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ADMIRALTY FLEET ORDERS

ADMIRALTY, S.W.1,
2nd September, 1943.

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

A list of these Orders is enclosed.

By Command of Their Lordships,

J. V. Markham

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

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

Head of "P" Branch

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Mr. Lett. July.

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ADMIRALTY FLEET ORDERS

- | No. | Subject. |
|---|--|
| 4036. | Rangefinders—Elevation Errors—Air Disturbance Gear, Rhodiumised Windows—Care and Maintenance—Tests and Reports. (<i>Issued separately on 2nd September, 1943.</i>) |
| <i>2nd September, 1943.</i> | |
| SECTION I.—ADMINISTRATION OF THE FLEET, CEREMONIES, FOREIGN PORT REGULATIONS, ETC. | |
| <i>(Station Limits : Fighting Efficiency of Ships : Naval Aircraft Administration : Internal Organisation of Ships : Navigation and Seamanship : Fleet Exercises and Practices, etc.)</i> | |
| 4037. | Landing Craft Tank, Mark IV—Precautions When Using. |
| SECTION 2.—PERSONNEL, PAY, SERVICES, DISCIPLINE, ETC. | |
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| 4039. | Honours and Awards—Royal Norwegian Navy. |
| 4040. | Senior Naval Officers (Landing)—Command Money and Entertaining Allowance. |
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| 4042. | Julian Corbett Prize—1943. |
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| 4046. | R.N.V.R. (G.S.) Officers—Appointment to Convoy Escorts. |
| 4047. | Estates of Deceased Officers and Ratings—R.C.N., R.C.N.R. and R.C.N.V.R. |
| 4048. | Examination for Paymaster Sub-Lieut., R.N., May, 1943—Results. |
| 4049. | Advanced Engineering Course—Re-introduction. |
| 4050. | Patrol Service Advancements. |
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| 4052. | Complement Amendment (Coastal Craft). |
| 4053. | Shipwright Complements—Dilution by Joiners. |
| 4054. | Ratings—Reports of Movements—S.543 Draft Note and Tobacco Permit—Use of. |
| 4055. | Hard-Lying Money—Payment in L.S.Ts., Class II. |
| 4056. | Naval Salvage Money—Distribution. |
| 4057. | Naval Fire Parties. |
| 4058. | N.A.A.F.I. Personnel—Applications for Transfer to the General Service. |
| 4059. | Aircraft Recognition Films—Revised Distribution. |
| 4060. | Film "In Which We Serve" for Instructional Purposes. |
| 4061. | Instructional Film "Anchor Work" (Serial No. A.84). |
| 4062. | Instructional Film "The Gyro Compass"—Serial No. A.110. |
| 4063. | Instructional Film "Introducing the Squid"—Serial No. A.142*. |
| 4064. | Admiralty Surgeons and Agents. |
| 4065. | Food Rationing—Relaxation of Rationing Limitations in Ships Operating in Extremely Cold Climates. |
| 4066. | Food Rationing—Personnel Proceeding on Leave to Eire. |
| 4067. | Employment after Discharge—Issue of Leaflets Prepared by the Ministry of Labour and National Service. |
| 4068. | French Currency—North Africa. |
| 4069. | Post Office Savings Bank—Facilities for Naval Personnel. |
| SECTION 3.—G., T., N., E., ETC., & STORES; HULL, EQUIPMENT & FITTINGS. | |
| <i>Gunnery.—(Guns, Mountings, Ammunition, Turrets, Directors, Fire Control, Diving Apparatus, Magazines, etc., and Stores.)</i> | |
| 4070. | Guns and Breech Mechanisms—4-in., Mark XVI*—Blocks, Sliding, Crank, Mark II—Modification to Breech Blocks. |
| 4071. | Guns and Breech Mechanisms—4-in., Mark XVI*—Screw Securing Breech Ring. |
| 4072. | Guns and Breech Mechanisms—20 mm. Oerlikon. |
| 4073. | Small Arms—Swift Training Rifles—Introduction. |
| 4074. | Aircraft—Guns, Hispano 20 mm.—Defective Feeds, Belt, Mark I*. |
| 4075. | Aircraft—Ammunition—Pyrotechnics—Flares A/c Reconnaissance—4.5-in. Failures—Causes of and Measures to Avoid. |
| 4076. | Ammunition—20 mm. Oerlikon—Clearing Charges. |
| 4077. | Ammunition—Fuzes, Primers and Tubes—Fuzes, Percussion Base, Large, No. 479A—Lot 29 R.L. filled T.A.W.—Withdrawal. |
| 4078. | Ammunition—Pyrotechnics and Rockets Signal—Rockets U.2—Fuzes No. 720 in Cylinders No. 349, Mark II—Care in Unpacking. |
| 4079. | Ammunition Supply—Naval Armament Depots, etc.—Supply of Ammunition (4-in.-5.25-in.) with 206 Fuzes. |
| 4080. | Ammunition Supply—Ready-Use Lockers—Defective Clips. |
| 4081. | Ammunition Supply—Tests and Returns of Ammunition. |

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.)

4082. Igniters, Torpedo, Mark XI—Withdrawal.
4083. Depth Charge, Mark VII*, Fitted with Primer Safety Bridge, St No. 6704.
4084. Depth Charges, Mark XI, Fitted with Mark III Tails and Mark XIV and Mark XVI Pistols.
4085. Battery Charging Arrangements for Automatic Emergency Lanterns and Oldham's Magazine Lanterns—As. and As.
4086. Oilskin Anti-Gas Clothing—Upkeep and Repair.
4087. Torpedo Stores—Use of "Alpha" Dial Gauges in Lieu of "Bulldog" on Gauges St. No. T.6, T.175, T.290—Modification to Box St. No. T.13.
4088. Torpedo Tools and Spare Gear—Reduction in Allowances.

Engineer.—(Main and Auxiliary Engines, Boilers, other Machinery in Charge of the Engineer Officer, including Catapults, Coal and Oil Fuel, and Engineering Stores.)

4089. Boiler Tubes, etc.
4090. Boiler Tube Testing Gear.
4091. Stern Tube Defects—M.M.Ss. and M.F.Vs.

Signals.—(W/T and V/S Apparatus, Radar, D.F., S.R.F., Wa/T and Stores.)

4092. W/T Set, Type YE—Fitting Out Information.
4093. D/F Outfit, F.M.7.
4094. Radar, Type 291—Modifications to Panel 3AN.
4095. V/S Equipment—Submarines.
4096. Warning Telephone Set—Types 406 and 406M—Improved Alarm Oscillator Arrangements.
4097. Aldis Lantern, Pattern 5110E, Shield for—Correction to A.F.O. Diagram 221/43.

Anti-Submarine.—(Asdics, Hydrophones and Echo Sounding and Stores.)

4098. Echo Sounding Equipment—Periodical Material Reports.

Naval Aircraft.—(Technical.)

4099. Pegasus VI Test Fans—Incorrect Calibration.

General.—(Hull, Armour, General Equipment and Fittings, etc., and Orders affecting two or more Departments.)

4100. American Naval Yard Type B.A. Gasoline Engine, 3½-in. Bore by 5-in. Stroke, 14/30 H.P.—Replace Parts.
4101. Ammunition Lockers—Identification of.
4102. 9½-in. Bi-Focal Periscopes—Omission of Training Gear.
4103. Binoculars, Pattern 1900 Series—India Rubber Rings and Facepieces.
4104. Bit Stock Twist Drills.
4105. Deck Compositions—Substitution of Non-Latex for Latex—Use of Non-Latex in Lieu of Linoleum—As & As.
4106. Deck Leakage.
4107. Docking, Slipping and Lifting.
4108. Electric Hot-cupboards (Aluminium) Pattern 1074 and Other Patterns—Precautions in Use of.
4109. Feed Pumps—Turbo-Driven—Packing for Pump Glands.
4110. Frigates and Corvettes—Naval Store Accounting Procedure.
4111. Landing Craft—Beaching and Drying Out.
4112. Lanterns, Binnacle, Pattern 42—Obsolete.
4113. Nets A.T.—Durability of—REPORTS.
4114. Oxygen Cylinders—Increased Pressure—Precautions to be Observed.
4115. Portable Pumps—70-ton Adaptors for Use With.
4116. Portable Pumps—Electric—70-ton—Suction Hose.
4117. Stocks and Wrenches for American A.S.M.E. Taps and Dies—Withdrawal of Allowance.
4118. Telephones for After Action Communications and Spares for Sound Powered Telephones—Allowances.
4119. Tubular Heaters—Patterns 19472 and 19473—Supply.
4120. Walrus Aircraft—Additional Items for Tail Wheel Oleo.

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

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

4121. Boats—Pulling and Sailing—Shortage of.
 4122. Models of British and Foreign Warships for Instructional Purposes.
 4123. W.R.N.S.—Badges for Chief Wrens W/T.
 4124. W.R.N.S.—Badges.
 4125. Attaché Cases.
 4126. Waste—Salvage and Disposal of Oily Rags and Cotton Waste.

SECTION 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE

4127. Amendments to Books.
 4128. A.M.S.Is.
 4129. B.R. 269/43 Handbook for 12-pdr. Gun on H.A./L.A. IX, H.A. VIII, H.A. VIII* and P.I.* Mountings—Issue.
 4130. B.R. 780(1)—Re-arming Drill for Naval Fighter Aircraft Seafire IIC, IB and B.R. 780(2)—Re-arming Drill for Naval Fighter Aircraft Hurricane IIC—Issue.
 4131. B.R. 833—Handbook for the 4-in. Q.F. "A", Marks V, V* and Q.F., Marks V**, V*** and VC Guns on H.A., Marks III, III*, III** and IV Mountings, 1943—Issue.
 4132. O.U. 6090(X)—Issue of Revised and Additional Pages to Range Tables—Amendment.
 4133. Form H.393—Table Showing Distance Run in Cables in a Given Interval at Speeds of from 1 to 6 Knots.
 4134. Form S.43a—Sailors' Pay and Identity Books—Security of.
 4135. Form S.507—Rendering.
 4136. Form S.1183—Report of Defective Radio Equipment or Component.
 4137. Income Tax—Newly Commissioned Officers—Questionnaire Form.
 4138. R.A.N.A.S. Forms—Renumbering.
 4139. W/T Frequency Supplements—Distribution.

SECTION 6.—SHORE ESTABLISHMENTS

4140. Pay Arrangements for Constructor Officers Serving Afloat.
 4141. Civilian Home Yards Rates of Pay of Crews of H.M. Boom Defence Vessels—Increase.
 4142. Departmental Clerical Assistants, Grade II—Upgrading.
 4143. Promotion of Established Typists to Acting Established Shorthand Typists—Starting Pay.
 4144. Temporary Typing Grades—Incremental Progression after age 25.
 4145. Workpeople Discharged Medically Unfit—Leave.
 4146. Workmen who are Accredited Trade Union Officials—Increased Pensionable Leave.
 4147. U.S. Navy—Provision of Supplies and Services from Non-Naval Sources.
 4148. Flights by Naval, Royal Marine, R.A.F. and Civilian Personnel in Naval Aircraft.
 4149. Mercer and Hyster Cranes—Repair and Servicing Facilities.
 4150. Vehicular Traffic on Runways, Dispersal Tracks, etc.—Limitation of Wheel Loads.
 4151. Timber Supply.

(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.

4037.—Landing Craft Tank, Mark IV—Precautions when Using

(M/D.N.E. (C.O.) 3983/43.—2 Sep. 1943.)

Experience with L.C.T. (4) shows that the structure of these craft, designed for short sea passages, is liable to be unduly strained when the craft are proceeding on long sea voyages in moderately rough weather, or when they are beached without due care. The following precautions are—subject to operational necessities—to be taken on these occasions:—

- (a) Drying out should be the exception rather than the rule. It is permitted as an operational necessity, but should be avoided when possible during training and exercises in view of the damage liable to occur when the craft are partially water-borne.
 (b) Load or ballast to be removed whenever possible before drying out.
 (c) Normally courses and speeds which involve pounding should be avoided, the handling of the craft being treated as something between that of a sailing ship and that of a mechanically propelled vessel.

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

*4038.—Honours and Awards—"London Gazette" Supplement of 24th August, 1943

(H. & A.—2 Sep. 1943.)

ADMIRALTY,

Whitehall,

24th August, 1943.

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

For courage, resolution and skill in a successful attack on an enemy convoy while serving in H.M.S. "Jervis":

Bar to the Distinguished Service Order

Captain Anthony Follett Pugsley, D.S.O., R.N., Tiverton, Devon.

