/43.—26 Aug. 1943.)

The following instructions, together with A.F.O. Diagram 253/43, shows the procedure to be adopted when fitting end sockets to steel wire ropes of catapults, accelerators and arrester gear:—

(1) Tin the basket (the basket of the socket is the conical and cylindrical portion of the interior of the socket, inside which the end of the rope lies) of the socket using zinc chloride as a flux. *Particular care must be taken to avoid overheating the steel, particularly local overheating, or the temper will be modified.* The melting point of tin is 232° C. (449° F.); and the temperature of the socket need only exceed this sufficiently to allow the tin to flow freely.

On completion of tinning, wash the socket in hot fresh water to remove all traces of zinc chloride.

(2) Serve the rope securely with soft seizing wire for a length of not less than one rope diameter, and in a position such that, when socketing is complete, the rope will be the required length when the whole of the seizing is lying just outside the small end of the basket.

(3) Cut the rope so that a length, equal to the length of the basket plus about half the diameter of the rope, projects beyond the end of the seizing (A.F.O. Diagram No. 253/43) (a).

(4) After reeving the rope through the socket, the rope end should be unlad and each individual wire separated out, so that the rope end resembles a brush.

Care must be taken not to bend any wires back far enough to kink them. (A.F.O. Diagram No. 253/43) (b).

(5) Remove the fibre core down to the seizing, and seal with tallow or paraffin wax to prevent the core acting as a wick during operation (7).

(6) Bend the individual wires, at a distance equal to about half the diameter of the rope from their ends, to form equal hooks facing inwards to the centre of the rope.

The splay of the wires should be such that the hooked ends will fill the larger end of the socket basket. (A.F.O. Diagram No. 253/43) (c).

(7) Clean the wires of all grease by washing in petrol. Dip the wires in a 50 per cent. solution of hydrochloric acid in water for five minutes, to remove the zinc coating. Wash well in fresh water, followed by a solution of washing soda, and finally clean fresh water.

(8) Tin the wires by dipping in zinc chloride, followed by molten Babbit's metal at 310–320° C. (590–610° F.).

Wash the wires in hot fresh water to remove all traces of zinc chloride.

(9) Draw the tinned "brush" end into position in the basket; the hooked ends should be even and slightly below the level of the mouth of the larger end of the basket.

The wire seizing should be just outside the extreme small end of the basket.

(10) The junction of the rope with the socket should be protected with clay or served with asbestos cord, to prevent overheating or the metal running through. (A.F.O. Diagram No. 253/43) (d).

(11) The socket should be clamped in a vice or otherwise firmly held, with the centre line of the basket vertical. The rope should be in its working position for at least 24 rope diameters below the socket. Normally, this will be co-axial with the basket, but in some twin-rope sockets the rope must leave the basket at an angle and lie parallel with the centre-line of the socket. (A.F.O. Diagram No. 253/43) (e).

(12) Heat the socket evenly all round, with a torch or blow-lamp until the tin coating of the basket just starts to melt, *i.e.*, about 240° C. (464° F.).

Particular care must be taken to avoid playing the flame on to the ends of the wire in the basket or on to the rope below the socket. Particular care must also be taken to avoid overheating, particularly local overheating, of the socket. If an oxy-acetylene torch is used it must be adjusted to give a long flame.

Sufficient heating of the socket is essential to the free flow of molten metal; undue heating will impair the temper of the rope wires and of the socket.

(13) Immediately before pouring, dust powdered resin among the wires. The heat in the basket will be sufficient to melt the resin which should flow freely down the wires.

(14) Molten Babbit's metal (87–89 tin, 8–9 antimony, 3–4 copper), melting point 290° C. (554° F.), should be in readiness in a ladle of sufficient capacity to hold the full amount of metal to fill the basket. The metal should be at 330–340° C. (630–650° F.), at which temperature it is fully fluid. It is preferable to determine this temperature by thermometer; but a rough test can be made by immersing a match stick in the metal. The temperature should be such that it will discolour or slightly char the wood; if the wood chars rapidly with smoke or flame, the metal is too hot.

(15) Dross should be removed from the surface of the metal, and only clean bright metal poured into the prepared and heated socket.

Pouring should be continuous and uniform, until the metal completely fills the basket and covers the wires; shrinkage should be made up as the metal cools until its surface is convex.

(16) The socket should remain undisturbed until it has cooled naturally to air temperature.

(17) Remove the original seizing and clean and grease the rope up to the mouth of the socket. Re-seize the rope with soft wire from the mouth of the socket for a distance about equal to the circumference of the rope. (A.F.O. Diagram No. 253/43) (f).

Notes

(i) That the socket is properly filled with metal is extremely important, if the full strength is to be developed. If the socket is not sufficiently heated before pouring, there is a danger of the white-metal solidifying before it has penetrated to the bottom of the socket, resulting in a dangerously weak joint which to outward appearances is sound. There are two ways of checking that this has not occurred:—

(a) By noting small particles of white-metal that have run right through the socket, and that can be seen when the asbestos cord or clay protection is removed.

(b) By comparing the amount of fluid taken to fill the socket when the rope end is in place with the amount of white-metal actually poured.

As this quantity varies considerably with different types of socket, it is advisable to make a test with clean fresh water immediately before operation (11). As a very rough indication, a 3-in. circumference rope takes about half the capacity of a 4½-in. diameter ladle and a 4-in. circumference rope about three-quarters the capacity of a 4½-in. diameter ladle.

(ii) The practice of driving a spike or wedge into the socket before pouring the white-metal is dangerous and is on no account to be allowed.

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

(A.F.Os. 1434/38, 2418/42 and 403/43 are cancelled.)

3973.—Cancellation of Demands from H.M. Ships for Consumable Naval Stores, including Naval Aircraft Stores

Cancelled by
AFO 5114/46

(N.S. 539/43.—26 Aug. 1943.)

With the exceptions noted in paragraph 4, all demands for consumable naval stores from H.M. ships, which have been at store for 6 months or more, are to be cancelled.

2. For Naval Stores.—This should be done when scrutiny takes place in connection with the preparation of the periodical war demands, i.e. every six months.

3. For Naval Aircraft Stores.—R.N. aircraft store depots at home are to effect cancellation when details of outstanding demands called for by Admiralty are reported in connection with the six-monthly re-provision. Cancellation at dock-yards and depots abroad is to be made at the time of preparation of six-monthly stock statements.

4. Care and discretion are to be exercised to ensure that demands in the following categories are not cancelled :—

- (a) new articles.
- (b) initial supply of stores to a vessel.
- (c) stores allowed by specific Admiralty letters or A.F.Os.
- (d) stores requiring to be specially purchased or made.
- (e) permanent stores.

5. When ships go abroad or change their station abroad, outstanding demands for replenishment stores (i.e. stores other than those referred to in paragraph 4) are to be cancelled, except where a ship is proceeding to a remote place with no naval store depot in the vicinity. Consideration should also be given to the transfer to the new station of the demands referred to in paragraph 4.

6. (S)N.S.Os. are to forward particulars of the demands cancelled under paragraphs 1 and 5 to H.M. ships concerned without delay, in order that the ships may re-demand in instances where the items are still required.

7. When H.M. ships prepare periodical replenishment demands, they are at the same time to review their outstanding demands, and in instances where it is found that requirements have been drawn from other sources in the meantime, or where stores have ceased to be required, the (S)N.S.O. concerned should be informed that such demands may be cancelled.

8. The foregoing procedure will avoid possible duplication of supplies and will assist supplying yards and depots by reducing both the number of outstanding vouchers at store and the volume of small shipments.

3974.—Chernikeeff Logs—Spare Parts for Replacement

(N.S. 36697/42.—26 Aug. 1943.)

There are two descriptions of chain fitted in the submarine type Chernikeeff log, and to facilitate the supply of replacements, pattern numbers have been allocated under subhead F.3 as follows :—

Pattern No.	Description
4070	Chain, 104 links, Renold inverted tooth, Mark No. 150-030/·9-in. for hull fittings, Patterns 4058 and 4059.
4071	Chain, 104 links, Coventry circular bush, Mark No. 157-030/·93 in. for hull fittings, Patterns 4058 and 4059.

2. In connection with the supply of spare parts it has been reported that requirements are often forwarded to the makers of the logs by ships' officers. Such direct approach interferes with planned production, and demands for replacement or spare parts are invariably to be forwarded to the appropriate storing yard or depot.

3975.—Coopers Grease No. 4 and Glycerine, Pattern 712—Supply

(72 ft. M.Ls.)

(N.S. 27182/43.—26 Aug. 1943.)

72-ft. M.Ls. are to be added to the types of Coastal Force craft mentioned in the Appendix to A.F.O. 4319/42, which are to be supplied with "first outfit"

quantities of 7 lb. of Coopers grease No. 4 and 2 gallons of Glycerine, Pattern 712. The base allowances per flotilla will also be applicable.

2. Coastal Force bases should forward to their storing yards demands to complete attached craft as necessary.

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

4. The Establishment of Naval Stores for 72-ft. M.Ls. will be amended.

(A.F.O. 4319/42.)

3976.—Cordage, Coir, H.L., 4-in. and above—Manufacture from Lower-Grade Yarn

(N.S./C.P. 17318/43.—26 Aug. 1943.)

Owing to the supply position of fine coir yarn, coir cordage of 4-in. circumference and upwards is now being accepted manufactured from stout coir yarn, with a specified minimum breaking load of the finished rope reduced by 7½ per cent below that previously supplied. This will involve a corresponding amendment in the safety factors referred to in paragraph 2 of A.F.O. 1485/43 for coir rope.

(A.F.Os. 5951/42 and 1485/43.)

3977.—D.G. Equipment—Use of Indicating Lamps

(S.D.G. 212/43.—26 Aug. 1943.)

Current D.G. Specifications provide that unless D.G. coils are regulated from a central control position at which a watchkeeper is in attendance, D.G. installations should be provided with indicating lamps situated on the compass platform.

2. In H.M. Ships equipped with D.G. coils regulated from a central control position, at which a watchkeeper is in attendance, any D.G. indicating lamps located on the bridge structure are to be removed and returned to store. C.A.F.O. 82/43, Section C, item 4 was intended to cover such vessels only.

(C.A.F.O. 82/43.)

3978.—D.G. Equipment—Increase of M. Coil Adjustment—As. and As.

(H.M. Ships—"Kittiwake", "Mallard", "Puffin", "Sheldrake", "Shearwater", "Widgeon", "Guillemot", "Kingfisher")

(S.D.G. 149/43.—26 Aug. 1943.)

The maximum M coil value in each of the above vessels is to be increased to approximately 530 ampere turns by short circuiting the ballast resistance.

2. As a result, the following modifications will be necessary :—

(i) Tally plate to be fitted to M controller stating :—

"Maximum ampere turns will be obtained by short circuiting the ballast resistance. The initial reduction from maximum ampere turns is to be made by re-inserting the ballast resistance in the M coil circuit. This will decrease the M coil ampere turns to approximately 440. No setting between these two values is to be used."

(ii) The ballast resistance is to be short circuited by a suitable single pole switch sited adjacent to the controller.

(iii) The AT meter fudge resistance is to be increased so that full scale deflection occurs at about 530 ampere turns and the meter is to be recalibrated accordingly.

(iv) Compass corrector coils are to be connected across the M coil only and re-adjusted to obtain suitable compensation.

3. The above vessels are to insert the following item in their next list of As. and As. :—

"To modify D.G. Equipment to increase M coil ATs.—Classification "A*" "

3979.—E/S Gear, Types 762, 763, 763A—Introduction of Attachable Junction Box for Oscillator, Pattern 2775

(N.S. 017346/43.—26 Aug. 1943.)

Considerable trouble has been experienced in E/S gear, Types 762, 763, 763A, through frequent immersion of oscillator cables in oily bilge water with consequent failure of the insulation.

2. Two junction box attachments, Pattern A.1979, will shortly be issued with each new set for fitting to oscillators, Pattern 2775, thereby enabling cable, Pattern 2533D, to be carried right through from the recorder and amplifier to the oscillator positions to provide the necessary protection. The separate junction boxes, Pattern A988, and Braiding, Pattern A1917, at present provided for fitting in these runs will thus no longer be required.

3. Existing installations are to be modified by ship or base staffs concerned, and for this purpose 2 in No. junction boxes, Pattern A.1991, will also be required to replace existing junction boxes, Pattern A.988, and permit the existing cable runs, Pattern 2533S, to be extended to the oscillators. Cable, Pattern 2533D, should be used for this purpose and an adequate bight must be left at the oscillator end to permit withdrawal of the latter together with the tank lid. The attachment, Pattern A.1979, must be screwed on to the oscillator body (after the latter has been mounted in the tank lid), and then locked in position by a suitable nut cut from the existing large hexagonal gland nut.

4. Care must be taken to ensure effective bending of the cable sheathing, both across junction boxes, Pattern A.1991, and also to the oscillator tank lid fixing bolt.

5. Two in No. junction boxes, Pattern A.1991, and two in No. attachments, Pattern A.1979, are to be demanded for each conversion from Superintending Naval Store Officer, Copenacre, by ships or bases concerned and arrangements made for the necessary length of Pattern 2533D cable to be obtained from the nearest R.N. Store Depot.

6. Relevant Establishment Lists of Stores, Handbooks and "Instructions for Installing" will be amended.

3980.—Fleet Target Service—Allocation of Heavy Targets and Towing Hawsers, etc.—REPORT

(N.S. 13785/43.—26 Aug. 1943.)

Four Pattern II targets shown in Statement B of A.F.O. 3601/43 under Kilindini, South Atlantic, should be deleted and inserted on the appropriate line under Kilindini, East Indies.

(A.F.O. 3601/43.)

3981.—Firefighting in H.M. Ships—Branchpipes with Jet Spray Nozzles—Increased Allowances

(N.S.012683/43.—26 Aug. 1943.)

A.F.O. 3023/42 authorised the issue of branchpipes with jet/spray nozzles to H.M. ships and all vessels larger than trawlers operating under the White Ensign, on a basis of 30 per cent. of the total number of hose connections fitted for fire purposes, the allowances being limited by the supply position.

2. It is, however, intended ultimately to provide jet/spray nozzles for all ships on a basis of 100 per cent. of the number of fire hose connections, and, while the present supply position will not yet allow this, it will permit an increase to 50 per cent. of the number of fire hose connections.

3. Ships in commission should forward demands as necessary to their storing yards for the additional jet/spray nozzles quoting details regarding size and type of coupling fitted, *vide* A.F.O. 3023/42, paragraph 6. In addition to the types of coupling quoted in A.F.O. 3023/42, branchpipes with No. 2 size N & S couplings are being purchased for supply to ships so fitted.

4. On receipt of the new branchpipes an equal number of fixed jet type is to be surrendered.

5. With reference to paragraph 5 of A.F.O. 5806/42, variable jet/spray nozzles should be demanded by ships in commission for the additional hose connections in the machinery spaces if the approved allowance of Oilfyre nozzles has been allocated

to other services. This allowance is additional to that detailed in paragraph 2 above

6. H.M. ships supplied with additional Oilfyre nozzles for this service are to demand jet/spray nozzles in lieu from their storing yards quoting the type of connection required, and to return the Oilfyre Nozzles supplied in excess of the approved allowance.

7. Supply to ships under construction of the increased allowance of jet/spray nozzles in accordance with paragraph 2 above and also of those for machinery spaces should be arranged by warrant and supplying yards and depots, details of requirements being obtained by the warrant yards from overseers or the "List of Particulars" as necessary.

8. The Sea Store Establishments concerned will be amended.

(A.F.Os. 3023/42 and 5806/42.)

(C.A.F.O. 1552/41, A.F.Os. 4090/40, 267/41 and 2289/41—not in Annual Volume.)

3982.—Fumigation of H.M. Ships

(N.S./D.8367/42.—26 Aug. 1943.)

The use of Carboxide fumigant on H.M. ships has been approved. It is not intended that this process should supersede the hydrogen cyanide process except for submarines, in which the use of the latter process is undesirable. Facilities for fumigation by the hydrogen cyanide process cannot at present be provided at bases abroad and the Carboxide process should be used for surface ships at bases where it is available, and the H.C.N. process is not. The use of Cimex blocks at these bases is to be discontinued.

2. The following quantities of Carboxide have been ordered from Associated Fumigators, Ltd. (Contract C.P.18405/43, dated 30 Apr. 1943) in 25 lb. cylinders for delivery as shown:—

Chatham	...	...	...	...	600 lb.
Sheerness	...	...	...	...	600 lb.
Portsmouth	...	...	...	...	600 lb.
Devonport	...	...	...	...	600 lb.
Rosyth	...	...	...	...	1,200 lb.
Mersey	...	...	...	...	4,500 lb. (a)

(a) To be distributed as follows:—

900 lb. Gibraltar.
900 lb. Malta
900 lb. Alexandria.
900 lb. Simonstown.
900 lb. Colombo.

3. Copies of instructions in the use of Carboxide will be supplied to the bases with each first delivery of the fumigant.

(A.F.O. 1977/40.)

(A.F.O. 3540/41—not in Annual Volume.)

(A.F.O. 5816/42 is cancelled.)

3983.—Fuses, Pattern 49—Redundancy

(N.S. 18399/43.—26 Aug. 1943.)

Fuses, Pattern 49, for use with avometers, Patterns 47 and 48, have been rendered obsolete by the introduction of avometers, Patterns 47A, S.47A and 48A (which are fitted with automatic cut-outs), in place of Patterns 47 and 48.

2. The Rate Book of Naval Stores has been amended, and standing contract C.P. 4B/32752/38/F.1255, with Messrs. Automatic Coil Winder & Electrical Equipment Co., Ltd., has been cancelled.

3. Requirements of fuses, Pattern 49, to meet demands for use with the obsolete avometers, Patterns 47 and 48, still in service, should be met by local purchase by the Superintending Naval Store Officers at the yards and depots if stock is exhausted.

