

FOR OFFICIAL USE ONLY

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

# ADMIRALTY FLEET ORDERS

ADMIRALTY, S.W.1,  
20th August, 1942.

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

A list of these Orders is enclosed.

By Command of their Lordships,

*H. V. Markham*

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

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

Head of "P" Branch

P1 *[Handwritten initials]*

P2 *[Handwritten initials]*

P3 *[Handwritten initials]*

P4 *[Handwritten initials]*  
(60/62)

## ADMIRALTY FLEET ORDERS

- No. Subject.
- 20th August, 1942
- SECTION 1.—ADMINISTRATION OF THE FLEET, CEREMONIES, FOREIGN PORT REGULATIONS, ETC.
- (Station Limits : Fighting Efficiency of Ships : Naval Aircraft Administration : Internal Organisation of Ships : Navigation and Seamanship : Fleet Exercises and Practices, etc.)
3956. South Africa Division, R.N.V.R.—Message from Board of Admiralty.
3957. Board of Admiralty—Appointment of Deputy First Sea Lord.
3958. Enemy Aircraft Shot Down, or Damaged by Ships' Gunfire and Naval Aircraft.
- SECTION 2.—PERSONNEL, PAY, SERVICES, DISCIPLINE, ETC.
3959. Honours and Awards—"London Gazette" Supplement of 11th August, 1942.
3960. Eardley-Howard-Crockett Prizes—Summer Term, 1942.
3961. The Gilbert Blane Medal for Medical Officers, R.N., 1943—REPORTS.
3962. Executive Officers—Selection of Specialists—REPORT.
3963. Reserve Executive Officers—Watchkeeping Certificates.
3964. Headmaster, R.N. College, Dartmouth—Appointment.
3965. Command Money for Officers Temporarily in Command of Commissioned Coastal Force Craft.
3966. Complement Amendments.
3967. Consultants.
3968. Special Allowance to Signal Boatswains and Warrant Telegraphists.
3969. Disposal of Volunteers from Abroad on Arrival in the United Kingdom.
3970. Transfer in Rating—Procedure for.
3971. Royal Marine Tradesmen—Additional Category.
3972. Second Hands, R.N.P.S.—C.P.O. Status and Ratings of P.O. (P.S.) and P.O. (S.C.O.)—Introduction.
3973. Second Hands and Enginemens, R.N.R., Entered Direct into the R.N.R. as such—Disrating and Reversion.
3974. Second Hand (P.S.)—Pay.
3975. Fleet Air Arm Division—Notation on Service Certificates.
3976. Non-substantive Rating of A.A.2 (L.C.)—Institution of.
3977. Night Vision—Dark Adaptation.
3978. Numbers Under Instruction in Specialist Schools—Returns.
3979. Personnel of Dominion and Colonial Forces—Income Tax.
3980. U.S. Naval Personnel in United Kingdom—Movement by Rail.
3981. Anti-gas Respirators, Arms and Ammunition—When to be Carried by Naval and Royal Marine Personnel.
3982. Travel to the Isle of Man—Sailings.
3983. Officiating Ministers of Religion.
3984. Admiralty Surgeons and Agents.
3985. W.R.N.S.—Promotion of Officers.
3986. W.R.N.S.—Employment of Ratings on Duties Fitting them for Officer Rank.
3987. W.R.N.S.—Inoculation and Vaccination.
3988. W.R.N.S.—Entertainment of Press Representatives.
3989. Woollen Clothing—Avoidance of Duplication in Supply of the Gratuitous Service Issue and of Gift Knitted Garments.
3990. Soap Rationing—Revision of the Service Ration.
3991. Royal Naval War Amenities Fund—Donations. (Notice Boards only.)
- SECTION 3.—G., T., N., E., ETC., & STORES; HULL, EQUIPMENT & FITTINGS.
- Gunnery.—(Guns, Mountings, Ammunition, Turrets, Directors, Fire Control, Diving Apparatus, Magazines, etc., and Stores.)
3992. 4-in. H.A. III\*\* Gun Mountings—Hauling Back Gear.
3993. Gun Mountings—Fuze Setting Machines, Mark V—Cap for Load Lamp.
3994. Gun Mountings—4.7-in. Twin, Mark XX—Spare Rammer Chains.
3995. Guns, Q.F., 4.7-in., Marks IX\*—IX\*\* B—Modification to Mechanisms E and G—Reintroduction of Springs, Strikers, Mark II.
3996. Guns, Q.F., 4-in. XVI and XVI\*—Carriers Ammunition, Single—Reduced Allowance.
3997. Guns, Machine, 0.30-in. Marlin—Soft Side Plates.
3998. Small Arms—Ammunition and Hand Grenades—Allowances—Amendment.
3999. Side Arms—Lanyards, Firing, No. 46—Modification.
4000. Cartridges, S.A., 0.303-in. Incendiary "B," Mark IV\*Z—Base Marking.
4001. Cartridges, S.A., 0.303-in., Ball, Mark VII, K4, 5.8.41B—Restricted Use.
4002. Return of Empty Cartridge Cases, etc., from the Fleet.
4003. Ammunition 40 mm. Bofors—Ready Use Lockers.
4004. Fuzes—American 45-Second—Combination Fuze, Mark XV.

- SECTION 3.—G., T., N., E., ETC., & STORES; HULL, EQUIPMENT & FITTINGS—contd.
- Torpedo.—(Torpedoes, Tubes, Mines and Minesweeping, Depth Charges, Paravanes, Electrical Equipment, Anti-Gas, Aircraft Torpedoes, etc., and Stores.)
4005. Torpedoes, 18-in., Mark XII Type, and 21-in., Mark VIII Type—New Source of Manufacture.
4006. Paravanes, Bow Protector—Endurance of Towing Ropes—REPORTS.
4007. Torpedo Stores—Bags, Canvas, Complete with Adjusting Tools, 21-in. IV—V M.T.B.T.—Alteration to Contents.
4008. Torpedo Stores—Withdrawal of Washers\* St. No. 10717 from Contents of "Boxes, Joint Rings, Washers, etc., 21-in., Mark VIII, 3A or 3B U.S.A."
4009. Torpedoes (all Marks)—Economy in Rubber Gear.
4010. H.C.D. Searchlight Lamps—Lubrication of Carbon Heads—Introduction of Spirit "Dag".
4011. Electrical Installations.
4012. Ring Main and Feeder Breakers—Modifications to Wiring—Increased Arcing at Control Unit Contacts—A. and A.
4013. G.S. Respirator—Issue of Short Tube Type in Lieu of Long Tube Type to W.R.N.S. and Q.A.R.N.N.S. Personnel.
- Navigation.—(Navigation Stores, Sextants, Compasses, Charts, Anchors, Sails, etc.)
4014. Magnetic Compasses—Safe Distances.
4015. Adjustment of Magnetic Compasses—Courses for Officers.
4016. Voice Pipes—Re-positioning.
- Engineer.—(Main and Auxiliary Engines, Boilers, other Machinery in Charge of the Engineer Officer, including Catapults, Coal and Oil Fuel, and Engineering Stores.)
4017. Auxiliary Steam in Harbour—Watchkeepers.
4018. G.E.C. Turbo Generators, 25 kW.—Overhaul Facilities at Messrs. B.T.H. Ltd.
4019. Drysdale Centrex Pumps—Lubrication of Air Exhauster Worm Drive.
- Signals.—(W/T and V/S Apparatus, R.D.F., D.F., S.R.E., Wa/T and Stores.)
4020. R.D.F. Types 282/4/5—Replacement H.T. Leads in Panel L.12.
4021. R.D.F. Sets, Type 271/2/3, with Serial Numbers M.C.1 to M.C.186.
4022. Type 241—Panel 3AQ, Serial No. 1—24 Board Voltage Control.
4023. Type 281 Sets—R.F. Voltages.
4024. Type 281 Warning Tube.
4025. D/F Offices—Watches, Pattern 300, in Lieu of Clocks, Pattern 724.
- Naval Aircraft.—(Technical.)
4026. Receivers, Type R.1116—Replacement of Valves, Type VR.82.
4027. Naval Aircraft Jubilee Clips.
- General.—(Hull, Armour, General Equipment and Fittings, etc., and Orders affecting two or more Departments.)
4028. Alterations and Additions—Procedure.
4029. Cancelled.
4030. Alterations and Additions—Co-ordination.
4031. Cancelled.
4032. H.M. Ships Fitting or Fitted for Arctic Service—A. and A.
4033. Coastal Force Craft Under Repair—Defective Parts of Equipment Requiring Renewal—Arrangements for Supply.
4034. Propeller Shafting—Preservation of.
4035. External Rudder Stiffening.
4036. Steering Compass—A. and A.
4037. Multiple Bulkhead Glands for Electric Cables—Watertightness.
4038. Revised Layout of D/C Rails and M/S Gear—A. and A.
4039. Guns, Gunnery and Gun Mountings, 5-in. U.S., Mark XII Gun on 5-in. U.S., Mark XXX Mounting—Demarcation Between Vote SIII G and Vote 9.
4040. Naval Aircraft—Emergency Equipment.
4041. Marker, Marine, Aircraft, Mark I.
4042. Balloons, Mark VI—Precautions when Deflating.
4043. Daylight Signalling Lantern Outfits—Removal of Signalling Keys Fitted in Gunnery Transmitting Stations (or Alternative Positions) for Gunnery Purposes.
4044. Semaphores, Pattern 3015 (Vertical) and Pattern 1391 (Crank Arm)—Introduction.
4045. Radial Engine Erecting Stands.
4046. Blake's Stoppers—Withdrawal of Allowance for Towing Purposes.
4047. Introduction of Metal Filament in Lieu of Carbon Filament Lamps.
4048. Additional Electrical Stores—Allowances.
4049. Metric Stocks, Taps and Dies—Fleet and Base Repair Ships.
4050. Speed Targets (30-ft. High).
4051. Glue, White, for Seaming.

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

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

4052. Working Suits—Issue of Brown Jean to Aircraft Technical Officers.  
4053. Butter—New Contract Number.  
4054. Yeast for Breadmaking.  
4055. Medical Stores—Demands.  
4056. Helmets, Flying, Tropical; Caps, Flying, Type C, and Gauntlets, Flying, etc.  
4057. Tobacco Stalks—Disposal.  
4058. Purchase Tax.

## SECTION 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE

4059. Amendments to Books.  
4060. A.M.S.Is.  
4061. Despatch of Newspapers, Books, Christmas and Greeting Cards, etc., to Neutral Countries.  
4062. Medical Label (Yellow) No. 48.  
4063. R.N.A.S. 5407C, Part III (Torpedo Section Only)—Revision and Reprint.  
4064. B.R.461—Substitution.  
4065. Books—B.R.614—Handbook for 3-in. U.S. 23-Calibre, Mark XIV Gun on 3-in. U.S., Marks XIV and XIV\* Mountings, 1942—Issue.  
4066. Books—B.R.626—Drill for 4-in., Mark XVI\*, Q.F. S.A. Guns on H.A. Twin Mark XIX Mounting, 1942—Issue.  
4067. Form O.6—Ammunition Labels—Addition.  
4068. O.U.6090(B)—Revised Page 1, dated June, 1942, to Range Tables Nos. 392 and 457, for Q.F., 4.7-in., Guns, Marks IX, IX\*, IX\*\* and XII—Issue.  
4069. Form S.359—Notes on Handling Fast Motor Boats of the Hard Chine Type.

## SECTION 6.—SHORE ESTABLISHMENTS

4070. Honours and Awards—Extract from "London Gazette" Supplement of Friday, 14th August, 1942.  
4071. Subsistence Allowance—Civilian Non-industrial Staff on Civil Defence or Fire Prevention Duty.  
4072. Women Industrial Employees—Leave.  
4073. Unemployment Insurance—Agricultural Scheme—Rates of Contribution.  
4074. Motor Drivers in H.M. Dockyards, etc.—Rates of Pay.  
4075. Free Medical Attendance for Post Office Staff on Loan to the Admiralty.  
4076. Supplementary Clothing Coupons for Civilian Staff Proceeding Overseas—Revised Procedure for Applications.  
4077. Tool Allowance—Payment to Joiners and Shipwrights in Admiralty Industrial Establishments at Home.  
4078. Electricity—Economy in Use.  
4079. Light Alloy Scrap—Disposal of.

(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.

\*3956.—South Africa Division, R.N.V.R.—Message from Board of Admiralty  
(M. 010180/42.—20.8.1942.)

On the occasion of the incorporation of the South Africa Division, R.N.V.R., in the South African Naval Force, the Board of Admiralty wish to express their appreciation of the good service rendered by all members of the Division who have been lent to the Royal Navy during the war. The Board wish them every success in the South African Naval Forces.

3957.—Board of Admiralty—Appointment of Deputy First Sea Lord  
(C.W.—20.8.1942.)

Admiral Sir Charles E. Kennedy-Purvis, K.C.B., has been appointed a Lord Commissioner of the Admiralty and Deputy First Sea Lord to date 29th July, 1942.

\*3958.—Enemy Aircraft Shot Down or Damaged by Ships' Gunfire and Naval Aircraft  
(G.D. 0930/42.—20.8.1942.)

Casualties to enemy aircraft by ships' gunfire are as follows from the beginning of the war to 31st July, 1942 :—

	Confirmed	Probable	Damaged
By H.M. ships, excluding minor war vessels	378	161	236
By minor war vessels (since 12th April, 1940)	106	36	66
By D.E.M.S. and fishing vessels ... ..	83	42	98
By Allied warships ... ..	13	3	10
	580	242	410
Last reported totals (30th June, 1942) ...	562	239	403
Increases ... ..	18	3	7

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

## H.M. Ships

Confirmed	Probable	Damaged
H.M.S. "Cairo" on 15th and 17th June (3)	H.M.S. "Liverpool"	H.M.S. "Cairo"
H.M.S. "Liverpool" (2)	H.M.S. "Tetcott and S.S. "Aagterkerk"	H.M.S. "Liverpool"
H.M.S. "Ulster Queen"	H.M.S. "Dielette"	H.M.S. "Heythrop"
H.M.S. "Ulster Queen" and Russian A.A. Batteries (2)		H.M.S. "Hollyhock"
H.M.S. "Jumna"		H.M.M.L. "126"
H.M.S. "Brocklesby" and "Cornelian"		H.M.S. "Loch Oskraig"
H.M.S. "Tetcott" and S.S. "Aagtekerk"		Escorts and merchant ships in convoy "Harpoon" on 14th June.

Confirmed	Probable	Damaged
H.M.S. "Westcott" H.M.M.L. "126" H.M.S. "Welshman" H.M.S. "Kuala" Unknown H.M. auxiliary war vessels (2) Escorts and merchant ships in convoy "Harpoon" on 14th June		
<i>Merchant Ships and Fishing Vessels</i>		
Nil	Nil	Nil

*Enemy aircraft shot down by Naval aircraft*—Casualties caused to enemy aircraft by Naval aircraft are as follows from the beginning of the war to 31st July, 1942:—

	Confirmed	Probable	Damaged
Last reported totals (30th June, 1942) ...	165	27	111
Increases ... ..	150	26	100
Increases ... ..	15	1	11

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

3. In A.F.O. 3473/42 (hereby cancelled) under "Brief details of the successes credited to H.M. ships" etc., in "Confirmed" column, line 5, "H.M.S. Black Swan" should have read "H.M.S. Wild Swan."

#### General Information

4. During July the main weight of the enemy's air attacks against minor war vessels, has been concentrated in the English Channel where daylight attacks have been made by fighter bombers. The only new feature is the use of F.W. 190's usually working in pairs.

5. The enemy's efforts in coastal waters, mainly directed against the Southampton-Bristol channel convoys, have been again only spasmodic, and they have met with little success.

6. Long range bombers have made isolated attacks on fishing trawlers in the Faroes, but they have shown little inclination to press these home when any real opposition has been encountered.

7. In an interview with the Commodore of a Russian bound convoy it was stated that the German torpedo bombers were dropping their torpedoes while on a course reciprocal to that of the convoy, the torpedoes turning through 90°. While this has not yet been confirmed, it should be borne in mind that this is a possible form of attack.

8. The enemy have recently attacked Channel convoys sailing between Portsmouth and the Bristol Channel. Torpedo carrying aircraft, apparently working in conjunction with E-boats, have attacked a westbound convoy, and on another occasion an E-boat attack was followed up by a dawn raid by fighter bombers. Further torpedo attacks, which will probably be carried out by Ju.88's, must be expected in this and adjacent areas.

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

(A.F.O. 3473/42 is cancelled.)

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

\*3959.—Honours and Awards—"London Gazette" Supplement of 11th August, 1942  
(H. & A.—20.8.1942.)

CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD,

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

11th August, 1942.

The KING has been graciously pleased to give orders for the following appointment to the Most Excellent Order of the British Empire for bravery and devotion to duty:

To be an Additional Member of the Military Division of the said Most Excellent Order.

Lieutenant Peter Gerald Charles Dickens, R.N.

The KING has been graciously pleased to approve the award of the George Medal for great bravery and devotion to duty in saving life, to:

Surgeon Lieutenant-Commander Robert Macdonald Bremner, M.B., Ch.B., R.N.

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

Chief Stoker Ernest Henry Wigfall, D/KX.79895.

For bravery in saving the life of a shipmate.

Temporary Sergeant Harry Maurice King, Po.X.1511, R.M.

Able Seaman David Fraser, P/SSX.31800.

For bravery and great devotion to duty when H.M.S. "Dunedin" was sunk.

ADMIRALTY,

Whitehall, S.W.1.

11th August, 1942.

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

For great bravery and devotion to duty in trying to save life at sea:

*The Albert Medal (Posthumous).*

Lieutenant Edward Peregrine Stuart Russell, R.N.V.R.

When H.M.S. "Eskimo" was on passage in heavy weather on 9th May, 1942, a man was washed overboard. Lieutenant Russell, seeing that he could not grasp the bearing lines thrown to him, dived overboard and tried to secure him, but the man sank before he could do this.

As Lieutenant Russell himself was being hauled on board, he lost his hold of the bearing line, and drifted away. Another Officer tried to save him, but could not reach him, and by the time the ship could be stopped, he was dead.

He was not a strong swimmer, and had made a gallant attempt to save his shipmate.

For great gallantry in saving life at sea:

*The Albert Medal.*

Temporary Lieutenant John Edward Gibbons, R.N.V.R.

When a Motor Launch was mined her Commanding Officer was wounded in the head, and blown into the sea. He was rescued and went at once to save others. He saw a seaman some 100 yards away in the water, and swam to him through burning fuel. His gallant action helped to save the man's life.

*The Albert Medal (Posthumous).*

Stoker First Class George Robert Bush, P/KX.96548.