The Distinguished Service Cross

Lieutenant Kenneth Kirkland Lacey, R.N.V.R., Haslemere, Surrey.

The Distinguished Service Medal

Acting Temporary Petty Officer Douglas Victor Alan Pearce, D/JX.154938, Newton Abbot, Devon.

Leading Seaman Cecil Dennis Jacobs, C/SSX.25221, Woodbridge, Suffolk.
 Temporary Leading Seaman John Henshaw, P/JX.227898, Belfast.

Mention in Despatches

Able Seaman Kenneth John Ackland, P/JX.182048, Gosport, Hants.
 Able Seaman Peter Bollo Garrod, C/JX.228439, Raynes Park, London.

For bravery in a daring attack on Tripoli Harbour while serving in Light Coastal Craft :

The Distinguished Service Cross

Temporary Lieutenant Christian Peter Evensen, R.N.V.R.
Temporary Lieutenant Harry Frederick Wadds, R.A.N.V.R.

The Distinguished Service Medal

Petty Officer Motor Mechanic James Cyril Jones, D/MX.74660.
Petty Officer Motor Mechanic John Nivison Lawrence, B.E.M., P/MX.79487.
Able Seaman Bernard Colgan, P/ESDX.1189.

Mention in Despatches

Temporary Lieutenant Alexander Dunlop Foster, R.N.V.R.
Temporary Lieutenant Harwin Woodthorpe Sheldrick, R.N.V.R.
Temporary Sub-Lieutenant Douglas James Roper Austin, R.N.V.R.
Able Seaman Robert Cain, C/JX.279892.
Able Seaman Herbert Arthur Goldspink, C/JX.166690.
Able Seaman Stanley Harley, P/JX.273136.
Able Seaman Roy Charles Tomkins, P/JX.296533.
Ordinary Telegraphist Frank Pullen, D/JX.236959.

For gallantry in air operations in defence of a convoy to Malta :

The Distinguished Service Cross

Acting Temporary Lieutenant-Commander (A) Rupert Arnold Brabner, D.S.O., M.P., R.N.V.R.

For skill and daring in shooting down an enemy aircraft while operating from H.M.S. " Battler " on convoy escort duty :

The Distinguished Service Cross

Sub-Lieutenant (A) Peter Constable, R.N., Uckfield, Sussex.

Mention in Despatches

Temporary Sub-Lieutenant (A) Arthur Gordon Penney, R.N.V.R., Kendal.

For outstanding devotion to duty during three years' arduous service as Commodore of Ocean Convoys :

Mention in Despatches

Admiral Sir Arthur John Davies, K.B.E., C.B.

For bravery and presence of mind in rescue work :

Mention in Despatches

Seaman Kenneath Dean, LT/JX.288732, Royton, Lanes.
Seaman Ernest Charles Llewellyn Evans, LT/JX.232096, Swansea.

For bravery and devotion to duty in the face of enemy air attack.

Mention in Despatches

Able Seaman Leonard Rosindale, D/SSX.28896.

For bravery and devotion to duty in the face of enemy attacks while serving in defensively equipped Merchant Ships :

Mention in Despatches

Acting Able Seaman James Ernest Allingham, P/JX.234548.
Acting Able Seaman Albert Whittle, P/JX.266801.

The KING has been graciously pleased to give unrestricted permission for the wearing of the following decorations bestowed by the President of the United States of America for outstanding services against enemy submarines while serving in H.M.N.Z. Ships " Kiwi " and " Moa " :

The Silver Star Medal

Mechanician First Class Reginald Eric Harper, D.S.M., D/KX.80089.
Able Seaman John Theobald Washer, D.S.M., N.Z.2325.

The following amendments (where underlined> are made to previous orders of Honours and Awards under the headings shown :

The Distinguished Service Cross

A.F.O. 2345/43. Temporary Lieutenant Eric Gordon Lawrence, R.N.V.R.

Mention in Despatches

A.F.O. 2596/43. Acting Commander Robert John Pipon Montgomery, R.N.
Temporary Lieutenant Nicholas John Turney Monsarrat.

4039.—Honours and Awards—Royal Norwegian Navy

(H. & A. 286/43.—2 Sep. 1943.)

The King has been graciously pleased to approve the following award for distinguished services as Senior Commanding Officer of the First Destroyer Flotilla:

The Distinguished Service Cross

Commander Thore Horve, R.N.N.

2. This award will not be gazetted.

4040.—Senior Naval Officers (Landing)—Command Money and Entertaining Allowance

(C.W. 2178/43.—2 Sep. 1943.)

With reference to K.R. & A.I., Articles 1560 and 1561, Command Money and Entertaining Allowance at 7s. and 5s., respectively, are payable to officers of the rank of Captain appointed as Senior Naval Officer (Landing).

2. These allowances are payable to the officer concerned only from the date of joining his force, and the commencement of the working-up period, but *not* during the preliminary planning period.

3. The accounts of the officers affected should be adjusted accordingly, and supported by notation in the ledger, quoting this Order.

(K.R. & A.I. Arts. 1560 and 1561.)

4041.—Ogilvy Prize—Award for 1943

(C.W. 30839/43.—2 Sep. 1943.)

The Ogilvy Prize for the January—June 1943 Qualifying Long Course for (T) Officers has been awarded to Lieutenant G. H. G. Crane, R.N.

4042.—Julian Corbett Prize—1943

(C.W. 34816/43.—2 Sep. 1943.)

The Julian Corbett Prize for Research in Modern Naval History, at present of the value of £50, is awarded annually by the Senate of the University of London, on the recommendation of the Institute of Historical Research Committee for work based on original materials for modern Naval history. The work must take the form of either a dissertation, an edition of

original documents, or a report on material at home or abroad illustrating modern Naval history. The prize is open for competition to any Naval officers working on an approved subject under the advice (by way of correspondence) of the Committee. Further particulars will be found in the Appendix to the *Navy List*, or may be had from the Secretary, Institute of Historical Research, Malet Street, London, W.C.1.

2. For the next award work should be sent in on or before 1st October, 1943, to the Secretary at the above address.

3. In accordance with Article 17, K.R. and A.I., all work should, in the first instance, be sent to the Admiralty for permission to submit it for the consideration of the Institute of Historical Research Committee. If permission is granted, the Admiralty will, upon request, forward the work to the Committee.

***4043.—Accelerated Promotion**

(C.W. 36351/43.—2 Sep. 1943.)

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

Executive

Huggons, K. F. ...	"Spey" ...	1st August, 1943.
Newman, P. D. ...	"Mosquito" for M.L. "1122" ...	1st August, 1943.
Williamson, J. A. G. ...	"Midge" for M.L. "220" ...	1st September, 1943.
Horley, J. L. ...	"St. Christopher" for M.T.B. "671" ...	1st September, 1943.
Jones, T. V. ...	"Quebec" ...	1st September, 1943.
Russell, J. P. ...	"Gairsay" ...	1st September, 1943.
Poskin, E. G. J. ...	"Asbury" ...	1st September, 1943.
White, E. E. J. ...	"Mantis" for M.G.B. "86" ...	1st September, 1943.
Fowler, S. F. ...	"Lynx" for M.M.S. "82" ...	1st September, 1943.
Mann, R. B. ...	"Vanquisher" ...	1st September, 1943.
Tulloch, J. P. ...	"Resolution" ...	1st September, 1943.
Robinson, J. S. ...	"Northney" ...	1st September, 1943.
Jelley, E. E. ...	"Lydd" ...	1st September, 1943.
Venables, R. B. ...	"Vimy" ...	1st September, 1943.
Macleod, M. D. ...	"Felixstowe" ...	1st September, 1943.
Bryan, P. J. M. ...	"Bermuda" ...	1st September, 1943.
Maynard, D. R. ...	"Irwell" for M.M.S. "229" ...	1st September, 1943.
Prince, C. ...	"Alaunia" ...	1st September, 1943.
Atkinson, H. T. ...	"Clarkia" ...	1st September, 1943.
Hudson, R. G. O. ...	"Gregale" ...	1st September, 1943.
Cattle, R. R. ...	"Dinosaur" ...	1st September, 1943.
Robins, H. G. ...	"Dinosaur" ...	1st September, 1943.
Chudley, B. J. ...	"Defiance" for M.M.S. "140" ...	1st September, 1943.
Malcolm, W. C. ...	"Quality" ...	1st September, 1943.

Flying

Maude, E. W. ...	"Malagas" ...	1st July, 1943.
Ward, A. P. N. ...	"Daedalus" ...	1st July, 1943.
Eckersley, A. ...	"Emerald" ...	1st September, 1943.
Musson, A. E. ...	"Anson" ...	1st September, 1943.
Hartshorne, T. G. ...	"Victorious" ...	1st September, 1943.
Maccaw, B. A. ...	"Goshawk" ...	1st September, 1943.
Thomson, A. J. ...	"Heron" ...	1st September, 1943.
Hyndman, E. ...	"Daedalus" ...	1st September, 1943.

Engineer

Rowbotham, R. N. ...	"Nelson" ...	1st September, 1943.
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Electrical

Hughes, L. J. ...	"Claverhouse" ...	1st September, 1943.
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Accountant

Meek, D. E. ...	"Nile" ...	1st September, 1943.
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Special

Thomas, N. G. H. ...	"President" ...	1st September, 1943.
Milne, J. G. ...	"Landrail" ...	1st September, 1943.
Plumpton, C. ...	"Blenheim" ...	1st September, 1943.
Malkin, H. C. ...	"Victory" ...	1st September, 1943.
Burrington, H. D. ...	"Curlew" ...	1st September, 1943.
Urwin, A. C. B. ...	"President" ...	1st September, 1943.

Executive R.A.N.V.R.

Linton, J. J. ...	"Juliet" ...	1st September, 1943.
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2. The above promotions will appear in C.W. List of Appointments.

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

4044.—Pay Arrangements for Constructor Officers Serving Afloat—Reports

(C.E./C.W. 947/43.—2 Sep. 1943.)

Constructor Officers serving afloat are normally paid their salaries and allowances by the paying officer of the civil establishment from which they proceeded to sea service, who arranges for the sums due to be credited to the officers' banking accounts in the United Kingdom and through whom monthly allotments to the officers' dependants may be declared under the Navy allotment system.

2. To enable the Constructor Officers to obtain cash to meet their personal needs, Naval Accountant Officers of H.M. ships in which such officers are serving are authorised to cash their private cheques under the arrangements prescribed in K.R. & A.I., Appendix XXXIIA, Clause 5 (C) (K.R. 1/38). It is occasionally necessary for Accountant Officers to make advances to Constructor Officers other than by the cashing of cheques. These transactions should be reported immediately by the Accountant Officer to the appropriate civilian paying officer and to the Director of Navy Accounts (Branch 5), Bath.

3. Constructor Officers serving in H.M. ships or naval establishments should be messed in accordance with the provisions of K.R. & A.I., Article 1818, Clause 3 (c). Except where appointed for training afloat, when they are victualled and dealt with in the same manner as naval officers under paragraph 1 of Clause 3(c), they receive special allowances or are eligible for subsistence allowance under A.F.O. 820/41, Part I, paragraph 18, and they are therefore required to pay for their own messing. When a Constructor Officer serving afloat has to be lodged on shore, his claims for subsistence allowance, lodging allowance or colonial allowance under the current regulations for civilian officers should be made on the civilian paying officer mentioned in paragraph 1.

4. To facilitate accounting arrangements, appointments of Constructor Officers to H.M. ships, and subsequent transfers, will in future be promulgated in C.W. Appointments Lists as well as in C.E. Appointments Lists. All transfers of Constructor Officers between ships should be reported to C.W. Branch, Admiralty, London, and C.E.II Branch, Admiralty, Bath, to enable them to be included in the lists.

(A.F.O. 820/41.)

4045.—R.N.R. and R.N.V.R. Executive Officers—Withdrawal of Opportunity to Specialise in Fleet Air Arm

(C.W. 33341/43.—2 Sep. 1943.)

R.N.R. and R.N.V.R. Executive Officers can no longer be allowed to specialise in the Fleet Air Arm either as Pilot or as Observer.

2. A.F.O. 1633/42 is accordingly cancelled.

(A.F.O. 1633/42 is cancelled.)

4046.—R.N.V.R.(G.S.) Officers—Appointment to Convoy Escorts

(C.W. 27973/43.—2 Sep. 1943.)

A.F.O. 4962/42 is to be amended as follows:—

Paragraph 2. After (vii) add:—

(viii) The Gunner in Captains Class Frigates (D.Es. and B.D.Es.).