4. The Sea Store Establishments and Lists of Particulars concerned will be amended.

5. The reference in A.F.O. 5672/42 to avometers, Pattern S.48A, should be deleted, as the supply of this type was not proceeded with.

(A.F.O. 524/40—not in Annual Volume.)

(A.F.O. 5672/42.)

3984.—Naval Aircraft—Oversize Pistons and Rings for Merlin Engines

(N.S. Air 3020/43.—26 Aug. 1943.)

In consequence of Modification 509 the undermentioned items have been introduced for Merlin engines and will be allowed to ships and services in accordance with the following scales :—

Ships (except repair ships) as shown in B.R. 378(B), B.R.378(F), B.R.378(H), B.R.378(J).

Shore establishments and repair ships—Barracuda, Fulmar, Seafire, Sea Hurricane and Defiant Aircraft.

Ref. No.	Part No.	Description	Den.	R.N. Air Stations. Classes "A" and "B"		R.N. Aircraft Repair Yards		Repair Ships	Class of Store
				Main Store	Class "A"	Class "B"	Main Store	Main Store	
<i>Section 36DD</i>									
PISTON									
55231	D.18431	Piston 0.010 o/s on o/Dia.	No.	2	4	6	2	P	
55232	D.18432	Ring, gas, 0.010 o/s on o/Dia.	"	96	192	288	96	C	
55233	D.18433	Ring, scraper, 0.010 o/s on o/Dia.	"	96	192	288	96	C	

2. Services concerned should forward demands to their respective R.N. store depots at home or storing yards abroad, quoting this order as the authority for supply. Supply to new services will be made with their initial outfit of stores.

3. Stocks are available for immediate supply to services.

4. Arrangements will be made for the necessary quantities to be despatched to yards abroad to cover the requirements of ships and services attached to foreign stations. Details of the quantities to be supplied will be forwarded direct to, (S) Naval Store Officers concerned.

3985.—Seafire Aircraft, Mark 1B and 11C—Propellers and Spares for

(N.S./A.M.R. 300/43/N.S. Air 1917/43.—26 Aug. 1943.)

A scale of allowances of complete propellers and spares for Seafire Aircraft Marks 1B and 11C, has been approved.

2. These items will be allowed to ships and services in accordance with the following scales :—

Ships as shown in B.R. 378 (J)
Shore Establishments as under.

3. Services concerned are to forward demands to their respective R.N. Store Depots at home or Storing Yards abroad quoting this Order as authority for supply. Issues to new services will be made with initial outfit of stores.

4. These items are in short supply, and issues to ships and services will be made for the next 2-3 months, according to priority of requirement.

5. Arrangements have been made for the necessary quantities to be despatched to yards abroad to cover requirements for ships and services attached to foreign stations. Details of the quantities being supplied are being forwarded direct to the (S) N.S.Os. concerned.

SEAFIRE 1B AND II (C)
Establishment of Aircraft Stores and Equipment, Particular to Types, for R.N. Air Stations, Training Squadrons, R.N. Aircraft Repairs and Repair Ships
B.R. 377 (J)

Admiralty Pattern No. or R.A.F. Ref. No.	Part No.	Description	Denom.	Squadron Equipment		"A" Stations		"B" Stations		"A" Repair Yards		"B" Repair Yards		Repair Ships		Remarks
				1 to 6 A/C	7 to 12 A/C	Work Shops	Main Store	Work Shops	Main Store	Work Shops	Main Store	Work Shops	Main Store	Work Shops	Main Store	
558 440 or 444 512 or 513	2	3 <i>Section 25A</i> Propeller, complete	No.	—	—	4	8	9	10	11	12	13	14	15	16	P.
12750 14901 14708	ES/11 GR.8/B GR.5/B	<i>Section 25M</i> Spinner, complete Governor Unit	"	—	—	—	5	—	5	—	6	—	—	—	5	P.
11928 11683	R.A.6956 R.A.2002	SPARES FOR PROPELLORS RX.5/24, RX.5/10 and RX.5/14 <i>Hub Assembly</i> Stud, $\frac{1}{8}$ in., B.S.F. Stud, $\frac{1}{8}$ in., B.S.F. (Allowances included in Section 28). Stud, $\frac{1}{8}$ in., B.S.F. (Allowances included in Section 28).	"	—	—	—	4	—	3	—	15	—	—	—	10	C.
11710	R.A.4906	Washer, tab, $\frac{1}{8}$ in., B.S.F. Washer, tab, $\frac{1}{8}$ in., B.S.F. Plate, lock Washer, locking Washer, tab, $\frac{1}{8}$ in., B.S.F.	"	—	—	—	2	—	2	—	8	—	—	—	5	C.
11686 12422 11579 11688 11640	R.A.2130 R.A.8019 R.A.1828 R.A.1829 R.A.1747	Washer, tab, $\frac{1}{8}$ in., B.S.F. Washer, tab, $\frac{1}{8}$ in., B.S.F. Plate, lock Washer, locking Washer, tab, $\frac{1}{8}$ in., B.S.F.	"	—	—	—	1,000	—	700	—	1,450	—	—	—	1,200	C.
			"	—	—	48	36	—	36	—	180	—	—	120	C.	
			"	—	—	3	2	—	2	—	12	—	—	8	C.	
			"	—	—	48	36	—	36	—	160	—	—	110	C.	

Establishment of Aircraft Stores and Equipment, Particular to Type, for R.N. Air Stations, Training Squadrons, R.N. Aircraft Repairs and Repair Ships

3985

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
		<i>Section 25M</i>														
		<i>Hub Assembly—contd.</i>														
11581	RA.2132	Screw, set, $\frac{1}{4}$ in., B.S.F. ... (Allowances included in Section 28).	No.	—	—	—	3	—	2	—	12	—	—	—	8	C. C.
11574	RA.1982/1	Bolt, taper	"	—	—	—	—	—	—	—	3	—	—	—	2	C.
11576	RA.1961	Disc	"	—	—	—	4	—	3	—	15	—	—	—	10	C.
11577	RA.2001	Guide	"	—	—	—	—	—	—	—	18	—	—	—	12	P.
11585	RA.1986/1	Support, spinner	"	—	—	—	—	—	—	—	8	—	—	—	6	P.
11575	RA.1827	Bolt	"	—	—	—	—	—	—	—	12	—	—	—	8	C.
11578	RA.3772	Nut, lock, $\frac{5}{16}$ in., B.S.F. ...	"	—	—	—	—	—	—	—	2	—	—	—	2	C.
11582	RA.2159	Stud, $\frac{5}{16}$ in., B.S.F.	"	—	—	—	4	—	3	—	15	—	—	—	12	C.
11852	RA.3981	Disc	"	—	—	—	2	—	2	—	8	—	—	—	6	C.
11857	RA.1908/1	Support, spinner	"	—	—	—	—	—	—	—	8	—	—	—	6	P.
11848	RA.4888	Guide and Bush Group	"	—	—	—	6	—	5	—	24	—	—	—	18	P.
12802	RA.4886	Bush, guide	"	—	—	—	—	—	—	—	24	—	—	—	18	C.
11849	RA.4903	Rings, retaining... ..	"	—	—	—	—	—	—	—	24	—	—	—	18	C.
11853	RA.3050	Dowel	"	—	—	—	4	—	3	—	15	—	—	—	12	C.
11854	RA.1880	Nut, retaining	"	—	—	—	3	—	2	—	9	—	—	—	6	C.
11916	RA.1881	Washer, packing	"	—	—	—	200	—	200	—	300	—	—	—	300	C.
11858	RA.1882	Washer, lock	"	—	—	—	12	—	10	—	48	—	—	—	36	C.
11855	RA.1895	Nut, extractor	"	—	—	—	1	—	1	—	3	—	—	—	2	P.
11856	RA.1876	Ring, lock	"	—	—	—	2	—	2	—	5	—	—	—	4	C.
11851	RA.1898	Circlip	"	—	—	—	2	—	2	—	6	—	—	—	4	C.
		<i>Hub Cone Assembly</i>														
11544	RA.1854	Cone	"	—	—	—	6	—	4	—	15	—	—	—	10	C.
11545	RA.1994	Nut, shaft	"	—	—	—	5	—	3	—	12	—	—	—	8	P.
11546	RA.1974	Ring, lock	"	—	—	—	5	—	3	—	12	—	—	—	8	C.
11548	RA.1855	Seal, oil	"	—	—	—	12	—	8	—	30	—	—	—	20	C.
11547	RA.1978	Ring, retaining	"	—	—	—	5	—	3	—	12	—	—	—	8	C.
11543	RA.1899	Circlip "Seeger"	"	—	—	—	6	—	4	—	10	—	—	—	6	C.
11832	RA.1896/1	Nut, shaft	"	—	—	—	3	—	2	—	6	—	—	—	4	P.

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Establishment of Aircraft Stores and Equipment, Particular to Type, for R.N. Air Stations, Training Squadrons, R.N. Aircraft Repairs and Repair Ships

(6439)

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
		<i>Section 25M</i>														
		<i>Oil Tube Assembly</i>														
11595	RA.1817	Key	No.	—	—	—	10	—	6	—	20	—	—	—	15	C.
11598	RA.1988	Tube, inner	"	—	—	—	3	—	2	—	10	—	—	—	6	P.
11599	RA.1965	Tube, outer	"	—	—	—	3	—	2	—	10	—	—	—	6	P.
11597	RA.1966/1	Ring, support	"	—	—	—	3	—	2	—	12	—	—	—	6	P.
11594	RA.3713	Circlip, "Seeger"	"	—	—	—	3	—	2	—	12	—	—	—	8	C.
12076	RA.5448	Nut, piston	"	—	—	—	3	—	2	—	12	—	—	—	8	C.
12704	RA.9507	Washer, lock	"	—	—	—	8	—	6	—	24	—	—	—	18	C.
11872	RA.3662	Tube, outer	"	—	—	—	60	—	40	—	80	—	—	—	60	C.
11873	RA.3663	Tube, inner	"	—	—	—	2	—	2	—	5	—	—	—	4	P.
		<i>Piston Assembly</i>														
11864	RA.5707	... ..	"	—	—	—	2	—	2	—	5	—	—	—	4	P.
13207	RA.11063	Piston	"	—	—	—	3	—	2	—	10	—	—	—	6	P.
11868	RA.1909	Seal, oil	"	—	—	—	12	—	8	—	24	—	—	—	18	C.
12421	RA.5459	Piston	"	—	—	—	—	—	—	—	5	—	—	—	4	P.
11867	RA.4175	Pin, locating	"	—	—	—	2	—	2	—	6	—	—	—	4	C.
11865	RA.3675	Piece, distance	"	—	—	—	—	—	—	—	5	—	—	—	4	C.
11869	RA.2524	Stud	"	—	—	—	2	—	2	—	8	—	—	—	4	C.
11614	RA.1864	Washer, tab	"	—	—	—	36	—	24	—	60	—	—	—	6	C.
		<i>Cylinder Assembly</i>														
13358	RA.2240/1	... ..	"	—	—	—	2	—	2	—	4	—	—	—	3	P.
13361	RA.9080/1	Cylinder, Operating, Group ...	"	—	—	—	—	—	—	—	10	—	—	—	6	P.
11612	RA.1844	Stud, 2 B.A.	"	—	—	—	12	—	8	—	40	—	—	—	30	C.
11606	RA.1836	Insert	"	—	—	—	—	—	—	—	24	—	—	—	18	C.
14365	RA.1301	Peg	"	—	—	—	—	—	—	—	24	—	—	—	18	C.
11607	RA.1959	Nut, gland	"	—	—	—	2	—	2	—	10	—	—	—	6	C.
11603	RA.1960	Collar, gland	"	—	—	—	2	—	2	—	10	—	—	—	6	C.
11608	RA.1846	Packing, gland	"	—	—	—	5	—	4	—	18	—	—	—	12	C.
11610	RA.2229	Seal, oil	"	—	—	—	12	—	8	—	24	—	—	—	18	C.
		(Allowances included in Section 28.)														
13224	RA.11634	Bolt, $\frac{1}{4}$ in., B.S.F. (Allowances included in Section 28.)	"	—	—	—	65	—	50	—	260	—	—	—	180	C. C. C.

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Establishment of Aircraft Stores and Equipment, Particular to Type, for R.N. Air Stations, Training Squadrons, R.N. Aircraft Repairs and Repair Ships

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
<i>Section 25M</i>																
<i>Cylinder Assembly—contd.</i>																
11613	FB.5937/3	Washer	No.	—	—	—	65	—	50	—	300	—	—	—	200	C.
11604	RA.1894/1	Cover, cylinder ... ..	..	—	—	—	4	—	3	—	15	—	—	—	10	P.
11614	RA.1864	Washer, tab, 2 B.A. ... ..	..	—	—	—	48	—	36	—	100	—	—	—	72	C.
11611	RA.1868/1	Screw, set, 2 B.A. ... ..	..	—	—	—	3	—	2	—	12	—	—	—	8	C.
(Allowances included in Section 28.)																
11609	RA.1958	Plate, locking ... ..	..	—	—	—	3	—	2	—	10	—	—	—	6	C.
12414	RA.8626	Stop, cylinder ... ..	..	—	—	—	—	—	—	—	2	—	—	—	2	P.
12413	RA.8627	Stud ... ..	..	—	—	—	—	—	—	—	6	—	—	—	6	C.
11839	RA.3666	Stalk, cylinder ... ..	..	—	—	—	—	—	—	—	5	—	—	—	4	P.
11586	RA.2130	Washer, tab, $\frac{3}{8}$ in. ... ..	..	—	—	—	1	—	1	—	5	—	—	—	4	P.
11838	RA.1494	Seal, oil ... ..	..	—	—	—	8	—	6	—	15	—	—	—	12	C.
11834	RA.3767	Bush ... ..	..	—	—	—	2	—	2	—	4	—	—	—	3	C.
11835	RA.3768	Circlip ... ..	..	—	—	—	2	—	2	—	4	—	—	—	3	C.
13364	RA.5708/1	<i>Cylinder Assembly</i> ... ..	..	—	—	—	1	—	1	—	3	—	—	—	2	P.
13365	RA.9083/1	Operating Cylinder Group ... ..	..	—	—	—	—	—	—	—	6	—	—	—	4	P.
11840	RA.3763	Stud, $\frac{3}{8}$ in. ... ..	..	—	—	—	2	—	2	—	5	—	—	—	4	C.
<i>Blade Assembly</i>																
12753	RA.9189R	Blade and Adaptor Group ... ..	..	—	—	—	5 sets of 3	—	3 sets of 3	—	8 sets of 3	—	—	—	8 sets of 3	P.
11522	RA.2158	Stud, $\frac{1}{2}$ in., B.S.F. ... ..	..	—	—	—	200	—	140	—	850	—	—	—	600	C.
11670	RA.5400	Plate, lock ... ..	..	—	—	—	200	—	140	—	850	—	—	—	600	C.
(Allowances included in Section 28.)																
11507	RA.1973/1	Nut, preloading ... ..	..	—	—	—	4	—	3	—	18	—	—	—	12	P.
12736	RA.9326	Nut, preloading ... ..	..	—	—	—	2	—	1	—	5	—	—	—	3	P.
11324	RA.1005	Plate, locking ... ..	..	—	—	—	15	—	10	—	65	—	—	—	45	C.
11326	RA.1006	Plate, locking (R.H.) ... ..	..	—	—	—	15	—	10	—	65	—	—	—	45	C.
11325	RA.1007	Plate, locking (L.H.) ... ..	..	—	—	—	15	—	10	—	65	—	—	—	45	C.
11464	RA.4331	Ring, retaining ... ..	..	—	—	—	6	—	4	—	25	—	—	—	18	C.
11519	RA.1964	Seal, oil, outer ... ..	..	—	—	—	12	—	8	—	60	—	—	—	40	C.
12737	RA.2096	Seal, oil ... ..	..	—	—	—	5	—	4	—	20	—	—	—	15	C.
11517	RA.1989	Ring, support ... ..	..	—	—	—	1	—	1	—	2	—	—	—	2	P.
12733	RA.8046	Piece, distance ... ..	..	—	—	—	2	—	2	—	8	—	—	—	5	C.