When a pipe in one of H.M. Ships burst, filling the boiler-room with steam, Stoker Bush and three others took refuge in a bunker. They tried to make those on the upper deck hear them but could not. As the bunker was filling with steam, Stoker Bush made a dash through the boiler-room and up the ladder. He reached the top, gasped out "Three men, port bunker," and fainted. The bunker plate on the upper deck was at once removed and the three men saved. Stoker Bush died next morning from the shock of his many burns.

For bravery in action against the Enemy, while serving in H.M. Motor Torpedo Boats off the Belgian coast :

*The Distinguished Service Cross*

Lieutenant Hardress Llewellyn Lloyd, R.N.  
Temporary Sub-Lieutenant Thomas Neill, R.N.V.R.

*The Distinguished Service Medal.*

Temporary Sub-Lieutenant (E) (then Chief Motor Mechanic Fourth Class) George Albert Williams, R.N.V.R.  
Petty Officer Thomas Stanley Pennington, P/JX.131398.  
Acting Petty Officer Frank Pittock, D/J.98801.

*Mention in Despatches.*

Temporary Acting Sub-Lieutenant Godfrey Ronald Price, R.N.V.R.  
Acting Chief Motor Mechanic Aynsley Oscar Nithsdale Forsyth, P/MX.66148.  
Able Seaman Cecil Hope Harry, P/JX.158529.

For gallantry and determination under fire :

*The Distinguished Service Medal.*

Marine William Andrew Kane, Ch.X.2303.

For skill and seamanship in command of a Royal Fleet Auxiliary :

*The Distinguished Service Cross.*

Captain Donald Benjamin Charles Ralph, Master.

For bravery and endurance while serving in a Defensively Equipped Merchant Ship :

*Mention in Despatches.*

Acting Able Seaman Cecil Ernest Moody, P/JX.273942.

For skill and determination while serving in one of H.M. Submarines :

*Mention in Despatches.*

Commander David Caldicott Ingram, D.S.C., R.N.

For bravery and devotion to duty :

*Mention in Despatches.*

Engine Room Artificer Third Class John Mullen, D/MX.55631.  
Ordinary Seaman Douglas Hugh Gillies Russell, D/JX.304053.

The KING has been graciously pleased to grant unrestricted permission for the Officers and Men named below to wear the Insignia of the Order and the Decorations which have been bestowed upon them for their services to the Allied Cause :

*Appointment and Awards made by King Haakon of Norway.  
Order of St. Olav, First Class.*

Lieutenant-Commander Charles Eric Smith, R.N.V.R.

*War Medal.*

Lieutenant-Commander Charles Eric Smith, R.N.V.R.  
Telegraphist Edwin John William Slater, C/WRX.1213.  
Telegraphist James Walter John Harris, D/JX.151227.

*Awards made by King George of the Hellenes.*

*War Cross, Third Class.*

Rear Admiral Henry Bernard Rawlings, C.B., O.B.E.  
Captain David Gilmour, R.N.  
Captain Dennis Marescaux Lees, D.S.O., R.N.  
Captain Mervyn Somerset Thomas, D.S.O., R.N.  
Acting Captain Cecil Bartlett Shaw, R.N. (Retd.).  
Commander Hilary Worthington Biggs, D.S.O., R.N.  
Commander Thomas Leslie Bratt, R.N.  
Commander Martyn Butt Sherwood, D.S.O., R.N. (Retd.).  
Engineer Commander James Anthony Ruddy, R.N.  
Commander (E) Glyn Hearson, R.N.  
Paymaster Commander Albert Stanley Wiggett, R.N.  
Lieutenant-Commander Francis William Collins, R.N.

Lieutenant-Commander Claude Michael Bullstrode Cumberlege, D.S.O., R.N.R. (Retd.).

Lieutenant-Commander Francis Duppa Miller, R.N.  
Surgeon Lieutenant-Commander John Charlton Moor, M.B., B.S., R.N.V.R.  
Temporary Electrical Lieutenant John McIntosh Hume, R.N.V.R.  
Temporary Lieutenant (E) James Harper Poynter Campbell, D.S.O., R.N.  
Temporary Skipper Jack Willis, D.S.C., R.N.R.  
Chief Petty Officer Frederick Richard Kemp, D.S.M., C/J.101831.

*Medal of Military Valour, "B" Class.*

Commander William John Yendell, R.N.

*Medal for Outstanding Acts.*

Commander Eric Alfred Davis, R.N. (Retd.).  
Commander David Hallan Trevor Lloyd Jenkins, R.N.  
Mr. Charles Wilfred Harris, Temporary Acting Signal Boatswain, R.N.  
Chief Petty Officer Leo Edward Brown, C/J.77766.  
Chief Petty Officer Cook John William Settingington, D/MX.48145.  
Temporary Sergeant Harry Carter, Ch.X.1840, R.M.  
Petty Officer Ernest Edward Westaway, D/J.100436.  
Stoker Petty Officer Reginald Aston, P/K.57313.  
Petty Officer Herbert Roy Clotworthy, Melbourne 12483, R.A.N.  
Petty Officer Arthur William Frederick Cooper, Freemantle 17913, R.A.N.  
Petty Officer Fred Thompson, Sydney 19540, R.A.N.

†3960.—Eardley-Howard-Crockett Prizes—Summer Term, 1942

(C.W. 28588/42.—20.8.1942.)

Eardley-Howard-Crockett prizes have been awarded to the following cadets who passed out of the Royal Naval College, Dartmouth, in July, 1942 :—

Chief Cadet Captain I. A. Beattie.  
Chief Cadet Captain H. J. Startin.

2. The prize for Special Entry Cadets has been awarded to Naval Cadet J. M. Armstrong, R.N.Z.N.

†3961.—The Gilbert Blane Medal for Medical Officers, R.N., 1943—REPORTS

(C.W. 29558/42.—20.8.1942.)

The award of the Gilbert Blane Medal for 1943 will be considered as a result of reports forwarded to the Medical Director-General in accordance with the Regulations ( vide Appendix to Navy List, page 169).

2. Applications for consideration for the award should reach the Medical Department not later than 31st March, 1943, containing information of work done and supported, if possible, by documentary evidence.

(A.F.O. 725/36—not in Annual Volume.)

*Cancelled* 3962.—Executive Officers—Selection of Specialists—REPORT  
*by AFO 627/47*

(C.W. 22724/42.—20.8.1942.)

The method of meeting requirements for Specialisation whereby officers volunteer, will remain the basic method, but this will be supplemented, where necessary, by detailing selected officers to make up any deficit.

2. In selecting officers for specialisation, consideration will be given to the preferences expressed by them in accordance with Article 328, Clause 2, K.R. & A.I. (1/42) but any officer may be appointed to any branch of the service.

3. In future, on completion of courses for the rank of Lieutenant, all officers will be provided with a form on which they are to state their order of preference (which may include general service). Space will be provided on the form for :—

- Commanding Officers of appropriate schools to remark on suitability of officer to specialise in subject for which he has expressed first preference.
- Commanding Officer of H.M.S. "Excellent" to remark on officer's suitability for appointments as President of a Gunroom.

4. Any officer who has already completed his courses but has not yet reported his preferences is to do so forthwith through the usual channels.

5. In forwarding an application the Commanding Officer is to state whether the officer is considered suitable to specialise and for what branch or branches he is recommended.

6. Having once expressed his preferences no further action is required by the officer unless he wishes to vary them, which may be done at any time prior to selection for specialisation. When an officer reaches the rank of Lieutenant, his Commanding Officer is to render an immediate report on his suitability to specialise.

7. Commanding Officers are to bring these instructions to the notice of all officers concerned.

8. Article 328, Clause 2, K.R. & A.I. will be amended.

(K.R. & A.I. Article 328 (2).)

(A.F.O. 3458/41 is cancelled.)

### 3963.—Reserve Executive Officers—Watchkeeping Certificates

(C.W. 29364/42.—20.8.1942.)

Attention is called to the rule that Reserve Officers must hold a Watchkeeping Certificate to qualify for promotion to Lieutenant. Officers not holding this certificate can be promoted to Acting Lieutenant only and are debarred from any further promotion in the Executive Branch.

2. Reserve Executive Officers in sea-going appointments, including those with specialist qualifications, should be given early opportunity to obtain watchkeeping certificates.

(A.F.Os. 3237/41 and 2731/42.)

### 3964.—Headmaster, R.N. College, Dartmouth—Appointment

(C.E. 54690/42.—20.8.1942.)

Mr. J. W. Stork, M.A., has been appointed Headmaster, R.N. College, Dartmouth, *vice* Mr. E. W. E. Kempson, M.C., M.A., who retires on the 31st August, 1942.

### 3965.—Command Money for Officers Temporarily in Command of Commissioned Coastal Force Craft

(D.N.A. 9642/42.—20.8.1942.)

As from 3rd July, 1942, Command Money is issuable to officers temporarily in command of commissioned Coastal Force Craft, subject to the provisions of A.F.O. 3968/40.

(A.F.Os. 3968/40 and 5/42.)

### 3966.—Complement Amendments

(N. 13177/42.—20.8.1942.)

The following amendments are to be made to schemes of complement:—

H.M. Destroyers "Opportune", "Obedient", "Obdurate" and "Orwell", issued with Admiralty letter N. 6083/41 of 18.9.41.

H.M. Destroyers of "Hunt" Class, issued with Admiralty letter N. 11026/41 of 30.12.41.

H.M. Ships "Black Swan", "Erne", "Ibis", "Flamingo", "Woodpecker", "Wren", "Whimbrel" and "Wildgoose", issued with Admiralty letter N. 16473/41 of 13.8.41.

H.M. Sloops of Modified "Black Swan" Class, issued with Admiralty letter N. 4927/42 of 26.5.42.

'After "Gunner's Mate", for " (included in 1st Class Gunnery rates below) " substitute " (to be borne in lieu of Q.R.1. below) ".

### 3967.—Consultants

(M.D.G. 37161/42.—20.8.1942.)

The Surgical Consultant named below is to be added to the list in A.F.O. 4257/41, paragraph 3:—

*Surgery in North of England:—*

Surgeon Captain R. J. Willan, M.V.O., O.B.E., V.D., M.B., F.R.C.S., M.S., R.N.V.R. (Retd.), 8 Kensington Terrace, Newcastle-upon-Tyne, 2. Newcastle 24835.

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

### p. 2. 0. 3123/45 3968.—Special Allowance to Signal Boatswains and Warrant Telegraphists

(C.W. 42310/41.—20.8.1942.)

As a war-time measure, the payment of the special 1s. a day allowance referred to in K.R. & A.I., Appendix I, Part 3, 36 (a), and K.R. Amendment 6/39, will be extended to include the following officers:—

(a) The Senior Signal Boatswain and/or Senior Warrant Telegraphist or officer promoted therefrom, carrying out instructional duties in all establishments in which the average number of communication ratings under instruction, calculated on a quarterly basis, exceeds 500.

(b) The Senior Signal Boatswain and/or Senior Warrant Telegraphist or officer promoted therefrom, serving on the staff of a Flag Officer flying his flag on shore, provided he is in *independent* command, e.g. Rear-Admiral West Africa, Admiral Commanding Iceland (C), Deputy C-in-C. Eastern Fleet.

(c) The Senior Signal Boatswain and/or Warrant Telegraphist or Officer promoted therefrom, on the staff of officers in command of Destroyers and Submarine Flotillas serving on shore.

2. Payments of the allowance already made contrary to the above instructions may be allowed to stand, and may be continued to the Officers already receiving them during the tenure of their present appointments.

(K.R. & A.I., App. I, Part 3, No. 36 (a).)

### 3969.—Disposal of Volunteers from Abroad on Arrival in the United Kingdom

(N. 14114/42.—20.8.1942.)

H.M. Consuls abroad have authority to accept volunteers, men and women, for service in the United Kingdom in H.M. Forces or in industry and to arrange their passage at public expense.

2. Certain candidates for the Royal Navy, Royal Marines and W.R.N.S. will have been provided by the Consul with a letter certifying their acceptance for passage under the scheme, with instructions to present it to the Senior Naval Officer at the port of disembarkation.

3. Senior Naval Officers should hand such candidates over to the Ministry of Labour Reception Officer, if available, or to the Ministry of Labour Welfare Officer at the port of disembarkation. These officers will arrange for the candidates to travel to London, where they will be entered in the Services, if acceptable, or in other employment. The Ministry of Labour and National Service will also arrange for any accommodation and subsistence of volunteers which may be necessary after they disembark and until they are entered in the Services or other employment.

(A.F.O. 2357/41 is cancelled.)

**3970.—Transfer in Rating—Procedure for**

(N. 9385/42.—20.8.1942.)

Some misunderstanding having arisen with regard to the procedure for transfer in rating, the following is promulgated for general information:—

**1. Ratings serving on normal (C.S. and S.S.) engagements.**

(a) Transfer is governed by the rules and procedure laid down in Article 419, K.R. & A.I.

(b) Commanding officers of H.M. ships, etc., in considering cases for submission should keep in mind the general requirements in the various branches which are indicated by A.F.O.s 5627/41 and 2607/42.

**2. Ratings serving on "H.O." engagements.**

(a) H.O. ratings serving abroad may be transferred on the authority of Commanders-in-Chief, etc., as provided for in A.F.O.s 5627/41 and 2607/42.

(b) The Commodores, R.N. Barracks, Portsmouth, Devonport, and Chatham are hereby authorised to approve, on the basis of A.F.O. 5627/41 (as subsequently amended) the transfer of H.O. ratings serving in those ships and establishments at home of which they are respectively the Manning Authority.

**3. All ratings.**

Unless otherwise stated, the effective date of transfer on which seniority, etc., is to be based will be the date of the Admiralty Letter or Message approving transfer or, in cases approved locally under A.F.O.s 5627/41 and 2607/42, the date of approval by Commanders-in-Chief, etc. Cases where it is desired to antedate the transfer should invariably be submitted to the Admiralty for decision.

**4. Transfers from Joiner to Shipwright.**

A.F.O. 2479/41 should not be read as implying that Commanding Officers of H.M. Ships may authorise the transfer of Joiners to Shipwright, the order being merely a notification of a reduction in the required qualifications made necessary by the shortage of Shipwrights. Cases are to be submitted in accordance with paragraphs 1 and 2 above.

(H.F. No. 505/H.F.82/26/3 of 15.4.42.)

(K.R. &amp; A.I., Article 419.)

(A.F.O.s. 2479/41, 5627/41 and 2607/42.)

**3971.—Royal Marine Tradesmen—Additional Category**

(N. 10081/42.—20.8.1942.)

A.F.O. 1795/43

The following is to be added to the list of R.M. Service Trades promulgated in paragraph 2 of A.F.O. 3548/40:—

Trade.	Group.	R.M. Equivalent.
Stevadore	D	None

(A.F.O.s. 3548/40, 4127/40, 113/41, 727/41, 855/41, 1914/41, 1915/41, 3128/41, 998/42, 2362/42, 2487/42, 2846/42, 3485/42 and 3755/42.)

**3972.—Second Hands, R.N.P.S.—C.P.O. Status and Ratings of P.O. (P.S.) and P.O. (S.C.O.)—Introduction**

(N.L. 12656/42.—20.8.1942.)

The following amendment is to be made to A.F.O. 337/42, paragraph 4, beginning in seventh line:—*Cancel* all after "Second Hand" and *substitute* "Men serving as Second Hands may be disrated to Petty Officer (P.S.) or to Leading Seaman (but see A.F.O. 3973/42 as regards Second Hands R.N.R. originally entered direct in that rating) and men serving as Petty Officer (P.S.) may be disrated to Leading Seaman, although they have not previously held those rates."

(A.F.O.s. 337/42 and 3973/42.)

**3973.—Second Hands and Enginemen, R.N.R., entered Direct into the R.N.R. as such—Disrating and Reversion**

(N.L. 12656/42.—20.8.1942.)

Second Hands R.N.R., who were entered in the R.N.R. direct in that rating, may be disrated or reverted not lower than to Petty Officer (Patrol Service), i.e., the equivalent rating in which they were entered (K.R. & A.I. Articles 418a and 560).

2. Enginemen, R.N.R., who were entered in the Reserve direct in that rating, may not be disrated or reverted below that rating.

3. Service Certificates of mobilised Second Hands and Enginemen, R.N.R., should show whether they were entered direct as such or have been rated up from Seaman, Leading Seaman, or Petty Officer (P.S.), or Stoker or Leading Stoker since enrolment.

4. Commanding Officers are to satisfy themselves, by reference to the Registrar General of Shipping and Seamen, Wood Street Schools, Cardiff, if necessary, that no applications for disrating or reversion below the limits shown are forwarded in respect of these particular ratings of the R.N.R.

(K.R. &amp; A.I., Articles 418a and 560.)

(A.F.O. 3972/42.)

(A.F.O. 1906/40 is cancelled.)

**3974.—Second Hand (P.S.)—Pay**

(N. 18270/42.—20.8.1942.)

K.R. and A.I., Appendix XVII, Part 1, No. 146d, as amended by K.R. 2/42, is cancelled.

2. The rates of pay of Second Hands (P.S.) are given in A.F.O. 2355/42.

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

(K.R. &amp; A.I., App. XVII, Part 1.)

(A.F.O. 2355/42.)

**\*3975.—Fleet Air Arm Division—Notation on Service Certificates**

(N.—20.8.1942.)

As some doubt exists about the notation that should be made in the "Port Division" column of the service certificates of men belonging to the Fleet Air Arm Division, it is notified that the letters "F.A.A." should be used. Service certificates should be noted accordingly, and the letters should be used as a prefix to official numbers in making reference to the men.

**\*3976.—Non-Substantive Rating of A.A.2—(L.C.)—Institution of**

(N. 14101/42.—20.8.1942.)

It has been decided to institute the non-substantive rating of A.A.2 (L.C.) in order:—

(a) to provide an avenue of advancement in non-substantive rating for A.A.3s. (L.C.).

(b) to conserve the technical training and experience of A.A.3s. (L.C.) which includes a large proportion of L/A gun training.

(c) to avoid the waste of other training which would be involved in the drafting of A.A.2s. (who are trained in all types of A.A. gun, etc.) to Coastal Forces.

(d) to reserve A.A.2s. (allowed in complements of Coastal Forces) of which there is an acute shortage, for fleet manning.