(A.F.Os. 2971/42 and 4962/42.)

A.F.O. 996 4049.—Advanced Engineering Course—Re-introduction

(C.W. 18250/43.—2 Sep. 1943.)

It has been decided to reinstitute the Advanced Engineering Course as a full two years' course, commencing with the course beginning in September, 1943, when the normal syllabus will be reverted to.

2. With reference to paragraph 2 of A.F.O. 3111/40, arrangements will be made, as soon as circumstances permit, for those officers who have successfully completed the one-year course and have been recommended to undergo the short completion course for the award of the E(†) qualification.

3. A.F.O. 3111/40 is to be amended accordingly.

4. K.R. & A.I., Appendix XII, Part 7, as amended by K.R. 4/42, will be revised in due course.

(A.F.O. 3111/40, not in annual volume.)

*4050.—Patrol Service Advancements

(N. 8004/43.—2 Sep. 1943.)

With reference to A.F.O. 341/40, paragraph 9 (f), the word "acting" is not to be used in future in connection with advancements of Patrol Service ratings, except for those specially authorised on an acting basis (e.g., Acting Chief Engineer—A.F.O. 2866a/42, Acting Petty Officer (P.S.)—A.F.O. 431/42, Acting Seaman and Acting Stoker—A.F.O. 3210/42 and Acting R.P.O.(P.S.)). Apart from these, and any other special acting advancements that may be approved in future, all normal advancements made, and to be made, during the period of hostilities, throughout the Patrol Service, both for R.N.R. Patrol Service and R.N.(H.O.) Patrol Service ratings, should therefore bear the prefix "wartime" only. Service documents are to be amended as necessary.

(A.F.Os. 341/40 (not in annual volume)—431/42, 2866a/42 and 3210/42.)

4051.—Forms S.443—Award of Auxiliary Watchkeeping Certificates to Stoker Ratings

(N. 18631/43.—2 Sep. 1943.)

Some confusion is caused in depots by the frequent failure of ships and establishments to insert on Forms S.443 the letter (M) when the Motor W/K qualification has been awarded to Stoker ratings, *vide* A.F.O. 110/41. The attention of all officers initiating these forms is, therefore, drawn to the importance of differentiating between an Auxiliary Watchkeeping Certificate (Steam) awarded in accordance with K.R. & A.I., Appendix XVII, Part I, No. 39 (F), and an Auxiliary Watchkeeping Certificate (M) awarded in accordance with A.F.O. 110/41.

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

4052.—Complement Amendment

Coastal Craft

(N.860/43.—2 Sep. 1943.)

The following amendment is to be made to the scheme of complement of Coastal Craft, issued with Admiralty letter N.12684/43 (ex D.P.S. 157/43/M) of 8 Mar. 1943:—

Amend Note (m) by substituting "80" for "40" in each instance where the latter number now appears.

4053.—Shipwright Complements—Dilution by Joiners

(N./D.P.S. 112/43/M.—2 Sep. 1943.)

As a result of the many urgent demands at present being made for Shipwright ratings and of the consequent acute shortage, it has become necessary to reconsider the existing arrangements for their dilution by joiners, promulgated in A.F.O. 2119/41 and amended by A.F.O. 2216/42.

2. Accordingly, joiners are to be borne in lieu of shipwrights as shown in the table below.

3. A corresponding number of joiners (the individuals, who would normally be the senior, being selected at the Commanding Officer's discretion) are to be paid difference of pay at the rate of Shipwright 4th class.

4. Chief Joiners, who are surplus to requirements of that rating, may be drafted afloat in lieu of Shipwrights, but the filling of complement billets for Chief Joiner should have priority.

TABLE.

	Number to be substituted
Battleships	One in each ship
Battle cruisers	
Large aircraft carriers	
Cruisers above 9,000 tons	
"Argus"	Two in each ship
Fleet repair ships	
Base repair ships	
Large depot ships	
"Duke"	One in each establishment
"Collingwood"	
"Wellesley"	
"St. George"	
"Vernon" (R)	Two in each establishment
"Defiance"	
R.N. Barracks, Portsmouth	
R.N. Barracks, Devonport	
R.N. Barracks, Chatham	One in each Base
Fort Blockhouse	
"Excellent"	
"Royal Arthur"	
C.F. Base allowed 3 or 4 Shipwrights*	Two in each Base
C.F. Base allowed 5 or 6 Shipwrights	Three in each Base
C.F. Base allowed 7 or 8 Shipwrights	Four in each Base
C.F. Base allowed 9 or 10 Shipwrights	Five in each Base
C.F. Base allowed 11 or 12 Shipwrights	Six in each Base
C.F. Base allowed 13 or 14 Shipwrights	Seven in each Base
C.F. Base allowed 15 or 16 Shipwrights	Eight in each Base
C.F. Base allowed 17 or 18 Shipwrights	Nine in each Base
C.F. Base allowed 19 or 20 Shipwrights	

* Including those allowed by scale as Coastal Forces Maintenance Staff for attached flotillas.

(A.F.Os. 2119/41 and 2216/42 are cancelled.)

4054.—Ratings—Reports of Movements—S.543 Draft Note and Tobacco Permit—Use of

(N.—2 Sep. 1943.)

The need for accurate and up-to-date records of the whereabouts of ratings is accentuated in war-time and it is of great importance that depots should be informed of movements at the earliest practicable moment. It has, therefore, been decided that the instructions for the use of Form S.543, Draft Note and Tobacco Permit, should be amended as shown below (except in Patrol Service-manned vessels, Coastal Forces Craft and Landing Craft, in which the instructions printed on the cover of the book will continue to apply).

2. Attention is drawn particularly to the second sub-paragraph of paragraph 2 of the new instructions. Whenever a rating joins a ship or establishment his arrival on board is to be reported *immediately* by despatching one copy of the form to his depot (for Foreign Stations, *see* paragraph 4 below).

3. It is important to realise that this form is an acknowledgment that the man has been received on board the ship. It is not concerned with transfer of pay accounts or victualling but only with the whereabouts of the man himself. Except as stated in paragraph 4 (below) it is always to be sent direct to the appropriate depot and is not to be passed through a parent ship or accounting base.

4. These instructions are to be brought into force on receipt of this order. On foreign stations the *duplicate* forms may be forwarded through the Commander-in-Chief's drafting office or as ordered by the Commander-in-Chief.

S.543. DRAFTING BOOK AND TOBACCO PERMIT

To be kept under lock and key when not in use

INSTRUCTIONS FOR USE

These instructions are to be followed in all H.M. Ships and Establishments EXCEPTING those manned by Patrol Service, Coastal Forces or Combined Operations ratings.

This form is for use in any of the following circumstances :—

- (A) Drafting from depots.
- (B) Transferring men from one ship or establishment to another.
- (C) As a notification to depot of men joining a ship.
- (D) As a tobacco permit.

IMPORTANT. Names are to be typed or written in BLOCK LETTERS. When a man is discharged to a ship, the name, rating and non-substantive rating of the man he is to relieve, or, if not a relief, the reason for his discharge, is to be shown clearly in column 9.

Columns 6 and 8 need be filled in on the *original* only.

2. On *every occasion* of a rating being discharged from a ship or establishment the form is to be prepared in *quadruplicate*. The *original* and *duplicate* are to accompany the draft.

IMMEDIATELY the draft has left the ship or establishment, the *triplicate* is to be forwarded SEPARATELY by post or other convenient means to the ship which the men are to join. The *quadruplicate* is to be retained in the ship or establishment initiating the draft.

IMMEDIATELY the draft joining a ship has been mustered, the *duplicate* form is to be dated and signed by the Officer of the Watch and forwarded AT ONCE to the man's depot. If a draft arrives without the necessary forms, one copy is to be made out on board and forwarded to the depot AT ONCE.

The *original* is to be retained on board and dealt with as shown on the form.

3. The depots to which the *duplicate* forms are to be sent are shown below, separate forms being used for the following thirteen different groups of ratings :—

Submarine ratings to the Captain (S) V (Drafting), Fort Blockhouse.

Other ratings of Portsmouth, Devonport, Chatham and F.A.A. Port Divisions to the Commodore, R.N. Barracks, of their respective Port Divisions (for Drafting Commander).

Royal Marines (Po.), (Ply.), and (Ch.) to the Colonel Commandant of their respective Divisions.

R.M. Band to the Superintendent, R.N. School of Music, Scarborough.

Boom Defence ratings to the Superintendent of Boom Defences, Rosyth.

T.124X ratings to Admiralty, for Director of Sea Transport.

T.124T ratings to the Commanding Officer, H.M.S. "Minona".

Ratings serving on Cable Ship agreement to the Commanding Officer, H.M.S. "Ubiquity".

4. USE (D)—(K.R. & A.I., Article 919, clause 9). In the following instructions the word "tobacco" includes cigars and cigarettes as well as ship's and other tobacco.

(i) No man transferred *by land* from one ship or establishment to another *in home waters* is allowed to take with him more than 1 lb. of service tobacco and either 2 oz. of tobacco or 50 cigarettes of proprietary brands.

(ii) *In foreign waters* up to 2 lb. of tobacco or cigarettes may be taken.

(iii) If a man is not taking any tobacco with him, the fact is to be recorded against his name on the *original* form.

(iv) This form is to be kept separate from the pay and other documents and is to be handed to the Officer of the Watch on arrival. The Commanding Officer of the ship or establishment which the men are joining is to satisfy himself that no tobacco has been improperly made away with on the journey, and is to endorse the *original* form to that effect.

(v) Men sent on leave with orders to join depot on termination thereof (including men sent in to depot to deposit kits prior to proceeding on leave), are entitled to take with them the amount of tobacco authorised by K.R. & A.I., Article 919, clause 6.

(vi) Ratings are to be warned that any man who wilfully allows a false declaration to be made on this form is guilty of an offence under the Naval Discipline Act and will be dealt with accordingly. Each man is responsible that the correct amount of tobacco is produced at the place of destination in accordance with the amount shown in column 8 of the form.

(75 sets of 4 Forms.)

S.543.

4055.—Hard-lying Money—Payment in L.S.Ts., Class II

(N./D.N.A. 9319/43.—2 Sep. 1943.)

The living and sleeping conditions in L.S.Ts., Class 2, are such that the short periods of discomfort suffered when troops are borne, which are incidental to long periods of normal service, are not considered to justify the credit of hard-lying money to officers or men.

2. If, however, the periods during which troops are carried should be of reasonably long duration or occur with great frequency, consideration would be given to individual applications for hard-lying money as special cases.

3. Such applications should include information as to the numbers of L.S.T. personnel borne and of troops carried, distinguishing between officers and other ranks, and details of the length of passages and their frequency.

*4056.—Naval Salvage Money—Distribution

(D.N.A./S.323/42.—2 Sep. 1943.)

The following awards are now ready for distribution by the Director of Navy Accounts.

Awards for the salvage of S.S. "Verbania" by H.M. ships "Brigand", "Kunishi" and "Northern Duke" on 22nd March, 1940 to 2nd April, 1940.

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

	"Brigand"			"Kunishi"			"Northern Duke"		
	£	s.	d.	£	s.	d.	£	s.	d.
3rd Class	86	6	10	—	—	—	50	17	6
5th Class	—	—	—	54	1	3	—	—	—
6th Class	43	3	5	40	10	10	25	8	10
7th Class	34	10	9	—	—	—	20	7	2
8th Class	28	15	9	—	—	—	—	—	—
9th Class	23	0	7	21	12	6	13	11	6
10th Class	17	5	6	—	—	—	10	3	7
11th Class	14	7	11	13	10	4*	8	9	8*
12th Class	8	12	9	8	2	3	5	1	11

* Double shares to D. Campbell, Smn. R.N.R. LT/X.18384A of H.M.S. "Kunishi" and J. Ward, Tel. D/WRX.385 of H.M.S. "Northern Duke".

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

4057.—Naval Fire Parties

(N. 28611/42.—2 Sep. 1943.)

Royal Marines, other ranks, are not to be permitted to transfer to Stoker (F.F.) for duty with Naval Fire Parties.

(A.F.O. 5516/42.)

4058.—N.A.A.F.I. Personnel—Applications for Transfer to the General Service

(N. 15422/43.—2 Sep. 1943.)

In view of the present shortage of staff for the Naval Canteen Service, applications from N.A.A.F.I. personnel for transfer to the General Service cannot be approved, and should not, therefore, be forwarded.