Establishment of Aircraft Stores and Equipment, Particular to Type, for R.N. Air Stations, Training Squadrons, R.N. Aircraft Repairs and Repair Ships

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
<i>Section 25M</i>																
<i>Blade Assembly—contd.</i>																
11516	RA.1980	Ring, retaining (outer)	No.	—	—	—	1	—	1	—	2	—	—	—	2	C.
11506	RA.1972	Nut, adaptor (inner) ... ..	..	—	—	—	2	—	1	—	8	—	—	—	5	P.
11518	RA.1963	Seal, oil, inner ... ..	..	—	—	—	18	—	12	—	80	—	—	—	50	C.
11515	RA.1995	Ring, retaining (inner) ... ..	..	—	—	—	1	—	1	—	2	—	—	—	2	C.
11514	RA.1967	Ring, actuating (differential) ... ..	..	—	—	—	3	—	2	—	12	—	—	—	8	P.
11508	RA.1977	Piece, lock ... ..	..	—	—	—	1	—	1	—	3	—	—	—	2	C.
11540	RA.1747	Washer, tab, $\frac{1}{4}$ in., B.S.F. ... ..	..	—	—	—	48	—	36	—	180	—	—	—	144	C.
11521	RA.2133	Screw, set, $\frac{1}{4}$ in., B.S.F. ... ..	..	—	—	—	3	—	2	—	12	—	—	—	8	C.
11509	RA.1968/1	Pin, blade operating ... ..	..	—	—	—	3	—	2	—	12	—	—	—	8	P.
11523	RA.2157	Stud, waisted, $\frac{1}{2}$ in., B.S.F. ... ..	..	—	—	—	3	—	2	—	12	—	—	—	8	C.
11541	RA.1835	Washer, lock ... ..	..	—	—	—	144	—	100	—	250	—	—	—	172	C.
11503	RA.1830	Bolt, $\frac{1}{4}$ in., B.S.F. ... ..	..	—	—	—	12	—	8	—	50	—	—	—	36	C.
11511	RA.1990	Plate, lock ... ..	..	—	—	—	36	—	24	—	150	—	—	—	100	C.
11504	RA.1831	Bolt, $\frac{1}{4}$ in., B.S.F. ... ..	..	—	—	—	24	—	18	—	100	—	—	—	65	C.
11537	RA.1832	Washer, lock ... ..	..	—	—	—	150	—	100	—	550	—	—	—	400	C.
(Allowances included in Section 28.)																
11538	RA.1993	Washer, lock ... ..	..	—	—	—	2	—	2	—	4	—	—	—	3	C.
11524	RA.2924	Washer, adjusting ... ..	..	—	—	—	40	—	40	—	60	—	—	—	60	C.
11525	RA.2925	Washer, adjusting ... ..	..	—	—	—	40	—	40	—	60	—	—	—	60	C.
11526	RA.2926	Washer, adjusting ... ..	..	—	—	—	40	—	40	—	60	—	—	—	60	C.
11527	RA.2927	Washer, adjusting ... ..	..	—	—	—	40	—	40	—	60	—	—	—	60	C.
11528	RA.2928	Washer, adjusting ... ..	..	—	—	—	40	—	40	—	60	—	—	—	60	C.
11529	RA.2929	Washer, adjusting ... ..	..	—	—	—	40	—	40	—	60	—	—	—	60	C.
11530	RA.2930	Washer, adjusting ... ..	..	—	—	—	40	—	40	—	60	—	—	—	60	C.
11531	RA.2931	Washer, adjusting ... ..	..	—	—	—	40	—	40	—	60	—	—	—	60	C.
11532	RA.2932	Washer, adjusting ... ..	..	—	—	—	40	—	40	—	60	—	—	—	60	C.
11533	RA.2933	Washer, adjusting ... ..	..	—	—	—	40	—	40	—	60	—	—	—	60	C.
11534	RA.2934	Washer, adjusting ... ..	..	—	—	—	40	—	40	—	60	—	—	—	60	C.
11535	RA.2935	Washer, adjusting ... ..	..	—	—	—	40	—	40	—	60	—	—	—	60	C.
11536	RA.2936	Washer, adjusting ... ..	..	—	—	—	40	—	40	—	60	—	—	—	60	C.
12754	RA.5238	Plate, Screening, Group ... ..	..	—	—	—	18	—	12*	—	80	—	—	—	60	C.
12755	RA.5594	Turnbuckle ... ..	..	—	—	—	—	—	—	—	40	—	—	—	30	C.
11429	RA.941	Bush ... ..	..	—	—	—	—	—	—	—	12	—	—	—	8	C.
11430	RA.942	Bush ... ..	..	—	—	—	—	—	—	—	12	—	—	—	8	C.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
<i>Section 25M</i>																
<i>Blade Assembly—contd.</i>																
11687	RA.2575	Screw, set, 2 B.A. ... (Allowances included in Section 28.)	No.	—	—	—	18	—	12	—	40	—	—	—	30	C.
11501	RA.2203 or RA.2203A	Blade Bearing Assembly ...	"	—	—	—	3	—	3	—	5	—	—	—	4	P.
<i>Eyebolt Assembly</i>																
11550	RA.1984/1	Eyebolt ...	"	—	—	—	4	—	3	—	18	—	—	—	12	P.
11556	RA.1869	Washer, tab, 1/2 in., B.S.F. ...	"	—	—	—	250	—	180	—	350	—	—	—	300	C.
11553	RA.2193	Plate, lock ... (Allowances included in Section 28.)	"	—	—	—	15	—	12	—	60	—	—	—	40	C.
11555	RA.1834	Ring, spring ...	"	—	—	—	4	—	3	—	18	—	—	—	12	C.
11659	RA.4316	Washer, distance ...	"	—	—	—	40	—	40	—	60	—	—	—	60	C.
11660	RA.4317	Washer, distance ...	"	—	—	—	40	—	40	—	60	—	—	—	60	C.
11661	RA.4318	Washer, distance ...	"	—	—	—	40	—	40	—	60	—	—	—	60	C.
11662	RA.4319	Washer, distance ...	"	—	—	—	40	—	40	—	60	—	—	—	60	C.
11663	RA.4320	Washer, distance ...	"	—	—	—	40	—	40	—	60	—	—	—	60	C.
11664	RA.4321	Washer, distance ...	"	—	—	—	40	—	40	—	60	—	—	—	60	C.
11665	RA.4322	Washer, distance ...	"	—	—	—	40	—	40	—	60	—	—	—	60	C.
11666	RA.4323	Washer, distance ...	"	—	—	—	40	—	40	—	60	—	—	—	60	C.
11667	RA.4324	Washer, distance ...	"	—	—	—	40	—	40	—	60	—	—	—	60	C.
11668	RA.4325	Washer, distance ...	"	—	—	—	40	—	40	—	60	—	—	—	60	C.
11552	RA.1845	Pin ...	"	—	—	—	12	—	8	—	50	—	—	—	36	C.
11549	RA.2186	Bearing, needle roller ...	"	—	—	—	1	—	1	—	3	—	—	—	2	P.
11863	RA.3656	Bush, pin, operating ...	"	—	—	—	2	—	2	—	8	—	—	—	5	P.
11551	RA.1987	Link, operating ...	"	—	—	—	2	—	2	—	6	—	—	—	4	P.
11554	RA.1840	Ring, retaining ...	"	—	—	—	2	—	2	—	3	—	—	—	2	C.
11842	RA.5424/1	Eyebolt ...	"	—	—	—	2	—	2	—	6	—	—	—	4	P.
11843	RA.5108	Nut, adjusting ...	"	—	—	—	3	—	3	—	15	—	—	—	10	C.
11847	RA.1878	Washer ...	"	—	—	—	12	—	10	—	48	—	—	—	36	C.
11844	RA.1873	Nut, lock ...	"	—	—	—	3	—	3	—	15	—	—	—	10	C.
11845	RA.1870	Nut, lock ...	"	—	—	—	3	—	3	—	15	—	—	—	10	C.

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1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
<i>Section 25M</i>																
<i>Eyebolt Assembly—contd.</i>																
11846	RA.4904	Pin ...	No.	—	—	—	2	—	2	—	4	—	—	—	3	C.
11862	RA.4193	Link and Bush, Group ...	"	—	—	—	2	—	2	—	8	—	—	—	6	P.
—	RA.4887	Link, operating ...	"	—	—	—	—	—	—	—	5	—	—	—	4	P.
<i>Bearing Housing Assembly</i>																
12877	RA.2191/1	Bearing housing ...	"	—	—	—	—	—	—	—	3	—	—	—	2	P.
12998	RA.9427	Bearing housing ...	"	—	—	—	—	—	—	—	4	—	—	—	3	P.
11339	RA.1015	Stud, 2 B.A. ...	"	—	—	—	24	—	18	—	100	—	—	—	72	C.
12727	RA.9433	Stud, 2 B.A. ...	"	—	—	—	72	—	60	—	300	—	—	—	200	C.
11658	RA.4132	Washer, tab, 2 B.A. ...	"	—	—	—	200	—	150	—	600	—	—	—	400	C.
12728	RA.9428	Washer, tab, 2 B.A. ... (Allowances included in Section 28.)	"	—	—	—	150	—	100	—	700	—	—	—	500	C.
12080	RA.3704	Weight, balance ...	"	—	—	—	500	—	500	—	1,000	—	—	—	1,000	C.
11340	RA.1013	Weight, balance ...	"	—	—	—	500	—	500	—	1,000	—	—	—	1,000	C.
12729	RA.9430	Weight, balance ...	"	—	—	—	500	—	500	—	1,000	—	—	—	1,000	C.
12730	RA.9431	Weight, balance ...	"	—	—	—	500	—	500	—	1,000	—	—	—	1,000	C.
11108	RA.4843	Washer ...	"	—	—	—	15	—	15	—	20	—	—	—	20	C.
11569	RA.1981	Plate, cover ...	"	—	—	—	3	—	2	—	8	—	—	—	6	C.
12725	RA.9432	Plate, cover ...	"	—	—	—	3	—	2	—	12	—	—	—	8	C.
12723	RA.9273 or RA.9273/1	Nut, bearing housing ...	"	—	—	—	2	—	2	—	6	—	—	—	4	P.
11322	RA.1023	Plate, locking ...	"	—	—	—	18	—	12	—	72	—	—	—	48	C.
11338	RA.1022	Screw, set, 4 B.A. ...	"	—	—	—	12	—	8	—	48	—	—	—	36	C.
12726	RA.8987	Ring, support ...	"	—	—	—	3	—	2	—	12	—	—	—	8	P.
<i>Section 28</i>																
778	A1/GP	Nut lock, 1/8 in., B.S.F. ...	"	—	—	—	6	—	4	—	24	—	—	—	16	C.
752	A1/NC	Nut, castle, 1/2 in., B.S.F. ...	"	—	—	—	—	—	—	—	12	—	—	—	8	C.
753	A1/CT	Nut, lock, 2 B.A. ...	"	—	—	—	12	—	8	—	48	—	—	—	36	C.
7591	A16/CS	Nut, 2 B.A. ...	"	—	—	—	6	—	5	—	24	—	—	—	18	C.
<i>Section 28B</i>																
1207	AGS.166/12A AGS.166/3	Pin, split ... Pin, split, 1/8 in. dia. ...	"	—	—	—	—	—	—	—	72	—	—	—	48	C.
							1,600	—	1,200	—	2,700	—	—	—	2,000	C.

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3986.—Oxygen Cylinders Supplied for Medical Purposes and to Submarines for Air Purification and D.S.E.A.—Charging of

(N.S. 15608/43.—26 Aug. 1943.)

Instances have been reported where 100-cub. ft. oxygen cylinders in submarines have been found to be charged at too low a pressure. In view of the importance of these cylinders being fully charged, particular care is to be taken to ensure that cylinders supplied for medical purposes, and those supplied to submarines for air purification and for D.S.E.A. apparatus, are charged to the correct pressure of 120 atmospheres.

2. The following procedure is to be adopted in regard to cylinders:—

- (a) The tightness of the stop valve, and of its connection with the cylinder, is to be tested by complete immersion in water.
- (b) Cylinders earmarked for submarines are to be checked before issue from the dockyards.
- (c) Caps are to be fitted over the valves immediately after charging.
- (d) 100-cub. ft. oxygen cylinders intended for issue to submarines are to be conspicuously and securely tabbed with a distinguishing label.

(Admiral (Submarines) No. S.M. 535/205 of 22 Feb. 1943.)

3987.—P.A.C. Gear—Fitting of—As. and As.

Boom Working and Gate Vessels

(D./B.D. 0381/43.—26 Aug. 1943.)

It has been approved to fit 2 P.A.C. Apparatus A.A.D. Type D projectors Type B percussion firing in the following classes of vessels:—

“Barricade”; “Bayonet”; Boom Working Trawlers; Gate Working and Standard Gate Vessels.

2. Projectors are to be erected on the casing top or bridge, outside of the magnetic radius of the standard compass, the arrangements being decided in conjunction with the Administrative Authority.

3. The Commanding Officers of vessels concerned are to insert an item classification “A”, in their next list of As. and As. to cover the work involved where vessels are not already so fitted.

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

3988.—Portable Pumps, 70-ton—Adaptors for Use with

Ships fitted with A.S.B.J. connections and 70-ton portable pumps

(N.S. 25473/43.—26 Aug. 1943.)

In order to enable 70-ton portable pumps to be used for fire-fighting purposes in vessels fitted with A.S.B.J. connection, arrangements have been made for the purchase of the undermentioned adaptors as a charge to Vote 8 II B.9. Pattern No. 1502 has been assigned to this adaptor and distribution arranged as follows:—

Pattern No.	Description	Denomination	Chatham	Sheerness	Ports-mouth	Devon-port	Rosyth	Mersey Area	Severn Area	West Riding	Carfin
1502	Adaptors, No. 4 size, A.S.B.J., one end to two No. 3 size, A.S.B.J. the other.	No.	156	36	156	120	156	156	156	72	72

2. Demands from ships concerned in commission should be forwarded to the nearest storing yard or Naval store depot; supply to ships concerned under construction (i.e. any not being fitted with instantaneous couplings) should be arranged

by warrant and storing yards or depots in the usual manner. The scale of allowance per ships is as follows:—

Capital ships and Aircraft Carriers	... ..	6 No.
Cruisers, Depot and Repair Ships, Monitors and “Adventure”	... ..	4 No.
H.M. Ships “Protector” and “Guardian”	... ..	2 No.
Flotilla Leaders, Destroyers, Sloops, Corvettes, Frigates and “Algerine” class Minesweepers.	... ..	1 No.

3989.—Portable Electric Self-Priming Pumps—Non-Submersible—Additional Fittings

(D. 10462/43.—26 Aug. 1943.)

Reports from sea indicate that certain additional fittings are desirable for the portable non-submersible pumps supplied to ships (*vide* C.A.F.O. 1886/40, A.F.Os. 3315/40 and 1523/41).

2. *Swivel discharge bends.*—To avoid kinked discharge hoses in the vicinity of the pump discharge branch, portable swivel discharge bends, similar to that shown in A.F.O. Diagram 249/43 (1), are to be improvised by the ship’s staff, on the basis of one per pump.

3. *Side scuttle fitting for overboard discharge.*—To facilitate discharging overboard from the pump, when operating between decks, and without compromising the watertightness and flashtightness of the ship by opening up hatches and side scuttles, a special fitting as shown in A.F.O. Diagram 249/43 (2) has been designed for fitting on side scuttle frames.

Four lugs are provided on this fitting in order that it may be used on either side of the ship, in view of the fact that the scuttles are handed. Three lugs only are required to be used for securing the fitting in position, the side scuttle tumbler bolts being employed for this purpose.

Ships’ staffs in battleships, cruisers, aircraft carriers and depot ships are to improvise similar fittings on the basis of one per pump.

4. Rate Book pattern articles forming component parts of the above-mentioned fittings are to be demanded from the (Superintending) Naval Store Officer of the nearest storing yard.

5. For new construction ships, principal ship overseers are to arrange with shipbuilders for the supply of these fittings as required, since new pumps are being supplied already fitted with the swivel discharge bend.

(A.F.Os. 167/42, 1052/42 are cancelled.)

(C.A.F.O. 1886/40 and A.F.O. 3315/40—not in annual volume, and A.F.O. 1523/41.)

3990.—Five-Ton Reciprocating Fresh Water Pumps of Messrs. Drysdale & Co. Manufacture

H.M. Ships concerned

(D. 11074/43.—26 Aug. 1943.)

Instances have occurred recently where the worms and wormwheels of the above-mentioned pumps have become badly worn in a very short time and require replacement due to lack of lubrication.

2. Care is to be taken to ensure that the crank case is kept filled with oil to the level indicated on the instruction plate fixed on the pump.

3991.—Reade’s Testing Device, Pattern 6408—Obsolescence

(N.S. 21411/43.—26 Aug. 1943.)

Reade’s Testing Device, Pattern 6408, is no longer required and has been made obsolete.

2. The Rate Book of Naval Stores has been amended accordingly.

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

(A.F.O. 551/38—not in annual volume.)

3992.—Ring, Wire, Locking, Ref. 3148, for Merlin Engines

(N.S. Air 2763/43.—26 Aug. 1943.)

The undermentioned item has been introduced for Merlin engines III, XX and 45, and will be allowed to Repair Ships and services in accordance with the following scales:—

Ref. No.	Part No.	Description	Denomination	R.N. Air Stations		R.N. Aircraft Repair Yards. classes "A" and "B"		Repair Ships
				Main	Store			
				Class "A"	Class "B"	Main	Store	Main Store
3148	E.29570	Section 36DD Crankcase and Bearings Ring, wire, locking, for ring nut, securing oil retaining ring	No.	24	12	120	60	

2. Services concerned should forward demands to their respective R.N. Store depots at home or Storing Yards abroad, quoting this order as the authority for supply. Supply to new services will be made with their initial outfit of stores.

3. Stocks are available for immediate supply to services.

4. Arrangements will be made for the necessary quantities to be despatched to yards abroad to cover the requirements of Services attached to foreign stations. Details of the quantities to be supplied will be forwarded direct to (S) Naval Store Officers concerned.

3993.—Rubber—Economy in the Use of

Coastal Force Craft

(D. 9446/43.—26 Aug. 1943.)

The use of rubber in all Coastal Force craft is to be reduced to a minimum, its use being discontinued at the very earliest opportunity without consideration of the present stocks held.

2. The following modifications are instances of the restrictions which can be accepted:—

- All sorbo mats should be relinquished except on the bridges and in the engine rooms of M.T.B's. and M.G.B's. of the 70-ft. type.
- All "Float-on-air" cushions should be replaced by cushions of hair and spring in officers' accommodation and elsewhere.
- Rubber padding of beams and voice-pipes in 70-ft. M.T.Bs. and similar boats should be retained.

3. Any further proposals for reducing the amount of rubber used should be forwarded to the Admiralty.

(A.F.Os. 2682/42 and 4187/42 are cancelled.)

3994.—Superstructure Casings—Painting Inside—As. and As.

H.M. Submarines

(D. 10702/43.—26 Aug. 1943.)

The gratings fitted in lieu of covers in superstructure casings of submarines make the oxide of iron coating inside the casing visible from the zenith.

2. For vessels under construction and refitting, arrangements are to be made so that the inside of the casings and fittings within the casing are finally coated with black oil paint before completion.

3. For vessels in service, the item should be dealt with as an A. and A., classification "A", the work being carried out by Depot Ship's staff.

3995.—Slips and Shackles for Towing and Oiling at Sea

Corvettes and Frigates

(N.S. 30012/43.—26 Aug. 1943.)