2. The pay of an A.A.2 (L.C.) will be the same as for A.A.2.

3. Table II of A.F.O. 1352/42 is cancelled and the following new Table II is to be substituted.

TABLE II

Non-Sub. Rating	Open to	Special Qualification	Where course may be carried out	Authority to give rating	Examining Officers	Rate per diem.	Remarks
Act. Q.R.1 (S.V.)	A.B. or above A.A.3 (L.C.) or A.A.2 (L.C.)	Be recommended on Form S.1303 to depot through Gunnery School	H.M.S. "Excellent"	The Captain, H.M.S. "Excellent"	Officers of H.M.S. "Excellent"	s. d. 1 6	Acting rating only can be granted ( <i>see</i> para. 20). For other conditions <i>see</i> para. 21.
A.A.2 (L.C.)	L.S. or A.B. A.A.3 (L.C.)	Be recommended. Have 6 months sea service as A.A.3 (L.C.)	H.M.S. "Excellent"	The Captain, H.M.S. "Excellent"	Officers of H.M.S. "Excellent"	0 9	Badge to be worn is that of A.A.2. Time spent as acting A.A.3 (L.C.) may be counted.
A.A.3 (L.C.)	L.S. or A.B. T.M. Ord. Seaman  A.B. Q.O. (L.C.)	Be recommended. Have 3 months sea service with coastal forces  Fit for sea service. Have 1 year's service with coastal forces	H.M.S. "Excellent," or Coastal Force Gunnery School	The Captain, H.M.S. "Excellent" or Commanding Officer of Coastal Force Gunnery School	Officers of H.M.S. "Excellent" or officers of Coastal Force Gunnery School	0 3	Acting rating only until rated A.B. ( <i>see</i> paras. 23 and 24). Badge to be worn is that of A.A.3.
Q.O. (L.C.)							

As at present

(A.F.O. 1352/42.)

## 3977.—Night Vision—Dark Adaptation

(M.D.G./N.618/42.—20.8.1942.)

Service standards of vision have been largely concerned with measuring and assessing the efficiency of *form vision* (i.e. recognition of the details of an object whether distant or near) and *colour vision*.

*Night vision* is of almost equal importance.

## MECHANISM OF DARK ADAPTATION.

2. Night vision requires the use of an entirely different mechanism in the eye from that used in day vision, and the process by which the eye changes over from day vision to night vision is called dark adaptation, the reverse process being light adaptation.

3. *The Retina* is the sensitive film of the back of the eye which receives images of the outside world in much the same way as a photographic film records pictures.

4. *Daylight Vision* is used for the recognition of the *form* of an object and its *colour*. The *central* part of the Retina is used for daylight vision, the eyes being directed at and "fixed on" the object to be examined.

5. The mechanism of daylight vision is for practical purposes insensitive to light of a low intensity, and thus plays little part in vision at night except under conditions of moonlight or artificial illumination. The feeblest light in which this mechanism is used is in conditions comparable with the brightness of a white surface in half moonlight.

6. *Night vision* is used for the appreciation of *light* and *movement*. The *outer* parts, not the immediate centre, of the Retina are used in conditions of low illumination. This is readily appreciated if the eyes instead of "fixing" an object in dim light, are directed about 5° to one side of it, when its outline will be much more easily seen. The ability to see off-centre improves with practice. This mechanism does not appreciate colour.

7. *Dark Adaptation* depends largely on a substance which is contained in the outer parts of the Retina, called Visual Purple. This substance is bleached and becomes insensitive on exposure to light, and recovers its colour and sensitivity in darkness, dim light or in deep red light.

8. Dark adaptation occupies more than half an hour but, as the process occurs gradually, useful night vision is obtained in a considerably shorter period, as is noticed on stepping from a lighted room into darkness when after a few minutes the dim outline of objects gradually begins to appear and become more and more distinct as night vision is regained.

## FACTORS CAUSING VARIATIONS IN NIGHT VISION.

9. *Exposure to Light*.—As indicated in the preceding paragraph, exposure to light bleaches the Visual Purple, and when this occurs, night vision is lost until it is slowly regained by the process of Dark Adaptation. There are certain exceptions:—

- Red Light*.—Exposure of the eyes to deep red light does not destroy night vision.
- Dim Light*.—If exposure to white light, or to coloured lights other than red, occurs, the more dim the light source the less is night vision impaired. The loss of night vision can also be minimised by reducing the angular area illuminated and the time over which it is viewed.
- Exposure of One Eye only to Light*.—If both eyes are dark adapted, and one eye is covered before entering a lighted compartment, this eye will retain its night vision, although the uncovered eye loses its night vision.

10. *Age*.—In general, night vision decreases with age, but the factors shown in the next paragraph will often more than counterbalance this comparatively slight disability.

11. *Intelligence and Training* have been found to be of great importance, quite apart from the capacity of Dark Adaptation. A man who is experienced will often see an object in dim illumination before an inexperienced man with a higher degree of night vision.



12. *Excessive Smoking and Alcohol.*—It is probable that these factors will cause delay in Dark Adaptation.

13. *Vitamins.*—Vitamins contained in certain articles of food are necessary for the preservation of night vision.

It is generally accepted that additional vitamins given to a normal man whose diet is sufficient will not improve his night vision. (A.F.Os. 543/40 and 270/41.)

14. *Lack of Oxygen* produces marked impairment of night vision. The giving of oxygen, deep breathing in the open air, or glucose (5 grammes) by mouth, will all minimise its effect.

15. A very small percentage of men have night vision which is considerably below the average, a condition with which they are born and which is not capable of improvement.

16. Certain rare diseases affecting the eyes cause loss of night vision.

17. Physical and nervous fatigue may produce a lowered standard of night vision. This is temporary, and is probably largely due to the lowered standard of general efficiency induced by the fatigue.

#### SELECTION OF NIGHT LOOK-OUTS.

18. A simple apparatus for testing the Dark Adaptation of personnel is described in A.F.Os. 3910/39, 941/40 and 2043/42, and O.U. 5532/40.

Full instructions for the use of the Standardised Adaptometer, which is described in A.F.O. 2043/42, are supplied with each instrument.

#### PRODUCTION OF DARK ADAPTATION.

19. The importance of going on watch at night with eyes which are already in a state of Dark Adaptation is obvious.

To obtain this state without the necessity of sitting in complete darkness for half an hour, dark goggles for pre-adaptation have been issued. These are described in A.F.O. 433/42.

A new pattern in which the eyepieces consist of a deep red material will shortly be issued. These, whilst producing Dark Adaptation, have the advantage that reading and all ordinary recreations can be continued during the time in which they are worn.

#### PRESERVATION OF DARK ADAPTATION.

20. The details given in paragraph II and in A.F.O. 433/42 show the precautions that can be taken to preserve Dark Adaptation.

The importance of permitting no light to enter the eyes once Dark Adaptation has been obtained by men going on watch at night is emphasised. Night look-outs "off trick" should not enter lighted compartments unless they are wearing the pre-adaptation goggles referred to in paragraph 19.

(O.U. 5532/40.)

(A.F.Os. 3910/39, 543/40, 941/40, 270/41, 433/42 and 2043/42.)

#### 3978.—Numbers under Instruction in Specialist Schools—Returns

(N. 15528/42.—20.8.1942.)

Rendering of the above Returns is to be discontinued as a war-time measure.

(A.F.O. 2692/32—not in Annual Volume.)

#### 3979.—Personnel of Dominion and Colonial Forces—Income Tax

(C.W. 11386/42.—20.8.1942.)

For Dominion and Colonial personnel, who, because of the war, are transferred from Dominion to British payment, and so become liable to United Kingdom tax on their pay, the United Kingdom tax payable is to be reduced so that it does not exceed the amount which would have been payable at Dominion rates had the individuals remained in Dominion payment.

2. Details as to the exact categories of officers affected by this decision will be promulgated shortly, but the concession does not extend to Dominion or Colonial nationals transferred permanently to or entered direct into the British Armed Forces.

#### 3980.—U.S. Naval Personnel in United Kingdom—Movement by Rail

(N/W.G.F. 392/42.—20.8.1942.)

When any move of United States naval personnel by rail is necessary, the United States naval officer concerned will apply to the nearest naval authority (or naval railway transport officer when the journey is being made from a place where such officer is stationed) for the necessary arrangements to be carried out in accordance with A.F.O. 4265/41.

2. Supplies of necessary warrants and meal orders are being made to the United States naval authorities, but all drafts may not be in possession of these documents, and where necessary warrants and meal orders should be issued to cover journeys, each document being endorsed in red ink: "United States".

(A.F.O. 4265/41.)

(A.F.O. 1517/42 is cancelled.)

#### 3981.—Anti-Gas Respirators, Arms and Ammunition—When to be Carried by Naval and Royal Marine Personnel

(T.S.D. 884/42.—20.8.1942.)

The present instructions whereby anti-gas respirators are carried at all times on shore in the United Kingdom are to be relaxed. In future, respirators are to be carried on shore in the United Kingdom by all Naval and Royal Marine personnel at the following times:—

- (a) In field service marching order.
- (b) At any other time at discretion of Flag or Commanding Officers.
- (c) On guards other than ceremonial guards.

2. Subject to the above, respirators are not normally to be carried. When absent from their ship or establishment on duty or on leave for any period which includes one or more nights, personnel are to take their respirators with them, but need not carry them.

3. The above instructions will be modified by signal from the Admiralty should the necessity arise.

4. Arms and ammunition (e.g., officers' revolvers) need not be carried in the United Kingdom, unless ordered by the C-in-C., or other Senior Officer.

5. On foreign stations the carrying of respirators, steel helmets and arms is to be in accordance with orders issued by the Senior Officer.

(A.F.O. 4662/40 is cancelled.)

#### \*3982.—Travel to the Isle of Man—Sailings

(N./E.F.O. 90/42.—20.8.1942.)

On and after the date of this Order and until further notice the revised services with embarkation times to and from the Isle of Man will be as follows:—

*From Douglas to Fleetwood*—Sailings each day except Sunday at 9 a.m.

*From Fleetwood to Douglas*—Sailings each day except Sunday at 12.15 noon.

(A.F.Os. 2222/42 and 3220/42 are cancelled.)

#### 3983.—Officiating Ministers of Religion

(C.E. 56212/42.—20.8.1942.)

The following appointments of Officiating Ministers have been approved:—

*Church of England.*—Gosport ... .. Rev. A. R. Janes, M.A.,  
Elson Vicarage, Gosport, Hants.

*Methodist.*—Holyhead ... .. Rev. K. E. Jinks,  
Westgate, Forcer Hill, Holyhead

*Methodist, Baptist and Congregational.*—

H.M.S. "Mercury" ... .. Rev. A. H. Currey,  
15, Bell Hill, Petersfield.

*Roman Catholic.*—Bombay ... .. Rev. Father Fox.

The usual facilities are to be afforded.

## †3984.—Admiralty Surgeons and Agents

(C.E. 5980/42.—20.8.1942.)

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

Place.	Name.	Address.
Barnoldswick ...	Mr. T. MacM. Glen, L.R.C.P. & S.	"Sherbrooke," Barnoldswick (via Colne), Yorks. Tel. No. : Barnoldswick 79.
Blackburn ...	Mr. G. Bailey, M.R.C.S., L.R.C.P.,	"Parkgate," Preston New Road, Blackburn, Lancs. Tel. No. : Blackburn 5054.
Haslingden ...	Mr. C. D. C. Golding, L.R.C.P. & S.	Springside House, Haslingden, Lancs. Tel. No. : Rosendale 327.
Bacup ...	Mr. J. A. Falconer, M.B., Ch.B. ...	5, Truell Terrace, Bacup, Lancs. Tel. No. : Bacup 295.
Whitworth ...	Mr. J. F. O'Brien, M.B., Ch.B. ...	Croft House, Whitworth, Rochdale, Lancs. Tel. No. : Rochdale 5138.
Accrington ...	Surgeon-Lieutenant L. J. Lancett- Edwards, M.R.C.S., L.R.C.P., R.N.V.R.	91, Whalley Road, Accrington Lancs. Tel. No. : Accrington 2005.
Oswaldtwistle ...	Mr. P. H. Stewart, M.B., Ch.B. ...	"Scotswood," Oswaldtwistle, Lancs. Tel. No. : Accrington 3002.

## 3985.—W.R.N.S.—Promotion of Officers

(C.W. 29621/42.—20.8.1942.)

Promotion of W.R.N.S. officers is made on recommendation and is determined by suitability for the particular post to be filled as well as by general ability.

2. Promotions will be made on the recommendations of a Promotion Board which will sit once a quarter. This Board will include Port Superintendents ; W.R.N.S. officers recommended for promotion by the Board will be placed on a list from which promotions will be made as requisite.

3. Recommendations should accordingly be forwarded quarterly and should be limited to officers recommended for immediate or accelerated promotion. Recommendations are to be made on Form S.206 amended and amplified as in paragraphs 2 and 3 of A.F.O. 2111/40, the words "Recommendation for promotion" being inserted, in red ink, in the space provided for stating the occasion of the report. For W.R.N.S. officers serving in ships or establishments, the recommendations are to be initiated by the Commanding Officer in collaboration with the Superintendent, W.R.N.S. (or senior W.R.N.S. officer of the base). Recommendations in respect of other officers are to be initiated by the Superintendent (or Senior Officer), W.R.N.S.

4. The S.206 reports, and any accompanying remarks from the Commanding Officer and the Superintendent (or Senior Officer), W.R.N.S., are to be forwarded through the Commander-in-Chief who should transmit all recommendations to the Admiralty by the last day of each quarter, with such covering remarks as he may see fit to make.

5. In the event of a Commanding Officer and the Superintendent (or Senior Officer), W.R.N.S., holding divergent views as to the qualifications and/or suitability of an individual officer, their separate remarks are to be attached to the S.206 and forwarded to the Admiralty through the Commander-in-Chief.

6. Officers recommended on one occasion, but not promoted during the ensuing quarter, may be re-recommended.

7. If there is no suitable officer for a particular post among those recommended, the Director, W.R.N.S., will select one with the required qualifications but in such case only acting rank will be given and the grant of such acting rank conveys no promise of substantive promotion unless a recommendation for promotion is subsequently received in the normal way.

8. Acting promotions may be made in any rank.

9. The annual report on all W.R.N.S. Officers should include the December recommendations for promotion.

10. At the time of the Quarterly Reports the Director, W.R.N.S., may call for a report on any officer whom she thinks may be qualified to hold a higher post.

(A.F.O. 2111/40.)

(C.A.F.Os. 139/42 and 459/42 are cancelled.)

## 3986.—W.R.N.S.—Employment of Ratings on Duties Fitting Them for Officer Rank

(C.W. 18548/42.—20.8.1942.)

Ratings who, under recommendation of the W.R.N.S. Officers' Selection Board, are employed on duties appertaining to another category in order to widen their experience with a view to their ultimate selection for officer rank are to retain the rating and pay of their own category. They are to be regarded as supernumerary whilst so employed.

Such periods of training will not exceed three months save in exceptional cases.

## 3987.—W.R.N.S.—Inoculation and Vaccination

(M.D.G. 37622/42.—20.8.1942.)

Attention is drawn to the added risks in wartime of infection with typhoid, tetanus and smallpox ; it is to be noted that the directions contained in K.R. & A.I., Article 1417 and A.F.Os. 1003/42 and 3497/42 are applicable to W.R.N.S. personnel.

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

(A.F.Os. 1003/42 and 3497/42.)

## 3988.—W.R.N.S.—Entertainment of Press Representatives

(M. 2908/42.—20.8.1942.)

Expenses incurred by W.R.N.S. Messes in entertaining visitors (including Press and B.B.C. Representatives) may be refunded from Vote 11.N3, under the same conditions as refunds are made in respect of visits to R.N. Establishments. Applications for refund should be made to the Secretary of the Admiralty and the particulars required by A.F.O. 121/34 should be furnished.

(A.F.O. 121/34.)

(A.F.O. 3078/42 is cancelled.)

## \*3989.—Woolen Clothing—Avoidance of Duplication in Supply of the Gratuitous Service Issue and of Gift Knitted Garments

(V./W.C.C. 4977/42.—20.8.1942.)

In order to economise in wool, the distribution of gift knitted garments in the Navy has for some time been controlled and carried out under the supervision of Port Amenities Liaison Officers. The need for economy has increased and the following instructions are to take effect forthwith :—

- (a) No issue of gift woollen clothing is to be made in Shore Establishments, except that Commanding Officers may apply for a special issue to personnel employed on fire watching duties or manning anti-aircraft guns or searchlights, or on watch or sentry duty in exposed positions during the winter. These supplies will not be available for Scottish Bases where personnel employed ashore in exposed positions are given a gratuitous issue of warm clothing—*vide* (c) below.

AFO 4905/43

- (b) When the present stocks of gift woollen socks and seaboot stockings are exhausted, no further issues of these will be made.
- (c) A.F.O. 4883/41 provides for the gratuitous issue during the period 1st September to 30th April of each year of the following articles of woollen clothing to personnel employed in Northern Waters:—

Gloves, Mittens, Comforters, Balaclava Helmets.

Personnel who receive this issue are not to be supplied with these articles from gift woollen clothing. When, however, ships which are serving in English waters and have been supplied with gift woollen clothing are ordered to Northern waters, the gift clothing need not be withdrawn although the ships' companies will receive a gratuitous issue under the terms of A.F.O. 4883/41.

2. Port Amenities Liaison Officers are responsible for the issue of all gift woollen clothing, and can only issue to sea-going personnel on production of the Ship's Comforts Issue Book.

These books have not been issued to larger ships than destroyers.

3. Any ships which are in need of gift clothing and are not in touch with a Port Amenities Liaison Officer should make application direct to the Secretary, R.N. War Comforts Committee, Admiralty, S.W.1.

(A.F.O. 4883/41.)

**\*3990.—Soap Rationing—Revision of the Service Ration**

(V. 21472/42.—20.8.1942.)

The question of reducing the ration of soap allowed to members of the Forces has been under discussion between the Ministry of Food and the Service Departments.

2. For the present the soap ration for Naval personnel will remain unaltered except that for such Royal Marine and mobile W.R.N.S. personnel victualled from Service sources as are *provided with laundry at the Crown expense* the soap ration will be reduced by 25 per cent.

3. This reduction is to be effected as follows:—

(a) *Mobile W.R.N.S. personnel.*—One coupon only is to be issued at the fortnightly payment on 28th August, 1942, two on 11th September, one on 25th September, two on 9th October and so on.

(b) *Royal Marine personnel.*—No soap coupons are to be issued at the weekly payment on 28th August, 1942, one coupon is to be issued to each man on each of the three succeeding weekly payments, again no coupons are to be issued on 25th September, and so on.

4. Although the needs of the majority of Naval personnel justify the maintenance, for the present, of the current ration of soap, there will be some who find the ration more than sufficient for their needs and they are reminded that the need for all possible economy in the consumption of soap continues.

(A.F.O. 638/42.)

**3991.—Royal Naval War Amenities Fund—Donations**

(Included in Notice Boards Issue only.)

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

**3992.—4-in. H.A., III\*\* Gun Mountings—Hauling Back Gear**

*Destroyers*—“*Obdurate*,” “*Obedient*,” “*Opportune*,” “*Orwell*” and “*Pakenham*” class

(N.S./G. 8456/41.—20.8.1942.)

A chain block, Pattern 4010, 5 tons working load, and a senhouse slip, are required by each of the destroyers named above and by the 8 vessels of “*Pakenham*” class, for use when hauling back the 4-in. H.A. III\*\* gun mountings to enable the slip test to be carried out.