4059.—Aircraft Recognition Films—Revised Distribution

(T.S.D.957/42.—2 Sep. 1943.)

With reference to A.F.Os. 3426/42 (paragraph 2) and 355/43, it is no longer possible, owing to the shortage of film printing facilities and of film stock, to continue supplying complete sets of aircraft recognition films to individual ships and establishments, as hitherto.

2. In future, therefore, these films will be issued without demand in accordance with the schedule set out in paragraph 6 and ships and establishments desiring to obtain copies of these films should apply to their nearest film library or authority as referred to in paragraph 6 (a) and to return the copies as soon as finished with.

3. All copies held at present by individual ships and establishments not listed in paragraph 6 (b) are to be returned immediately to the nearest library or authority, so that the complement allowed as in paragraph 6 (a) can be built up.

4. All libraries and authorities receiving any copies in excess of their allowed complement are to return them to N.S.O., R.N. Store Depot, Britannia Works, Neasden Lane, London, N.W.10.

5. The following parts of this film are obsolete and therefore all copies should be returned immediately to Neasden Store (address in paragraph 4):—

Part 14 ... Beaufort	Part 37 ... Hampden I
Part 16 ... Anson I	Part 39 ... Fortress I
Part 19 ... Dornier 172	Part 40 ... Lysander and Henschel
Part 21 ... Airacobra	Part 45 ... Skua
Part 23 ... Manchester	Part 49 ... Fulmar
Part 27 ... Tomahawk	Part 52 ... Albemarle
Part 32 ... Maryland	Part 55 ... Albacore
Part 33 ... Heinkel 115	Part 61 ... Vengeance

6(a). Copies to be issued for loaning purposes:—

		No. of copies 35-mm. 16-mm.	
Scapa Library ...	A.F.O. 2723/43 refers...	10	10
Rosyth Library ...		6	6
Glasgow Library ...		7	5
Liverpool Library ...		7	7
Chatham Library ...		6	5
Devonport Library ...		7	6
London Library ...		7	6
F.O.I.C., Northern Ireland ...		1	1
C.-in-C., Eastern Fleet ...		10	10
C.-in-C., Mediterranean ...		10	10
C.-in-C., Levant ...		6	6
C.-in-C., South Atlantic ...		3	3
S.B.N.O., Western Atlantic ...		5	5
R.A.T.E., Durban ...		2	2
F.O., Ceylon... ..		5	5
F.O.C., West Africa ...		3	3
V.A., Malta ...		5	5
F.O.C., Gibraltar ...		5	5
F.O.C., Royal Indian Navy ...		5	5
A.C., Iceland (C) ...		2	2
F.O., East Africa ...		2	2
S.N.O., Persian Gulf ...		2	2
S.N.O., Aden ...		2	2
N.O.I.C., Trinidad ...		2	2

(b) Copies to be issued on permanent loan:—

	No. of Copies 35-mm. 16-mm.	
H.M.S. "Excellent" ...	1	1
H.M. Gunnery School, Devonport ...	1	1
R.N. Gunnery School, Chatham ...	1	1
H.M.S. "Queen Charlotte," Ainsdale ...	1	—
H.M.S. "Assegai," Durban ...	1	1
H.M.S. "St. Christopher," Fort William ...	1	—
H.M.S. "Canopus," Alexandria ...	—	1
H.M.I.S. "Himalaya," Karachi ...	1	—
R.N.A.S., Arbroath ...	1	—
R.N.A.S., Yeovilton ...	1	—
R.N.A.S., Worthy Down ...	1	—
A.A. Range, Algiers ...	1	—
R.M. A.A. Training School, Arbroath ...	1	—
A.A. Range, Barton's Point ...	1	—
H.M.S. "Caroline," Belfast ...	1	—
H.M.S. "Helder," Brightlingsea ...	1	—
R.M. Gun Battery, Chatham ...	1	—
H.M.S. "Vectis," Cowes ...	1	—
H.M.S. "St. George," Douglas, I.O.M. ...	—	1
A.A. Range, Colombo ...	—	1
R.M. Gun Battery, Eastney ...	1	—
H.M.S. "Claverhouse," Granton ...	1	—
H.M.S. "Badger," Harwich ...	1	—
H.M.S. "Warren," Largs ...	—	1
H.M.S. "Wellesley" ...	1	—
P.S.C.D., Lowestoft ...	1	—
A.A. Range, Malta ...	—	1
R.M. Gun Battery, Plymouth ...	1	—
H.M.S. "Glendower," Pwllheli ...	1	—
H.M.S. "Cochrane," Rosyth ...	1	—
H.M.S. "Hamilcar" ...	1	—
H.M.C.S. "Avalon" ...	—	1
H.M.S. "Asbury" ...	1	1
Northern A.A. Range, Scapa ...	1	—
H.M.S. "Wildfire," Sheerness ...	1	—
H.M.S. "Western Isles," Tobermory ...	1	—
A.A. Range, Trincomalee ...	—	1
H.M.S. "Bee," Weymouth ...	—	1

(c) Duplicating prints for servicing ships, shore establishments and D.E.M.S. in Dominions to be issued to:—

N.S.H.Q., Ottawa.
A.C.N.B.
N.Z.N.B.

(A.F.Os. 3426/42 and 355/43.)

4060.—Film "In Which We Serve" for Instructional Purposes

(T.S.D. 2318/43.—2 Sep. 1943.)

Copies of the film "In Which We Serve" are being issued to Command Instructional Film Libraries (A.F.O. 2723/43 refers), excepting H.M.S. "Collingwood" which is not yet fully working, for issue on temporary loan only.

2. Application for copies of this film should be made to the nearest film library, but at present it is only available in 35mm. size and information will be promulgated by a subsequent Fleet Order when 16mm. copies become available.

3. Particular attention is drawn to the following conditions under which this film has been obtained and they must be strictly adhered to:—

- The film must be shown only to Naval personnel
- No charge for admission to performances of this film may be made under any circumstances
- The film must not be exhibited at any Establishment which is situated within a two miles' radius of any commercial cinema.

4. Establishments in the Portsmouth Command should for the time being apply to N.S.O., R.N. Store Depot, 54 Neasden Lane, London, N.W.10, for loan of a copy of this film.

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

4061.—Instructional Film "Anchor Work" (Serial No. A.84)

(T.S.D. 2299/43.—2 Sep. 1943.)

The instructional film entitled "Anchor Work" (serial number A.84) is now completed and will be distributed without demand as follows:—

Command Instructional Film Libraries:—

	35mm.	16mm.
Scapa	1	1
Rosyth	1	1
Glasgow	1	1
Liverpool	1	1
Chatham	1	1
Devonport	1	1
London	1	1

2. Additionally, copies will also be supplied without demand to the following establishments:—

H.M.S. "Collingwood"
H.M.S. "Raleigh"
H.M.S. "Royal Arthur"
H.M.S. "Glendower"
H.M.S. "Ganges"

3. Application to loan copies of this film should be made in accordance with A.F.O. 2723/43.

4. The film consists of four parts as follows:—

- Part 1.—Introduction. Shows by diagram the gear on the foc'sle of a warship, and explains its functions (2 reels).
Part 2.—Coming to anchor. A modern battleship from the moment she enters harbour till she is secured at eight shackles (1 reel).
Part 3.—Weighing anchor. A modern battleship from shortening-in to leaving harbour (1 reel).
Part 4.—Securing to a buoy. Shows the operation of cutting anchor in a battleship and then securing to a buoy.

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

4062.—Instructional Film "The Gyro Compass" Serial No. A.110

(T.S.D. 2216/43.—2 Sep. 1943.)

An instructional film entitled "The Gyro Compass" Serial No. A.110, has been completed and is ready for distribution.

2. The film deals with care and maintenance, starting and stopping routines and is made in four parts as follows:—

- Part 1.—The Admiralty Gyro Compass (Sperry type) (3 reels).
Part 2.—The Sperry Mark XIV Model 0 (2 reels).
Part 3.—The Sperry Mark XIV Model 1 (2 reels).
Part 4.—The Brown (3 reels).

3. Copies will be distributed to the following Authorities and Libraries to whom application should be made for copies on temporary loan, as it is no longer possible to supply copies to individual ships and establishments unless a guarantee can be given that the film will be shown at least three times per week:—

Authorities:—

C.-in-C., Mediterranean.
C.-in-C., Levant.
C.-in-C., South Atlantic.
C.-in-C., Eastern Fleet.
F.O.C., West Africa.
S.B.N.O., Western Atlantic.
F.O.I.C., Gibraltar.
F.O.C., Royal Indian Navy.

Command Instructional Film Libraries:—

Orkneys and Shetlands, H.M.S. "Dunluce Castle," Scapa.
Rosyth, H.M.S. "Cochrane."
Western Approaches, H.M.S. "Wellesley," Liverpool.
Western Approaches, Sherbrooke House, Glasgow.
Portsmouth, H.M.S. "Collingwood," Fareham.
Chatham, R.N. Barracks.
Devonport, R.N. Barracks.

4. Copies will also be supplied without demand to H.M.S. "Vernon" (R), H.M.S. "Marlborough," H.M.S. "Defiance," and H.M.S. "Assegai."

5. Duplicating copies will be supplied without demand to A.C.N.B. and N.S.H.Q., Ottawa.

4063.—Instructional Film, "Introducing the Squid"—Serial Number A.142*

(T.S.D. 2305/43.—2 Sep. 1943.)

The instructional film "Introducing the Squid" has now been completed and distribution will be made as follows, without demand:—

Copies on permanent loan:—

	No. of copies	
	35mm.	16mm.
H.M.S. "Nimrod"	1	—
H.M.S. "Osprey"	1	1
H.M.S. "Vernon" (R)	1	—
H.M.S. "Vernon" (P)	1	—
H.M.S. "Marlborough"	1	—
Torpedo School, Chatham	—	1
Capt. (D), Liverpool	1	—
Capt. (D), Greenock	—	1
H.M.S. "Western Isles"	1	—
Capt. (D), Belfast	1	—
Capt. (D), Londonderry	1	—
Director of Torpedo and Mining, Bath	—	1
H.M.S. "Malabar," Bermuda	1	—
H.M.S. "Machimar," Bombay	1	—

Copies for issue on temporary loan (A.F.O. 2723/43 refers):—

Command Instructional Film Libraries:—

Scapa, H.M.S. "Dunluce Castle"	1	1
Rosyth, H.M.S. "Cochrane"	1	1
Glasgow, Sherbrooke House	1	1
Liverpool, H.M.S. "Wellesley"	1	1
Chatham, R.N. Barracks	1	1
Devonport, R.N. Barracks	1	1
London, R.N. Store Depot, Neasden Lane	1	1
C.-in-C., Mediterranean	1	1
Commodore, Algiers	1	1
F.O.I.C., Gibraltar	1	1
V.A., Malta	1	1
C.-in-C., Levant	1	1
F.O.C., Royal Indian Navy	1	1
F.O., Ceylon	1	1
C.-in-C., South Atlantic	1	1
F.O.C., West Africa	1	1
S.B.N.O., Western Atlantic	1	1
C.-in-C., Eastern Fleet	1	1

Duplicating prints for reproduction purposes:—

N.S.H.Q., Ottawa
B.A.D., Washington
N.Z.N.B.
A.C.N.B.

2. The film gives a general introduction to the weapon, indicating proposed drill and control by types 144 and 147BX Asdic equipment.

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

4064.—Admiralty Surgeons and Agents

(C.E. 11269/43.—2 Sep. 1943.)

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

Place	Name	Address	Remarks
Exeter ...	Mr. S. S. Cruden, M.D., M.R.C.S., L.R.C.P.	Fairfield Mansions, 24, Alphington Road, Exeter. (Telephone: 54671).	Temporary. In absence of Mr. T. C. Gipson.
Bunessan and Loch Lathaich.	Mr. W. L. Lyall, F.R.C.P., M.B., C.M.	Ulva House, Bunessan, Isle of Mull, Argyll. (Telephone: Fionphort 204).	—

4065.—Food Rationing—Relaxation of Rationing Limitations in Ships Operating in Extremely Cold Climates

(V. 4771/43.—2 Sep. 1943.)

When ships are employed in extremely cold climates (e.g. Icelandic, North Norwegian and North Russian waters), the restrictions on the consumption of bacon, butter, margarine and cheese laid down in A.F.O. 3072/42, Section B, may be relaxed in order to facilitate adjustment of the dietary, so that it includes a higher proportion of fatty foods, within the authorised rate for general messing or victualing allowance which are not to be increased on this account.