As demands for slips, shackles, etc., for towing and for oiling at sea, of sizes and types which are not approved for supply, are frequently received from corvettes and frigates and from overseas for these vessels, it should be noted that the allowances of these articles for these purposes are as follows:—

	For forward towing	For after towing	For emergency towing	For oiling at sea
<i>"Flower" Class Corvettes</i>				
Slips, Senhouse, for towing, figs. 50/51 1 3/8 in.	None fitted	1	Nil	2 (B)
Slips, Senhouse, for after towing, figs. 54/55 1 5/8 in.		—	1 (A)	—
Shackles, anchor, ordinary, figs. 10/11 1 3/8 in.		1	Nil	2 (B)
Shackles, special, for towing, figs. 32/33 2 1/2 in.		—	1 (A)	—
<i>"River" Class Frigates and new design Frigates ("Loch" Class) and Corvettes ("Castle" Class)</i>				
Slips, Senhouse, for towing, figs. 50/51 1 3/8 in.	None fitted	1	Nil	2
Shackles, anchor, ordinary, figs. 10/11 1 3/8 in.		1	Nil	2
Shackles, special, for towing, figs. 36/37 2-in.		1	Nil	—
Shackles, rigging, Pattern 5469 ...		1	Nil	—

(A) For approved ships only (see A.F.O. 2071/42).

(B) 1 1/2-in. slips and shackles are suitable for use in lieu and some ships have been supplied with articles of this size.

2. The Establishments of Naval Stores concerned will be amended as necessary.

(A.F.Os. 3516/41—not in Annual Volume and 2071/42.)

3996.—Engine Revolution Telegraph Counterdrum Instruments

"Town" Class Destroyers

(N.S. 25125/42.—26 Aug. 1943.)

Destroyers not already fitted in accordance with A. and A., Item 215, should now forward demands direct to Director of Stores (6D), Admiralty, for the following instruments which will be supplied for retention on board for fitting at first opportunity.

Pattern		Per Ship
10227	Engine Revolution Telegraph Transmitter ...	1 No.
10228	Engine Revolution Telegraph Receiver...	2 No.
3227	Gong	2 No.

3997.—Soundhead Amplifier, Pattern No. 7587, fitted in Cinema Projector, Pattern No. 7570

(N.S. 25464/43.—26 Aug. 1943.)

Pattern No. 7587 (subhead F3A) has been assigned to the soundhead amplifier fitted in the cinema projector, 35 mm., series III, Pattern No. 7570.

2. This amplifier differs from soundhead amplifier, Pattern No. 5151, fitted in cinema projectors, 35 mm., Pattern No. 7501, and demands for replacement, either of the complete amplifier or of components, should specify the appropriate pattern number. If the pattern number of the amplifier fitted is not known, the pattern number or serial-number of the projector should be stated.

3998.—Telephones and Telaupads—Introduction of New Patterns in Lieu of Existing Patterns

(N.S.22145/43.—26 Aug. 1943.)

To meet changes in staff requirements it is necessary to supersede the existing Mark X Telephone and Mark III Telaupad by instruments of a similar type, but having a modified form of head harness, and to introduce a new telephone in the Mark X series having a type of head harness designed to meet the requirements of Fighter Directing Service.

2. The new patterns have been added to the Rate Book as follows :—

Pattern	Description	Pattern Superseded
12500	Telephone, Mark X**, for circuits without call-up. Headgear fitted with rubber earpads and webbing and metal headbands.	1191
12501	Telephone, Mark X***, for circuits without call-up. Headgear fitted with moulded earcaps and metal headbands. For Fighter Direction Systems only.	—
12502	Telaupad, Mark III*, for circuits without call-up.	1190

3. The patterns superseded will be marked obsolete, but deliveries under existing contracts will continue to be made until the new instruments are in production.

4. Telephone and telaupads of the superseded patterns are not to be exchanged for new patterns except when returned defective.

3999.—Unleaded Petrol—Supply to Certain Naval Services—REPORTS

(N.S. Fuel 1603/43.—26 Aug. 1943.)

Limited stocks of unleaded petrol will be maintained in the U.K. and supplies can be made to Naval services for use in engines which are experiencing trouble or need excessive maintenance when using 80 octane petrol.

2. Unleaded fuel—Pool petrol or, if essential, 73 octane (*see* paragraph 3)—should in any case be used both on service and on test of new or reconditioned engines, for the following :—

Petrol engines in landing craft, except where the use of 87 octane fuel is specified in C.A.F.O. 1385/43.

Auxiliary engines in Coastal Forces craft fitted with separate storage.

Service motor boats.

Fire-fighting pumps.

Stationary petrol engines, including electric generators fitted in H.M. ships and auxiliary vessels.

3. The use of 73 octane is to be confined to craft fitted with Napier Lion or Kermath engines.

4. Requirements of unleaded petrol (showing Pool petrol and 73 octane separately) should be notified to the Petroleum Board depot from which supplies of petrol are normally obtained. Distribution problems may cause some delay in initial deliveries.

5. At the same time reports should be forwarded by the administrative authorities concerned to the Admiralty (Director of Stores) stating the estimated monthly requirements of each of these grades of unleaded petrol and the services for which demanded.

6. If local Petroleum Board Officers state that they are unable to supply unleaded petrol, the facts should be reported to the Admiralty (Director of Stores).

7. This order does not apply at present to motor transport.

(C.A.F.O. 1385/43.)

4000.—Visual Signalling Apparatus—Revised Allowances of 10-in. Signalling Projectors and Lanterns

(N.S. 10950/43—26 Aug. 1943.)

A.F.O. 1842/43 is to be amended as follows :—

(1) *Addition to Table*—

Class of Ship	10-in. S/P		6 in. H.S.L.		Aldis Pattern 5110E		Intermediate Pattern 2174		Pattern 4298		Torch Pattern 16001		Pattern 1038		Hether Pattern 378A		Boats Pattern W.1020	
	Present	New	Present	New	Present	New	Present	New	Present	New	Present	New	Present	New	Present	New	Present	New
Frigates (Captain's class)	2K	2K	—	—	—	2K	2K	1K	—	1X	—	1X	—	1	—	2	—	1

Add to K at foot of order :—The U.S. 12 in. S/P is the equivalent to the 10 in. S/P. The U.S. Multi-purpose lantern is equivalent to the Intermediate Signalling Lantern Pattern W.2174. Ships having either of these U.S. patterns on board are not to demand the British equivalents.

(2) *Amendments*—

Light Fleet Carriers. 10 in. S/P's—*for* "3A" *read* "5A" in column 3.

P.W.S.S. and W.S.S. 6 in. H.S.L.—*Delete* "X" in column 4.

"Flower" Class Corvettes. (Pattern 16001—*Add* "1X" in column 13.)

Escort Carriers. Aldis—*Add* "K" in column 7.

Controlled Loop Minelayers. *Add* "one 10 in. S/P."

Sloops, Frigates, Corvettes and Cutters. Lantern, Pattern 4298, may be retained if on board when lantern, Pattern W.1020, is received. No replacements will be available when the former becomes unserviceable.

(A.F.Os. 855/43 and 1842/43.)

Section 4

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

4001.—Consignment of Stores to Greenock Area—Revised Addresses

(N.S. 840/43.—26 Aug. 1943.)

The following addresses are to be used when consigning Vote 8 stores to the Greenock Area :—

1. *Transit Stores (except A/S Stores) for H.M. Ships at Greenock.*

(a) Stores for ships whose names begin with initial letters A to K (except as indicated at (b)).
Naval Store Officer,
No. 9 Shed,
West Quay,
Greenock.

(b) Stores for ships whose names begin with initial letters L to Z (except Submarine Depot Ships). *All* Clyde Escort Force, destroyers, corvettes and Capt. (D), Greenock.
Naval Store Officer,
No. 10 Shed,
Albert Harbour,
Greenock.

Fleet Air Arm Stores for *all* Ships (irrespective of initial letters).

2. A/S Stores for all Ships	Naval Store Officer, No. 15 Shed, Princes Pier Station, (L.M.S.), Greenock.
3. Stores for Shipment	Naval Store Officer, No. 9A Shed, West Quay Greenock.
4. Stores for Stock :—	
(a) Radar and W/T Stores	Naval Store Officer, No. 14 Shed, Clarence Street, Greenock.
(b) A/S Stores	Naval Store Officer, No. 15 Shed, Princes Pier Station, (L.M.S.), Greenock.
(c) All other Stores for Stock	Naval Store Officer, Inchgreen Goods Yard, (L.M.S.), Greenock.
5. Stores for Shore Establishments and De- partments in Greenock Area :—	
Boat Pool Officer	Boat Pool Office, Albert Harbour, Greenock.
Boom Defence Officer	Boom Defence Depot, Greenock.
Engineer Officer, Greenock	Engineer Officer, Greenock, MacDougall Street, Greenock.
Emergency Repair Organisation, (all De- partments).	c/o Naval Store Officer, No. 9 Shed, West Quay, Greenock.
Flag Officer-in-Charge, Greenock ("Bagatelle").	c/o Naval Store Officer, No. 9 Shed, West Quay, Greenock.
Joint Signal Stores	(See "Monck").
Landing Craft Maintenance Base, Port Glasgow.	Maintenance Base, Bay Street, Port Glasgow. (Nearest Station, Port Glasgow, L.M.S.).
Maintenance Captain	(See "Orlando").
"Monck" (Stores (including Signal stores) for Assault Craft, etc., and S.O.A.S.C.).	Accountant Officer, H.M.S. "Monck", Princes Pier Station, (L.M.S.), Greenock. (Unless special instructions are issued to consign otherwise).
N.D. Officer	N.D. Officer, Custom House Quay, Greenock.
"Orlando"	H.M.S. "Orlando", Navy House, Clarence Street, Greenock. (Unless special delivery instruc- tions are quoted on demand).

"Sandhurst"	Accountant Officer, H.M.S. "Sandhurst", Great Harbour, Greenock, Senior Officer Assault Ships and Craft (See "Monck"). ("Hazelwood").
6. All correspondence and vouchers should be addressed to the Naval Store Officer, Naval Store Offices, Clarence Street, Greenock, and <i>not</i> to individual sheds.	
7. Victualling stores in transit for H.M. Ships should <i>not</i> be consigned to the Naval Store Officer, Greenock, but to the Victualling Store Officer, No. 2 Shed, Victoria Harbour, Greenock. (A.F.O. 578/42 is cancelled.)	

4002.—Officers' Footwear—Requirement to be Observed by Warrant Officers when Purchasing from Retail Shops

(C.P. 40600/42.—26 Aug. 1943.)

The present arrangements whereby Commissioned, Warrant and Subordinate Officers are enabled to obtain their requirements of service footwear from retail shops by the completion at the time of purchase of a P.O.F. form will continue.

2. In order, however, to remove the doubt which has arisen whether retailers are in order in so meeting demands by Warrant Officers who have used their specialist ranks, e.g. Gunner, Warrant Telegraphist, etc., when inserting their ranks in the space provided in the P.O.F. form it has been agreed that demands by Warrant Officers will only be met in future if when completing the P.O.F. form in the retailer's shop they limit their statement of their rank to one of the following descriptions, viz. :—

Warrant Officer, R.N.
Warrant Officer, R.N.R.
Warrant Officer, R.N.V.R.

3. Their specialist titles, Gunner, Telegraphist, etc. should not be employed in filling in the form.

4003—Bedding Issued for Loan Services—Marking with Broad Arrow

(V. 4981/43.—26 Aug. 1943.)

Under war conditions it is not always possible for loan bedding to be stamped with the broad arrow before supply by the victualling yards.

2. In view of the risk of losses by theft or otherwise if loan bedding, particularly blankets, is issued unmarked, Accountant Officers of ships and establishments are to take the necessary steps to mark any bedding received unmarked before issue for loan services.

(C.-in-C., Portsmouth, No. 3628/P/8113/24 of 21 Jul. 1943.)

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

(B.R. 93, M. of V., Chap. X, Sec. 1, paragraph 4 and Sec. 6.)

4004.—Loan Protective Clothing for Personnel Employed in 5.25-in., Mark I and 14-in. Turrets

"King George V. Class"

(V. 5920/42.—26 Aug. 1943.)

In ships fitted with 5.25-in. Mark I turrets, loan protective clothing (overall suits and black leather shoes) for the use of personnel whose clothing is liable to be damaged by leakage of oil, may, pending instructions to any other effect, be allowed on the following scale :—

22 sets for each 5.25-in. Mark I turret manned by seamen *plus* 58 sets per ship.

2. The allowance of 22 sets per 5-25-in Mark I turret manned by seamen is intended to provide for supply to all personnel regularly employed in the turret who, when at action stations, are liable to have their clothing damaged by oil. Working Space and Ammunition Lobby crews are excluded from this provision. The additional 58 sets per ship are for the maintenance personnel (Ordnance Artificers, Q.Os. and Torpedo ratings *but not Royal Marines*) who regularly work in the 5-25-in. and 14-in. turrets. A.F.O. 3438/42 is to be amended accordingly.

3. The money allowance authorised by K.R. & A.I., Article 1601b is payable only to those ratings who are regularly employed in the turrets.

4. B.R. 93, Chapter X, Section 26 will be amplified accordingly.

(V.A. 2nd in Command H.F., 25 Feb. 1943, No. 2nd B.S. 17/350/6.)

(H.M.S. "Anson", 9 Dec. 1942, No. P.50/13/K.)

(A.F.O. 3438/42.)

4005.—Lubricating Oils—Abolition of Friction Test

(C.P. 3575/43.—26 Aug. 1943.)

It has been decided to delete the friction test from all Admiralty specifications for lubricating oils.

4006.—Onions—Supply Arrangements for 1943

(V.111/43/3.—26 Aug. 1943.)

The Ministry of Food have allocated to the Admiralty a quota of onions from this year's home-grown crop for supply through the Admiralty vegetable contractors, under their contracts, to H.M. ships and establishments at home which are victualled from Service sources. Victualling yards and depots which normally handle fresh vegetables will also make supplies. Particulars of the relevant additions to contracts will be communicated shortly to local officers concerned. Onions will not be obtainable by these ships and establishments from any other sources.

2. It is anticipated that supplies will commence as soon after the 1st September as possible, and will permit a *total* issue for the season to Naval personnel concerned of about 3½ lb. a head. Supplies will continue to be available until approximately the end of November.

3. In some districts it has not been possible to arrange for supplies through the Admiralty contractors. Responsible authorities who do not receive early notification that a contract has been placed should apply to the Director of victualling for information as to source of supply.

4. All demands on Admiralty contractors should be made in triplicate on Form S.549.

5. Bags will be charged by Admiralty contractors at the approximate rate of 1s. each, which will be credited on return. It is most important that all bags should be returned as soon as possible, as otherwise the continuity of supplies cannot be guaranteed.

6. The issuing price of onions as from 1st September, 1943, will be 3½d. per lb.

(A.F.Os. 4449/42 and 4803/42 are cancelled.)

*4007.—Tobacco, Manufactured—Revised Fleet Issuing Prices

(V. 3842/43.—26 Aug. 1943.)

As from 1st September, 1943, the issuing prices of manufactured tobacco in ¼-lb. tins will be:—

	s.	d.
Pipe	1	3 a tin.
Cigarette	1	4 a tin.

2. A.F.O. 2227/41 is to be amended accordingly.

(Admiralty General Message No. 366A of 31 Jul. 1943, is cancelled.)

(A.F.O. 2227/41—not in annual volume.)

4008.—W.R.N.S.—Issue of Towels on Repayment

(V.2676/43.—26 Aug. 1943.)

In order to enable all mobile W.R.N.S. personnel proceeding on leave to take a towel with them, as indicated in A.F.O. 991/43, officers and ratings accommodated in Service quarters may be permitted to take up from Service sources *one* towel on one occasion only on repayment as an optional item of kit. The issue of the towel is to be noted in the individual's Pay Book (S.43A) and no further issue for this purpose is to be made to her.

2. Paragraph 2 of A.F.O. 416/43 is to be amended accordingly.

(C.-in-C. The Nore's, No. 2053/6225 of 2 May, 1943.)

(C.-in-C., Portsmouth's No. 1395/P/5333/6/9 of 18 Mar, 1943.)

(A.F.Os. 416/43 and 991/43.)

Section 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE

4009.—Amendments to Books

(E.F.O.—26 Aug. 1943.)

The undermentioned amendments (A.F.Os. P.512—520/43) to B.R. and O.U. books are available for issue from the R.N. Store Depot, Elveden Road, Park Royal, N.W.10, in accordance with A.F.O. 1268/39, paragraph 3.

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

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

A.F.O. *P.512/43.—B.R. 378(E) Albacore—A.S.E.—Amendment No. 15.

*P.513/43.—A.P.(N) 1—Amendment No. 8.

P.514/43.—B.R. 120 (5)—August, 1942—Amendment No. 6.

P.515/43.—B.R. 268 (6)—Electrical Manual, Vol. II—High Power Supply—Amendment No. 9.

P.516/43.—B.R. 291—Tables Showing Particulars in Regard to Naval Ordnance, 1942—Amendment No. 13.

P.517/43.—B.R. 669—Instructions for the Conduct of Cash Duties—Amendments.

P.518/43.—B.R. 771—Handbook for Echo Sounding Sets, Types 761 and 761 P.—Amendment No. 1.

P.519/43.—O.U. 5378/1940—Instructions for the Inspection of Naval Stores—Amendment No. 12.

P.520/43.—O.U. 6299/38—Protection of Merchant Ships Against Moored Mines—Amendment No. 9.

** Exceptionally A.F.Os. P.512 and P.513 will be distributed without demand by the Superintending Naval Store Officer, R.N. Store Depot, 191a, Askew Road, Shepherd's Bush, W., who holds the stock of the parent book.*

(A.F.O. 3362/43.)

4010.—B.R. 381—Establishment of Naval Stores—126-ft. Motor Minesweepers

(N.S. 20386/43.—26 Aug. 1943.)

An Establishment of Naval Stores for 126-ft. motor minesweepers has been prepared and has been assigned number "B.R. 381" in the Catalogue of Books of Reference (B.R.1).

Stocks will be held at the R.N. Store Depot, Elveden Road, Park Royal, N.W.10.