2. The senhouse slip required (proof test 10 tons) is that shown in Figs. 79 and 80 and table V of specification D.N.C. M/S.W.11 (Schedule 94).

3. Supply of the block and slip to each of the above vessels should be arranged without demand by Superintending Naval Store Officer, Portsmouth.

4. 12 senhouse slips for catting anchor Figs. 79 and 80 (for use with 65–100 cwt. anchors, proof test 10 tons) have been requisitioned for purchase for delivery to Portsmouth.

5. This gear should be accounted for in Form D.787—List of portable fittings and spare gear (Gunnery).

(G.M.O. Glasgow, 19.12.41, P.3620/41.)

**3993.—Gun Mountings—Fuze Setting Machines, Mark V—Cap for Load Lamp**

*Ships concerned*

(G. 019016/41.—20.8.1942.)

The blue load lamp fitted to Mark V fuze setting machines when fitted on the 4-in. H.A. Mark XIX Mountings and other *open* mountings has been found to be unsatisfactory for use in bright sunlight.

2. Arrangements have been made to supply a combined cap and shutter which will permit the use of a clear lamp bulb.

3. The combined cap and shutter which is a spring fit over the cover of the existing load lamp will be supplied assembled, and a keep chain provided for securing it to the eye on the load lamp bracket.

4. The shutter is provided with two pairs of different size apertures, the larger pair for use by day, and the smaller pair by night. The holes are arranged so that the light shines in two directions, and the cap should be arranged so that the light shines towards the setting operator and towards the loading number at the fuze setting tray.

5. Blue bulbs, when fitted, should be replaced by a clear lamp bulb A.P.629M.

6. Where bulbs have been painted blue, the paint should be removed.

7. C.Os. of ships concerned should demand the requisite number of caps from:—

The Admiralty Gun Mounting Overseer,  
Admiralty Gun Mounting Store,  
Rigby Street,  
Parkhead, Glasgow

or Admiralty Gun Mounting Overseer,  
Admiralty Gun Mounting Store,  
Ordnance Works,  
Wharf Road,  
Smith Street, Coventry

whichever is more convenient.

**3994.—Gun Mountings—4.7-in., Twin, Mark XX—Spare Rammer Chains**  
*H.M. Ships "Lightning", "Laforey", "Lookout", "Marne" and "Martin".*

(G. 010075/42.—20.8.1942.)

Two complete rammer chains per ship will be supplied as spares for the 4.7-in. twin, Mark XX, mountings.

2. The Commanding Officers of the above-mentioned ships to which they were not originally supplied should demand them from the Manager, Engineering Department, Portsmouth, at the first available opportunity.

**3995.—Guns, Q.F., 4.7-in., Mark IX\*—IX\*\*B—Modification to Mechanisms E and G—Reintroduction of Springs, Striker, Mark II**

(A.S./G. 4073/42.—20.8.1942.)

High firing efforts used to be experienced in E. & G. Mechanisms of Q.F., 4.7-in., Mark IX\*—IX\*\*B guns with the striker spring, Mark II. To reduce these efforts the striker spring, Mark III, was introduced but this spring cannot be relied on to give the required blow of striker. The following modification is designed to reduce the firing effort and to produce adequate weight of blow by reverting to the use of Mark II striker spring.

2. Component and spare cases trigger sear, strikers and triggers, Mark II of E. & G. Mechanisms in Q.F., 4.7-in., Mark IX\*—IX\*\*B guns in H.M. ships are to be modified in accordance with Instructional Print N.O.D. 2162/95, the work being carried out by R.N. Armament Depots at the first opportunity. On modification, the mark of these items is to be advanced to Mark II and Mark II striker springs are to be fitted as components and supplied as spares. Guns of new manufacture will have these alterations embodied in them.

3. The minimum permissible weight of striker blow when the above modifications have been carried out will be 28 inch-lbs. Pending completion of these modifications every endeavour should be made to obtain this weight of blow with the Mark III striker springs now in use, but where this minimum cannot be obtained with springs available locally, guns may be accepted as serviceable providing a blow of not less than 24 inch-lbs. is obtained.

4. New parts should be manufactured locally, Mark II springs being demanded from D.A.S., Bath, Branch A., as required.

**3996.—Guns; Q.F., 4-in. XVI and XVI\*—Carriers Ammunition Single—Reduced Allowance**  
*"Hunt" Class Destroyers*

(A.S. 9056/42.—20.8.1942.)

The allowance of 40 Carriers Ammunition Single allowed to "Hunt" Class Destroyers for Q.F., 4-in. Mark XVI or XVI\* guns, is to be reduced to 20 per ship. Surplus carriers on board these ships should be returned to the nearest Naval Armament Depot.

2. Naval Proportion Book will be amended.

**3997.—Guns, Machine, 0.30-in., Marlin—Soft Side Plates**

(A.S./C.I.N.O. 4441/42.—20.8.1942.)

A number of guns machine 0.30-in. Marlin are being issued into service with side plates below the normal hardness. These plates may be distinguished by a stamping "S.S.P." adjacent to the holes for the front securing screws.

2. The guns are fully serviceable but care must be taken to avoid bending the plates, when stripping down.

**3998.—Small Arms—Ammunition and Hand Grenades—Allowances—Amendment Coastal Force Craft**

(G. 7381/41.—20.8.1942.)

*A.F.O. 3644/42* is to be amended as follows:—

Delete horizontal lines in the "Remarks" column of table.

2. Note 1 and Note 2 in the "Remarks" column apply to all the types of craft quoted in column 1.

(*A.F.O. 3644/42.*)

**3999.—Side Arms—Lanyards, Firing, No. 46—Modification**

(A.S./G. 018733/41.—20.8.1942.)

The tarred line of lanyards, firing, No. 46, Mark I (for 12-pdr. guns) is to be replaced by "steel wire rope, extra special, flexible, galvanised ( $\frac{3}{8}$ -in. circumference 6 stranded)" and the Mark advanced to Mark II.

2. This modification is to be carried out by ships' staffs. Lanyards in store are to be modified before issue. Wire rope should be demanded from the nearest Naval Store Officer.

**4000.—Cartridges, S.A., 0.303-in. Incendiary "B" Mark IV\*Z—Base Marking**

(C.I.N.O./G.5246/42.—20.8.1942.)

Certain 0.303-in. incendiary ammunition of "K" manufacture bears a base mark "B Z" without any Mark number. This ammunition is packed in boxes labelled "B Mk. IV\*Z" and is to be considered as such for all purposes.

(*A.F.O. 3384/42.*)

**4001.—Cartridges, S.A., 0.303-in., Ball, Mark VII, K4, 5.8.41B—Restricted Use**

(G. 3187/42.—20.8.1942.)

Cartridges, S.A., 0.303-in., Ball, Mark VII, manufactured by K4 of date 5.8.41B are not to be used in Browning guns.

2. Boxes containing ammunition of this make and date are to be stencilled "Not for use in Browning Guns".

**4002.—Return of Empty Cartridge Cases, etc., from the Fleet**

(A.S. 03151/42.—20.8.1942.)

Attention is drawn to Article 108, N.M.E.R., in view of the urgent need for saving recovered empties for repair and refilling or use of material and metals, particularly brass, in aid of other requirements.

2. Every effort should be made (so far as action conditions and other circumstances may allow) to recover empty cartridge cases, packages, fired primers, etc. for return to store at the earliest opportunity.

3. Armament Supply Officers at Stations abroad should take every opportunity to send to England (unless other destinations have been specifically ordered), all recovered empties in excess of local requirements. When transport is not available to clear all accumulations on hand, priority should be given to a varied selection from stocks of fired cartridge cases and empty magazine cases of brass construction unless high priority for particular types has been asked for.

**4003.—Ammunition 40-mm. Bofors—Ready-Use Lockers**

*Dockyards and P.S.Os.*

(G. 07799/42.—20.8.1942.)

A standard drawing Po. M.C.D.018997A, showing details of the ready-use locker for 40-mm. Bofors ammunition to hold 24 chargers (96 rounds), has been prepared and is to be worked to.

2. Ready-use stowage is to be provided for 48 chargers per gun, which is equal to 2 lockers per single or 4 per twin mounting.

3. In the absence of other instructions, such lockers are to be fitted as follows:—

- (a) Lockers should be stayed or bracketed to convenient structure, particular attention being paid to those likely to be subjected to blast or heavy seas.
  - (b) Where no convenient structure exists, lockers should be stayed efficiently to the deck.
  - (c) Where deck plating in way of a locker is of less than 10 lb. thickness, the locker should be secured to a 10 lb. doubling plate riveted to deck stiffening.
4. Copies of the drawing may be obtained on application to the Director of Naval Construction.

**4004.—Fuzes—American 45-second—Combination Fuze, Mark XV**

(G. 4887/42.—20.8.1942.)

A.F.O. 1139/42 is to be amended as follows:—

Paragraph 5. *Cancel and substitute:—*

“This fuze is normally supplied in 4-in., 50-calibre star shell and in some 5-in., 51-calibre star shell, but ships concerned are to report if it has been supplied with any other type of ammunition.”

(A.F.O. 1139/42.)

**4005.—Torpedoes, 18-in., Mark XII Type, and 21-in., Mark VIII Type—New Source of Manufacture**

(A.S. 9893/42.—20.8.1942.)

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

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

(A.F.O. 3649/42 is cancelled.)

**4006.—Paravanes, Bow Protector—Endurance of Towing Ropes—REPORTS**

(T. 2178/42.—20.8.1942.)

A large number of reports on the endurance of paravane ropes has now been received. It is still impossible to lay down accurately the length of life to be expected from them, but in future the figures given in A.F.O. Diagram 210/42 (1-3) are to be used as a guide.

2. The curves show the fraction of the life of the rope expended in steaming a given number of hours at a given speed in fair weather. They err on the safe side, crediting ropes with rather too short a useful life.

3. The cost of a rope is about £7. A paravane costs about £150. The lives of the ship's company and the potential value to the nation of the ship which may be mined through loss of a paravane cannot be assessed in terms of money. There is therefore no justification for running paravane ropes to a point at which there is a risk of parting them: there is fortunately no present shortage of paravane rope and some increased expenditure can be accepted.

4. Ropes broken near the paravane end have in some cases been reported as “possibly cut by obstructors”. A careful examination of these parted ends indicates the probability that many of these failures were really due to fatigue, which is concentrated at the ends of the ropes: such failures are often indistinguishable from clean cuts, and are more likely to occur in ropes which have had rough and hard lives at high speeds than in those which have had longer but easier lives at lower speeds.

5. At high speeds the fatigue limit may be reached at the ends of the rope before any porcupining occurs: there may thus be no visible indication that a dangerous state is approaching. At low speeds, deterioration is more evenly spread along the rope and is evidenced by porcupining before the danger-point is reached at the ends.

Visual examination is therefore of little value unless the past history of the rope is known: the old test, “If a rope looks good, it is good” must be modified accordingly.

6. It seems evident that bad weather decreases the endurance. As an arbitrary rule, the life of a rope in conditions of sea worse than 34 is now to be taken as only  $\frac{2}{3}$  that of a rope used in better weather: stated conversely, in the way the rule will usually be employed, “X” hours' use in bad weather is the equivalent of  $1\frac{1}{2}$  times “X” hours in fine conditions as shown on the curves.

7. The use of the diagrams is best illustrated by an example:—

A rope has been used, with a 31 kt. plane for a total of 17 hours at 20 kts., 6 hours at 25 kts., and 10 hours in bad weather at 18 kts. What proportion of its life remains? How much longer will it last at 22 kts.?

From the 31 kt. diagram:—

17 hours at 20 kts. = about .27 of the full life of the rope.  
 6 hours at 25 kts. = about .16 of the full life of the rope.  
 10 hours at 18 kts. in bad weather = about  $.13 \times \frac{3}{2} = .2$  of the full life of the rope.  
 Therefore total life expended = about .63 of the full life of the rope.

Remainder available = about .37 of the full life of the rope.

From the .37 curve this gives about 19 hours at 22 kts. still available in fine weather; or  $19 \times \frac{2}{3} = 13$  (about) in weather worse than 34.

8. As an alternative to the graphs a calculated method may be used to estimate the expected life of a rope. In this method a “point unit” is allocated for the life of a wire depending on the type of plane in use.

The “point units” allocated are as follows:—

For a 31 kt. plane	...	...	...	...	25,000 points.
For a 22 kt. plane	...	...	...	...	20,000 points.
For an 18 kt. plane	...	...	...	...	15,000 points.

These units indicate the total life of a wire derived from the formula “No. of points = Hours in use multiplied by Speed in kts<sup>2</sup>.” As before, the number of points expended in bad weather should be multiplied by  $\frac{3}{2}$ .

9. Further experience will decide whether the formula and the curves derived therefrom, should be modified. When ships have had sufficient sea experience to check the accuracy of the figures given reports should be forwarded to the Admiralty, Bath (D.T.M. Department), with copies to H.M.S. “Vernon”, with any suggestions for revision.

(C.A.F.O. 124/41 is cancelled.)

**4007.—Torpedo Stores—Bags, Canvas, complete with Adjusting Tools, 21-in., IV-V, M.T.B.T.—Alteration to Contents**

(A.S. 10440/42.—20.8.1942.)

In order that the necessary alterations to the settings of 21-in. IV-V M.T.B.T. torpedoes can be effected on board M.T.Bs. it has been approved for the following items to be added to the contents of “Bags, canvas, complete with adjusting tools 21-in. IV-V M.T.B.T.” viz:—

Spanners St. No. 25A	...	...	...	...	1
Spanners St. No. 161B	...	...	...	...	1
Tools St. No. 1286B	...	...	...	...	1

2. O.F. Bases etc., concerned are to adjust to the revised allowances for attached M.T.Bs. from the nearest Torpedo Depot.

3. Labels of bags and torpedo store accounts are to be amended as necessary.

**4008.—Torpedo Stores—Withdrawal of Washers St. No. 10717 from Contents of “Boxes, Joint Rings, Washers, etc., 21-in., Mark VIII, 3A or 3B U.S.A.”**

(A.S. 9979/42.—20.8.1942.)

The supply of washers St. No. 10717 provided for nosefittings of blowing heads, 21-in. U.S.A. type, is to be discontinued, the necessity for these washers being obviated by sweating the nosefitting into position in its mounting.

2. Washers St. No. 10717 will therefore become O.F.M. and are to be withdrawn from the contents of "boxes, joint rings, washers, etc., complete 21-in., Mark VIII 3A or 3B U.S.A." and returned to the nearest Torpedo Depot.

#### 4009.—Torpedoes (All Marks)—Economy in Rubber Gear

(T. 06371/42.—20.8.1942.)

In spite of the acute shortage of rubber, it has not been considered desirable, in view of the vital importance of the hydrostatic valve disc and other rubber gear used in torpedoes being in good condition, to relax the existing instructions for the renewal of rubber gear in torpedoes at sea.

2. Ships and shore bases are therefore to continue to renew rubber gear in torpedoes in accordance with the instructions in the torpedo maintenance regulations. The existing allowances of spare rubber gear will be maintained.

3. The following measures for the economy of rubber are, however, being adopted:—

(a) All rubber gear removed from torpedoes at sea after renewal is to be kept clean and dry, stowed in a cool place and returned to a Torpedo Depot at the earliest opportunity.

(b) All future manufacture B.C. and blowing head door joints for 18-in. Mark VIII and 21-in. Marks II-VII torpedoes will be made of "Permanite", and ballast door joints in the B.C. and A.B. of 21-in. Marks IV-VII torpedoes will be made of "Compressed asbestos fibre". Alterations to the stamp numbers of the items concerned and the effect on the contents of "Cylinders, I.R. gear," etc., will be promulgated separately.

4. The regulations for the renewal of rubber gear in torpedoes in depots have been considerably relaxed. New rubber gear will, however, continue to be fitted, as at present, to all torpedoes before issue to ships and shore bases.

5. Torpedoes in depots after ranging, re-ranging or check running may in certain cases be fitted with a hydrostatic valve disc of "Permanite" or other equivalent material, which is replaced by a rubber disc when the torpedo is prepared for issue. The fitting and replacement of the 'Permanite' disc should both be noted on the torpedo's history sheet. All torpedoes are, however, to be examined on receipt from a depot to make sure that a rubber hydrostatic valve disc has been fitted.

#### 4010.—H.C.D. Searchlight Lamps—Lubrication of Carbon Heads—Introduction of Spirit "Dag"

(T. 1560/42.—20.8.1942.)

Spirit "Dag", a colloidal solution of graphite in white spirit has been introduced for the lubrication of those parts of H.C.D. searchlight lamps which are not at present lubricated due to the high temperature at which they have to work.

2. When spirit "Dag" is applied a fine film of colloidal graphite is deposited, which reduces friction and the possibility of seizure. The best results will be obtained by applying it when the parts are warm.

3. The spirit should be applied to the bearing surfaces of the carbon heads, the internal and external mechanism of the carbon feeding gear and re-carboning gear.

4. All H.C.D. searchlight lamps (including signalling searchlight lamps) should be treated in this way on re-assembly after stripping and when carrying out care and maintenance routines.

5. Spirit "Dag" will be supplied in 4 oz. tins and ships concerned should forward demands for the following quantities:—

	4 oz. tins.
(a) Ships with one to three H.C.D. searchlight or signal projectors	1
(b) Ships with four to seven H.C.D. searchlight or signal projectors	2
(c) Ships with eight or more H.C.D. searchlight or signal projectors	3

6. Pattern No. 853 has been assigned to this lubricant, which will be added to the Rate Book under Subhead E, item 8, and a first purchase of two thousand 4 oz. tins is being arranged for delivery as follows:—

Chatham	Portsmouth	Devonport	Rosyth	Severn Area	Mersey Area
400	400	400	400	200 (a)	200 (b)

The quantities at (a) and (b) should be shipped to yards abroad as follows:—

(a)	(b)
50 Bermuda	50 Gibraltar
50 Simonstown	100 Alexandria
50 Colombo	50 Malta
50 Durban	

7. Ships concerned in commission should forward demands to their storing yards. Supply to ships of new construction should be made by storing yards in the usual manner.

8. The Sea Store Establishments concerned will be amended.

#### 4011.—Electrical Installations

*Ships building or in Dockyard Hands*

(T. 1743/42.—20.8.1942.)

Attention is drawn to the necessity for close supervision by ships' officers during building or refitting of H.M. Ships owing to the increasing quantity and complexity of electrical installations.

Under war conditions, only a small proportion of ships carry a fully qualified Torpedo Officer and his absence will be felt most in the case of ships either building, completing long refits, or extensive damage repairs.

2. Full advantage (particularly when no qualified Torpedo Officer is borne) should be taken of the services of Electrical Equipment Officers borne in H.M.S. "Vernon" whose duties are to keep in touch with the progress of work in the electric installation in new construction and in ships refitting and to assist and advise officers appointed to these ships. They, as well as the technical personnel in "Vernon" and other Torpedo Schools, are always available for assistance and advice to ships' officers.