2. A certificate signed by the Commanding Officer giving particulars of the circumstances and periods during which the ordinary rationing restrictions for all or any of these items were relaxed should be forwarded with the Provision Account.

(A.F.Os. 3072/42 and 6123/42.)

4066.—Food Rationing—Personnel Proceeding on Leave to Eire

(V. 4909/43.—2 Sep. 1943.)

Arrangements have been made by the Eire authorities for temporary food ration cards to be provided for visitors to that country whose stay is in excess of five days. Personnel proceeding to Eire on leave should be instructed to apply to the nearest Garda (Police) Station in Eire, where a ration card to cover the period of their stay will be supplied.

2. Leave and duty ration cards R.B.12 and R.B.8A should therefore not be issued to personnel who are proceeding on leave to Eire.

3. Any Eire food rationing documents surrendered by personnel on enlistment into the Royal Navy should be forwarded to the Director of Victualling, Branch XI, Queen Anne's Mansions, London, S.W.1.

(A.F.Os. 3072/42, 3506/42 and 6123/42.)

4067.—Employment After Discharge—Issue of Leaflets Prepared by the Ministry of Labour and National Service

(N. 19575/43.—2 Sept. 1943.)

The Ministry of Labour and National Service have prepared leaflets for distribution to Naval ratings, Royal Marines, other ranks, and ratings of the W.R.N.S. about to be discharged from the Service, and a copy of this leaflet is to be issued to each man or woman on leaving the Ship or Establishment effecting the discharge. There are two leaflets, one for men and one for women.

2. (a) For men, the issue of the leaflet is, for the present, to be restricted to those discharged on medical grounds. It is to be issued to men invalided after survey, to men discharged as "medically unfit for service" soon after their arrival at the Entry Establishment, and to men who are formally entered and discharged as "medically unfit for service" without appearing at the Entry Establishment.

(b) In the case of men who are medically unfit for entry at the appointed date and are either sent home and discharged to the Unpaid Reserve, or discharged to the Unpaid Reserve without appearing at the Entry Establishment, the leaflet is not to be issued to the men unless and until they are considered to be medically unfit for service and are so discharged.

3. For women, the leaflet is to be issued in all cases; that is, it is to be issued to women discharged for any reason.

4. The distribution of the leaflet is to commence on the receipt of this Order, and applications for supplies should be addressed to:—

The Clerk of Printing and Stationery,
Prince of Wales Hotel,
Southport,
Lancs.

4068.—French Currency—North Africa

(D.N.A. 15050/43.—2 Sep. 1943.)

Information has been received that the only Metropolitan French franc notes which are still legal tender in North Africa are those in denominations of 5, 10, and 20 francs and that all other denominations of these notes have been withdrawn from circulation.

(B.A.O. Greenock, No. C/14041, 10th Jul. 1943.)

4069.—Post Office Savings Bank—Facilities for Naval Personnel

(D.N.A. 726/43.—2 Sep. 1943.)

For the period of the war the limit of £10 applicable to withdrawals on demand made in H.M. ships is increased to £50.

2. It has been ascertained that the Post Office Savings Bank is prepared to grant facilities for the opening of impersonal accounts in respect of the funds of officers' messes on the lines indicated for mutual benefit societies at the end of paragraph 9, Appendix XXXIII K.R. & A.I. Application to open such accounts should be made direct to the Controller, Post Office Savings Bank, Blythe Road, London, W.14.

(K.R. & A.I., Appendix XXXIII, C.-in-C., Eastern Fleet, 1547/EF.4546/2, 19th Dec., 1942.)

Section 3.—G., T., N., E., etc., & STORES; HULL, EQUIPMENT & FITTINGS**4070.—Guns and Breech Mechanisms—4-in., Mark XVI*—Blocks, Sliding, Crank, Mark II—Modification to Breech Blocks**

(A.S./G. 6634/42.—2 Sep. 1943.)

To prolong the period before wear in the breech mechanisms of Q.F., 4-in., Mark XVI* guns produces eccentricity of striker outside the permissible limit of 0.03 in., a new pattern block, sliding, crank, has been introduced which will give contact of striker 0.01 in. above centre fire in a gun completely to plan.

2. The new sliding block is designated Mark II and will be fitted to all guns of new manufacture.

3. When Mark II sliding blocks are fitted to guns with Mark I breech blocks, the latter require modification by removing 0.02 in. from the upper face of the stop flange to ensure closing. Breech blocks are to be stamped Mark I* after

modification. The stop flange is omitted from breech blocks on new manufacture and such breech blocks, which are designated Mark II, will require no modification.

4. Existing Mark I blocks, sliding, crank, already fitted to guns in service are to be replaced only when it is found during overhaul or repair of guns that the limit of striker eccentricity is approached or has been reached. If, however, a Mark II sliding block is fitted to any one gun of a ship, either on first supply or to correct wear, all component and spare Mark I sliding blocks on board are to be replaced by Mark II, and all component and spare Mark I breech blocks are to be modified to Mark I* as described in paragraph 3 above. The work is to be carried out by R.N. Armament Depots as found necessary, the modification to breech blocks being done in accordance with Instructional Print N.O.D. 3104/88.

5. R.N. Armament Depots are to ensure that spare blocks, sliding, crank, issued to H.M. ships on first supply are of the same pattern as those fitted as components of the 4-in., Mark XVI* guns mounted.

6. In future, the allowance to H.M. ships of spare blocks, sliding, crank, for 4-in., Mark XVI* guns will be one per two guns, instead of one per gun. H.M. ships are to land at the nearest R.N. Armament Depot all blocks, sliding, crank, carried in excess of one per two guns. Proportion Book of Naval Armament Stores will be amended.

7. Some breech blocks manufactured without stop flanges may have been delivered without being stamped Mark II. The stamping is to be corrected as opportunity offers.

4071.—Guns and Breech Mechanisms—4-in. Mark XVI*—Screw Securing Breech Ring

(A.S./G. 06999/43.—2 Sep. 1943.)

To ensure that the Screws securing Breech Ring of Q.F. 4-in. Mark XVI* guns do not get rusted into place, they are to be removed, lubricated and replaced at the same time as the sealing collars are removed and replaced as required by A.F.O. 2501/43.

2. When this is done, screws should, if possible, be replaced by those with hexagonal heads as called for in A.F.O. 5895/42.

(A.F.O.s 5895/42 and 2501/43.)

4072.—Guns and Breech Mechanisms—20 mm. Oerlikon

(D.N.O.(W.O.)14/43.—2 Sep. 1943.)

A.F.O. 1413/43 is to be amended as follows:—

Section V. After paragraph 11, add a new paragraph 11a:—

“Magazines of future manufacture will have the initial tension increased to 115 ± 5-in. lb. Magazines in store, and those returned for repair, overhaul, etc., will have the new tension applied at R.N. Armament Depots, as and when time permits.

To test the increased initial tension proceed as in paragraph 11 above; the magazine lever should just commence to tension the magazine when the balance reads 12-13 lb.”

(B.R. 274/41.)

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

4073.—Small Arms—Swift Training Rifles—Introduction

(A.S. 11576/43.—2 Sep. 1943.)

Swift training rifles are hereby introduced into Naval Service for use in elementary musketry training of personnel, especially where 0.22-in. ranges are not available. If such a range is available for instruction the value of the Swift training rifle lies mainly in the training of backward men.

2. The following table shows the approved allowance of Swift training rifles to shore establishments, C.O. Bases, R.N. Air Stations, etc., together with the R.N. Armament Depot responsible for supply:—

Service	Allowance	Depot
(1) C.O. Establishments—		
Northney	1	Priddy's Hard
Helder	1	Chatham
Quebec	1	Kingswinford
Calshot	1	Priddy's Hard
(2) Royal Naval Air Stations—		
Lee	6	{ Priddy's Hard, 3 Kingswinford, 3
Fearn	2	Kingswinford
Stretton	2	Kingswinford
Hinstock	2	Kingswinford
Eastleigh	1	Priddy's Hard
Worthy Down	1	Priddy's Hard
Yeovilton	1	Plymouth
St. Merryn	1	Plymouth
Donibristle	1	Crombie
Arbroath	1	Crombie
Crail	1	Crombie
Hatston	1	Crombie
Twatt	1	Crombie
(3) Shore Establishments (Air)—		
“Gosling”	16	Kingswinford
“Ariel”	4	Kingswinford
“Waxwing”	2	Kingswinford
R.N.A.T.E., Watford	2	Chatham
R.N. Detachment, Melksham	2	Priddy's Hard
R.N. Detachment, Hednesford	6	Kingswinford
(4) Shore Establishments (Fleet)—		
H.M. Borstal Institution	6	Kingswinford
“St. George”	6	Kingswinford
“Raleigh”*	6	Plymouth
“Collingwood”*	6	Priddy's Hard
“Glendower”*	6	Kingswinford
“Royal Arthur”	6	Chatham
“Duke”	6	Kingswinford
“Ganges”*	6	Chatham
“St. Vincent”	1	Priddy's Hard
(5) Royal Marines—		
R.M. Holding Bn, Deal	2	Chatham
R.M. Military School, Thurlestone	2	Plymouth
R.M. Division, Tenby	20	Kingswinford
R.M.S.A. School, Browdown	2	Priddy's Hard
(6) Gunnery Schools, etc.—		
“Excellent”	4	Priddy's Hard
R.N. Barracks, Portsmouth*	4	Priddy's Hard
New Barracks, Gosport	6	Priddy's Hard
G.S., Devonport*	4	Plymouth
G.S., Chatham*	4	Chatham

3. These allowances are additional to the initial supplies of an earlier type of Swift training rifle made to those establishments marked with an asterisk (*). Admiralty Letter G.6448/41, dated 8 Jan., 1942 refers.

4. Issue has already commenced and will be completed as speedily deliveries as from contractors permit.

4074.—Aircraft—Guns, Hispano 20 mm.—Defective Feeds, Belt, Mark I*

(A.S./G. 05941/43.—2 Sep. 1943.)

20mm. Hispano feeds, belt, Mark I*, bearing serial numbers within the following ranges, are suspected of having defective end plate ramps due to faulty production :—

Left hand—odd numbers A.15641—A.19999 and A.27779—A.28551.

Right hand—even numbers A.15642—A.20000 and A.27760—A.28492.

2. All feeds, belt, Mark I*, of these numbers found in service are to be returned to the appropriate Naval armament depot, on being replaced by new serviceable Mark I* mechanisms, which should be drawn in lieu. Stocks in R.N.A. Depots are to be examined, and no feeds bearing these numbers are to be issued.

3. Naval Armament Depots should notify D.A.S., Branch A, Bath, of any feeds of this range which are in stock or are received.

4075.—Aircraft—Ammunition—Pyrotechnics—Flares, A/C Reconnaissance, 4.5-in., Failures—Causes of and Measures to Avoid

(G./A.S. 1250/43.—2 Sep. 1943.)

The marks of flares considered are :—

Mark	Parachute	Limit of free fall before opening	Delay after ejection before ignition
I	Mark II (silk)	4,000 ft.	None
II	Mark IV (silk)	4,000 ft.	None
III	Mark IVF (cotton)	10,000 ft.	None
IV	Mark IVF (cotton)	17,000 ft.†	None
V	Mark IVF (cotton)	17,000 ft.†	2 minutes
VI	Mark VF (cotton)*	17,000 ft.†*	4 minutes
VII	Mark VF (cotton)	17,000 ft.†	None
VIII	Mark VF (cotton)	17,000 ft.†	2 minutes

* Some Mark VI flares have been issued with Mark IVF parachutes. Mark VI flares are not at present a Naval store.

† Capsules for free drop of over 17,000 feet have not yet been introduced.

Parachute Failures

2. Flares, aircraft, reconnaissance, 4.5-in., Marks I and II, stocks of which are now almost exhausted, had silk parachutes with Italian balloon cord shrouds which gave little trouble if the flare was fuze so as to open after falling not more than 4,000 ft.

The Mark IVF parachutes which have been fitted to Marks III, IV and V flares have cotton canopies and usually hemp shrouds. They are much less liable than the silk parachutes to split when dropped from great heights, but are more likely to open only partially.

3. This fault—"squidding"—which occurs most often after a long-delayed opening, has been corrected in the latest marks of flare—Marks VI, VII and VIII—by the substitution of the Mark VF cotton parachute, which has no vent at the top and has shrouds of cotton or flexible hemp cordage. Owing to the lack of the vent, however, this parachute is somewhat liable to side-slip, which produces an undesirably fast fall. No Mark VII or VIII flares are yet available.