2. Distribution will be arranged from R.N. Store Depot, Park Royal, without demand to each 126-ft. motor minesweeper in commission and under construction and to other authorities concerned.

4011.—O.U. 6090 (G)—Revised Pages to Range Tables

(G. 07510/43.—26 Aug. 1943.)

R.T. No.	Gun	No. of Revised Page	Date of Revised Page	Date of Existing Page
1	2	3	4	5
409	Q.F., 5·25-in., Mark I	12	May, 1943	April, 1942
426	Q.F., 5·25-in., Mark I	11	May, 1943	August, 1940
418	Q.F., 5·25-in., Mark I	22	May, 1943	April, 1942
418A	Q.F., 5·25-in., Mark I	22	May, 1943	April, 1942

The above-mentioned revised pages detailed in column 3 to Range Tables enumerated in column 1 are now in the press and copies will be issued to all concerned without demand, by the Superintending Naval Store Officer, R.N. Store Depot, 307, Elveden Road, Park Royal, London, N.W.10, when supplies become available.

These pages supersede the existing pages dated as in column 5, all copies of which should be disposed of in accordance with the instructions in Form O.U.2A—O.U. Catalogue—when the revised pages are received.

4012.—O.U. 6090 (Z)—High Angle Trajectory Chart for 2-in. Rocket, dated April, 1943—Issue

(G. 05258/43.—26 Aug. 1943.)

A limited number of copies of the above-mentioned trajectory chart are now being printed for issue without demand by the Superintending Naval Store Officer, R.N. Store Depot, 307, Elveden Road, Park Royal, London, N.W.10, as follows when supplies become available.

H.M. Gunnery School, Devonport	...	...	...	...	2
R.N. Gunnery School, Chatham	...	...	...	...	2
H.M.S. "Excellent"	...	...	...	...	2
N.S.H.Q., Ottawa	...	...	...	...	2

Commanders-in-Chief

Home Fleet, Eastern Fleet, Levant, Mediterranean	...	...	...	...	1 each
Flag Officers-in-Charge, Home	...	...	...	...	1 each

D.E.M.S. Training Centres:—

H.M.S. "Glendower"	} 2 each
H.M.S. "Wellesley"	...	...	...	...
H.M.S. "Safeguard"	...	...	...	...
H.M.S. "Chrysanthemum"	...	...	...	...
H.M.S. "Flying Fox"	...	...	...	...
Cardiff	...	...	...	...
Liverpool	...	...	...	...
Manchester	...	...	...	...
Glasgow	...	...	...	...
Greenock	...	...	...	...
Leith	...	...	...	...
Newcastle	...	...	...	...
Belfast	...	...	...	...
Middlesbrough	...	...	...	...
Sunderland	...	...	...	...
Hull	...	...	...	...
Grimsby	...	...	...	...

4013.—Form O.6—Ammunition Labels—Additions

(Sta. 16864/43.—26 Aug. 1943.)

Serial No.	Description	Where used	Page in Form O.6	Sta. No.
	Cartridges, M.L., 9·5 in. D.C.T.			
N.874	1 oz. 2 dr., Mark X ...	Lid of box	2	16864/43
N.875	4 oz. 11 dr., Mark XI ...	Lid of box	2	16864/43
N.876	4 oz. 0 dr., Mark XII ...	Lid of box	2	16864/43
N.877	4 oz. 4 dr., Mark XIII ...	Lid of box	2	16864/43

2. Demands should be made as necessary in accordance with A.F.O. 97/43.

(A.F.O. 97/43.)

4014.—Air Publications, etc., Distributed during July, 1943

(N.S. Air 125/43.—26 Aug. 1943.)

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

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

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

*Airframes and Engines**Air Publication No.**Description*

1416G.—Vol. II, Part 1—Kestrel XXX Engine—Leaflet No. A.2.
1449B.—Vol. II, Part 1—Tiger Moth II Aircraft—Leaflet No. Z.28.
1451A.—Vol. II, Part 1—Pegasus Engine—Leaflet No. Z.63.
1451B.—Vol. II, Part 1—Pegasus II L3 Engine—Leaflet No. Z.56.
1451D.—Vol. II, Part 1—Pegasus III, VI and XXX Engine—Leaflet No. Z.46.
1451F.—Vol. II, Part 1—Pegasus XX Engine—Leaflet No. Z.41.
1451G.—Vol. II, Part 1—Pegasus XXII Engine—Leaflet No. Z.39.
1451H.—Vol. II, Part 1—Pegasus XVIII Engine—Leaflet No. Z.32.
1451H.—Vol. II, Part 3—Pegasus XVIII Engine—Amendment List No. 7.
1491A.—Vol. II, Part 1—Mercury VI.S Engine—Leaflet No. Z.56.
1491B, Vol. II, Part 1—Mercury VIII and IX Engine—Leaflet No. Z.46.
1491C.—Vol. II, Part 1—Mercury XII Engine—Leaflet No. Z.34.
1491D.—Vol. II, Part 1—Mercury XV, XX and XXX Engine—Leaflet No. C.18.
1500A.—Vol. III, Part 1—Gipsy Major Engine—Amendment List Nos. 21 and 20.
1515A.—Vol. II, Part 1—Walrus I Aircraft—Leaflet Nos. B.8, Q.6.
1515A.—Vol. III, Part 1—Walrus I Aircraft—Amendment List Nos. 4 and 5.
1451C.—Vol. II, Part 1—Pegasus II M2 and II M3 Engine—Leaflet No. Z.53.
1515B.—Vol. II, Part 1—Walrus II Aircraft—Leaflet Nos. P.3, Q.1, B.3.
1517.—Vol. II, Part 1—Swordfish Aircraft—Leaflet Nos. B.20, P.16.
1517.—Vol. II, Part 2, Naval, June, 1943—Swordfish Aircraft—Initial Distribution.
1525.—Vol. II, Part 1—Anson Aircraft—Leaflet Nos. A.12, F.9 (A.L. 4), F.12, K.26 (A.L. 1), M.28, Z.77, Z.78, and Z.79.
1526B.—Vol. II, Part 1—Cheetah X Engine—Leaflet Nos. D.20 (A.L. 1).
1530A.—Vol. II, Part 1—Blenheim I Aircraft—Leaflet No. Z.55.
1530B.—Vol. II, Part 1—Blenheim IV Aircraft—Leaflet No. Z.46.
1530A.—Vol. II, Part 3—Blenheim I Aircraft—Amendment List No. 13.

Airframes and Engines

- | <i>Air Publication No.</i> | <i>Description</i> |
|----------------------------|---|
| 1530B. | —Vol. II, Part 3—Blenheim IV Aircraft—Amendment List 11. Slips re non-availability of Amendment List No. 10. |
| 1564A. | —Vol. II, Part 1—Hurricane 1A and 1B and Sea Hurricane 1A and B—Leaflet Nos. C.15, J.22 (A.L. 3), Leaflet No. F.11. |
| 1564B. | —Vol. I—Hurricane 11A, 11B and 11C Aircraft—Amendment List Nos. 34 and 35. |
| 1564B. | —Vol. II, Part 1—Hurricane 11A, 11B and 11C Aircraft—Leaflet Nos. A.9, A.10, C.14, C.15 (A.L. 1), F.7, H.20, H.22, H.23, J.6 (A.L. 2), Z.52, Z.53 and Z.54. |
| 1565A. | —Vol. II, Part 1—Spitfire 1A and 1B Aircraft—H.10, M.15, Z.61 and Z.62. |
| 1565B. | —Vol. II, Part 1—Spitfire 11A and 11B Aircraft—Leaflet Nos. B.1, B.3, C.5, Z.55, Z.56. |
| 1565E. | —Vol. I—Spitfire VA, VB and VC Aircraft—Amendment List Nos. 30, 29. |
| 1565E. | —Vol. II, Part 1—Spitfire VA, VB and VC Aircraft—Leaflet No. C.6. |
| 1578A. | —Vol. II, Part 1—Wellington 1, 1A and 1C Aircraft—Leaflet Nos. M.50, P.42, Z.74 and Z.75. |
| 1578A, B, and C. | —Vol. III, Part 1—Wellington 1, 1A and 1C, II and III Aircraft—Amendment List Nos. 31, 32, 33 and 34. |
| 1585A. | —Vol. II, Part 3—Magister I Aircraft—Amendment List No. 8. |
| 1589B. | —Vol. II, Part 1—Perseus X and XA Engine—Leaflet No. Z.29. |
| 1589C. | —Vol. I—Perseus XII Engine—Amendment List No. 6. |
| 1589C. | —Vol. II, Part 1—Perseus XII Engine—Leaflet No. Z.33. |
| 1590C. | —Vol. II, Part 1—Merlin IV Engine—Leaflet Nos. P.1, Z.14, Z.1, Amendment List No. 1. |
| 1590D and M. | —Vol. II, Part 1—Merlin VIII and XXX Engine—Leaflet Nos. C.14, C.15, D.10, P.1, Z.15 Z.16. |
| 1590E. | —Vol. II, Part 1—Merlin X Engine—Leaflet Nos. A.4 C.14 P.1 Z.13. |
| 1590F. | —Vol. II, Part 1—Merlin XII Engine—Leaflet Nos. P.1 Z.12 Z.13. |
| 1590G and N. | —Vol. II, Part 1—Merlin XX and XXI Engine—Leaflet Nos. M.9 (A.L. 1), P.1, Z.11. |
| 1590J and L. | —Vol. II Part, 1—Merlin 45 and 46 Engine—Leaflet Nos. A.4, C.13, G.2, D.9, P.1, Z.7, Z.8, Z.9. |
| 1592C. | —Vol. II, Part 1—Defiant Aircraft—Leaflet Nos. A.2, A.3, E.2, M.1, Z.9. |
| 1593B. | —Vol. II, Part 1—Gipsy Queen II Engine—Leaflet No. D.5. |
| 1593C. | —Vol. II, Part 1—Gipsy Queen III Engine—Amendment List No. 5. |
| 1596A. | —Vol. II, Part 1—Oxford I and II Aircraft—Leaflet Nos. Z.68, Z.69. |
| 1665A. | —Vol. I and P.Ns.—Albacore I Aircraft—Leaflet No. 32F. |
| 1665A. | —Vol. II, Part 1—Albacore I Aircraft—Leaflet Nos. C.21, Q.12, Z.39, (A.L. 1), Z.40, Z.41. |
| 1669A. | —Vol. I—Master I Aircraft—Amendment List No. 43. |
| 1669A. | —Vol. II, Part 1—Master I Aircraft—Leaflet Nos. Z.51 (A.L. 1), Z.53. |
| 1669A. | —Vol. II, —Master I Aircraft—Amendment List introducing Issue 4 and which is now Vol. II, Part 2. |
| 1707A. | —Vol. I—Taurus II, Mod. I and XII Engine—Amendment List 5. |
| 1707A. | —Vol. II, Part 1—Taurus II Engine—Leaflet Nos. Z.24 Z.28 (A.L. 1). Provisional Pilots' Notes to Grumman Hellcat. Second Edition—Amendment to page 15. |
| 1707A and B. | —Vol. II Part 3—Taurus II and VI Engine—Amendment List 1. |
| 1707B. | —Vol. II Part 1—Taurus VI Mod. L and XVI Engine—Leaflet Nos. D.3, Z.29. |
| 1708A. | —Vol. II Part 1—Proctor I and II Aircraft—Leaflet Nos. P.9, Z.31. |
| 1721B. | —Vol. I and P.Ns.—Beaufighter II Aircraft—Leaflet No. 20.H. |
| 1721B. | —Vol. II Part 1—Beaufighter II Aircraft—Leaflet Nos. A.8, C.4, C.5, B.7, F.7, J.5, Z.37. |
| 1760A. | —Vol. II, Part 1—Fulmar I and II Aircraft—Leaflet No. M.17. |
| 1763A. | —Vol. II, Part 1—Dominie I Aircraft—Leaflet Nos. Z.15, Z.16. |
| 1792A. | —Vol. III, Part 1—Gipsy VI-1 Engine—Amendment List No. 5. |
| 2018A. | —Vol. II, Part 1—Barracuda Aircraft—Leaflet Nos. A.1, B.1, B.4, C.2, J.1, J.2, P.1, K.1. |
| 2018B. | —Vol. II, Part 1—Barracuda II Aircraft—Initial Distribution consisting of Leaflets A.1, B.1, B.2, B.3, C.1, C.2, M.1, J.1 and J.2. |

Airframes and Engines

- | <i>Air Publication No.</i> | <i>Description</i> |
|----------------------------|--|
| 2018A and B. | —Vol. II, Part 3—Barracuda I, II Aircraft—Amendment List No. 3. |
| 2018A and B. | —Vol. III, Part 1—Barracuda I and II Aircraft—Amendment List No. 4. |
| 2031B. | —Vol. II, Part 1—Martlet II Aircraft—Leaflet No. M.8. Provisional Pilot's Notes to Tarpon I—Amendment to Part 3. |
| 2031E. | —Provisional Edition, Vol. I—Martlet V Aircraft—Initial Distribution. |
| 2102A. | —Provisional Pilot's Notes—Firefly I Aircraft—Initial Distribution. |
| 2102A. | —Vol. II, Part 3—Firefly Aircraft—Amendment List 3. |
| 2140A. | —Vol. II, Part 1—Merlin XX Power Plant, Mark I Engine—Leaflet No. M.6. |
| 2234A. | —Vol. III, Part 1—Griffon II Engine—Addenda for Griffon III and IV. |
| 2280A. | —Vol. II, Part 1—Seafire 1B Aircraft—Leaflet Nos. C.1, M.2, Z.15. |
| 2280B. | —Vol. II, Part 1—Seafire IIC Aircraft—Leaflet M.2. |
| 2281A. | —Vol. I—Martinet I—Amendment List No. 9 |
| 2281A. | —Vol. III, Part 1—Martinet I Aircraft—Initial Distribution with Amendment List No. 1. |
| 2339A. | —Vol. I—Kingfisher I Aircraft—Amendment List No. 1. |
| 2339A. | —Vol. II, Part 1—Kingfisher I Aircraft—Leaflet Nos. B.2, M.6, M.13. |

General Publications

- | <i>Air Publication No.</i> | <i>Description</i> |
|----------------------------|---|
| 818A. | —Vol. I, Part 1—R.A.F. Drill—Amendment List No. 2. |
| 830. | —Vol. II—R.A.F. Equipment Regulations—Storage and Packing—War Leaflets 9 to 13 (combined). |
| 830. | —Vol. III, Part A—R.A.F. Equipment Regulations—Amendment List No. 7. |
| 837. | —War Edition—Manual of Administration in the R.A.F.—Amendment List No. 1. |
| 958. | —Vol. I—King's Regulations, etc.—Amendment List No. 122. |
| 970. | —Vol. I—Design Requirements for Aeroplanes for the R.A.F.—Amendment List No. 21. |
| 1086. | —Vol. I, Part 2A—Workshop and Auxiliary Equipment—Amendment List No. 3. |
| 1086. | —Vol. I, Part 2D—Ground Equipment—Amendment List No. 4. |
| 1086. | —Vol. I, Part 3A—Wireless Telephone and Telegraph Stores—Sub-division 7 and 9. |
| 1086. | —Vol. I, Part 3C—R.A.F. Equipment A/C Electrical Stores—Amendment List No. 2. |
| 1086. | —Vol. I, Part 5E—Aircraft Gun Turrets and Equipment—Amendment List No. 2. |
| 1086. | —Vol. I, Part 6—Mechanical Transport Vehicles, Marine craft, M.T. and Marine Craft General Stores—Amendment List No. 7. |
| 1086. | —Vol. I, Part 10A—Barrack Equipment—Amendment List No. 2. |
| 1086. | —Vol. I, Part 13—7.6.43 Metals—Initial Distribution. |
| 1086C. | —Vol. I, Part 6—Mechanical Transport Vehicles—Initial Distribution. |
| 1086C. | —Vol. I, Part 13—31.5.43—Priced Vocabulary R.A.F. Equipment (U.S.A. Pat. Metals)—Initial Distribution. |
| 1095. | —Vol. II, Part 1—Electrical Equipment Manual—Leaflet Nos. M.28, G.55. |
| 1112. | —Regulations for Promotion, Mustering of Airmen and Trade Testing—Amendment List Nos. 3 and 4. |
| 1180A. | —Vol. I—Supplies Dropping Apparatus—Amendment List No. 2. |
| 1180A. | —Vol. II, Part 1—Supplies Dropping Apparatus—Amendment List Nos. 9, 11, 12, 13, 14 and 15. |
| 1181. | —Vol. II, Part 1—Starting Systems for Aero-Engines—Leaflet Nos. D.6, Z.13. |
| 1182. | —Vol. I—Safety Equipment Manual—Amendment List Nos. 18, 19. |
| 1182. | —Vol. II, Part 1—Safety Equipment Manual—Leaflet Nos. C.16, 17, 18, 19, 21, 22, 23, 24, 25, 26 and 27. |
| 1186. | —Vol. I—R.A.F. Signal Manual, Part IV (Instruments)—Amendment List Nos. 50, 54 and 56. |
| 1186A. | —Vol. II, Part 1—R.A.F. Signal Manual, Part IV (V.H.F. Equipment)—Leaflet No. A.24. |

General Publications—contd.