In the case of ships building by contract, application for assistance should be made through A.S.C.B.S.

3. In addition, prior to completion, Admiralty officers on the staff of the Director of Torpedoes and Mining, or officers from "Vernon", representing D.T.M., visit, so far as practicable, and inspect in collaboration with ships' officers the electrical arrangements in ships building or undergoing large refit or extensive repair. Arrangements for these visits are made by D.T.M. or the Captain H.M.S. "Vernon" with authorities concerned, ships' officers being informed accordingly and Yard officers should give every facility to the inspecting officers.

4. It will not be practicable in every case to arrange for such an inspection and if the Torpedo Officer or the officer nominated for Torpedo duties is in any doubt as to the efficiency or practicability of maintenance of any part of the electrical equipment of the ship, he should before signing the completion form D.448, represent the matter to his Commanding Officer with a view to the advice of D.T.M. or "Vernon" being obtained.

(A.F.O. 1816/40 is cancelled.)

#### 4012.—Ring Main and Feeder Breakers—Modifications to Wiring—Increased Arcing at Control Unit Contacts—A. and A.

*All ships fitted with ring main and feeder breakers*

(T. 2100/42.—20.8.1942.)

It has been reported that considerable arcing and burning is experienced at the contacts of the switchboard units when the temporary modification is carried out as instructed in paragraph 2 (a) of A.F.O. 2637/42.

2. The possibility of this arcing was known prior to the issue of the A.F.O. Endurance tests indicated, however, that the effects of the arcing were not excessive and it was considered that the extra maintenance involved might be accepted for all ships with 1,500 ampere ring main and feeder breakers.

3. With regard to 2,000 ampere ring main breakers, all ships fitted with these have Type II main controlling switchboards. The switchboard control unit for these breakers is subjected to considerable arcing which causes burning of the contacts and in order to make these units work satisfactorily it is necessary to lubricate the contacts occasionally with "Vasogene" (petroleum jelly).

4. No objection is seen to occasionally lubricating the contacts of switchboard units controlling 1,500 ampere breakers with Vasogene if this is found desirable.

(A.F.O. 2637/42.)

#### 4013.—G.S. Respirator—Issue of Short Tube Type in Lieu of Long Tube Type to W.R.N.S. and Q.A.R.N.N.S. Personnel

(T. 06277/42.—20.8.1942.)

G.S. respirators on personal issue to W.R.N.S. and Q.A.R.N.N.S. and Reserve personnel and other women's Services, are now to have the long tubes replaced by short tubes.

2. A.F.O. 1775/42, paragraph 4, second sentence, is therefore cancelled and steps are to be taken to exchange the tubes in accordance with the above-quoted order.

(A.F.O. 1775/42.)

#### 4014.—Magnetic Compasses—Safe Distances

(C.D. 493/42.—20.8.1942.)

The following additions should be made to the safe distances of electrical instruments from magnetic compasses laid down in C.D. Pamphlet No. 11:—

Dimmers, Pattern 18909 .....	20 ft.
Dimmers, Pattern 18911 .....	3 ft.
Dimmers, Pattern 18912 .....	3 ft.
Horns, Klaxon, type HIK .....	5 ft.

#### 4015.—Adjustment of Magnetic Compasses—Courses for Officers

(C.D. 476/42.—20.8.1942.)

*Long Courses.*—Courses for officers of R.N., R.N.R., or R.N.V.R., intended to be employed on swinging duties, will be held from time to time at the Admiralty Compass Observatory, Slough.

The following long courses have been arranged in 1942:—

17th August to 12th September.
28th September to 24th October.
9th November to 5th December.

2. *Short Courses.*—Short courses which are held frequently at the Admiralty Compass Observatory, are intended for the instruction of officers detailed to supervise the maintenance of magnetic compasses (A.F.O. 4170/41), officers requiring instruction in the special use of compass corrector coils and any officers who may be sent for a limited course of instruction from H.M. ships or bases. These short courses which normally last a week will be held at the Admiralty Compass Observatory on the dates shown below, starting at 0900:—

4th to 8th August.	26th to 31st October.
10th to 15th August.	2nd to 7th November.
14th to 19th September.	7th to 12th December.
21st to 26th September.	14th to 19th December.

3. Application for short courses should be made to the Director, Admiralty Compass Observatory, Slough, Bucks.

(A.F.O. 4170/41.)

#### 4016.—Voice Pipes—Re-positioning

M.T.Bs.

(D.N.C./P. 11725/42.—20.8.1942.)

In M.T.Bs. which have relinquished the wheelhouse steering position, the voice pipe leading from that position to the bridge is no longer necessary and should be re-positioned over the chart table to enable easy communication between the bridge and the chart table.

2. The work should be carried out by Base Staffs.

#### 4017.—Auxiliary Steam in Harbour—Watchkeepers

(P.13930/42.—20.8.1942.)

Cases have occurred of damage to machinery and boilers in corvettes, when under auxiliary steam in harbour, owing to lack of proper supervision.

2. In all ships with oil-fired boilers, whether water tube or cylindrical type, a Stoker P.O. (or a Leading Stoker where there are not sufficient Petty Officers in the complement) is always to be on watch in the boiler room when a sprayer is alight. Under "banked" conditions, i.e., when the boiler is being flashed up periodically but a sprayer is not kept continuously alight, he is to be present during the period of flashing up and is to visit the boiler room at least once an hour in the intervals between.

3. There is always to be a watchkeeper in the engine room when any auxiliary machinery is running.

#### 4018.—G.E.C. Turbo Generators, 25 kW.—Overhaul Facilities at Messrs. B.T.H., Ltd.

"Town" Class Destroyers.

(D. 9417/42.—20.8.1942.)

Arrangements have been made for Messrs. B.T.H., Rugby, to undertake large repairs to the 25 kW. G.E.C. turbo-generators fitted in certain "Town" class destroyers.

2. Dockyards and repair authorities should communicate direct with the firm if assistance is required with repair work.

3. If large overhauls are necessary, and time permits, the complete machines should be sent to Rugby, together with all available ship spares. In such cases a report, including full particulars of known defects and previous history of the machines in question, together with details of any difficulties experienced in operation, should be prepared by ships' officers for transmission to the firm to assist them in effecting necessary repairs. These reports should be transmitted through the Repair Authority, copies being forwarded to Admiralty and Administrative Authority for information.

#### 4019.—Drysdale Centrex Pumps—Lubrication of Air Exhauster Worm Drive

Ships so fitted

(D. 7799/42.—20.8.1942.)

Frequent renewals of worm and worm wheel of the above pumps have been reported. The oil lubrication at present provided for these parts is to be changed to grease at the next suitable opportunity.

2. This change involves the following alterations:—

- Splash guards to be fitted over the worm wheel if not already fitted.
- Oil dip rod hole and drip lubrication hole to be plugged.
- Central chamber of crank case to be filled up with grease to the centre of the crank shaft.

3. For ships not already fitted with splash guards the necessary parts are being manufactured by Messrs. Drysdale and will be sent direct to the ships concerned together with fitting instructions. Work is to be carried out by ship's staff assisted if necessary by depot ships.

4. The grease recommended by the makers for this service is "Speedwell F.P.I. Waterproof Grease" and arrangements are being made for additional supplies to be made to each ship on the basis of the amount required for the initial charge plus twice this quantity for upkeep.

**4020.—R.D.F. Types 282/4/5—Replacement of H.T. Leads in Panel L12**

(S.D. 787/42.—20.8.1942.)

A.F.O. 370/42 is to be amended as follows:—

Delete paragraph 3 (f) and substitute the following:—

(f) Remove the five Pattern 828A cables, numbered 47–51, from the left-hand side of the C.R. tube socket at the base of the mount. (The 828A cables are the thinner set of V.I.R. which come off at the back of the panel.) Fit the paxolin terminal panel and leads on the left-hand side of the outer framework of the mount, near the base, as shown in A.F.O. Diagram 209/42. (A.S.E. Drawing 32937.) Solder the 828A cables to the appropriate tags on the tube socket.

(A.F.O. 370/42.)

**4021.—R.D.F. Sets, Type 271/2/3, with Serial Numbers M.C.1 to M.C.186**

(S.D. 01695/42.—20.8.1942.)

R.D.F. sets, Type 271/2/3, with serial numbers M.C.1 to M.C.186—Replace 20,000 ohm Dubilier resistance, Pattern 22 (item 1, drawing 7, in Handbook H.374) by 20,000 ohm, Erie type, Pattern W.2730. If no supply available, interchange with Erie resistance in local oscillator (item 10, drawing 27).

(Admiralty message 139A is cancelled.)

**4022.—Type 241—Panel 3AQ Serial No. 1—24. Board Voltage Control**

(S.D. 01633/42.—20.8.1942.)

Metal mounting screws of the potentiometer in this unit are very close to the central metal spindle and may short. Ship's staff should prevent this by fitting Tufnol or Ebonite insulating sleeves to screws and spindle or by some other suitable method.

(Admiralty message 118A is cancelled.)

**4023.—Type 281 Sets—R.F. Voltages**

(S.D. 01696/42.—20.8.1942.)

In some Type 281 sets, considerable R.F. voltages are fed back down the H.T. line, possibly resulting in lack of radiated power and failure of N.U.30 filament transformer.

2. To prevent this an air spaced choke consisting of 14 turns 13/4 in. internal diameter 14 gauge copper wire or similar gauge is to be inserted behind the transmitter panel between the H.T. insulator and the bussbar connecting the centre tap of the N.U.30 transformer to the main 0.5 H.T. condenser.

3. This will not affect the operation of a set not showing the effects in paragraph 1 and is therefore to be inserted in all sets.

(Admiralty message 102A is cancelled.)

**4024.—Type 281 Warning Tube**

(S.D. 845/42.—20.8.1942.)

To increase the brilliance and decrease the necessary filament current of the tube, the following alterations to Unit H (H353, Part III, Figure 27), are to be carried out by ship's Staff:—

Switch contacts which join resistors 14 to 12 and 15 to 13 are each to be permanently short-circuited.

2. The increase in life of the tube due to lower filament current may be offset by the decrease in life due to greater brilliance. Careful note is to be kept of the life of these tubes and the result included in Routine Report No. 2 (C.A.F.O. 2509/41.)

(C.A.F.O. 2509/41.)

**4025.—D/F Offices—Watches, Pattern 300 in lieu of Clocks, Pattern 724**

(N.S. 22152/42.—20.8.1942.)

Ships fitted with separate D/F Offices, e.g., Destroyers, etc., fitted with D/F Outfit FH.3 and Cruisers and above fitted with M/F D/F, are normally allowed one Clock, pattern 724, for each separate D/F Office.

2. As this type of clock is in short supply, future requirements for the above services will be met by the issue of a Watch, pattern 300, together with Case, pattern 302. Ships already supplied with a Clock, pattern 724, for the D/F Office are to retain it until defective, when a Watch and Case are to be demanded in lieu. Fitting is to be carried out by ship's staff.

3. The pertinent W/T Establishment Lists will be amended.

(F.O.I.C. Belfast, 1061/01/1157, 11.7.1942.)

**4026.—Receivers, Type R.1116—Replacement of Valves, Type VR.82**

(A.M. 5637/42.—20.8.1942.)

Later issues of valves type VR.82, employed as first and second frequency changers in the above receiver (Stores Ref. 10D/10310) have different inter-electrode capacities from previous issues. Accordingly it may be found that when an existing valve type VR.82 (Stores Ref. 10E/4) used as first frequency changer is replaced, there will be a shift of calibration of the receiver. When a valve type VR.82 used as second frequency changer is replaced, this may cause extreme loss of sensitivity and lack of receiver noise.

2. In the case of the first frequency changer V2, Units should note that the shift of calibration will in general be towards a lower frequency and will be approximately 300 K c/s at 17 M c/s and 100 K c/s at 5 M c/s, decreasing proportionately.

3. In the case of the second frequency changer V4, the defects outlined in paragraph 1 may be remedied as follows:—

- (i) Remove the base cover of the receiver type R.1116 and identify the oscillator coil unit marked "2nd frequency changer, 10D/10323".
- (ii) Disconnect the aerial and switch on the receiver. Set the control switch to position "C.W."; set the volume control to maximum.
- (iii) Open the small cover on the oscillator unit and, using the screwdriver adjustment, trim up to maximum receiver noise, reducing the volume control as necessary to obtain peak tuning.
- (iv) Reconnect the aerial and finally trim up the oscillator to give maximum output on a weak signal.
- (v) Replace the base cover of the receiver.

**4027.—Naval Aircraft—Jubilee Clips**

(A.M.R. 552/42.—20.8.1942.)

The following amendment is to be made to A.F.O. 3789/42:—

Paragraph 1 after "British Make" insert "or with one or two stars"

(A.F.O. 3789/42.)

**4028.—Alterations and Additions—Procedure**

(D.015869/42; D.016259/42.—20.8.1942.)

Owing to changes in the disposition of "A" and "B" class Destroyers, the "F" series general item numbers issued by the Rear-Admiral (D), Home Fleet, will not be continued, and in future, Commanding Officers of ships are to forward individual lists through their administrative authorities in accordance with K.R. and A.I., Article 710 and C.A.F.O. 186/41.

2. It is preferable that the series should continue from the original ship's item numbers, but, if desired, Commanding Officers may continue to use the "F" numbers provided they use the prefix "F". In no circumstances is a third or new series of item numbers to be commenced.



3. With reference to K.R. and A.I., Article 710, and paragraph 6 of C.A.F.O. 186/41, when forwarding their main list of As. and As. on forms S.1182, Commanding Officers of ships are to include a paragraph in their covering letter stating which items have been completed or progressed since the last list was rendered.

4. The attention of dockyard and refitting authorities is invited to the necessity of forwarding the advance copies of forms D.237A referred to in A.F.O. 2987/41, as early as possible.

(K.R. and A.I. Article 710.)

(C.A.F.O. 186/41 and A.F.O. 2987/41.)

**4029.—Cancelled**

**4030.—Alterations and Additions—Co-ordination**

(D.015870/42; D.011933/42.—20.8.1942.)

*“Wairs” (Destroyers)*

Individual lists of As. and As. are no longer required from “Wairs”.

2. The Captain (D), Rosyth, is to be responsible for the co-ordination of As. and As. for these ships, and for forwarding lists to the Admiralty periodically for approval. Decisions will then be promulgated.

3. All correspondence in connection with As. and As. to these vessels is to be forwarded to the Captain (D), Rosyth.

*Coastal Force Craft*

4. With reference to C.A.F.O. 1030/42, paragraph 2 (iv) (c), the R.A.C.F. is responsible for the co-ordination of alterations and additions of all coastal force craft.

5. The R.A.C.F. will forward to the Admiralty lists and supplementary lists for these craft as necessary, allocating item numbers or class numbers and proposed classifications in accordance with C.A.F.O. 186/41.

6. All correspondence concerning alterations and additions to these craft is therefore to be addressed to the Rear-Admiral, Coastal Forces.

7. The attention of repair authorities when deciding on, or if in doubt as to, the items to be carried out during the period a vessel is in hand, is drawn to C.A.F.O. 1030/42, paragraph 2 and A.F.O. 1167/42.

8. On completion, the item numbers of any As. and As. completed are to be reported to the Admiralty and R.A.C.F. on Form D.237a. Any items completed by a Coastal Force Base Staff should be reported to R.A.C.F. who will inform Admiralty.

(C.A.F.Os. 186/41 and 1030/42 and A.F.O. 1167/42.)

**4031.—Cancelled**

**4032.—H.M. Ships Fitting or Fitted for Arctic Service—A. and A.**

(D. 016260/42.—20.8.1942.)

Relief valves are to be fitted in the ventilation supply system in all H.M. ships fitted for Arctic service. The omission of relief valves from the ventilation supply systems, authorised by A.F.O. 3326/40, will not apply to ships fitting for Arctic service.

2. The number of valves to be fitted in the ventilation trunks is to be in accordance with the following:—

In a 17½-in. fan system	...	...	...	...	...	9 valves.
In a 12½-in fan system	...	...	...	...	...	4 valves.
In a 10-in. fan system	...	...	...	...	...	3 valves.
In a 7½-in. fan system	...	...	...	...	...	2 valves.
In a 5-in. fan system	...	...	...	...	...	1 valve.

3. Commanding Officers of H.M. ships fitted for Arctic service are to insert an item in their list of As. and As. for this work to be carried out if their ships are not so fitted. This item is to be Classified “A.”

(A.F.O. 3326/40.)

**4033.—Coastal Force Craft under Repair—Defective Parts of Equipment Requiring Renewal—Arrangements for Supply**

(D. 17537/41.—20.8.1942.)

The instructions contained in paragraph 3 of A.F.O. 1167/42, whereby the Coastal Force Material Supply Officer arranges for the bulk replenishment of spare gear and special stores, are to apply also to the replacement of defective parts of hull, engineering and electrical equipment which require renewal when Coastal Force Craft are taken in hand for repairs.

2. Dockyard Officers or Emergency Repair Overseers are to forward demands for such replacements to the Coastal Force Material Supply Officer through the Base Officers concerned, except in the case of boats paid off, when demands are to be made direct. To enable the Coastal Force Material Supply Officer to fix stock levels, authorities demanding are, where practicable, to inform him of their anticipated expenditure over a period of six months of any replace parts being ordered.

3. When placing demands on the Coastal Force Material Supply Officer, the authorities concerned are to indicate the degree of urgency of supply in the manner described in A.F.O. 2415/42.

4. This order does not affect the procedure for supply of replace parts for the auxiliary machinery in M.T.Bs. which is contained in A.F.O. 2415/42.

(A.S. Portsmouth, 28.11.41, No. 10421.)

(A.F.Os. 1167/42 and 2415/42.)

**4034.—Propeller Shafting—Preservation of**

(D. 7468/42.—20.8.1942.)

The method of treatment of propeller shafting laid down in A.F.O. 224/40 has not proved successful and a number of cases of severe corrosion of propeller shafts have been reported.

2. A.F.O. 224/40 is therefore cancelled and the following preservation procedure is to be carried out.

3. If corrosion is not severe, shafts are to be thoroughly scraped and degreased and subsequently coated with two coats of Detel D.M.U. followed by two coats of Detel Red A.C. and one coat of anti-fouling composition of the same make as applied to the hull.

4. If corrosion is severe and time and facilities permit, the shafts are to be scraped and degreased and subsequently grit blasted and then sprayed with lead to a thickness of 0.015-in. They are then to be coated with two coats of Detel D.M.U. followed by two coats of Detel Red A.C. and one coat of anti-fouling composition. Care is to be taken that all pits are thoroughly cleaned out before lead spraying.

5. In the case of yards abroad, if Detel is not available, shafts should be painted with two coats of red lead paint followed by protective and anti-fouling composition in accordance with E.M. 155.