4. Mark IV flares are provided with strengthening bands of hessian around the candle suspension cup, and can be dropped from heights up to 20,000 ft.; Mark III flares were not strengthened in this way and should not be dropped from heights over 13,000 ft. (capsules Nos. 14, 16, 18 or 20 in Nos. 42 and 848 fuzes).

Ignition Failures

5. In flares up to and including Mark IV, the burster and the ignition of the priming of the flare candle, inside the nose below the fuze, were originally sealed with a brass disc, to exclude moisture. This brass disc is suspected of causing ignition failures and will be removed from all flares and replaced by a shellaced paper disc. This conversion will be carried out in Naval Armament Depots, and outfits will be replaced as opportunity arises.

6. At shore bases *only*, if ignition failures are experienced the brass discs may be punctured as detailed below :—

(a) Pierce the disc, using a sharp wooden instrument or tool made of non-ferrous metal (steel must not be used).

(b) Seal the perforation with a paper disc, which should then be shellaced over.

The above operation is to be done in the open or safe place under cover in a dry atmosphere. Flares thus prepared and not immediately used should be returned to their boxes, which should be marked "First use—disc perforated".

Entry of Damp into Boxes B.255

7. It has been found on service (notably in North Africa) that some boxes B.255 containing flares, reconnaissance, when opened up are found to be damp inside, with the bodies of the flares in some cases so badly corroded as to condemn the store. It is not clear whether moisture had got inside, past the luting of the lid of the box lining, or whether this was due to "sweating".

8. If moisture gets inside the flare itself a greatly increased liability to failures will be created because :—

(a) The parachute will rot or get mildewed and is then almost certain to "squid".

(b) The priming of the firework part of the flare may get damp and cause ignition failure, although the fuze has worked properly.

9. It has also been found that some boxes B.255 were fitted with packing pieces made of unsuitable woods, such as oak, sweet chestnut and western red cedar, which are so acid as to cause quick corrosion of the bodies of the flares. These woods are not now allowed in the manufacture of boxes.

10. So far as it can be avoided on service, boxes should not be exposed for long periods to heavy rain. If entry of moisture is judged to have been likely, all boxes concerned are to be opened up at the first opportunity *in dry weather* and the insides and contents wiped over, if wet, and allowed to dry in the air before being closed up again. The luting in the channel for the interior lid is to be examined and renewed if necessary.

Other Faults Found in Service

11. It has been reported that on opening up boxes some flares have been found on which the junction of the "dome" on the tail of the flare was not properly sealed. Around this joint there should be a linen tape shellaced on and then covered with luting. The reports indicate that only luting was present, the tape having been omitted.

This faulty assembly may lead to either :—

(a) Access of damp to the parachute, tending to make it fail as at 7 (a) above.

(b) The "dome" shaking loose, so that it may come off the flare during flight, in which case the parachute may get sucked out and pull out the candle, leaving an empty flare case with its fuze on the carrier.

Fuze Failures

12. A small percentage of failures may have been attributed to fuzes, No. 35, but there is no clear evidence in this respect.

Fuzes, No. 35, Marks I, II and III, are obsolescent. The Mark IV design was modified in the method of filling to overcome possibility of failure due to choking of the gas vent. A small percentage of failures may therefore be expected if earlier marks are used.

13. Instructions for reeving the lanyard adaptor have been previously issued in A.F.O. 2379/43.

14. A small quantity of fuzes, No. 848, Mark V, will come into Naval service. Experience in the R.A.F. has shown that it is important that the delay capsules of these fuzes, which are supplied separately, should be kept thoroughly dry and handled with care to ensure that the priming on the capsules is maintained in good condition.

15. It is the intention that fuzes, No. 849, should supersede existing flare fuzes in due course.

(A.F.O. 2379/43.)

(A.F.Os. 3182/41 and 1287/42 are cancelled.)

4076.—Ammunition—20-mm. Oerlikon—Clearing Charges

(Pt. G. 0186/43.—2 Sep. 1943.)

Clearing charges for 20-mm. Oerlikon guns will be introduced in the near future. The charge consists of a standard Oerlikon cartridge case of reduced length. The case contains a standard service charge retained by a glazeboard cup. No special marking is used on the case. They will be packed in Box A.S.A. H.3 (70 charges) and Box No. 417 (20 charges).

2. Should a shell at any time be left in the bore of the barrel after a stoppage, the gun is to be cleared by using a clearing charge.

3. To use a clearing charge:—

(a) If the gun has been heated by firing more than 240 rounds (A.F.O. P.51/43 refers) first release the recoiling parts so that the breech of the gun is masked as much as possible in the event of the shell cooking off, and second thoroughly cool the rear end of the barrel with water, and then cock the gun.

(b) Remove any propellant or foreign matter in the chamber or body of the gun.

(c) Load a greased clearing charge into the mouthpiece of an otherwise empty magazine and work the ratchet three or four times to apply some tension. If an empty magazine is not available, the clearing charge is to be inserted into the loaded magazine as follows:—

(i) By means of the ratchet lever take the weight of the magazine spring.

(ii) If the magazine is not full, insert the clearing charge; if the magazine is full, remove one round and insert the clearing charge.

(iii) Remove the ratchet lever.

(d) Place the magazine on the gun and fire a single shot on a safe bearing.

(e) Remove the magazine. The clearing charge should be sufficient to re-cock the gun. If not, re-cock.

(f) Examine the bore and if clear, ship a fresh magazine and continue firing.

4. A number of clearing charges greased with anti-freezing grease D.T.D. 143C should be kept available at the gun.

5. Clearing charges are not watertight nor airtight and they are therefore to be carefully handled and stowed in a dry place.

6. The allowance of clearing charges will be as follows:—

D.E.M.S.	...	...	...	...	...	20
H.M. vessels mounting 1-4 guns	...	...	...	...	...	20
H.M. vessels mounting 5-16 guns	...	...	...	...	...	70
H.M. vessels mounting over 16 guns	...	...	...	...	...	140

7. Demands on the basis laid down in paragraph 6 should be forwarded to the nearest armament depot quoting this order.

(A.F.O. P.51/43.)

4077.—Ammunition—Fuzes, Primers and Tubes—Fuzes, Percussion, Base, Large, No. 479A. Lot 29 R.L. Filled T.A.W.—Withdrawal

(G. 011830/43.—2 Sep. 1943.)

It has been decided to withdraw Lot No. 29 R.L. filled T.A.W., fuzes, percussion, base, large, No. 479A.

2. These fuzes may be fitted in 6-in. C.P.B.C. and C.P.C. (T.N.T. and Shellite) shell, and the following instructions should be complied with:—

H.M. Ships

Any shell on board affected by this order should be exchanged at the nearest R.N. armament depot at the first convenient opportunity ((3) of C.A.F.O. 991/42).

R.N. Armament Depots

All fuzes of this lot, loose or in shell, held in store, or landed from H.M. ships, should be sent to N.A.S.O., Woolwich, for repair or reconditioning, quoting "N.B.9873". Fuzes No. 480 and any re-fuzing components required should be demanded from D.A.S. (B.94), quoting the number of this Order.

(C.A.F.O. 991/42.)

4078.—Ammunition—Pyrotechnics and Rockets Signal—Rockets U.2—Fuzes No. 720 in Cylinders, No. 349, Mark II—Care in Unpacking

(G. 02363/42.—2 Sep. 1943.)

A report from abroad indicates that when removing Fuzes No. 720 from their Cylinders No. 349 Mark II, it has been found that the R.D. cement used in jointing the screw threads of the fuze magazine has adhered to the cardboard tube fitted over the magazine for protection. In removing the tube the magazine of the fuze has, in some cases, been unscrewed. Care should be taken when removing these tubes to turn them in a clockwise direction only, thereby avoiding any possibility of breaking the sealed joint on the magazine screw threads.

4079.—Ammunition Supply—Naval Armament Depots, etc.—Supply of Ammunition (4-in.-5.25-in.) with 206 Fuzes

Ships with Mark V fuze-setting machines

(G. 05398/43.—2 Sep. 1943.)

When time mechanical fuzes are set in a fuze-setting machine Mark V, the rotating part of the fuze is held by the knives, the shell itself being held by the fixed grips. The non-rotating part of the fuze is held still by the grub screw which prevents the fuze body from moving with relation to the shell.

2. The fuze will be incorrectly set if the fuze body can rotate against the shell.

3. It is thus essential that, once the shell is fuzed, the fuze body does not move with relation to the shell itself; particular attention must be paid to this point when shell are fuzed on board, care being taken that all grub screws are set up hard.

4. 5.25-in. shell and below, fuzed 211, are supplied (in wartime) already fuzed (*vide* N.M.E.R. 230); this provision will in future be extended to cover 5.25-in. shell and below fuzed 206 and 207. This will assist in ensuring that fuzes are in all cases correctly inserted. Meanwhile, ships concerned should check over H.E. ammunition which has been fuzed 206 or 207 on board, particularly after fuzing has, under pressure of circumstances, been carried out unusually quickly.

5. Practice ammunition will continue to be issued plugged.

6. N.M.E.R. will be amended in due course.

7. *R.N. Armament Depots only.*—In order to comply with paragraph 4 arrangements should be made to provide a ready issue stock of shell and/or rounds to be fuzed with fuzes Nos. 206 or 207. This is to be regarded as an interim measure pending the ultimate complete changeover to issue of ammunition fuzed with No. 211 fuzes.

4080.—Ammunition Supply—Ready Use Lockers—Defective Clips

(G. 07059/43.—2 Sep. 1943.)

It has been reported that the wire link type of clip fitted to recent issues of shell and cordite lockers is liable to failure when subjected to blast, and the ends of the wire link become forced out of the roller.

2. A more robust type of clip will be provided for future lockers as shown on A.F.O. Diagram 259/43.

3. In the meantime Commanding Officers of ships with defective clips should arrange to weld a steel bridge piece across the link or, as a temporary measure, lash the link with wire.

4. This item should be regarded as a defect.

4081.—Ammunition Supply—Tests and Returns of Ammunition

(A.S. 9659/43.—2 Sep. 1943.)

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

Lot No.	Size	Cartridges into which filled
R.N.C.177C 9/43	... S.C.103	... B.L. 4.7-in. gun.
R.N.C.693C 9/43	... S.C.122	... B.L. 6-in. XII gun.
R.N.C. 865C 9/43...	... S.C.103	... B.L. 6-in. VII gun.
R.N.C.1315C 9/43	... S.C.103	... B.L. 6-in. VII gun.

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

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

4082.—Igniters, Torpedo, Mark XI—Withdrawal

(A.S. 0917/42.—2 Sep. 1943.)

Igniters, Torpedo, Mark XI, of Lot Nos. 93, 266, 432 and 434, filled R.L. 5/39, 10/39, 2/40 and 2/40 respectively, are to be withdrawn from service and appropriated for "Range Use Only".

2. Any igniters of these lot numbers on board H.M. ships are to be landed at Naval Armament Depots and others drawn in lieu.

4083.—Depth Charge, Mark VII*, Fitted with Primer Safety Bridge, St. No. 6704

(T. 1905/43.—2 Sep. 1943.)

The following amendment is to be made to A.F.O. 3707/43:—

Paragraph 3, line 4,

For "without demand"

Read "on demand."

(A.F.O. 3707/43.)

4084.—Depth Charges, Mark XI, fitted with Mark III Tails and Mark XIV and Mark XVI Pistols

(T. 01667/43.—2 Sep. 1943.)

It has been established by trial that depth charges, Mark XI, fitted with Mark III tails and Mark XIV and Mark XVI pistols, can be used in Tarpon I aircraft on American Mark 4 bomb racks. The only components required are American suspension bands and spacer bars (which will be supplied to Escort Carriers operating Tarpon Aircraft) without demand, on the basis of 1 per depth charge with 5 per cent. spares.

2. Detailed instructions are contained in Chapter X of C.B.(R)4257(6), page 18, para. 202, as amended by C.A.F.O. P.367/43.

(C.A.F.O. P. 367/43.)

4085.—Battery Charging Arrangements for Automatic Emergency Lanterns and Oldham's Magazine Lanterns—As. and As.*Coastal Force Craft with 220-volt Electrical Installations*

(N.S. 26400/43.—2 Sep. 1943.)

A charging board, Pattern 14013, and charging rack, Pattern 14054, are to be fitted in Coastal Force craft equipped with 220-volt electrical installations, viz., "D" type Fairmile craft, Nos. 632, 641, *et seq.*, M.T.B. 510 and M.T.Bs. 511-518.