- | <i>Air Publication No.</i> | <i>Description</i> |
|----------------------------|--|
| 1186B. | —Vol. I—Signal Manual, Part IV—Amendment List No. 2. |
| 1269A. | —First Edition—Appendices to Manual for Medical and Dental Officers of the R.A.F.—Amendment List No. 6. |
| 1275. | —Vol. I—Instrument Manual—Amendment List No. 78. |
| 1275. | —Vol. III, Sections 6AA, BB, CC, DD, EE—Schedule of Component Parts—Amendment List No. 1. |
| 1355. | —Vol. I—Photographic Equipment Manual—Amendment List Nos. 10, 11, 12. |
| 1374. | —Vol. II, Part 1—Aero-Engine Ignition Equipment—Leaflet Nos. Z.30, Q.2, X.20, X.19 (A.L. 1), V.30, Z.31. |
| 1374. | —Vol. II, Part 2—Aero-Engine Ignition Equipment—Amendment List No. 2. |
| 1464. | —Vol. II, Part 1—Engineering Manual for the R.A.F.—Leaflet Nos. B.94 (A.L. 1), C.32, D.195, E.51, G.136, G.137. |
| 1464A. | —Vol. I, Part 3—Engineering Manual for the R.A.F. General Principles Workshop Layout and Practices—Amendment List Nos. 43 to 50 inclusive. |
| 1464B. | —Vol. I—Engineering Manual for the R.A.F. General Aerodrome Aircraft and Workshop Equipment—Amendment List Nos. 6 to Part 6, 22 to Part 8, 47 to Part 5. |
| 1469A. | —Vol. I—Aeroplane Automatic Controls, Mark IV—Amendment List No. 2. |
| 1480B. | —Vol. I—Silhouettes of German Aircraft—Amendment List No. 35. |
| 1507A. | —Vol. II, Part 1—The A.B.C. Auxiliary Power Unit Type II—Leaflet No. M.3. |
| 1510. | —Vol. I—Defence against Gas—Amendment List No. 24. |
| 1512. | —Vol. II—Part 1—Queen Bee Rigging and Maintenance Notes—Leaflet No. Z.21. |
| 1519. | —Vol. I—Air Pump Units—Amendment List No. 4. |
| 1519. | —Vol. II—Part 1—Air Pump Units—Leaflet Nos. Z.8 (A.L. 1), Z.11. |
| 1538B. | —Vol. I—De Havilland Bracket Type Air-Screw—Amendment List No. 8. |
| 1538B. | —Vol. II, Part 1—De Havilland Bracket Type Airscrew—Leaflet Nos. 7 (A.L. 1), 8 and 9. |
| 1538C. | —Vol. II, Part 2—Rotol Internal Cylinders, etc.—Initial Distribution with Amendment List No. 1. |
| 1538D. | —Vol. I—De Havilland Hydromatic Type Airscrew—Amendment List Nos. 12, 13 and 14. |
| 1538D. | —Vol. II, Part 1—De Havilland Hydromatic Type Airscrew—Amendment List Nos. 17, 19, 20 and 21. |
| 1538D. | —Vol. II, Part 3—De Havilland Hydromatic Variable Pitch Propellers—Amendment List Nos. 6, 7 and 8. |
| 1538E. | —Vol. I—Rotol External Cylinder Variable Pitch Propellers—Initial Distribution. |
| 1538E. | —Vol. II, Part 1—Rotol V.P. Propeller—Amendment List Nos. 7, 8, 9, 10 and 11. |
| 1538F. | —Vol. II, Part 1—Rotol Electric Variable Pitch Propellers—Leaflet No. 7. |
| 1538F. | —Vol. II, Part 2—Rotol Electric Variable Pitch Propellers—Initial Distribution. |
| 1538G. | —Vol. I—De Havilland 4-Bladed Hydromatic Variable Pitch Propellers—Leaflet Nos. 4, 5, 6, 7, 8 and 9. |
| 1641. | —Vol. II, Part 1—Aircraft Machine Guns—Leaflet No. 6 (A.L. 9). |
| 1641B. | —Vol. I—Vickers 303-in. Gas Operating Mark I Guns—Amendment List No. 7. |
| 1641E. | —Vol. I—Aircraft Machine Guns Firing Control Mechanisms—Amendment List No. 19. |
| 1641L. | —Vol. II, Part 3—American Machine Guns—Amendment List Nos. 18, 19. |
| 1641P. | —Vol. I—Small Arms—Amendment List No. 3. |
| 1641P. | —Vol. II, Part 3—Small Arms—Amendment List No. 4. |
| 1645. | —Vol. II, Part 1—Crossley 30/70 h.p. (I.G.4.3), 6-wheeled chassis—Leaflet No. D.3. |

General Publications

- | <i>Air Publication No.</i> | <i>Description</i> |
|----------------------------|--|
| 1646. | —Vol. II, Part 1—Crossley 30/100 h.p. (F.E.I.), 6-wheeled chassis—Leaflet No. D.1. |
| 1655. | —Vol. II, Part 1—Fordson Industrial Tractor—Leaflet No. H.7. |
| 1659A. | —Vol. I—Frazer-Nash Gun Turrets—Amendment List No. 27. |
| 1659A. | —Vol. II, No. 1—Frazer-Nash Gun Turrets—Leaflet No. C.4. |
| 1659B. | —Vol. II, Part 3—Bristol Gun Turrets—Amendment List No. 25. |
| 1659C. | —Vol. II, Part 1—Boulton Paul Gun Turrets—Leaflet Nos. C.4, D.7, F.13 (A.L. 1), H.6, M.43, M.44. |
| 1661. | —Vol. II, Part 1—Explosives, Bombs, Bomb Components, etc.—Leaflet No. M.1 and Contents Lists. |
| 1661B. | —Vol. I—Vickers 303-in. Gas Operating Mark I Guns—Amendment List No. 60, 61. |
| 1661E. | —Vol. I—Pyrotechnics—Amendment List Nos. 75–80. |
| 1664. | —Vol. II, Part 1—Bomb Carriers—Leaflet No. M.5 (A.L. 1). |
| 1664. | —Vol. II, Part 3—Bomb Carriers—Amendment List No. 46. |
| 1664C. | —Vol. I—Bomb Winches—Amendment List No. 6. |
| 1664D. | —Vol. I—Bombs and Torpedo Trolleys and Associated Equipment—Amendment List No. 3. |
| 1697. | —Vol. II, Part 1—Link Trainer—Leaflet Nos. V.12, V.13. |
| 1670. | —Vol. III, Section 21.—Technical Vehicles—Amendment List Nos. 1 and 2. |
| 1712. | —Second Edition, February, 1943—Motor Transport Vehicles. Preparation for Transportation.—Initial Distribution. |
| 1735. | —Vol. II, Part 1—Commer Q3 Tractor for Articulated Attachment—Index 1941, Leaflet No. K.1. |
| 1743. | —Vol. I—Navigation Instruments Manual—Amendment List No. 31. |
| 1749. | —Preliminary Issue No. 3—A/C Cine. Cameras (Gunnery) and Ancillary Equipment—Amendment List No. 3. |
| 1766J. | —Vol. I—A.C. Tests Sets—Amendment List No. 4. |
| 1803. | —Vol. I—Aeroplane Hydraulic Equipment—Amendment List No. 13. |
| 1803. | —Vol. II, Part 1—Aeroplane Hydraulic Equipment—Leaflet Nos. Z.4, Z.5. |
| 1830. | —Third Edition—War Equipment Schedule for Hurricane Fighter Squadron—Amendment List No. 4. |
| 1927. | —Air Force Code—Table X. |
| 1976. | —Vol. I—Performance Tables of Foreign Service A/c—Amendment List No. 46. |
| 2058A. | —Vol. I—Provisional Ammunition Memoranda—Amendment List No. 16, Leaflet No. K.1 (5 pages). |
| 2060. | —Aircraft Transmitter Models, Avt. 15 and Avt. 15A—1 which amends this A.P. to read 2273A, VI P.2, Section 5. |
| 2111A. | —Vol. I—Aircraft Depth Charges and Equipment—Amendment List Nos. 21, 22. |
| 2111A. | —Vol. II, Part 3—Aircraft Depth Charges and Equipment—Amendment List Nos. 10–13. |
| 2121B. | —Vol. II, Part 1—Variable Pitch De Havilland and Hamilton, etc.—Amendment List No. 16. |
| 2152A. | —Vol. I, Part 1—Carburettors and Mixture Controls, U.S. Air Corps. Technical Orders—Amendment List No. 1. |
| 2152A. | —Vol. II, Part 1—Bendix Scintilla A/C Magnetos, U.S.A.—Initial Distribution consisting of Leaflet Nos. 1, 2, 3, and 4. |
| 2154A. | —Vol. I, Part 1—Hydraulic System Accessories, U.S. Air Corps. Technical Orders—Initial Distribution with Amendment List No. 1. |
| 2156A. | —Vol. I, Part 1—Magnetos and Accessories, U.S. Air Corps. Technical Orders—Amendment List No. 1. |
| 2161A. | —Vol. I, Part 1—CO ₂ Inflation Equipment—Initial Distribution. |
| 2163A. | —Vol. I, Part 1—Fluorescent Sighting U.S. Air Corps Technical Orders—Amendment List No. 1. |
| 2171A. | —Vol. I, Part 1—Heating Systems, U.S. Air Corps. Technical Orders—Initial Distribution. |
| 2173. | —Vol. I—J.A.P. Engine Model 5, Industrial Unit—Amendment List Nos. 1 to 4 inclusive. |
| 2174. | —Vol. I—Technical Vehicles—Amendment List Nos. 1 to 5 inclusive. |
| 2191A. | —Vol. I, Part 1—Generator and Voltage Regulators, U.S. Air Corps. Technical Orders—Amendment List No. 1. |

General Publications—contd.

- | Air Publication No. | Description |
|---|-------------|
| 2240.—Vol. II, Part 1—Aero Engine Accessory Gear Boxes and Drives—Leaflet Nos. Z.3, 3, 4. | |
| 2240.—Vol. II, Part 3—Aero Engine Accessory Gear Boxes and Drives—Amendment List No. 2. | |
| 2241.—Vol. I—Aero Engine Fuel Pumps—Amendment List No. 11. | |
| 2241.—Vol. II, Part 1—Aero Engine Fuel Pumps—Leaflet No. Z.2. | |
| 2272A.—Vol. I, Part 1—Pneumatic Systems Accessories—Amendment List No. 1. | |
| 2289A.—Vol. I, Part 1—Airspeed Indicators and Accelerometers Technical Orders—Initial Distribution with Amendment List No. 1. | |
| 2290A.—Vol. I, Part 1—Artificial Horizon Indicators, U.S. Air Corps. Technical Orders—Initial Distribution. | |
| 2291A.—Vol. I, Part 1—Altimeters, U.S.A. Air Corps. Technical Orders—Initial Distribution with Amendment List No. 1. | |
| 2292A.—Vol. I, Part 1—Turn and Bank Indicators, U.S. Air Corps. Technical Orders—Initial Distribution. | |
| 2293A.—Vol. I, Part 1—Thermometers, U.S. Air Corps. Technical Orders—Initial Distribution. | |
| 2296A.—Vol. I, Part 1—Fuel Mixture, U.S. Air Corps. Technical Orders—Initial Distribution with Amendment List No. 1. | |
| 2298A.—Vol. I, Part 1—Rate of Climb Indicators, U.S. Air Corps. Technical Orders—Initial Distribution. | |
| 2299A.—Vol. I, Part 1—Liquidometers, U.S. Air Corps. Technical Orders—Initial Distribution with Amendment List No. 1. | |
| 2300A.—Vol. I, Part 1—Pressure and Suction Gauges—Initial Distribution. | |
| 2301A.—Vol. I, Part 1—Voltmeters and Ammeters—Initial Distribution. | |
| 2306.—Vol. III, Part 1D—Servicing Trolleys—Amendment List No. 1. | |
| 2308.—Vol. I—Technical Notes for Rolls-Royce aero-engines—Technical Note V4. | |
| 2311.—Technical Notes for De Havilland Aero Engine—Amendment List No. 3. | |
| 2330A.—Vol. I—Notes on the Guidance of Armament Personnel on the Storage Handling, Loading of Bombs and Mines—Amendment List No. 2. | |
| 2437A.—Vol. I, Part 1—Bendix Scintilla Aircraft Switches Manual—Amendment List No. 1. | |
| 2457A.—Vol. I—Smoke Screening Equipment—Amendment List Nos. 8, 9, 10 and 11. | |
| 2470A.—Vol. I, Part 1—Rotary and Vibrator Inverters—Amendment List No. 1. | |
| 2471A.—Vol. I, Part 1—Audible Warning Devices, U.S. Air Corps. Technical Orders—Initial Distribution. | |
| 2475A.—Vol. I, Part 1—Film Editors and Splicing Machines—Initial Distribution. | |
| 2512A.—Vol. I, Part 2—U.S. Gauge Reference Manual—Initial Distribution. | |
| 2518A.—Vol. I—T.M.9—1980 Bombs for Aircraft—Initial Distribution. | |
| 6002.—Ground Handling Notes for Beaufort I and II—Initial Distribution of Amendment List No. 1 which is Main Book. | |
| 6017.—Ground Handling Notes for Mosquito—Amendment List No. 3. | |
| 6020.—Ground Handling Notes for Stirling I and III—Amendment List No. 1. | |
| 6055.—Ground Handling Notes for Proctor—Amendment List No. 2. | |
| 6056.—Ground Handling Notes for Tomahawk 1, 11A, and 11B—Initial Distribution. | |

Appendices

- | Air Publication No. | Description |
|---|-------------|
| 933.—Oxford I and II—Amendment List Nos. 74-78. | |
| 971.—Proctor—Amendment List Nos. 47, 49, 51. | |
| 999.—Master I—Amendment List No. 54. | |
| 1023.—Anson—Amendment List No. 96. | |
| 1144.—Proctor II—Amendment List Nos. 45, 46 and 48. | |
| 1169.—Folland E/28/40—Amendment List No. 9. | |
| 1212.—Firebrand—Amendment List Nos. 51, 52, 53 and 54. | |
| 1237.—Oxford I—Amendment List Nos. 33, 35, 36, 37 and 38. | |
| 1292.—Albacore—Amendment List No. 28. | |

Appendices—contd.

- | Air Publication No. | Description |
|--|-------------|
| 1280.—Seafire 1B—Amendment List No. 25. | |
| 1310.—Hurricane 11A, 11B and 11C—Amendment List Nos. 45 and 46. | |
| 1311.—Firefly I—Amendment List Nos. 15 and 16. | |
| 1318.—Barracuda—Amendment List No. 14. | |
| 1324.—Martinet I—Amendment List Nos. 16 and 17. | |
| 1345.—Sea Hurricane—Amendment List No. 11. | |
| 1381.—Wellington IC—Amendment List Nos. 8, 9 and 10. | |
| 1390.—Sea Otter—Amendment List Nos. 1-11. | |
| 1394.—Firefly—Amendment List No. 2. | |
| 3073.—Martlet V—Amendment List No. 2A. | |
| 3079.—Hellcat—Initial Distribution. | |
| 3085.—Corsair I—Initial Distribution with Amendment List No. 1A. | |

O.U.s. and B.R.s.

- B.R. 378.—General—Amendment List Nos. 12 (P.387/43), 13 (P.399/43).
 B.R. 378B.—Barracuda—Amendment List Nos. 8 (P.379/43), 9 (P.406/43).
 B.R. 378E.—Albacore—Amendment List No. 13 (P.380/43).
 B.R. 378F.—Fulmar—Amendment List No. 2 (P.389/43).
 B.R. 378G.—Martlet IV—Amendment List No. 3 (P.388/43).
 B.R. 378H.—Sea Hurricane—Initial Distribution
 B.R. 378J.—Seafire—Amendment List No. 6 (P.390/43).
 B.R. 378Z.—Walrus—Amendment List No. 11 (P.398/43).
 B.R. 380J.—Seafire, Marks 1B and 1IC—Initial Distribution.

S.A.T.C.L.

- 574 (Cancels 80).—Blenheim I—Initial Distribution.
 664 (Cancels 73).—Spitfire II—Initial Distribution.
 666 (Cancels 130).—Havoc (B.C.)—Initial Distribution.
 681 (Cancels 156).—Spitfire V.C.—Initial Distribution.

Air Diagrams

- 1237.—Sheet 1, Issue 2—De Havilland Variable Pitch Airscrew—Initial Distribution.
 1242.—Sheet 1, Issue 2—Adjustable and Variable Pitch Airscrew—Initial Distribution.
 1356.—September to October—Daylight and Moonlight Diagram—Initial Diagram.
 1371.—Searchlight assistance to Lost Aircraft—Initial Distribution.
 2019.—Sheet 1—Sabre I and II. Arrangements of Gear Train—Initial Distribution of Amendment List No. 1 which is May, 1943, Issue.
 2043.—And all this because of you—Amendment List No. 1 which amends this to read 2800.
 2120.—Sheet 1, Issue 1—Gipsy Queen II, Oil Pump Units—Initial Distribution.
 2177.—Sheet 1, Issue 1—Use of G Mark 4 Tracer (Pre Set Aim)—Initial Distribution.
 2235.—Sheets 1, 2, 3, Issue 1, March, 1943—Initial Distribution with Amendment List No. 1.
 2339.—Sheet 3, Issue 1—Fixed Gun Lighting—Use of 10 m.p.h. Sight Ring—Initial Distribution.
 2453.—Sheet 1, Issue 1—Installation S.C. 250 lb. Bomb, Type G, Mark IV—Initial Distribution.
 2455.—Sheet 1, Issue 1—Bomb Smoke Aircraft, 100 lb., Mark I—Initial Distribution.
 2489.—Sheet 1, to 5, Issue 1—Vicker's Class "S" Gun Distribution—Initial Distribution.
 3965.—Sheet 1, Issue 1—Night Photography with Bombing—Initial Distribution.

Miscellaneous

- Statutory Rules and Orders, 1943, No. 748 (Air Navigation)—Initial Distribution.
 Air Force Lists, May, 1943—Initial Distribution.
 Diagrammatic Poster of Airfield Lighting, Mark II, Initial Distribution.
 P.A.P. 110 Pistol Bomb, D.A. No. 45, Mark I—Initial Distribution.
 P.A.P. 125, G.G.S., Mark IC—Amendment List No. 1.

Miscellaneous—contd.

- Tee Emms, July, 1943, Volume III, No. 4—Initial Distribution.
 Standard Aeronautical Material and Fittings Catalogue, Memorandum, 5 May, 1943—Initial Distribution.
 Standard Aeronautical Material and Fittings—Revision sheets and Alphabetical Index, 1 June, 1943—Initial Distribution.
 R.A.F. Form 700. Aircraft Servicing Form (Certificate Records)—Initial Distribution.
 P.A.P. 18. 100 lb. Smoke Bomb—Amendment List No. 2.
 R.A.F. Form 701. Engine Log Cards—Initial Distribution.