(A.F.O. 224/40 is cancelled.)

**4035.—External Rudder Stiffening**

*“A” and later Class Destroyers*

(D. 014616/42.—20.8.1942.)

Several instances have been reported recently in which rudder plates have been torn off destroyers of the Eastern Fleet in service.

2. The following external stiffening is, therefore, to be fitted in all destroyers of the above-mentioned classes at the first opportunity in all cases where time does not permit of fitting internal stiffening in accordance with A.F.O. 3418/42:—

(a) Weld continuous bands of flat bar section, about 3½-in. by ¾-in. around outside of rudder plating and contour bars, parallel to keel at following distances from bottom edge of rudder—

“O” and “P” Classes.—Four bands at 1 ft., 2 ft. 6-in., 4 ft. and 6 ft. Also fit partial band abaft rudder stock at 7 ft. 3-in.

“J,” “K,” “L,” “M,” and “N” Classes and “Tri-bals”.—Four bands at 1 ft., 3 ft., 5 ft. and 6 ft. 6-in.

“C,” “D,” “E,” “F,” “G,” “H,” and “I” Classes.—Three bands at 1 ft., 2 ft. 9-in., 5 ft. 3-in. Also fit partial band abaft rudder stock at 6 ft. 6-in.

“A” and “B” Classes.—Three bands at 1 ft., 3 ft. and 5 ft. 3-in. Also fit partial band abaft rudder stock at 6 ft. 3-in.

(b) Fit ¾-in. through bolts in bands, spacing about 12 inches, to connect plating on both sides of rudder. Bolts to be firmly welded at both ends. Rudder plating to be drawn home to wood filling before welding bolts.

(c) U shaped wrapper plates, ½-in. thick, 12 inches long, to be fitted to cover rudder edge and side plating at following positions:—

At bottom of the vertical rudder frame arm, also at upper edge of rudder about 4 to 5 feet abaft centre of rudder stock.

Wrapper plates to overlap side plating about 9 inches, and to be continuous welded around edges.

(Deputy C.-in-C. E.F., message 1905, 8.7.42.)

(A.F.O. 3418/42.)

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

#### 4036.—Steering Compass.—A. and A.

105 ft. Motor Minesweepers

(D./C.D. 462/42.—20.8.1942.)

In certain 105-ft. M.M.Ss. the steering compass in the wheel-house has been fitted on the centre line of the vessel. Where the compass is so fitted, arrangements are to be made to move the compass to 1 ft. 6-in. off centre line to starboard side.

2. An item, Classification “A”, to cover the work involved, will be included in the next list of approved As. and As.

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

#### 4037.—Multiple Bulkhead Glands for Electric Cables—Watertightness

(D. 9912/42.—20.8.1942.)

In order to ensure that the watertightness of multiple bulkhead glands to drawing D.E.E. 5541 R/3 may be maintained, a protrusion of ½ in. from the mouth of the gland tubes to the shoulder of the adaptors, on each side of the gland, is to be allowed after they have been packed, so that a further tightening movement of this distance of the strongbacks is possible, should the necessity arise.

2. Steps are to be taken to ensure that this instruction is complied with for—

(a) All current and future new construction, and

(b) All additional glands required to be fitted, and any existing ones which may require to be re-packed on vessels undergoing refit.

3. Standard Electrical Specification No. 1, Clause 31, will be modified to include the above provision, in due course.

#### 4038.—Revised Layout of D/C Rails and M/S Gear—A. and A.

Admiralty Design A/S M/S Trawlers—“Tree,” “Dance,” “Shakespearean” and “Isles” Classes

(D. 10424/42.—20.8.1942.)

As a result of trials held recently on H.M.S. “Whalsay,” approval has been given for the adoption of a revised layout of D/C rails and stowage of M/S gear and davits on Admiralty Design Trawlers.

2. Arrangements are being made for the revised layout to be incorporated in new ships, and Commanding Officers of all vessels in service are to include in their lists of As. and As. an item, Classification “A,” “To modify D/C rails and M/S gear in accordance with ‘Whalsay’ (H.M.S.) layout.”

3. A.F.O. 5305/41 should be amended as necessary.

4. A drawing, D.N.C. 30A/A1092, has been prepared and will shortly be circulated to all bases for the information of repair authorities in carrying out the modifications. Additional copies of this drawing may be obtained on application to Section 30A, Naval Construction Department, Admiralty, Bath.

(A.F.O. 5305/41.)

#### 4039.—Guns, Gunnery and Gun Mountings, 5-in. U.S. Mark XII Gun on 5-in. U.S. Mark XXX Mounting—Demarcation between Vote 8 IIIG and Vote 9

Delhi, Dockyards, Naval Armament Depots, Repair Overseers, Officers-in-Charge of Armament Supply and Inspectors of Naval Ordnance

(G.03807/42.—20.8.1942.)

The following demarcation between Vote 8 IIIG and Vote 9 should apply to the 5-in. U.S. Mark XII gun on the 5-in. U.S. Mark XXX mounting:—

(a) The housing should be considered as the equivalent of the breech ring in normal British guns, and the housing number should be used as the “Gun Number” for the purposes of Memos. of Inspection etc.

(b) The items comprising the details of the recoil, counter-recoil (run-out) and differential cylinder (intensifier) should be dealt with as part of the mounting, i.e. Vote 8 IIIG gear.

(c) For the semi-auto gear, the operating shaft cam plate, the cam plate retractor and the salvo latch cam plate should be considered as part of the mounting in the same way as for semi-auto cam gear on British mountings. The remainder of the breech operating gear should be considered as part of the gun mechanism and dealt with under Vote 9.

(d) For the percussion firing gear, the foot firing gear from the pedal up to and including the trip plate (drawing number 159379-1) should be dealt with as part of the mounting, the remainder of the gear from the push rod (inner) (drawing number 159354-4) being dealt with under Vote 9.

(e) For the electric firing gear, the lead from the striker up to and including the gun-ready contacts should be Vote 9, the remainder of the cables and fittings being under Vote 8 IIIG.

(f) For the air blast gear (gas ejector) the supply up to and including the telescoping pipes, the air valve operating cam trip plate and the trip lever on the rammer starting lever extension, should be dealt with under Vote 8 IIIG, the air valve and its operating mechanism being dealt with under Vote 9.

#### 4040.—Naval Aircraft—Emergency Equipment

(N.S. Air 219/42.—20.8.1942.)

With reference to paragraph 6 (a) of A.F.O. 1795/42, distribution of the under-mentioned items to store depots at home and storing yards abroad has now been arranged.

27P/8	Water, canned, 16 oz. cans.
27P/7	Emergency flying rations, Mark II.
27C/1918	Telescopic mast.
27C/1925	Flag.

2. The items in question are already being issued with the initial equipment of new aircraft, and services should now demand, in accordance with the scale laid down in A.F.O. 1795/42, from their appropriate depot and/or storing yard, to complete dinghies of all aircraft in service.

3. A further order will be issued regarding the following items, which are not yet available:—

Cup and baler.  
Cover, weather.

(A.F.O. 1795/42.)

#### 4041.—Marker, Marine, Aircraft Mark I

(A.M. 3482/40.—20.8.1942.)

The above-mentioned store item is hereby introduced. This marker is intended for indicating the position in which a submarine is seen to submerge, to aid anti-submarine vessels which may be some distance away, or for marking a position on the sea in order to enable an aircraft to recognise it later in its flight.

2. It should not normally be necessary for aircraft to carry these sea markers during A/S patrols when A/S surface vessels are in the near vicinity, but may prove of value during A/S searches.

3. It is designed to be hand or chute launched from aircraft from heights up to about 1,000 ft. on to water and burns for two hours giving a flame with white smoke which is visible in daylight for at least three miles either from the air or from the bridge of a service vessel, the flame being visible up to about 20 miles at night.

4. The markers should be stowed in the most convenient position possible in aircraft with the nose downwards if possible and launched tail first through the launching chute or nose first by hand over the side.

5. The item is cylindrical, of diameter 5.8-in. and over-all length 26½-in. with two press caps on the nose (heavy end) and one on the tail end, and weighs approximately 16 lbs.

6. The over-seal on each of the three press caps is removed and the press caps taken off, withdrawing with the tail cap and wire in the gas emission tube. The marker is then ready for launching.

7. Owing to evolution of inflammable phosphine gas in damp atmospheres, the marker should only be prepared for use when required, although the over-seals may be removed before the aircraft takes off, provided care is taken not to knock off the press caps.

8. Outfits of these stores will be:—

Aircraft Carriers	...	...	...	...	...	20
Catapult ships	...	...	...	...	...	6

Supply to ships will be made when stocks become available.

9. The stores are packed two in a box, B.282, Mark I (dimensions 33.7-in. × 15.0-in. × 9.625-in.), and are classified Group XIV for stowage in H.M. ships. Stowage should be arranged as follows:—

(a) *Naval Air Stations.*—With Flame Floats Mark II.

(b) *Existing Aircraft Carriers.*—In a Flame Float locker if space permits, otherwise in a dry storeroom on the weather-deck, but not with other explosives.

(c) *Catapult Ships.*—Stowage to be arranged in a dry locker or storeroom on the weather deck, but not with other explosives.

#### 4042.—Balloons, Mark VI—Precautions when Deflating

(D.M.W.D.—20.8.1942.)

Accidents have occurred due to lack of strict attention to the precautions laid down in "Instructions for Flying Admiralty Kites and Balloons"—B.R.276/41.

2. In addition to existing precautions the following must also be observed:—

(a) When forcing the gas out of a balloon this must be done by a steady pressure at the end or side away from the place from which gas is escaping and as each part of the balloon is emptied of gas it must be rolled up. If an intermittent or pumping action is given instead of a steady pressure air will tend to be drawn into the balloon thus forming an explosive mixture (see paragraph 10 of B.R. 276/41).

(b) If the balloon is being deflated aft it is advisable to turn the ship's head well off the wind so that unavoidable sparks from the funnel will not be carried straight over the point of escape of the gas. This applies particularly to small vessels.

3. B.R. 276/41 will be amended to include these additional precautions.

#### 4043.—Daylight Signalling Lantern Outfits—Removal of Signalling Keys fitted in Gunnery Transmitting Stations (or Alternative Positions) for Gunnery Purposes

(S.D. 01283/42.—20.8.1942.)

A signalling key for operating the all-round daylight signalling lantern outfit (3 kW Aldis type, Pattern 443, and 10 kW B.T.H. type, Pattern W.3857) is not required to be fitted for gunnery purposes in either the gunnery transmitting station or alternative position.

2. Action should, therefore, be taken as follows:—

(a) *Existing Ships.*—The Commanding Officers concerned should arrange for the respective ships' staffs:—

(i) To remove any signalling keys at present fitted in gunnery transmitting stations (or alternative positions) for gunnery purposes in connection with the above-mentioned all-round daylight signalling lantern outfits.

(ii) To return the signalling keys so affected to the appropriate storing yards.

(b) *New Construction, Reconstruction or Conversion Ships.*—The Principal Ship Overseers, or other authorities concerned, should arrange as necessary for the omission of the appropriate signalling keys from gunnery transmitting stations (or alternative positions) in accordance with the above revised requirement.

3. Fitting-out specification drawing has been modified accordingly.

#### 4044.—Semaphores, Pattern 3015 (Vertical) and Pattern 1391 (Crank Arm)—Introduction—A. and A.

(N.S. 20642/42.—20.8.1942.)

Two new types of semaphores have been introduced as follows:—

*Pattern 3015. Vertical Type, with arms Pattern 3016.*

(a) To replace Patterns 1387/A (with arm Pattern 1387B) issued to ships, when existing stocks of the latter have been exhausted, except for those classes of ships listed in paragraph 2 below.

(b) Pattern 3015 semaphore has a tubular steel pole 1/8-in thick which totally encloses the operating mechanism.

(c) Pattern 1387D socket is suitable for Pattern 3015 semaphore.

2. *Pattern 1391 Crank Arm Semaphore.*(a) *New Construction.—Capital ships, Aircraft Carriers.*(b) *Existing ships.*—Any class of existing ship, Cruisers and above, where conditions may necessitate the use of crank arm types to obtain specified arcs of bearing. Ships concerned should insert an As. and As. item "To fit crank arm semaphore Pattern 1391" (Classification "B") and forward a demand to their storing yard, quoting this Order as authority.

(c) Pattern 1391 crank arm semaphore has a tubular steel pole which totally encloses the operating mechanism and is so designed that it can be used on either side of the ship by reversing the handles.

3. Brackets for supporting the semaphore will be supplied by the dockyards or shipbuilders.

4. Drawings of both types of semaphores, together with servicing instructions will be circulated as soon as available.

5. It should be noted that the crank arm semaphores will not be available in any number for several months.

6. The Sea Store establishment concerned will be amended.

**4045.—Radial Engine Erecting Stands**

(N.S. Air 1211/42.—20.8.1942.)

Further to A.F.O. 1051/42, paragraph 5, the remainder of the Radial Engine Erecting Stands, Type C, Ref. 4G/2084, together with adaptor plates, as shown in the A.F.O., will be distributed from R.N. Store Depot (Midland Area), Stafford, without demand as follows:—

R.N. Aircraft Repair Yard, Wingfield	...	...	...	10
R.N. Aircraft Repair Yard, Nairobi	...	...	...	10
J. 3746	...	...	...	4 "A"

Note "A." To be alongside 17th October, 1942.

2. The five stands, Type B, Ref. 4G/130, returned from R.N. Aircraft Repair Yard, Donibristle, in accordance with A.F.O. 1051/42, paragraph 2, Note "C," (together with adaptor plates) should be supplied from R.N. Store Depot, Stafford, to R.N. Aircraft Repair Yard, Wingfield.

3. A further 30 stands, Type C, together with adaptor plates, have been requisitioned, and will be supplied to newly-commissioned shore establishments, in accordance with special instructions which will be given by the Admiralty.

4. In addition to the adaptor plates for the types of engines named in A.F.O. 1051/42, provision has been made for the following:—

4G/2193, adaptor plate for Double Wasp	} See A.F.O. P.362/42
4G/2313, adaptor plate for Twin Wasp Junior	

These two types of adaptor plates will be issued from Stafford, without demand, to all Services which have been supplied or are to be supplied with engine erecting stands, Type B or Type C, to the scale of one adaptor plate of each type per stand.

(A.F.O. 1051/42.)

**4046.—Blake's Stoppers—Withdrawal of Allowance for Towing Purposes**

*Capital Ships, Cruisers, Aircraft Carriers, Winettes, Repair and Depot Ships, Netlayers, Twin Screw Minesweepers*

(N.S. 24893/41.—20.8.1942.)

The allowance of two Blake's stoppers for towing arrangements where fitted in the above classes of ships has been withdrawn.

2. Ships concerned in commission should return the Blake's stoppers to the nearest dockyard at the first opportunity.

3. The withdrawal of this allowance does not affect the Blake's stoppers which form part of the anchor and chain cable equipment.

4. The Sea Store Establishments concerned will be amended.

(A.F.O. 3429/42 is cancelled.)

**4047.—Introduction of Metal Filament in Lieu of Carbon Filament Lamps**

(N.S./C.P. 99516/41.—20.8.1942.)

In consequence of the difficulty experienced by electric lamp manufacturers in meeting Admiralty requirements for carbon filament lamps, the following alternative metal filament lamps are to be used in lieu of the carbon lamps shown when stocks of the latter become exhausted:—

Carbon lamp.				Alternative. Metal Filament lamp.		
Patt. No.	Volts	C.P.	Service	Patt. No.	Volts	Watts
1760	100	16	Portable hand lamps ...	9858C	100	25
1762	100	8	Binnacles, engine room telegraphs.	9857C	100	15
2119	220	16	Portable hand lamps ...	6902C	220	40
2120	220	8	Binnacles, engine room telegraphs.	9879B	220	15
2127	240	16	Portable hand lamps ...	8089C	240	40
8047	110	16	Portable hand lamps ...	9873C	110	25
8049	110	8	Binnacles, engine room telegraphs.	9872C	110	15

2. With regard to other carbon lamps, for which no alternative pattern metal filament is available, these are to be manufactured with metal filaments in lieu of carbon. The metal filament types will be marked with the respective pattern number of the carbon lamp with the suffix M. added to denote the change in filament material, e.g., Pattern 666 carbon lamps will be marked Pattern 666M when the lamps are made with metal filament.

3. The pattern number of the carbon filament lamps required should continue to be quoted on demands.

**4048.—Additional Electrical Stores—Allowances**

*Destroyer Depot ships—Dockyards and bases concerned*

(N.S. 4596/41.—20.8.1942.)

The stores mentioned in the appendix to this Order are to be carried on board each destroyer depot ship, as spare, for issue to, or use by, attached destroyers or for use in the repair of defective articles returned from the destroyers to the depot ship.

2. Depot ships concerned, in commission, should forward demands to their storing yards or bases as necessary.

3. B.R. 332A.—Establishment of Naval stores for Flotilla Leaders and Destroyers—will be amended to include the spare Iris shutter motors and searchlight lamp coils.

## APPENDIX

Patt. No.	Description	Denomination	Quantity per Depot Ship	Remarks
<i>Permanent Stores</i>				
<i>F.1. (C)</i>				
9070A	Motors for operating iris shutter, 110 volts for 24-in. S/L projectors.	No.	6	
12249	Positive control coil for 24-in. S/L lamps, Patterns 3968, 3899 and 3667, and 20-in. S/L lamps, Patterns 172 and 173.	"	4	
12250	Negative control coil for 24-in. S/L lamps, Patterns 3968 and 3899, and 20-in. S/L lamps, Pattern 172.	"	4	
<i>Consumable Stores</i>				
<i>F.2 (B)</i>				
5277	Wire, 0.0156 ft. diam. oxydised ("Ferry" or similar)	lb.	1	For rewinding internal resistance of 24-in. searchlight lamps. A—Also required for rewinding resistance of Iris shutter motors, Pattern 9070A.
5279	Wire, 21 S.W.G., oxydised, "Ferry."	"	1	
5280	Wire, 24 S.W.G., oxydised, "Ferry."	"	1	
5281	Wire, 30 S.W.G., oxydised, "Ferry."	"	1A	
19107	Spare parts for buzzers, Patterns 4819, 4820 :— Armature, complete with diaphragm, connecting screw, locking plate, etc.	No.	12	
19108	Adjusting screw ... ..	"	12	
19109	Contact plate, complete with connection screw for buzzer, Pattern 4819.	"	12	
19110	Contact plate, complete with connection screw for buzzer, Pattern 4820.	"	12	
19111	Diaphragm ... ..	"	12	

(Commanding Officer, H.M.S. "Hecla," No. 268/90 dated 4th March, 1941.)

## 4049.—Metric Stocks, Taps and Dies

Fleet and Base Repair Ships "Antonia," "Ausonia," "Aurania," "Resource"  
(N.S. 22422/42.—20.8.1942.)