2. An item to cover fitting in craft already in commission will be included in the Class List of As. and As.

Supply to craft under construction should be arranged by warrant yards in the usual manner.

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

(A.F.Os. 1023/42 and 2516/42.)

4086.—Oilskin Anti-Gas Clothing—Upkeep and Repair

(T. 04387/43.—2 Sep. 1943.)

To assure good protection against blister gas, oilskin clothing must be in good condition. In addition to incidental tears, deterioration of the oiled fabric, abraded areas, pin holes, etc., will reduce protective value, and if the faults are severe and occur at a vulnerable position, the protection afforded may well be little greater than that of porous clothing.

Deterioration is usually progressive, and if not dealt with expeditiously will result in the clothing becoming beyond repair and worthless. It is important, therefore, that oilskin clothing shall be inspected regularly by Divisional Officers and the Victualling Staff, and that when defects are found they are either remedied by ships' staff or the clothing returned for reconditioning or repair.

2. The position of a fault on the clothing has an important bearing upon the degree of loss of protection. In those places where the oilskin is in intimate contact with the skin or clothing, such as the shoulders, seat, elbows and knees, faults will reduce protection to a greater extent than where an air space occurs as in the skirt of a coat.

3. In view of the reduced scale of issue of oilskins now in force, it is likely that in the event of repeated blister gas attacks in any one locality, a local shortage of protective clothing will arise. Under repeated attack, not only will the wear and tear of oilskins increase due to prolonged wearing, but the boiling required for decontamination purposes, even when carried out with care and under ideal conditions, will deteriorate the oil film. It is desirable, therefore, that stocks of serviceable oilskin clothing shall be fully maintained in establishments during times of gas emergency when immediate replacement from Victualling Depots will probably prove impracticable. For this purpose establishments must be prepared to carry out emergency repairs and re-doping.

4. In ships not only are repeated gas attacks less likely to occur, but a larger reserve of oilskin clothing is held. It is not necessary, therefore, for ships to be prepared to undertake emergency repair. Faulty clothing should not be left in service, but should be withdrawn and returned to victualling depots at the first opportunity.

5. *Examination and sorting of damaged oilskin clothing.*—Under normal conditions all damaged clothing is to be returned to Victualling Depots.

Under emergency conditions clothing suitable for emergency repair methods should be dealt with in Naval establishments, the necessary stores being held for the purpose, and personnel trained in the technique; clothing requiring permanent repair should be returned to Victualling Depots; where the necessary facilities such as a sewing machine, are available and the clothing is urgently required for further use, permanent repairs may be undertaken in Naval establishments.

6. The following faults should be looked out for when examining anti-gas oilskin clothing :—

(i) *Deterioration*.—If the fabric has become hard and brittle and bursts easily when stretched over the thumb it is tendered (*i.e.* rotted).

If it has a taecky, "limp" handle, major repairs are not worth while. In extreme cases of tackiness, folds will be stuck together so that the oil film is broken on parting.

In such a condition or where seriously tendered, the garment must be condemned.

(ii) *Damaged or missing fittings*.—All damaged or missing fittings are to be clearly marked for subsequent replacement.

The following items require inspection :—buttons, press fasteners, braces (web or buckles), tapes, hanging loops, eyelets, whipcord, etc.

In earlier types of cape, the retaining tapes are stitched into the collar seam.

(iii) *Tears, including open seams*.—Tears can best be detected by examination by transmitted light, either against daylight or on a "light table".

Some difficulty may, however, be experienced with lined heavy garments. If examination by transmitted light is not used, the outer surface must be examined very carefully for tears, etc., since faults are easily missed.

Tears of any length may be repaired, and, if necessary, whole panels may be replaced. Long tears and new panels can only be dealt with by the permanent methods.

Any number of tears may be repaired in any one garment, within an economic limit, unless the general condition of the garment is bad.

(iv) *Abraded areas, pinholes, etc.*—A superficial inspection of the fabric will generally give an indication of its condition. Mattness in light garments usually indicates considerable wear, but the matt appearance due to deposits after immersion in boiling hard water may be mistaken for it.

Abraded areas in which the oil film has been worn off and the basic fabric exposed should be sought, particular attention being paid to fold lines.

Plain abrasion exposing otherwise undamaged fabric can be remedied by the application of varnish alone. Extensive abrasion is usually accompanied by rupture of the basic fabric and such areas must be marked for patching.

In the case of light clothing, extensive abrasion is usually accompanied by extensive "pinholing" which may readily be detected by transmitted light. It will usually then be more satisfactory to patch these areas rather than varnish alone. "Pinholing", although less likely with heavy garments, is not so readily detected therein, and very careful examination of abraded areas should be made, preferably with an eyeglass, to ensure that areas which properly should be patched are not left for varnishing only.

7. *Marking of clothing for repair*.—The following uniform system of marking the damaged part of the clothing for repair purposes is to be employed, chalk or crayon being employed for the purpose :—

Patches :—The area should be outlined and marked with the letter "P". "N.P." should be used for complete new panels.

Abraded areas which require special doping should be outlined and marked D.

Missing or damaged fittings :—The point of attachment should be ringed and marked in some understood manner, such as "B" button; "F" fastener; "T" tapè; "Br" braces; "L" loop, etc.

The marking should be done in such a way that it is not readily rubbed off, is easily noticed by the repairers and can be removed after repair.

8. *Permanent repair methods*.—For the permanent repair of oilskin clothing a sewing machine is required. After permanent repair clothing should be equivalent to new clothing for all practical purposes.

The technique of permanent repair is described in Appendix No. 1. Permanent repairs will not normally be undertaken in establishments.

9. *Emergency repair methods*.—For emergency repairs no sewing machine is required. Patches, etc., are stuck on by means of a special adhesive. Repairs carried out by this method will only be sufficient to make the garments fit for anti-gas purposes for a limited period as the patches are liable to curl off. When the emergency is over, therefore, it is desirable that the repaired clothing shall be returned for permanent repair. The technique of emergency repair is described in Appendix No. 2.

10. Emergency repair methods are applicable only for :—

(i) Small abraded areas and pinholes.

(ii) Small tears not more than about 6 in. long and where the tear is not less than 2 in. away from any seam, *i.e.* where the patch to be applied is on a flat part of the garment.

Oilskin anti-gas gloves are not repairable by emergency methods except that abraded areas may be re-coated with varnish as a temporary measure in which case flaky surfaces must first be scraped firm.

11. *Supply of stores*.—Adhesive (Messrs. Jenson & Nicholson's Adhesive No. 8) will be supplied to shore establishments on demand from Victualling Yards and Depots, upon a scale of $\frac{1}{2}$ pint per 50 suits of anti-gas clothing or of anti-gas capes held. An approved air drying varnish will also be supplied on the scale of 1 quart per 50 suits of anti-gas clothing or of anti-gas capes held, as soon as supplies become available.

12. Demands are to be forwarded now by shore establishments as for seamen's clothing in accordance with the instructions issued in A.F.O. 231/43.

13. *Training in repair technique*.—Practical training is necessary to attain proficiency and speed in repair. This training can be undertaken at the Naval Anti-Gas Schools. It is recommended that establishments shall arrange with the Superintendent of the nearest Anti-Gas School for one rating to be given a half day course in repair work; this rating will then be available to train additional ratings within the establishment.

APPENDIX No. 1

PERMANENT REPAIR OF OILSKIN CLOTHING

This scheme involves patching of torn, etc., areas, doping new seams, re-coating with oil and repairing or replacing damaged or missing fittings. Both light and heavy weight clothing may be treated, but the processes differ in certain respects. After repair, garments are as new in respect of gas efficiency and substantially as new in appearance.

METHOD OF REPAIR FOR LIGHT-WEIGHT GARMENTS

2. (a) *Patching*.—Black fabric B or drab fabric D may be used as required from undamaged portions of irreparable garments if new material is not available. The following three alternative methods are approved :—

(i) A patch is applied (edges turned under or not as desired) over the outside of the area, the damaged portion being cut away so that the patch and the original overlap by about 1 in. Two rows of stitches are made about $\frac{1}{2}$ -in. from each edge.

(ii) A small patch which just covers the damaged area is sewn raw-edged to the outside so as to hold the torn edges together. A larger patch (edges turned in or not as desired) is sewn over this on the outside.

(iii) An area round the tear is cut away and patches (edges turned in or not as desired) sewn on both inside and outside. Method (iii) requires more material and probably more time and skill and the result has little apparent advantage over methods (i) or (ii). It is included, however, as being preferred by certain manufacturers. Sewing should be carried out by machine lock-stitching, using a No. 18 needle and cotton 30/3 or 6 cord, 6 to 8 stitches to the inch.

After patching, all new seams must be thoroughly doped with an approved unthinned varnish using a stiff brush and dried as necessary.

(b) *Opened seams.*—Where seams are defective, they should be re-stitched, beginning 2 in. from one end and continuing 2 in. beyond the other. New seams should be doped as directed under (a) above.

Care should be taken that stitch holes from old seams are not left unfilled. They should be thoroughly doped. In extreme cases, patching may be necessary.

(c) *Abraded areas.*—Abraded areas and very small pinholes (Inspector's mark D) are to be thoroughly brushed with unthinned varnish, working the varnish into all cavities, etc., drying as necessary.

(d) *Retaining tapes and hanging loops.*—Retaining tapes (on capes A/G) are to be replaced on the collar by two "boxes" of stitching as on the latest new type. With the tape lying down the inside of the cape, the end is to be stitched to the inner face of the collar with a $\frac{1}{2}$ -in. square of stitching, the tape is then folded up over this square and the fold stitched down through both parts on to the collar with a 1-in. square of stitching securely finished off.

When tapes have been torn from the collar seam (i.e. from old type capes) the latter must be closed as described in paragraph (c) above. If, however, they are being removed by the repairer, they should be carefully cut off close to the seam so that the stitching is undamaged and will require no treatment.

Torn or missing hanging loops must be replaced by equivalent materials, carefully stitched into the seam and the new stitching thoroughly doped and dried.

(e) *Press fasteners.*—Damaged fasteners are best removed by means of end-cutting pliers. If the fabric is undamaged, a new fastener may be fitted into the hole with appropriate tools.

Should the fabric be damaged, it must be patched and doped before fitting.

Care should be taken to ensure that new half-fasteners are correctly positioned and are of the same type as the corresponding half in the garment.

Alternatively, replacements already fastened to fabric may be obtained from otherwise irreparable garments, the portion cut out being stitched into position and doped.

(f) *Intermediate inspection.*—When all the repairs marked on the garment have been completed and doped areas dried, the garments are to be inspected before the next and final stage of repair to ensure that—

- (i) all marked repairs have been satisfactorily carried out, and
- (ii) no faults overlooked at the first inspection require further treatment.

(g) *Final reconditioning.*—After passing intermediate inspection, the garment is to be treated overall with one coat of varnish thinned in accordance with the manufacturer's instructions. Coating may be done either by brush or with a paint spraying device. Mounting on a revolving stand will facilitate the latter method.

Drying should be carried out as necessary.

(h) *Final inspection.*—A final inspection should be carried out to verify that all necessary repairs have been satisfactorily effected, that the garment is dry and fit for packing or re-issue.

METHOD OF REPAIR FOR HEAVY-WEIGHT GARMENTS

3. The following instructions exclude overboots and gloves for which methods are being developed and for which separate instructions will be issued in due course.

Apart from detail as given below, the repair of heavy garments differs from that of light garments mainly in that the former are given two all-over coats of varnish and the initial dopping of repair seams and abraded areas is thus not necessary.

(a) *Patching.*—Black or drab fabric A may be used as required, obtained from undamaged portions of otherwise irreparable garments if new fabric is not available.

Patches should be sewn (edges turned in $\frac{1}{2}$ -in.) to the outside of the garment, torn edges being sewn down to the patch to prevent further tearing. Alternatively, the patched area may be cut out to within $\frac{1}{2}$ -in. of the patch stitching. In some cases it will be necessary to stitch through the lining of the garment; this should be avoided where possible.

The sewing is to be not more than $\frac{1}{8}$ -in. from the edge of the patch, and is to be made with machine lock-stitch, 6-8 stitches to the inch, using No. 21 needle and linen 40/3 cord or cotton 40/9 cord.

It is not necessary to varnish seams at this stage.

(b) *Opened seams.*—Treat as for light clothing without varnishing.