4015.—A.M.S.Is.

(E.F.O.—26 Aug. 1943.)

Admiralty Merchant Shipping Instructions 263-265/43 are being distributed concurrently with this issue of A.F.Os.

(A.F.O. 3863/43.)

4016.—A.P. 2095—Pilots Notes General (Second Edition)

(N.S. Air 1873/43.—26 Aug. 1943.)

The Second Edition of A.P. 2095 (Pilots Notes General), which supersedes the previous issue has now been published.

2. R.N. Air Stations are to demand copies from R.N. Store Depot, Shepherds Bush, on the basis of one copy per pilot.

3. Obsolete copies should be dealt with in accordance with A.P. (N) 1, page 2 paragraph 9 (a) and (b). A.P. (N) 1 will be amended accordingly.

4017.—Form A.10—State of Naval Aircraft—Revision and Rendering of

(A.E. 4396/43.—26 Aug. 1943.)

Form A.10 (State of Naval Aircraft) has been revised. When the new forms are available certain changes in the rendering of the forms will become operative and revised instructions, cancelling the directions indicated in A.F.O. 2725/42, Part V, paragraph 3, are appended.

2. Abroad, where the microgram service is in operation, the Form will be rendered by microgram.

3. Forms A.10, A.10(a) (Serviceable Aircraft) and A.10(b) (Unserviceable Aircraft) are to be rendered on the first Tuesday of each month, or as soon after as possible. One side only of these forms will be used when the forms are forwarded by microgram.

4. A new section has been inserted in the new Form A.10 to cover airframes and/or engines embarked and/or disembarked to and from carriers and ships since the rendering of the previous A.10. This section is to be completed only by air stations abroad.

5. Ships normally carrying not more than 4 aircraft should render the information directed in A.F.O. 2725/42, Part V, paragraph 2, but the serial numbers of the aircraft and engines are to be included in the signal. The Form A.10 (c) formerly used is no longer required from these ships.

6. No airframe or engine should appear more than once.

7. Aircraft reported as a total loss should be shown on Form A.10 in the section headed "Awaiting decision regarding strike-off or write-off" until formal strike-off or write-off authority has been received. Date of rendering Form A.9 to be stated.

8. All aircraft and engines borne on ledger charge of the unit making this return, but detached therefrom, are to be included in their appropriate category, with a note stating their location, e.g., "detached to.....," "on temporary loan to.....," "in transit to.....," etc.

9. All aircraft taken on Naval charge abroad and reported on Form A.10 for the first time should be indicated to this effect, quoting the authority and stating the period if on a temporary loan basis.

10. Form A.10 (a) is to include all serviceable aircraft, and all aircraft, which can be made serviceable within 48 hours, the necessary spares for which are available.

11. Form A.10 (b) is to include all other airframes and engines on charge except those awaiting decision regarding strike-off or write-off.

It is to be noted that—

- (a) Serviceable airframes with unserviceable engines or no engines installed;
- (b) Serviceable engines installed in unserviceable airframes;
- (c) Engines, both serviceable and unserviceable, not installed, are to be included in this section on this form.

12. Aircraft included in Forms A.10 (a) and A 10 (b) are to be entered under the following headings:—

- (i) First Line Squadron Initial Equipment. (State Squadron Number).
- (ii) First Line Reserve Aircraft (First Line Aircraft not allotted to a Squadron).
- (iii) Training Squadron Aircraft. (State Squadron Number). (N.B.—Home Squadrons only).
- (iv) Training Reserve and Training Allocated Reserve.
- (v) Admiralty pooled and other reserves.

Note.—Ancillary Squadrons and Aircraft (i.e., communications, F.R.U., etc.) are to be included under Training.

13. Columns 3 in Form A.10 (a) and 4 in Form A.10 (b) are to be filled in as follows:—

Insert A if Complete Operational Equipment is fitted.

Insert B if Complete Operational Equipment is not fitted but is available in the ship or station.

Insert C if Complete Operational Equipment is not available.

14. Columns 3 and 10 in Form A.10 (b) are to be filled in as follows:—

Insert S if airframe or engine is serviceable or can be made so within 48 hours and the necessary spares are available.

Insert X if unserviceable but can be made serviceable in ship or station.

Insert Y if unserviceable but repairable elsewhere.

Insert NE for airframes or engines received in cases for erection or being dismantled for packing.

15. In columns 6 and 13 of A.10 (b) give actual date if possible. If awaiting spares state number of weeks required for completion, including re-servicing, once these are received. Insert NK if neither reply is possible or if Y has been noted in column 3 or 10.

16. In columns 7 and 14 of A.10 (b), state if airframe or engine is undergoing Complete Overhaul, Large Repair, Major Inspection, etc.

(A.F.O. 2725/42, Part V.)

4018.—Form S.331 Transcripts—Return of Naval Stores

(N.S. 27066/43.—26 Aug. 1943.)

Whenever it is necessary to transcribe stores from Forms S.331 the *ship's register number* is always to be quoted on the transcript S.331 in addition to the dockyard register number.

4019.—Office Machinery—Establishment of Auxiliary Aircraft Carriers and Escort Carriers

(Sta. 1482/43.—26 Aug. 1943.)

The following establishment of office machinery has been approved for auxiliary aircraft carriers and escort carriers:—

8 in No. Typewriters (6 foolscap, 2 brief).

1 in No. Ormig type duplicator.

1 in No. Gestetner, stencil type, duplicator.

Demands should be forwarded to the Superintending Naval Store Officer, Park Royal, N.W.10, to complete to this establishment. Any surplus machines at present on board are to be returned to that depot as soon as possible, particulars of the makes and factory numbers being reported to the Admiralty (Keeper of Stationery and Printing).

2. B.R.1 should be noted accordingly.

4020.—Mails Lost by Enemy Action

(M. 08413/43.—26 Aug. 1943.)

Non-confidential correspondence for the undermentioned ships and authorities has been lost as the result of enemy action. Duplicates should be forwarded as necessary.

Parcel Mail posted in the United Kingdom between 17th and 27th May, 1943.

Addressed to :—

C.-in-C., Eastern Fleet.
F.O., Ceylon.
S.N.O., Madagascar.
N.O.I.C., Massawa.
Rear Admiral N.A.S., Indian Ocean.
R.N. Air Station, Port Reitz.
Commodore, Durban.
S.N.O., Simonstown.
N.O.I.C., Port Elizabeth.
S.N.O., East London.
R.N. W/T Station, Ascension Island.
F.O.C., 4th Cruiser Squadron.
R.M. Detachments 320 and 350.
H.M. ships "Assegai", "Bull", "Garuda", "Gnu", "Good Hope",
"Haitan", "Ironclad", "Kongoni", "Lanka", "Malagas",
"Rajaliya", "Sheba", and "Ukussa".
H.M. and Allied ships of the East Indies and South Atlantic stations.

4021.—Admiralty Regional Controller (Northern Ireland)—Address for Correspondence

(C.E. 8998/43.—26 Aug. 1943.)

Correspondence for the Admiralty Regional Controller (Northern Ireland) (*see* A.F.O. 1762/43), should be addressed to Law Courts Buildings, Chichester Street, Belfast (telephone—Belfast 27531, Extensions 14 and 15), which is also the address of the Deputy Admiralty Regional Controller.

2. Correspondence for the Flag Officer-in-Charge, Northern Ireland, and personal messages in his capacity as Admiralty Regional Controller should, however, continue to be sent to Belfast Castle (telephone—Belfast 27411).

(A.F.O. 1762/43.)

4022.—Admiralty Regional Officer, S.W. Region

(P. 22065/42.—26 Aug. 1943.)

The office of the Admiralty Regional Officer, S.W. Region, was removed to the following address on the 20th August, 1943 :—

Elmdale Hotel,
Elmdale Road,
Clifton, Bristol 8.

The new Telephone Number is Bristol 26061.

2. The list of Admiralty Regional Officers' addresses, etc. in A.F.O. 1507/43 should be amended accordingly.

(A.F.O. 1507/43.)

Section 6.—SHORE ESTABLISHMENTS

4023.—The Civil Service and Section 5 of the Trade Disputes and Trade Unions Act, 1927

(C.E. 56599/43.—26 Aug. 1943.)

The following statement, issued by His Majesty's Government on 12th August, 1943, is to be brought to the notice of all Established Civil Servants in the Admiralty service :—

"The Union of Post Office Workers have made application for affiliation to the Trades Union Congress. It is understood that this application will be considered at the forthcoming conference in September. It is important that members of the Service should realise in advance the position in which they would be placed if an association of which they are members were affiliated to the T.U.C. The effect of the law is as follows. If an association of which established Civil Servants are members becomes so affiliated, the result follows that the warning contemplated by the Act must be given to every established Civil Servant who is a member of the association. If at the end of one month thereafter that established Civil Servant has not resigned his membership of the association, he automatically becomes, in the words of the Act, "disqualified for being a member of the Civil Service". This has the effect that he loses his established position and that all his accumulated pension rights are forfeited. It is the Government's duty to state this position clearly and the duty of the Civil Service organisations to bring it to the notice of their members."

4024.—Civilian (Non-Industrial and Industrial) Employees—Termination of Employment

(L. 6654.—26 Aug. 1943.)

The attention of Officers in Charge of all Naval Establishments at Home, Fleet or Civil, where civilians are employed is directed to S.R. and O. No. 1173, the text of which is printed below.

2. The provisions of this Order are to have effect in all such Establishments as from the date specified in section 1 (1) thereof.

3. A special form (E.D.631) is obtainable from the Employment Exchanges of the Ministry of Labour and National Service for the purpose of notifying discharges, etc., in accordance with the Order.

STATUTORY RULES AND ORDERS

1943 No. 1173

EMERGENCY POWERS (DEFENCE)

Control of Employment

THE CONTROL OF EMPLOYMENT (NOTICE OF TERMINATION OF EMPLOYMENT) ORDER, 1943, DATED AUGUST 10, 1943, MADE BY THE MINISTER OF LABOUR AND NATIONAL SERVICE UNDER REGULATION 58A OF THE DEFENCE (GENERAL) REGULATIONS, 1939.

The Minister of Labour and National Service (hereinafter referred to as "the Minister") by virtue of the powers conferred on him by Regulation 58A of the Defence (General) Regulations, 1939, hereby makes the following Order :—

1. *Short title, commencement and interpretation.*—(1) This Order may be cited as the Control of Employment (Notice of Termination of Employment) Order, 1943, and shall come into force on the 20th day of August, 1943.

(2) In this Order the following expressions have the meanings hereby assigned to them, that is to say :—

"local office" means an Employment Exchange or other office appointed by the Minister as a local office for the purpose of this Order ;

“scheduled undertaking” means an undertaking that is a scheduled undertaking under any of the following Orders, that is to say:—

- The Essential Work (General Provisions) (No. 2) Order, 1942;
- The Essential Work (Building and Civil Engineering) Order, 1942;
- The Essential Work (Coalmining Industry) Order, 1943;
- The Essential Work (Electrical Contracting Industry) Order, 1942;
- The Essential Work (Shipbuilding and Shiprepairing) (No. 2) Order, 1942;

“scheduled site” has the meaning assigned to it by Part III of the Essential Work (Building and Civil Engineering) Order, 1942.

2. *Notice of termination of employment.*—(1) Where notice to terminate the employment of any worker to whom this Order applies is given or received, or where any such employment is terminated without notice, the person by whom the worker is or was employed at or immediately before the date of the giving or receipt of such notice or at the date of such termination, as the case may be, shall give notice in writing of the termination or prospective termination of such employment to a local office in accordance with the provisions of paragraph (2) of this Article.

(2) Every notice given to a local office by virtue of the foregoing provisions of this Article shall be given either—

- (a) immediately on the giving or receipt of a notice to terminate the employment; or
- (b) where no notice to terminate the employment has been given or received, immediately on the termination of the employment;

and shall state the name, unemployment book number (if any), and the occupation of the worker concerned, the date on which his employment terminated or is due to terminate, and (if known) his address, national registration number, and age (or approximate age), and the circumstances in which the employment terminated or is due to terminate. The employer shall give also such further information to the local office relating to that worker as the Minister may, from time to time, in any particular case, require.

(3) Where notice to terminate the employment of any worker to whom this Order applies was given or received before the day on which the Order comes into force but the period for which the notice was given has not then expired, the foregoing provisions of this Article shall apply to the notice so given or received as aforesaid, subject to this modification, that the employer shall give notice in writing to a local office of the termination or prospective termination of the employment on or immediately after the day on which this Order comes into force.

(4) Where, under the foregoing provisions of this Article, an employer has given notice to a local office of the termination or the prospective termination of any employment, and the worker does not leave his employment on the day on which the employment terminated or was due to terminate, as the case may be, the employer shall, not later than the day after the employment terminated or was due to terminate as aforesaid, give a further notice to the local office stating that the worker concerned did not leave his employment as anticipated and shall also give such further information to the local office relating to that worker as the Minister may, from time to time, in any particular case, require.

3. *Workers to whom the Order applies.*—The workers to whom this Order applies are all persons who on or immediately before the day on which their employment terminated or was due to terminate were employed by an employer (whether with or without remuneration) except persons falling within any of the classes or descriptions of persons specified in the schedule hereto.

4. *Repeals.*—As from the date on which this Order comes into force paragraphs (1) and (2) and sub-paragraph (a) of paragraph (4) of Article 5 of the Building and Civil Engineering (Restriction on Transfer) Order, 1941 (which require building and civil engineering employers to give notice of the termination of employment of their employees to a National Service Officer and provide for the giving of directions by the Minister exempting employers from the said requirement), and paragraph 3 of the Building and Civil Engineering (Restriction on Transfer) (Exemption) Directions, 1942 (which provides for the said exemptions), shall cease to have effect.

Signed by order of the Minister of Labour and National Service this 10th day of August, 1943.

T. W. Phillips,
Secretary of the Ministry of
Labour and National Service.

SCHEDULE

Workers to whom the Order does not Apply

1. Persons of either sex under the age of eighteen years, male persons over the age of sixty-five years and female persons over the age of sixty years.

2. Persons employed in any of the following capacities, whose employment in those capacities is terminated for any reason, that is to say:—

Members of any of the armed forces of the Crown or of any Power allied with His Majesty, and female persons serving with any of the following services (unless their enrolment or other undertaking to serve therein was for part-time service only or for service without remuneration) that is to say:—

- (a) Members of Queen Alexandra's Royal Naval Nursing Service or any reserve thereof;
- (b) Members of the Women's Royal Naval Service.
- (c) Women medical practitioners serving in the Royal Navy or any naval reserve;
- (d) Members of Queen Alexandra's Imperial Military Nursing Service or any reserve thereof;
- (e) Members of the Territorial Army Nursing Service or any reserve thereof;
- (f) Members of the Auxiliary Territorial Service;
- (g) Women employed with the Royal Army Medical Corps or the Army Dental Corps with relative rank as officers;
- (h) Members of Princess Mary's Royal Air Force Nursing Service or any reserve thereof;
- (i) Members of the Women's Auxiliary Air Force; or
- (j) Women employed with the Medical Branch or the Dental Branch of the Royal Air Force with relative rank as officers.

3. Persons undergoing training as cadets at the Royal Military Academy, the Royal Military College or the Royal Air Force College.

4. Persons whose employment is terminated in consequence of the service upon them of an enlistment or enrolment notice under the National Service Acts, 1939 to 1942, or of a direction or request made by or on behalf of the Minister.

5. Persons employed in a scheduled undertaking or on a scheduled site who leave or are discharged from their employment with the permission of a national service officer.

6. Persons employed in any undertaking who are so employed in consequence of a direction of a national service officer and who leave or are discharged from their employment after the direction has been withdrawn.

7. Persons employed in an undertaking which has been registered by the district shipyard controller for the purposes of, and under the powers conferred by Article 5 of the Essential Work (Shipbuilding and Ship-repairing) (No. 2) Order, 1942, and whose employment in that undertaking has been discontinued so as to allow them to go, and they in fact go, immediately into another undertaking so registered.

8. Persons entitled to leave their employment or to cease to be members of a body of persons without permission or notice by virtue of the provisions of the Essential Work (Recall to Civil Defence) Order, 1942, or the Essential Work (Recall to National Fire Service) Order, 1942.

9. Persons in holy orders or regular ministers of any religious denomination.

10. Persons whose names are on the medical register and who are employed in a professional capacity.

11. Persons registered under the Dentists Act, 1878, as amended by the Dentists Act, 1921, and who are employed as dentists.

12. Persons employed as pharmacists, dispensers, pharmacy students or women drug hands in any undertaking to which the Pharmacy Undertakings Order, 1942, applies.

13. Persons employed in agriculture who are not ordinarily so employed if at, or immediately before, the date of the termination of their employment they had been so employed by the same employer for less than three months.

14. Persons employed in agriculture who are not domiciled in Great Britain and are ordinarily resident outside Great Britain.

15. Persons employed as agricultural workers in Scotland who leave or are discharged from their employment with the permission of a national service officer or who are dismissed summarily from their employment on the ground of serious misconduct.

16. Persons employed as members of the Women's Land Army if, but only if, notice of the termination of their employment is given to the secretary of the Women's Land Army for the county in which the member is or was employed by the person by whom they are or were so employed.

17. Officers and ratings of the Merchant Navy within the meaning of the Essential Work (Merchant Navy) Order, 1942, members of the Merchant Navy Reserve Pool and persons who have temporarily ceased to be such members by virtue of a certificate granted to them under Article 4 (4) of that Order.

18. Port transport workers within the meaning of the Essential Work (Dock Labour) Order, 1943.

19. Persons employed in any employment which, at the time of engagement, is not intended by the employer to last for longer than one week and which in fact does not last for longer than one week.

20. Persons employed in any employment who are normally employed in that employment for less than 20 hours a week and whose said employment is terminated for any reason.