In order that metric work of a general nature may be undertaken on Allied vessels which may be attached, the following metric tools will be supplied to Fleet and Base Repair ships.

Stocks, taps and dies, to screw, 6, 8, 10, 12, 14, 16, 18, 20, 22, 24, 27, 30, 33, 36, 39, 42, 45, 48 & 50 mms.—1 set.

2. Supply will be made by the Superintending Naval Store Officer, Mersey area, without demand. The tools are not expected to be available for some time, and no immediate hastening action should be taken by ships.

3. Superintending Naval Store Officer, Mersey Area.—Purchase of 10 sets has been arranged under subhead B, item 11, from Messrs. J. Robson & Sons (C.P. 55260/42, dated 11th July, 1942), for delivery to R.N. Store Depot, Leigh.

## 4050.—Speed Targets (30-ft. High)

(D.014011/42.—20.8.1942.)

The following report has been received on Handling trials of the 30 ft. High Speed target, as described in A.F.O. 1171/42, and is promulgated for information.

These trials were carried out by an "F" class destroyer.

"Towing alongside.—Target was secured alongside starboard side amidships and the towing pendant shackled on to the sleeve of the T.S.D.S. wire by means of a 5 ton bow shackle, the wire having been led forward to the amidships bollards. The stern of the target was secured by a grass line passed round the after crosspiece. This was later cast off as it was found to be unnecessary. (A stern line is, of course, necessary if the ship is likely to go astern.)

Speed was increased to 14 knots with target alongside. Target towed very well and only occasionally bumped the ship's side. Alterations of course towards the target were easily executed, but alterations away need small amount of rudder.

"Towing Astern.—Target was veered to 100 fathoms at first, the better to observe its behaviour, and speed increased to 20 knots. Small alterations of course using 20° of rudder and three alterations of 180° using 5° of rudder were carried out satisfactorily. The target rolled heavily on one or two occasions when steering a steady course and looked like capsizing. (From later experience it is considered that this was due to the tow being too short and the target towing in the broken water of the wake.) 20 knots was therefore used for the firing practice with the target veered to 300 fathoms.

The target appeared to be perfectly steady at 300 fathoms and on return to harbour towed steadily at 31½ knots. Alterations of course of 10° using 5° of rudder were carried out without the target showing any signs of capsizing, but it is considered alterations of course at this speed must be made gradually.

The target was hove in to short stay at 15 knots and this is considered the maximum speed at which this can be done. Ship was stopped to secure target alongside.

Weather—Wind—Force 1-2—Sea calm.

Conclusions.—(i) That the target is very satisfactory in calm weather.

(ii) That a 2½-in. sweep wire is in no way too heavy a wire to use and is the minimum size that could be used for speeds above 25 knots. (The advantage of having a steam winch for use with this wire is obvious.)

(iii) Sweep wire should be veered at a speed of not less than 12 knots, otherwise bow of target tends to submerge.

(iv) No additional fittings are required on the target."

2. It was also discovered that the target capsized at rest with the metal rudders triced up in the harbour stowage position, when it was first hoisted out.

(C.-in-C., H.F., 27.6.42. No. 855/H.F. 318/78.)

(A.F.O. 1171/42.)

## 4051.—Glue, White, for Seaming

(N.S./C.P. 72526/41.—20.8.1942.)

In view of the difficulty experienced in obtaining supplies of White Glue for seaming, Pattern 379, no further purchases will be made. Hard White Stopping, Pattern 530, should be used in lieu, in cases where black marine glue is unsuitable.

2. Glue, Pattern 379, will be deleted from the Rate Book of Naval Stores.

(A.S. Chatham 27.6.42, Y.L. 2770.)

## Section 4

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

## 4052.—Working Suits—Issue of Brown Jean to Aircraft Technical Officers

(V. 6354/41.—20.8.1942.)

An annual free issue of 12 yards of brown jean may be made to Air Engineer Officers, Officers borne for air engineering duties, Commissioned Aircraft Officers, Commissioned Air Mechanics, Warrant Aircraft Officers and Warrant Air Mechanics under the conditions specified in the Manual of Victualling, B.R.93, Chap. XI, Section 9, Paragraph 1.

(B.R.93, Vol. I, Chapter XI, Section 9.)

## 4053.—Butter—New Contract Number

(C.P.5/51391/42.—20.8.1942.)

All future orders for butter addressed to Amalgamated Dairies Ltd., as from 22nd August, 1942, should be placed under new Contract C.P. 5/51391/42 dated 14th August, 1942.

## 4054.—Yeast for Breadmaking

(C.P.5A/58177/42.—20.8.1942.)

A contract dated 28th July, 1942, C.P.58177/42, has been arranged with the Distillers Co., Ltd., 12, Torphichen Street, Edinburgh, for the period 1st August, 1942, to 31st January, 1943, for supply of yeast to H.M. Naval Establishments, and H.M. ships at any port in England, Scotland, Wales and Northern Ireland, at the price of 6d. per lb., including delivery and packages (minimum consignment 2 lb.).

2. The contractor's distributing agents, to whom all orders should be addressed, are as follows:—

*England, Scotland and Wales—*

The United Yeast Co., Ltd.,

238/240, City Road,

London, E.C.1.

*Northern Ireland—*

(1) The Star Yeast Co., Ltd.,

41, Waring Street,

Belfast.

(Telephone: Belfast 25943. Telegrams: "Yeast, Belfast.")

\*And (2) 15, Great James Street,

Londonderry.

(Telephone: Londonderry 254. Telegrams: "Yeast, Belfast.")

\* If delivery is required in the northern part of the territory.

3. In the interests of economy of paper the usual copies of the contract are not being sent to all the demanding authorities.

4. In all ships and establishments with bakeries, malt and hops are to be used for at least 50 per cent. of the breadmaking; compressed yeast may be used for the remainder. Destroyers and other small vessels which have suitable refrigerated stowage for compressed yeast may use it for all breadmaking in the galleys.

5. In view of the liability of yeast to rapid deterioration it is necessary for stocks to be kept in a cool chamber, where they should be placed *IMMEDIATELY* they are received on board.

## 4055.—Medical Stores—Demands

(M.D.G. 40845/42.—20.8.1942.)

H.M. ships and establishments, when demanding medical stores on Forms M.174 and S.549, are to discontinue rendering these demands in triplicate. During the remainder of the war period, a single copy only is to be forwarded to the supplying establishment.

## 4056.—Helmets, Flying, Tropical; Caps, Flying, Type C, and Gauntlets, Flying, etc.

(V. 2317/42.—20.8.1942.)

Helmets, flying, tropical (Ref. No. N.101–104) will be fitted with telephone fittings, Type D (Ref. No. 10A/12143) when stocks of these helmets fitted with the special telephone fittings (Ref. No. 10A/12088) are exhausted. Telephone fittings, Type D, should not be substituted on helmets at present incorporating the special fittings.

2. Caps, flying, type C (Ref. No. 22C/449–452) will in future be supplied complete with covers, ear (Ref. No. 22C/66) and pads, rubber (Ref. No. 22C/67). Arrangements are being made for covers, ear, and pads, rubber, to be issued without demand to complete any caps, flying, Type C, already issued without these components.

3. The allowance of flying gauntlets, linings for gauntlets and silk gloves for catapult ships, has been increased as indicated in paragraph 4 of this Order.

4. A.F.O. 1798/42 is to be amended as follows:—  
Paragraph 2.

*Delete* remarks against N. 101–104 Helmet, flying, tropical.*Delete* remarks against 22C/449–452 Caps, flying, Type C. *Substitute* "Item 22C/68 is not supplied with this cap".*Insert* after 22C/449–452, Cap, flying, Type C:—

"Complete with—22C/66 Covers, ear ... .. 1 pr.  
22C/67, Pads, rubber ... .. 1 pr."

*Amend* remarks against "10A/12143. Telephone fittings, Type D, to read:—

"For fitting to helmet, Type C, and helmet tropical. In cases where Type C flying caps are found to, etc."

*Appendix II. Amend* as follows:—

O.U. 6327

1	2	3	4	5	6	7	8	9	10	11	12	13	14	21
22C/264-268	Gauntlets, L.H.	—	No.	—	—	—	—	—	6	6	6	12	12	—
22C/269-273	Gauntlets, R.H.	—	No.	—	—	—	—	—	6	6	6	12	12	—
22C/293-295	Linings, gauntlet	—	Prs.	—	—	—	—	—	6	6	6	12	12	—
22C/259-263	Gloves, silk ...	—	Prs.	—	—	—	—	—	6	6	6	12	12	—

(A.F.Os. 1798/42 and 2801/42.)

## 4057.—Tobacco Stalks—Disposal

(V. 3291/42.—20.8.1942.)

Stalks, stems, etc. arising from the issue of leaf tobacco on board H.M. ships in Home Waters are, in future, to be collected and returned to the nearest Victualling Yard or depot at the first convenient opportunity so that they can be utilised for the manufacture of insecticides.

2. Article 919, clause 14, of K.R. & A.I. is being amended to read as follows:—

*Tobacco Stalks.*—Tobacco stalks or stems must not be landed from His Majesty's ships or thrown overboard when the ship is in harbour. In ships in Home Waters they should be collected and returned to a Victualling Yard or depot, and in ships on Foreign Stations they should be collected and destroyed on board to the satisfaction of a responsible officer.

(K.R. &amp; A.I., Article 919 (14).)

**4058.—Purchase Tax**

(C.P. 10/66030/42.—20.8.1942.)

The following officer has been added to the list of Local Officers authorised to make tax-free purchases of chargeable goods :—

Technical Assistant to M.D.G.,  
R.N. Medical Depot,  
Huthwaite,  
Mansfield,  
Notts.

(A.F.Os. 4619/40 and 1451/42.)

**Section 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE****4059.—Amendments to Books**

(E.F.O.—20.8.1942.)

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

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

*Distributing authorities abroad have already been advised and requested to report such requirements by telegram. Amendments required for personal copies of the main books should be demanded from Park Royal when the officer is serving at home, or from the distributing authority if abroad.*

**A.F.O. P.359/42.**—B.R. 153 (2)—Addendum No. II to Demolitions Drill Book—Amendment No. 5.

**P.360/42.**—B.R. 291 (42)—Tables showing Particulars in regard to Naval Ordnance—Amendment No. 3.

**P.361/42.**—O.U. 6214 (1) 1935—Addendum No. 1 to O.U. 6214 and O.U. 6214A Handbook for 8-in. B.L. Mark VIII\* Gun on Twin Mark I Mounting 1927—Amendment No. 1.

**P.362/42.**—O.U. 6328—A.S.E.—For Aircraft embarked in H.M. Aircraft Carriers—Amendment No. 7.

**P.363/42.**—O.U. 6332 (1)—Handbook of 21-in. Mark X\* and X\*\* Torpedoes—1939—Amendment No. 2.

**P.364/42.**—O.U. 6341 (2)—Regulations for Maintenance of 21-in. L.C. Marks I, II, II\* and Vosper L.C. Tubes (Cordite Impulse) in M.T.Bs. and S.G.Bs.—Amendment No. 8.

**P.365/42.**—O.U. 6362—Handbook for 4.7-in. Q.F., Mark XII, XII\* Guns on C.P. Twin XIX Mounting 1939—Amendment No. 3.

(A.F.O. 3931/42.)

**4060.—A.M.S.Is.**

(E.F.O.—20.8.1942.)

Admiralty Merchant Shipping Instructions as indicated below are being distributed concurrently with this issue of A.F.Os. :—

**A.M.S.Is. 255—267/42.**

(A.F.O. 3932/42.)

**4061.—Despatch of Newspapers, Books, Christmas and Greeting Cards, etc., to Neutral Countries**

(N.L./M. 07451/42.—20.8.1942.)

Statutory Rule and Order No. 359 of 1941 prohibits, except under permit, the despatch by post of newspapers, books or other printed matter,\* (including Christmas cards, greeting cards and calendars), manuscripts or typescript publications, or cuttings or portions from any of the above; maps, plan sketches, drawings, prints, photographs, or other descriptive or pictorial representations or literature for the blind; postage or revenue stamps, gramophone records or sound tracks; impressions of any die, seal or stamp of or belonging to or used, made or provided by or on behalf of His Majesty; any goods or commodities, or sample post packets from Great Britain to Northern Ireland or from Great Britain or Northern Ireland to Eire or to the following countries :—

Afghanistan	Portugal
Andorra	Saudi Arabia
China	Spain
Egypt	Sweden
Unoccupied France	Switzerland
Iceland (C)	Tangier
Irak	Tibet
Iran	Turkey
Liberia	Union of Soviet Socialist Republics
Persian Gulf Ports of Bahrein, Dubai, Kuwait, Muscat and Sharja	Vatican City
	Yemen

or to any dependencies of the above or of Belgium, Denmark, France, Holland or Norway, other than Dutch Guiana and the Dutch West Indies.

2. Such articles may be despatched only by newsagents, stationers, dealers or booksellers possessing the necessary permit. Individuals wishing to despatch any of the above should, therefore, place their order with their newsagent, stationer, dealer or bookseller, together with a list of the names and addresses of those to whom the articles are to be sent.

3. Single Christmas cards or New Year greeting cards may, however, be despatched by post from Great Britain to Northern Ireland or from Great Britain or Northern Ireland to Eire on or after the 5th day of December, 1942, and before the 1st day of January, 1943.

4. This order does not apply to correspondence addressed to and intended for members of H.M. Forces serving overseas, or British and Allied subjects interned in a foreign country.

5. The despatch of Christmas cards bearing photographs of H.M. ships is forbidden if they are addressed to any neutral country either by individuals or under permit.

(C.A.F.O. 216/40 and A.F.O. 5101/41 are cancelled.)

**4062.—Medical Label (Yellow) No. 48**

(Sta. 10226/42.—20.8.1942.)

The use of Medical Label (yellow) No. 48, "Cupri. Sulph." is to be continued.

(A.F.O. 3709/42 is cancelled.)

**4063.—R.N.A.S. 5407C, Part III (Torpedo Section only)—Revision and Reprint**

(A.S. 03112/42.—20.8.1942.)

A revision of R.N.A.S. 5407C, Part III (Torpedo Section only) has been carried out and reprint volumes should be available towards the end of the year.

2. All depots and establishments, etc., requiring the publication should make application to:—

Director of Armament Supply,  
(Technical Branch),  
Ensleigh Hutments,  
Lansdown, Bath,  
Somerset,

stating the requirements.

## 4064.—B.R. 461—Substitution

(Sta. 10239/41.—20.8.1942.)

Outstanding and future demands for B.R. 461 will be met by the supply of "British Institutions of Today" (Derry), instead of "The British Citizen" (Peddie). Copies of the latter are to continue in use until worn out.

2. B.R.1 (Catalogue of books of reference) will be amended, as necessary, on reprint.

## 4065.—Books—B.R. 614—Handbook for 3-in. U.S. 23 Calibre Mark XIV Gun on 3-in. U.S. Marks XIV and XIV\* Mountings, 1942—Issue

(G. 1433/42.—20.8.1942.)

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

Dockyards—	Copies
Portsmouth ... ..	8
Devonport ... ..	7
Chatham ... ..	7
Sheerness ... ..	7
Rosyth ... ..	6
Malta ... ..	4
Gibraltar ... ..	4
Bermuda ... ..	3
Simonstown ... ..	3
H.M.S. "Excellent" ... ..	10
Captain (G), H.M. Gunnery School, Chatham ... ..	20
Captain (G), H.M. Gunnery School, Devonport ... ..	3
D.E.M.S. Staff Officers at Home—	
London ... ..	10
Southampton ... ..	3
Devonport ... ..	2
Falmouth ... ..	3
Cardiff ... ..	10
Liverpool ... ..	15
Belfast ... ..	5
Glasgow ... ..	15
Lyness ... ..	2
Aberdeen ... ..	2
Dundee ... ..	2
Leith ... ..	5
Newcastle ... ..	10
Sunderland ... ..	2
Middlesbrough ... ..	5
Hull ... ..	5
D.E.M.S. Staff Officers Abroad—	
Ottawa (R.C.N.S.H.Q.) ... ..	15
Melbourne (Sec. N.B.) ... ..	5
Wellington (Sec. N.B.) ... ..	5
Gibraltar ... ..	5
Freetown ... ..	5
Simonstown (1 for F.O.G.O.) ... ..	11
Port Said ... ..	20
Aden ... ..	2
Abadan ... ..	5
Bombay ... ..	11
Colombo (1 for F.O.G.O.) ... ..	10
Bermuda ... ..	2
Kingston (Jamaica) ... ..	4
Trinidad ... ..	4
New York ... ..	15
Buenos Aires ... ..	2

## D.E.M.S. Training Centres—

	Copies
H.M.S. "Glendower" ... ..	4
H.M.S. "Wellesley" ... ..	4
H.M.S. "Safeguard" ... ..	4
H.M.S. "Chrysanthemum" ... ..	4
H.M.S. "Flying Fox" ... ..	4
Cardiff ... ..	4
Liverpool ... ..	4
Manchester ... ..	2
Belfast ... ..	3
Greenock ... ..	2
Leith ... ..	4
Newcastle ... ..	4
Middlesbrough ... ..	2
Sunderland ... ..	2
Hull ... ..	4
Grimsby ... ..	2
Ministry of Supply S.S.2.B. ... ..	7

(For C.I.A., C.S.R.D., C.S.A.D., A.I, C.S.O.F., S.O.B., S. of Experiments, Shoeburyness.)

Gun Mounting Engineer Officer, H.M.S. "Dunluce Castle" ... .. 1  
E.O. for Gun Mountings, Alexandria ... .. 1

## Fitting Out Gunnery Officers—

Cardiff, Liverpool (2), Barrow, Belfast, Clyde, Greenock, Ardrossan, Aberdeen, Dundee-Leith, Gt. Yarmouth, Tyne, Sunderland, Middlesbrough, Hull, London, Southampton, Falmouth, Lowestoft, Hartlepool. } 1 each

Armament Supply Depots and Establishments ... .. } As necessary.  
Inspectors of Naval Ordnance ... .. }  
A.G.R.M. ... .. 4

2. The copies issued to D.E.M.S. Staff Officers are intended for issue to D.E.M.S. being fitted with 3-in. U.S. Calibre Mark XIV guns on 3-in. U.S. Marks XIV and XIV\* mountings. Opportunity should be taken to supply a copy to ships already fitted with the equipment.

## 4066.—Books—B.R. 626—Drill for 4-in., Mark XVI\*, Q.F., S.A. Guns on H.A. Twin, Mark XIX, Mounting, 1942—Issue

(G. 3506/42.—20.8.1942.)