21. Persons employed full time in any of the following capacities who are released from employment in any of those capacities by arrangement with the Minister with a view to their being employed in industry, that is to say—

(a) persons employed in any capacity to which Regulation 29B of the Defence (General) Regulations, 1939, applies; and

(b) persons employed in the National Fire Service.

22. Members of police forces within the meaning of the Police Pensions Act, 1921; special constables appointed under the Special Constables Act, 1831, or under section one hundred and ninety-six of the Municipal Corporations Act, 1882, members of the Police War Reserve, the Women's Auxiliary Police Corps or the Police Auxiliary Messenger Service.

23. Persons whose employment is specified or described in an exemption certificate, issued by or on behalf of the Minister and for the time being in force, whereby the person who is or was their employer is exempted from the provisions of this Order in respect of those persons, subject to such conditions (if any) as may be specified in the certificate.

4025.—Balance of Civil Pay—Civil Service Members of H.M. Forces Missing in the Far East (excluding Hong Kong)

(C.E. 10502/43.—26 Aug. 1943.)

A.F.O. 2217/43, paragraph 7 (b) authorised the extension of the period of payment of balance of civil pay to the appropriate nominees of Civil Servants missing in the Far East (other than at Hong Kong) to a total period of 69 weeks with a closing date of 30th September, 1943. Extensions of this period are now authorised as follows:—

- (1) *Malaya and Burma*.—If missing before 1st November, 1942—up to 95 weeks from the date the relatives were notified or to 31st January, 1944, whichever is the earlier.
- (2) *Netherlands East Indies*.—Where posted missing from 1st February, 1943—up to 43 weeks from the date the relatives were notified or to 31st January, 1944, whichever is the earlier.
- (3) *Burma*.—If missing on or after 1st November, 1942, and before 1st June, 1943—up to 52 weeks from the date the relatives were notified.

2. Payment of balance of civil pay to nominees of the degree of relationship specified in A.F.O. 502/41 may be continued for these maximum periods provided that the man concerned remains posted as missing during those times.
(A.F.Os. 502/41, 1847/42, 5226/42, 323/43 and 2217/43.)

4026.—Female Industrial Workers—Withdrawal from Admiralty Establishments

(L. 7705/43.—26 Aug. 1943.)

Further to A.F.O. 433/43, agreement has now been reached with the Ministry of Labour and National Service concerning the arrangements for the withdrawal of industrial women from reserved industries (including Admiralty Establishments) in cases where the women are redundant or can be replaced by part time or immobile women.

2. When officers in charge of establishments are approached by the District Man Power Officer of the Ministry of Labour concerning possible redundancies of female labour or the replacement of mobile women by immobile, they should be prepared to agree to investigation. If after such investigation the District Man Power Officer is of the opinion that withdrawals should be made, he will approach the Officer-in-Charge and seek agreement to the withdrawal of what he considers to be the appropriate number of women. Such withdrawals would normally be spread over a suitable period and where necessary, there would be prior substitution with an adequate overlap for training.

3. The Ministry of Labour will also consult with the Admiralty Regional Officer concerned even where the proposed withdrawals are agreed by the Officer-in-Charge. It is important, in any case where the Ministry of Labour proposals are unacceptable to Officers-in-Charge on the ground that they would be detrimental to the efficient operation of the establishment concerned, that they should contact the appropriate Admiralty Regional Officer and should apprise him fully of the situation. Admiralty Regional Officers will then pursue the matter at a Regional level and where it is not possible to reach agreement Regionally with the Ministry of Labour, the Admiralty Regional Officer should immediately forward a report to the Secretary of the Admiralty, Labour Branch, Bath.

4. Women industrial employees engaged in *shipbuilding and shiprepairing* are excluded from the above arrangements and no question of withdrawals should arise.

(A.F.O. 433/43.)

4027.—Non-Industrial Staffs—Juveniles

(C.E. 54325/43.—26 Aug. 1943.)

With reference to A.F.O. 2445/43, a further Treasury Memorandum (E.O.C. 649) has been issued, dealing principally with the general education of juveniles under 16 in London and in other large towns where the numbers of juveniles employed may justify special arrangements.

2. The Treasury, in issuing details of the scheme for the general education of juveniles under the age of 16 in government service in London, have laid stress on the advantage of attending school for a whole day, as opposed to two half-days.

3. Provision is being made accordingly where practicable to release juveniles under 16 employed in London for a whole day in each week in order to attend classes for general education. Where these facilities are afforded, attendance at such classes becomes a condition of employment. Moreover, as attendance at classes lasting a whole day would make it necessary to work long hours during the rest of the week to achieve a total of 39, the weekly hours are reduced to 36. During periods when classes are suspended on account of school holidays, etc., the normal working week becomes 39 hours again.

4. Similar provisions should be made by outport establishments where juveniles attend whole day classes provided by the local education authority.

5. In connection with paragraph 17 of extracts from Treasury Memorandum E.O.C. 634 in A.F.O. 2445/43, the assistance of the local school should be sought in the setting of appropriate tests in English and Arithmetic at the end of each term.

6. The following paragraph should be substituted for paragraph 19 of the extracts from Treasury Memorandum E.O.C. 634 in A.F.O. 2445/43 :—

"Until being graded as Clerks or Typists, juveniles should be granted sick pay as provided for Boy and Girl Messengers in Part V of the Sick Leave Memorandum. On being graded as Temporary Clerks or Typists, they should, whatever their age, be granted Part II terms. The grant of sick leave privileges is, of course, dependent in all cases on the completion of the usual qualifying period of six months' service."

(A.F.Os. 1851/42, 2709/42, 3318/42 and 2445/43.)

4028.—Typing Grades—Pay on Promotion to Clerical Class

(C.E. 55302/43.—26 Aug. 1943.)

In future whenever a member of the Typing Grades in receipt of proficiency allowance(s) is promoted to the Clerical Class, such allowance(s) may be reckoned for the purpose of calculating her starting pay without regard to the length of time she has held it (them). Paragraph 10 of Treasury Circular No. 19/41 (*vide* A.F.O. 5484/41) should be regarded as amended accordingly.

2. Any officer already promoted whose starting pay has been calculated without regard to proficiency allowance(s) may apply for adjustment of her existing pay to include the amount of the allowance(s) held by her at the date of promotion. Any such application must be made within two months of the date of this order. Adjustments will be made with effect from the 1st of the month following that in which the officer makes her application.

(A.F.O. 5484/41.)

4029.—Land Mines—Prevention of Accidents

(M. 405/43.—26 Aug. 1943.)

In view of some recent instances of fatal accidents arising from the existence of minefields, it is necessary to define the responsibility for taking precautions designed to prevent such accidents occurring.

2. The following general instructions with regard to the marking of minefields have been laid down by G.H.Q., Home Forces :—

- (a) All minefields will be enclosed by a perimeter fence which cannot be passed except deliberately. This should be at least equivalent to a standard "Single Apron".
- (b) Routes through minefields will have similar fences as above on both sides.
- (c) All fencing will be at least two yards clear of any mine in a field.
- (d) Notice boards will be fixed inside the fencing and spaced at a maximum of 200 yards along the perimeter and along all crossings.
- (e) When work is in progress on the seaward side of coastal minefields, temporary notice boards will be erected on the seaward side. These boards will be removed when such work is completed.
- (f) Boards should read "DANGER—MINES—KEEP OUTSIDE FENCES"
- (g) Local formations will arrange periodical inspections of all minefields in their areas and ensure that notice boards and perimeter fences comply with Standing Instructions. Particulars of each inspection will be recorded.
- (h) All notice boards will be removed on "Action Stations".

3. Local military commanders have received instructions to inform local authorities responsible for the maintenance of sea defences of the location of minefields, but it is essential that all local naval authorities should maintain close liaison with the appropriate military authorities on this matter, and keep up-to-date copies of the military plans of the district prepared in accordance with "Anti-tank Mines"—Military Training Pamphlet No. 40, 1942, page 30, paragraphs 17 and 18.

4. Where it becomes necessary for instructions to be issued for any work to be done in or a visit made to an area not known to be "Safe" and where danger such as from land mines may exist, the representative of the Admiralty Department or authority responsible for the work or visit is to arrange to inspect the plan at the appropriate naval offices so that adequate warning of possible danger may be given to the workmen or party concerned.

A copy of the appropriate part of the plan should, if required, be made available by the local naval authorities to the officer making the arrangements. When the information may more easily be obtained direct from the local military authorities or where the naval authorities may consider that circumstances render this advisable in particular cases, arrangements are to be made accordingly by the local naval authorities.

5. Where there is need for the officer-in-charge of a building or establishment to report a defect or make proposals for extensions, adaptations or the installation of apparatus or equipment, which for the purpose of inspection or work will involve passage into or near an area in which danger may exist, such officer-in-charge is to inform the representative of the Department or Departments responsible for the work or service whether a hidden danger such as land mines exists in the vicinity of the building or establishment.

6. When such information has been given or obtained, the officer responsible for the work or service is to take proper steps to warn all individual workmen or others concerned of the location of the danger areas with instructions as to the means of safe approach and passage through them. The men are to be made aware of their personal responsibility for observing the instructions given and any warning notices and/or barriers erected. They should also be informed that if in the course of their visit, they require access to or passage through areas in the district other than those concerning which detailed information as to danger has been obtained, they must report to their superior officer or, in his absence, to the local naval or military authority for further instructions before they enter such new area.

7. The contents of this order are to be brought to the notice of all Admiralty officers or others who may be charged with the responsibility of making or ordering visits to areas not known to be "Safe" and it will be the duty of the individual directly concerned to ensure without further specific instructions from his superiors that the instructions laid down are effectively observed.

4030.—Floors in Naval Shore Establishments—Method of Cleaning and Restricted Use of Corticene

(C.E.-in-C. 47/328/1/136B.—26 Aug. 1943.)

In order to afford protection to valuable equipment from dust and moisture, wax polishing of floors may be permitted in the undermentioned buildings at all R.N. Air Stations :—

- (a) Link Trainers.
- (b) Parachute Section.
- (c) Naval Air Signal Stations.

2. Corticene may be provided as a covering for concrete or wooden floors in newly constructed laboratory rooms, or in replacement of worn corticene in existing laboratory rooms at R.N. Armament Depots.

3. A.F.O. 1878/43 is to be amended accordingly.

(A.F.O. 1878/43.)

4031.—Materials Supplied from Stock—Accounting Procedure

Ships Refitting by Contract.

(D. 13674/42.—26 Aug. 1943.)

The details required by the instructions contained in A.F.Os. 607/42 and 5724/42 are not being reported.

It is essential that the particulars are rendered in all instances.

(A.F.Os. 607/42 and 5724/42.)

4032.—Information Regarding Coal and Coke Requirements

(N.S. Fuel 1627/43.—26 Aug. 1943.)

When information has once been supplied to a local officer of the Ministry of Fuel and Power in accordance with A.F.O. 2691/43, similar reports should be furnished to that officer on each 1st February, 1st May, 1st August, 1st November

(A.F.O. 2691/43.)

4033.—Sleeping Berths—Reservation of

(N.S. 671/43.—26 Aug. 1943.)

First and third class sleeping berths controlled by the Ministry of War Transport are included on the following trains:—

Down Trains

Time of Departure	From	To	Due to Arrive†	Remarks
0020	Euston	Manchester (London Road).	0430	Sunday mornings excepted.
0055	Paddington	Swansea (High Street)	0745	Sunday mornings excepted.
1650	Euston	Stranraer (Harbour) ...	0415	Saturdays excepted.
1900	Kings Cross	Aberdeen	0814	—
1920	Euston	Inverness	1018	Saturdays excepted. Departs Euston 1930 on Sundays.
1930	Euston	Perth	0634†	Saturdays excepted.
2020	Kings Cross	Newcastle	0352†	Thursdays only.
2040	Euston	Glasgow (St. Enoch) ...	0610	See paragraph 2.
2115	Euston	Glasgow (Central) ...	0615	Sundays excepted. See paragraph 2.
2120	Euston	Glasgow (Central) ...	0629	Sundays only. See paragraph 2.
2125	Paddington	Neyland	0730	Saturdays only.
2130	St. Pancras	Glasgow (St. Enoch) ...	0946	—
2215	Kings Cross	Edinburgh*	0750	—
22 5	Kings Cross	Newcastle	0555	Saturdays only.
2255	Euston	Preston	0359†	Saturdays and Sundays excepted.
2255	Euston	Perth	0959	Saturdays only.
2305	Birmingham (New Street).	Glasgow (Central) ...	0655	Saturdays and Sundays excepted.
2310	Birmingham (New Street).	Glasgow (Central) ...	0710	Sundays only.
2315	Kings Cross	Newcastle	0700	Saturdays excepted.
2330	Paddington	Plymouth	0732†	—
2335	Euston	Liverpool (Lime Street)	0400	Saturdays only.
2345	Euston	Liverpool (Lime Street)	0413	Saturdays excepted.
2355	Euston	Manchester (London Road).	0416	Saturdays only.

Up Trains

Time of Departure	From	To	Due to Arrive	Remarks
0002	Liverpool (Lime Street)	Euston	0625	—
0005	Manchester	Euston	0546	—
1620	Inverness	Euston	0920	Sundays excepted.
1740	Aberdeen	Kings Cross	0735	Sundays only.
1805	Aberdeen	Kings Cross	0735	Sundays excepted.
1820	Neyland	Paddington	0450	Sundays only.
1835	Newcastle	Kings Cross	0240†	Mondays only.
1850	Neyland	Paddington	0510	Sundays excepted.
2020	Perth	Euston	0745	Sundays excepted.
2050	Perth	Euston	0907	Sundays only.
2115	Glasgow (St. Enoch)	St. Pancras	0930	—
2130	Glasgow	Euston	0643	See paragraph 2.
2140	Edinburgh	Kings Cross	0710	—
2200	Stranraer	Euston	0907†	Sunday excepted.
2235	Newcastle	Kings Cross	0542	—
2250	Preston	Euston	0420†	Saturdays and Sundays excepted.
2330	Plymouth	Paddington	0730†	—
2320	Stranraer (Harbour)	Euston	1058	Sundays excepted.
2127	Glasgow (St. Enoch)	Euston	0650	See paragraph 2.
2210	Glasgow (Central) ...	Birmingham (New Street).	0630	Saturdays excepted.
2200	Glasgow (Central) ...	Birmingham (New Street).	0630	Sundays only.

* A first class sleeping car for Newcastle is attached to this train, and will be detached at Newcastle. This car is operated daily, Saturdays excepted. This train does not stop at Darlington or Durham, and passengers for these destinations and other North-East towns, e.g., Middlesbrough, Sunderland, Richmond, should still travel on the 2315 train as at present.

† Passengers can normally remain in their berths until 0730.

‡ First class only.

2. The 2040 from Euston to Glasgow (St. Enoch) and the 2127 Glasgow (St. Enoch) to Euston are service trains run primarily for transatlantic air passengers travelling to Kilmarnock. In addition first and third class berths are available for service personnel (not civilians) travelling to and from Glasgow. Bookings for service personnel will not be made on the 2130 Glasgow Central to Euston and the 2115 and 2120 Euston to Glasgow Central in future.

3. Applications for sleeping berths to be reserved on these trains should be made to P.R.T.O., Naval Store Department, Admiralty, London (telephone: Whitehall 9000, Extension 945) not later than 1700 on the day before the journey in the case of trains from London, and by 1700 two days prior to the date of travel in the case of trains to London. Applications by telephone should be made between 0930 and 1800 whenever possible.

4. Officers located at Bath should make application for sleepers to the Naval Store Officer, Pulteney Hotel, Bath (telephone: Tennyson 9351).

5. Applications for sleeping berths on all trains can only be accepted for personnel travelling on duty.

6. Train timings as shewn are liable to alteration.

(A.F.O. 2808/43 is cancelled.)

4034.—Flat Rate for Conveyance of Admiralty Unaccompanied Freight Traffic by Railway Passenger Train

(N.S. 1274/42.—26 Aug. 1943.)

As from 1st December, 1942, arrangement has been made with the Government-controlled railway companies for a flat rate to be payable in respect of Government unaccompanied freight traffic conveyed by passenger train.

2. The flat rate for all such Admiralty traffic is £6 15s. 8d. per ton. This rate will include the following items incidental to conveyance, viz. :—

- Cartage (including out-boundary charges).
- Loading and unloading.
- Craneage.
- Labelling.
- Haulage.

3. No claim should be made on the railway companies for any of these services which may be performed by the Admiralty.

The arrangement will not at present apply to :—

- Bicycles.
- Motor cycles (with or without side car).
- Motor cars.
- Horses.
- Corpses.

All traffic to or from Northern Ireland, Eire and the Isle of Man, places in the Western Highlands and Islands of Scotland, and the Orkney and Shetland Islands.

4. The instructions in paragraphs 5, 6, 7, 8 and 9 of A.F.O. 1210/42 also apply in the case of Admiralty traffic carried by passenger train at the flat rate, the calculation referred to in paragraph 9 to be made at the flat rate of £6 15s. 8d. per ton.

5. The Admiralty flat rate for the conveyance of merchandise over the railways by goods train has been increased from 34s. per ton to 35s. per ton, the increase being retrospective to the date of the introduction of the flat rate arrangement.

(A.F.Os. 1210/42, 5330/42 and 6077/42.)

4035.—National Day of Prayer—Arrangements in H.M. Dockyards and Other Admiralty Establishments at Home

(L. 11442/42.—26 Aug. 1943.)

As in 1942, 3rd September is to be celebrated as a national day of prayer, and it is desirable that as many people as possible shall have an opportunity to hear the short service, which will be broadcast at 11 a.m. on that day.

2. Heads of Establishments should make such arrangements as are practicable according to the facilities already available in the establishment, to enable Admiralty employees to participate in the broadcast service, if they so desire.

3. No check of pay is to be made in respect of absence from work for this purpose.

4. Workmen employed on piece work should be paid at plain time rate for the period of any break.