The above-mentioned book is now in the press and copies will be issued, without demand, by the Superintending Naval Store Officer, R.N. Store Depot, 307, Elveden Road, Park Royal, N.W.10, when supplies become available, in accordance with the following establishment, viz. :—

	Copies
Flag Officers ... ..	1
Battleships ... ..	40*
Cruisers ... ..	20*
Aircraft Carriers ... ..	20*
A.A. Ships ... ..	4*
Auxiliary Aircraft Carriers ... ..	8*
Destroyer Depot Ships ... ..	8*
Auxiliary Submarine Depot Ships ... ..	8*
Flotilla Leaders ... ..	6*
Netlayers ... ..	4*
Destroyers ... ..	4*
Minelayers ... ..	4*
Sloops ... ..	4*
Monitors ... ..	6*
Landing Craft Flak (Large) ... ..	4*
H.M.S. "Fidelity" ... ..	8
H.M.S. "Excellent" ... ..	50



	Copies
The Captain, H.M. Gunnery School, Chatham ... ..	99
The Captain, H.M. Gunnery School, Devonport ... ..	8
(2 for Wembury Point)	
Ministry of Supply S.S.2B ... ..	2
(1 for D. of A. A.1, 1 for S. of E., Shoeburyness)	
R.N. College, Greenwich ... ..	4
R.A. College, Woolwich ... ..	4
Inspector of Naval Ordnance, Woolwich ... ..	1
Naval Staff Library ... ..	2
Loan Libraries ... ..	1
Adjutant General, Royal Marines ... ..	20
Official Secretary, Commonwealth of Australia ... ..	20
Secretary, Navy Board, Wellington, New Zealand ... ..	10
Indian Authorities ... ..	15
Dutch Naval Liaison Officer, Fernley Hotel, Bath ... ..	2
British Admiralty Technical Mission, Ottawa ... ..	10
Commanding Officer, Fort Cumberland (Fraser Battery)... ..	4
A.A. Range, Ainsdale ... ..	2
Naval Distributing Authority Department of National Defence, Naval Service, Ottawa (For D.N.O. Canada, Bases and Gun- nery Schools) ... ..	12
Flag Officer-in-Charge, Naval Establishments, Simonstown (for Gunnery Schools) ... ..	6
Captain Superintendent, Alexandria (for Gunnery Schools) ... ..	6
Admiral Superintendent, Rosyth (for Gunnery Schools) ... ..	6

\* Ships fitted, or to be fitted, with the 4-in., Mark XVI\*, Q.F., S.A. guns on H.A. XIX mountings only.

2. B.R. 626 supersedes O.U. 5482—Drill for 4-in., Marks XVI and XVII, Q.F., Semi-Automatic Guns on H.A. Twin, Mark XIX Mountings, 1939, copies of which should be disposed of in accordance with the instructions in O.U. 2A—O.U. Catalogue when copies of B.R. 626 are received.

#### 4067.—Form O.6—Ammunition Labels—Addition

(A.S./Sta. 15858/42.—20.8.1942.)

Serial No.	Description	Where used	Page in Form O.6 (October, 1941, revision)	Sta. No.
N.827	4 Ctgs., Q.F., 4-in., Marks XVI and XVI* Guns. F.A. Smk. B.E., Mk. .... Foil	Between battens on lid of Box C.199	9	15858/42

2. Demands should be made as necessary as in A.F.O. 708/42, paragraph (3).  
(A.F.O. 708/42.)

#### 4068.—O.U. 6090 (B)—Revised page 1, dated June, 1942, to Range Tables Nos. 392 and 457 for Q.F. 4.7-in. Guns, Marks IX, IX\* IX\*\* and XII—Issue

(G. 4178/42.—20.8.1942.)

The above-mentioned revised pages 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, N.W.10, when supplies become available.

2. These revised pages supersede:—

Page 1, dated August, 1939, to R.T. No. 392; revised page 1, dated February, 1940, to R.T. No. 457, which pages should be disposed of in accordance with the instructions in O.U. 2A—O.U. Catalogue, when the revised pages dated June, 1942, are received.

#### 4069.—Form S.359—Notes on Handling Fast Motor Boats of the Hard Chine Type

(P. 9231/42.—20.8.1942.)

In order that personnel may be made acquainted with information relating to the handling and maintenance of the Hard Chine type fast motor boats, ships and establishments allowed these boats should demand at least two copies of Form S.359 for the information of coxswains and engine room ratings concerned.

2. Demands should be made from the Superintending Naval Store Officer, R.N. Store Depot, Elveden Road, Park Royal, London, N.W.10.

### Section 6.—SHORE ESTABLISHMENTS

#### 4070.—Honours and Awards—Extract from "London Gazette" Supplement of Friday, 14th August, 1942

(U.S.B. 617/42.—20.8.1942.)

The King has been graciously pleased to give orders for the following awards of the British Empire Medal for Services in Civil Defence:—

Edgar Louis Brown, Leader, Trailer Pump Crew, Civil Defence Organisation (Acting First Class Draughtsman), Admiralty, Bath.

James Norman Bamforth, Fire Guard, Civil Defence Organisation (Head of Section, C.L.D.), Admiralty, Bath.

Kenneth Hugh Saunders, Fire Guard, Civil Defence Organisation (Temporary Clerk, Grade III), Admiralty, Bath.

#### 4071.—Subsistence Allowance—Civilian Non-Industrial Staff on Civil Defence or Fire Prevention Duty

(C.E. 54730/42.—20.8.1942.)

With reference to paragraph 3 of A.F.O. 1616/42 and proviso (a) to Article 5 (2) (d) of the Appendix to A.F.O. 2339/42, it is intended that these rules should be interpreted as rendering a person ineligible for payment of subsistence expenses for turns of civil defence or fire prevention duty, if the total number of nights normally spent on the premises in any week other than expressly for such official requirements as Fire Guard, Home Guard, Duty Officer, etc. is in excess of two.

2. An appropriate certificate that this condition is satisfied should be given by the Passive Defence Officer or other Officer certifying claims for subsistence expenses.

(A.F.O. 1616/42 and 2339/42.)

#### 4072.—Women Industrial Employees—Leave

(L. 10559/42.—20.8.1942.)

A.F.O. 2825/42 provides for possible recovery of payments made in respect of annual leave from deliberate and persistent absentees.

2. It is however realised that for women industrial employees with domestic responsibilities, it may be necessary for a variety of legitimate causes, e.g. the woman worker's presence may be required at home to attend to her children,\* to nurse her husband in sickness, etc., for a measure of

unpaid leave in excess of the 28 day limit prescribed in A.F.O. 2825/42 to be granted: heads of departments accordingly have discretion to grant this excess leave if they are satisfied that, on account of domestic responsibilities, it is essential for a woman to remain at home.

3. Cases have occurred in which women whose domestic duties have precluded their attendance at work on occasion, have absented themselves without leave. It should be made clear to these workers that such absence without leave cannot be countenanced, and that if unpaid leave is required for any of the above reasons, application should in every instance be made through the usual channels.

(A.F.O. 2825/42.)

#### 4073.—Unemployment Insurance—Agricultural Scheme—Rates of Contribution

(L. 10512/42.—20.8.1942.)

A.F.O. 3091/40 provided for the introduction of increased rates of Unemployment Insurance (Agricultural scheme) contributions as from 6th July, 1942. Information has now been received that the proposed new rates will not be applied and that the rates in operation up to 5th July, 1942, should therefore continue without change.

(A.F.O. 3091/40.)

#### 4074.—Motor Drivers in H.M. Dockyards, etc.—Rates of Pay

(L. 9214/42.—20.8.1942.)

Consideration has been given to the existing arrangements for regulating the advancement in pay of motor drivers employed in H.M. dockyards and other Admiralty industrial establishments, who are, at present, paid in accordance with C.D.I. Appendix II, Section D, within the basic range of 41s. to 44s. a week, and in whose case the actual numbers borne on rates in excess of 41s. are, at present, subject to the overriding percentage figures mentioned in note (a) of that section, viz. :—

To a number not exceeding 20 per cent. of the total number borne.	42s. hired or 40s. 6d. established.
To a number not exceeding 15 per cent. of the total number borne.	43s. hired or 41s. 6d. established.
To a number not exceeding 15 per cent. of the total number borne.	44s. hired or 40s. established.

2. It has been decided that the numbers of motor drivers borne at the various rates should now be regulated in such a way that the number of drivers borne on any one of the four rates within the specified range (viz., 41s., 42s., 43s. and 44s., or the established equivalents) is not more than 25 per cent. of the total number of motor drivers borne at the establishment.

3. Immediate advances may be made under the above arrangements, subject to the usual considerations of ability and worth, as from the first full pay period in August, 1942.

4. The necessary amendment to the Cash Duties Instructions will be issued.

#### 4075.—Free Medical Attendance for Post Office Staff on Loan to the Admiralty

(C.E. 9977/42.—20.8.1942.)

Loaned officers of the clerical and supervising grades on loan from the Post Office to the Admiralty are eligible for free medical attendance from the Post Office if their salaries do not exceed £230 a year in the case of staff on the London scale, and £215 a year in the case of staff on the Provincial scale. War bonus is not to be taken into account in calculating salary for this purpose.

2. Except in emergency cases, such officers, if they are still employed at the town in which their Post Office head headquarters is situated, should apply to their Post Office head headquarters whenever they desire medical attention

from the Post Office Medical Officer, for the usual order form. Where, however, such officers have removed from their normal headquarters, they may obtain the necessary medical attention as "itinerants" from the local Post Office Medical Officer.

3. Such transferred officers should be instructed to inform their Post Office headquarters, in order that their names may be removed from the local Medical Officers' capitation list.

4. In order that all emergency and "itinerant" attendances may be recorded, and payment duly made to each medical officer concerned, it is requested that all official medical certificates issued by the Post Office Medical Officer on Forms P.1151G and P.1152W may be forwarded to Civil Establishments, Branch II, Bath (Records Section) for transmission to the headquarters of the Post Office department from which the officer is on loan.

#### 4076.—Supplementary Clothing Coupons for Civilian Staff proceeding Overseas—Revised Procedure for Applications

(C.E. 55873/42.—20.8.1942.)

All applications on behalf of civilian staff (industrial and non-industrial) for supplementary clothing coupons for the purchase of tropical or other overseas kit should no longer be addressed personally to Mr. G. E. Webb, Board of Trade, Granville Court Hotel, Bournemouth, but should be sent to :—

Board of Trade,  
(I. & M.2),  
Raleigh House,  
Dolphin Square,  
London, S.W.1.

The envelope should be marked "Emigrant."

2. In addition to the required particulars as shown in A.F.O. 198/42, applications should state whether the person concerned is returning overseas "from leave" or is on "first appointment." When individuals make their own applications, some documentary evidence or reference in proof of sailing should be forwarded.

(A.F.O. 198/42.)

#### 4077.—Tool Allowance—Payment to Joiners and Shipwrights in Admiralty Industrial Establishments at Home

(L. 410/42.—20.8.1942.)

Approval has been given to an application from the Trade Union Side of the Shipbuilding Trade Joint Council that a tool allowance of one shilling a week shall be paid for the period of the war to Journeymen Joiners and Shipwrights in the Royal Dockyards and other Admiralty Industrial Establishments at home who are employed with hand tools on woodwork.

2. The following conditions will apply :—

- The allowance shall be payable to the joiners and shipwrights described above who, in the course of their ordinary employment, have been engaged on woodwork for not less than 24 hours in any working week.
- Men who qualify for the allowance are to be credited with the sum of one shilling in respect of each week for which they qualify, and the amounts so credited are to be paid to each man quarterly.
- The allowance will not be payable to dilutee joiners or to dilutee shipwrights who are other than joiners: nor will it be payable to joiners or shipwrights employed exclusively on :—
  - Woodworking machines.
  - Iron work, including shoring.
  - Lining-off, marking off or setting-out, whether on woodwork or iron work.

It will, however, be payable to Joiners employed as dilutee Shipwrights, provided they are engaged on woodwork with hand tools for the necessary qualifying period each week. The allowance will not be applicable to Joiners or Shipwrights employed on any other trades, e.g. as dilutee Patternmakers.

- (d) The tool allowance will not be taken into account in the calculation of overtime payments nor will it be reckonable for superannuation etc. purposes.
- (e) Payment of the allowance will not be made to any man who is not obliged to find his own tools.
3. The allowance is similarly applicable also to Home Yard workmen of the trades referred to serving under agreement at yards abroad at Home Yard rates of pay.
4. This Order is to be given effect as from 19th July, 1942.

#### 4078.—Electricity—Economy in Use

(D. 6573/42.—20.8.1942.)

National interests demand that special and immediate steps must be taken to reduce to a minimum the consumption of *electricity* throughout the United Kingdom and the co-operation of all Admiralty staff is enjoined to implement the National Campaign in all Admiralty buildings and Establishments.

2. Instances of waste of electricity have been reported as follows:—
- (a) Radiators carelessly left on.
- (b) Locally approved heating installations on too lavish a scale.
- (c) Use of unauthorised radiators.
- (d) Unnecessary electric heating in bedrooms.
- (e) Lights not switched off when rooms are vacated.
3. Only the most economical form of heating can be permitted: economy must displace convenience in war time. When heating is required for periods exceeding 3 to 4 hours, electric heating is uneconomical in fuel consumption as compared with an ordinary slow combustion stove. Water heating by electrical means is economical only under certain conditions and needs careful technical consideration in each instance.
4. Local authorities are accordingly to scrutinise strictly any demands for electric heating and all existing installations are to be reviewed in the spirit of this order by competent electrical officers who are to be empowered to remove any unauthorised or unnecessary electrical appliances installed. The use of unauthorised electrical appliances is to be strictly forbidden by Officers-in-Charge of all establishments.
5. Particular attention is called to the following:—
- (a) The use of electric radiators in bedrooms where communal accommodation provided with other means of heating is available, notwithstanding that the installations may already have been approved. Unless special circumstances warrant retention, all such radiators are to be removed forthwith and returned to store or deposited in safe custody.
- (b) The use of electric water heating when other means are provided.
- (c) Electric Hot cupboards.
- (d) Electric water heaters of sick bays and first aid stations.
6. Electric water heaters or immersion heaters are not to be provided to supplement other arrangements for heating water for baths.
7. Commensurate economies are also to be effected in the usage of all forms of electric lighting consistent with safety and efficiency. It is recognised that good lighting is essential for productive work, but there are many situations where the sizes of the lamps installed could be reduced without loss of efficiency and in the review of Admiralty Establishments all such lamps should be replaced by lamps of lower wattage.
8. The question of power requirements and the necessity for limiting maximum demands by restricting where practicable the use of plant requiring large supplies of electricity at times and periods when the electricity requirements for joint purposes of an Establishment are normally at their highest,

is also to be reviewed. Particular attention is to be given in this respect to the conditions of use of electric hotcupboards in view of the very large electric loads involved. With care in this respect it is possible that very substantial reductions could be effected in the maximum demands at many establishments without serious inconvenience.

9. Where reductions are made in establishments for which the Agreement for Electricity Supply incorporates a standing charge based on connected load, the agreements should be reviewed accordingly and the revised charges reported to the Admiralty.

10. Paragraph one of A.F.O. 2998/40 is to be amended as follows:—

It has been decided that for the duration of the war Admiralty approval for the supply and installation of electric radiators in Shore Establishments, as required by the instructions contained in A.F.O. 651/37, will not be required. Any future applications received for such items are to be dealt with locally in collaboration with the appropriate authority, viz:— Electrical Engineering Manager or District Admiralty Electrical Engineer (A.F.O. 4003/41).

(A.F.Os. 651/37, 2998/40 and 4003/41.)

#### 4079.—Light Alloy Scrap—Disposal of Home Dockyards and Establishments

(C.P. 27900/42.—20.8.1942.)

All arisings of Light Alloy Scrap, comprising Aluminium, Aluminium Alloy and Magnesium Alloy, are to be handed over to the Ministry of Aircraft Production.

2. In future, therefore, all such material with the exception of mess gear, etc., is to be consigned, as the material arises, to the following address:—

Ministry of Aircraft Production,  
No. 1 Metal and Produce Recovery Depot,  
Morris Works,  
Cowley, Oxford.

the consignee being informed of particulars of the material, date of despatch, truck numbers, etc.

3. In the event of any unusually large consignment becoming available, prior advice is to be given to the Recovery Depot to avoid any undue congestion at the delivery point.

4. As regards light aluminium mess gear, etc., these items should continue to be sent to the Ministry of Aircraft Production, 53, South Side, Clapham Common, London, S.W.4, and should *not* be sent to the No. 1 Recovery Depot.

5. The transfer of the material is to be made without financial adjustment.

is also to be reviewed. Particular attention is to be given in this respect to the conditions of use of electric hoist-ropes in view of the very large electric loads involved. With care in this respect it is possible that very substantial reductions could be effected in the maximum demands at many establishments without serious inconvenience.

2. Where reductions are made in establishments for which the Agreement for Electricity Supply incorporates a standing charge based on connected load, the agreement should be reviewed accordingly and the revised charges reported to the Admiralty.

10. Paragraph one of A.F.O. 2898/40 is to be amended as follows:—

It has been decided that for the duration of the war Admiralty approval for the supply and installation of electric motors in shore establishments as required by the instructions contained in A.F.O. 631/37 will not be required. Any future applications received for such items are to be dealt with locally in collaboration with the appropriate authority. — Electrical Engineering Manager, or District Admiralty Electrical Engineer (A.F.O. 4008/40).

5078—Light Alloy Scrap—Disposal of

Home Dockyards and Establishments (a) (b) (c) (d) (e) (f) (g) (h) (i) (j) (k) (l) (m) (n) (o) (p) (q) (r) (s) (t) (u) (v) (w) (x) (y) (z)

All scrapings of Light Alloy Scrap, comprising Aluminium, Aluminium Alloy and Magnesium Alloy, are to be handed over to the Ministry of Aircraft Production.

2. In future, therefore, all such material with the exception of mess gear, etc. is to be consigned, as the material arises, to the following address:—

Ministry of Aircraft Production, c/o the Director of Aircraft Production, 11, Whitehall, London, S.W.1, and should be sent to the No. 1 Recovery Depot, Common, London, S.W.1, and should be made without financial adjustment.

The transfer of the material is to be made without financial adjustment.

4. As regards light aluminium mess gear, etc., these items should continue to be sent to the Ministry of Aircraft Production, 11, Whitehall, London, S.W.1, and should be made without financial adjustment.

5. The transfer of the material is to be made without financial adjustment.

6. The transfer of the material is to be made without financial adjustment.

7. The transfer of the material is to be made without financial adjustment.

8. The transfer of the material is to be made without financial adjustment.

9. The transfer of the material is to be made without financial adjustment.

10. The transfer of the material is to be made without financial adjustment.

11. The transfer of the material is to be made without financial adjustment.

12. The transfer of the material is to be made without financial adjustment.

13. The transfer of the material is to be made without financial adjustment.

14. The transfer of the material is to be made without financial adjustment.