(c) *Fittings:*—

- (i) Replace missing or damaged hanging loops, belt beackets, stitching securely.
- (ii) Missing or damaged eyelets should be replaced after patching the probably damaged area. If the eyelet was purely for ventilation purposes and the hole left is not too great, a new eyelet may be omitted if the hole is strengthened by stitching round it.
- (iii) Damaged or missing buttons should be replaced using thread linen No. 30/3 cord.
- (iv) Damaged or missing press fasteners may be replaced as in the case of light clothing, q.v.
- (v) Damaged or missing braces or belts or buckles should be replaced by stitching as necessary. If the oil-coated fabric to which they were attached is damaged, initial patching is essential.

(d) *First varnish coating.*—When all the sewing repairs have been carried out, the outer face of the garment is to be uniformly varnished (special attention being paid to all patch seams and abraded areas). The varnish is to be applied unthinned with a stiff brush. The varnish used is to be of an approved type. A drying period of 16 hours is required.

(e) *Intermediate inspection.*—The garments are to be inspected after this varnishing to ensure that:—

- (i) All the repairs marked have been carried out.
- (ii) The garment needs no further repairs which may have missed the first inspection. Any such should be repaired and doped before passing to the next stage.
- (iii) The garment has dried completely free from tackiness.

(f) *Second varnish coating.*—Another coat of unthinned varnish is now applied as in paragraph (d) above.

(g) *Final inspection.*—Garments are finally inspected to ensure that:—

- (i) All repairs have been effected. Two coats of dope with intervening drying will be necessary on any repairs that have to be effected at this stage.
- (ii) The garments are completely free from tackiness and are fit for packing or re-issue. Tackiness at this stage may be removed by further drying.

APPENDIX No. 2

EMERGENCY REPAIR OF OILSKIN CLOTHING

This method, which avoids the use of sewing machines, is less effective than the standard process using sewing machines as described in Appendix No. 1, and should only be used when unavoidable. It involves patching tears by means of stuck patches and re-varnishing.

The process is reserved for use on those garments graded as suitable for such repair during inspection.

Garments repaired by this technique should be examined as soon as opportunity permits with a view to return to victualling depots. for permanent repair.

2. *Method:*—

(a) The following procedure should be adopted:—

- (i) Wash the garments with soap and water using, preferably, a small brush, paying particular attention to that part of the garment that is to be repaired.
- (ii) Similarly, wash with soap and water the fabric that is to be used for patching (Fabric A will be used for heavy garments, Fabric D will be used for light garments).
- (iii) Allow to dry (not close to a fire or radiator). If necessary, the part near the tear may be swabbed with a dry cloth.
- (iv) Cut out patches as required, rounding off all corners. The patch should be of such a size that its edge should not be less than $1\frac{1}{2}$ -in. from the nearest point of tear.

- (v) Apply the adhesive in the form of a thin film with a palette knife, both to the outside of the garment and the underside of the patch.
- (vi) Allow to stand for a minute or so to become tacky but not dry.
- (vii) Press the patch firmly to the fabric, making certain that it is evenly applied and there are no curled edges, air bubbles, etc. (A roller or pad of cloth will be helpful.)
- (viii) Allow to set.
- (ix) Re-varnish abraded areas and patches, using an approved air-drying varnish applied with a stiff brush.
- (x) Allow to dry by hanging separately in a room with free ventilation, for a period of at least 16 hours.

(b) This type of patching will normally be reasonably effective only for flat areas, but if it is essential that the process be used for awkwardly placed tears, great care will be necessary to ensure that the patch is properly stuck down, especially at the edges. Strips of adhesive tape may be applied on the inside to hold the edges while the patch is applied. Such a repair will not be very satisfactory, and will probably have a very short life.

(c) A suitable adhesive is Messrs. Jenson and Nicholson's Adhesive No. 8. This adhesive will be that supplied for the purpose.

(d) Suitable air-drying varnishes will also be supplied. A drying time of 16 hours is required.

(e) Failing supplies of adhesive or facilities for carrying out this process, torn garments which cannot be repaired at once, but which it is essential to retain in use, may be protected from extension of the damage by holding the two parts together with adhesive tape, preferably placed both under and over the tear. Such a method of "repair" confers no renewed anti-gas properties at the site of damage and merely guards against its extension. In consequence, the method should be used only as a last resort and garments so treated should be withdrawn for proper repair at the earliest possible moment.

(f) After emergency repair, garments should be inspected for missed abraded areas, etc., and any further faults rectified. This final inspection should ensure the dryness of the varnish.

(A.F.O. 231/43.)

4087.—Torpedo Stores—Use of "Alpha" Dial Gauges in lieu of "Bulldog" on Gauges, St. No. T.6, T.175, T.290—Modification to Box, St. No. T.13

(A.S.—2 Sep., 1943.)

Future manufacture gauges, St. No. T.6, T.175, T.290, may be fitted with a new type dial gauge, known as "Alpha," in which there is a projecting spindle not present in the existing type "Bulldog" dial gauges. The box, St. No. T.13, requires slight modification to accommodate this spindle.

2. Boxes, St. No. T.13, will be modified by torpedo depots, as occasion demands, by cutting a slot in the end panel of the box and fitting a covering block on the outside face of this end panel. The stowage dimension of the box is thus extended by approximately half-an-inch.

4088.—Torpedo Tools and Spare Gear—Reduction in Allowances

(A.S. 1350/43.—2 Sep. 1943.)

Pending detailed investigation of reports rendered and still to be rendered in accordance with A.F.O. 1459/43, it has been approved for adjustments to be made to the allowances of torpedo outfit stores and tools as detailed hereunder.

2. Ships and vessels concerned are to adjust to the revised allowances at the first available opportunity; it is important that resulting surpluses in outfits should be landed without delay.

3. Further instructions will be promulgated when the reports referred to in paragraph 1 above, together with those due on 31st August, 1943, from H.M. ships and establishments abroad, have been fully investigated.

Cruisers Armed with 21-in., IX type, Torpedoes Outfit Stores

Item	St. No.	Present Allowance	Revised Allowance	Remarks
Adapters	T.90	1 for each blowing head carried.	Nil ...	—
Chests, complete :—				
Tools, 21-in., IX-IX**	—	1 for every 4 or less No. of discharges.	1 per ship	—
Spare gear, 21-in., IX-IX**.	—	1 for every 6 or less No. of discharges.	1 per ship	—
Guards (with adapters, T.193).	T.191	1 for each set of T.R. or Q.R. tubes.	1 per ship	—
Levers	T.103	2 for every chest tool allowed.	2 per ship	—
Levers	T.302	1 for every chest tool allowed.	1 per ship	—
Nozzles (with sleeves, St. No. T.43 and springs, St. No. T.44A).	T.151A	4 per ship	3 per ship	—
Points, metal	T.604C	1 for each blowing head, 21-in., IXB allowed.	Nil ...	—
Points, metal	T.604D	1 for each collision head, 21-in., IXB or C allowed.	Nil ...	—
Spanners	T.118	2 for each discharge ...	6 per ship	—
Spanners	T.28A	1 for each discharge ...	3 per ship	—
Spanners	T.295	2 per ship	1 per ship	—
Spanners	T.58	1 for every chest tool allowed.	2 for every chest tool allowed.	Increased allowance.
Tools	T.1A, T.1B or T.98.	2 for every chest tool allowed.	2 per ship	—
Tools	T.332	1 per ship	Nil ...	—
Tools	T.195	1 per ship	Nil ...	—

Destroyers Armed with 21-in., IX type, Torpedoes Outfit Stores

Bars (with sleeves, T.177)	T.260C	1 for each set of tubes ...	1 per vessel	—
Blocks	T.47	1 for each torpedo carried	2 per vessel	—
Blocks (with adapters, T.366).	T.275A	1 per vessel	Nil ...	—
Bolts	T.54	1 for each warhead carried, plus 2 for use with blowing heads.	4 per vessel	—
Bolts	T.53A	1 for each set of tubes ...	1 per vessel	—
Eyes	T.303	1 for each set of tubes ...	1 per vessel	—
Funnels	T.133	1 for each set of tubes ...	1 per vessel	—
Gauges (with boxes, T.197).	T.196	1 for each set of tubes ...	1 per vessel	—
Gauges	T.218A	1 for each Flotilla Leader...	Nil ...	—
Levers	T.103	2 for each chest, tool, and spare gear (except supplementary chests) allowed.	2 per vessel	—
Nozzles (with sleeves, T.43 and springs, T.44A).	T.151A	2 for each set of tubes ...	2 per vessel	—
Plates	T.27	1 for each head, blowing, and collision allowed.	Nil ...	—
Points, metal	T.604C	1 for each head, blowing, allowed.	Nil ...	—
Points, metal	T.604D	1 for each collision head, 21-in., IXB or C allowed.	Nil ...	—
Spanners	29A or T.118.	1 for each discharge ...	4 per ship	—
Spanners	T.58	1 for each chests, tools, and spare gear allowed.	1 per ship	—
Spanners	T.28A	2 for each set of tubes ...	2 per ship	—
Spanners	T.295	1 for each set of tubes ...	Nil ...	—
Tools	T.195	1 per vessel	Nil ...	—
Tools	T.332	1 per vessel	Nil ...	—

*Submarines Armed with 21-in., VIII type, Torpedoes
Outfit Stores*

Item	St. No.	Present Allowance	Revised Allowance	Remarks
Funnels	T.133	2 per vessel	1 per vessel	—
Levers	T.103	2 for each chest, tool and spare gear (except supplementary chests) allowed.	1 per vessel	—
Spanners	T.295	2 per vessel	Nil ...	—
Tools	T.264A	1 per vessel	Nil ...	—
Tools	T.241B	1 per vessel	Nil ...	—
Washers (in cylinders, T.127).	1074B	2 for each blowing head allowed.	Nil ...	—

*Depot Ships for Submarines
Outfit Stores*

Fan blades	T.202	12 for each dummy pistol, St. No. T.201, allowed.	Nil ...	—
Fan blades	T.91	12 for each dummy pistol, St. No. T.201A and T.204 allowed.	Nil ...	—
Pistols, dummy ...	T.200 or T.238.	12 per ship	Nil ...	—
Pistols, dummy ...	T.201 or T.201A.	12 per ship	Nil ...	—
Pistols, dummy ...	T.204	12 per ship	Nil ...	—

*Aircraft Carriers, and Naval Air Stations
Outfit Stores*

Adapters	T.316	} Various, according to individual ship or station.	Nil ...	—
Balls	613		Nil ...	—
Clips	T.331		Nil ...	—
Plates	T.27		Nil ...	—
Tools	T.162		Nil ...	—
Tools	T.164		Nil ...	—

*Chests, Tools, 21-in., IX-IX**
Contents*

Adapters	1134	2 per chest	Nil ...	—
Blanks	266	4 per chest	2 per chest	—
Blanks	330	4 per chest	2 per chest	—
Blanks	265	4 per chest	2 per chest	—
Blanks	945	4 per chest	2 per chest	—
Blanks	761	2 per chest	Nil ...	—
Clamps	10	3 per chest	2 per chest	—
Handles	1552	2 per chest	Nil ...	—
Nipples	268	3 per chest	2 per chest	—
Nipples	86	3 per chest	2 per chest	—
Nipples	647	3 per chest	2 per chest	—
Pins	664	8 per chest	Nil ...	—
Pliers	976	1 per chest	Nil ...	—
Spanners	25A	3 per chest	2 per chest	—
Spanners	169	3 per chest	2 per chest	—
Spanners	361	3 per chest	2 per chest	—
Spanners	492	2 per chest	1 per chest	—
Spanners	1041	2 per chest	1 per chest	—
Spanners	1286A or 1286B.	2 per chest	1 per chest	—
Spanners	212	3 per chest	2 per chest	—
Spanners	213	3 per chest	2 per chest	—
Spanners	873	3 per chest	1 per chest	—
Spanners	1604	1 per chest	Nil ...	—
Spanners	1647	1 per chest	Nil ...	—
Spanners	1174	1 per chest	Nil ...	—
Spanners	3447	1 per chest	Nil ...	—
Spanners	1131	1 per chest	Nil ...	—

*Chests, Tools, 21-in., IX-IX**
Contents—contd.*

Item	St. No.	Present Allowance	Revised Allowance	Remarks
Spanners	199	1 per chest	} 2 per chest 2 per chest 2 per chest	Increased allowance.
Spanners	379	1 per chest		
Spanners	1059	1 per chest		
Tommies	1110	2 per chest	1 per chest	—
Tommies	64	2 per chest	1 per chest	—
Wrenches	171	2 per chest	Nil ...	—

*Chests, Tools, 21-in., VIII-VIII**
Contents*

Adapters	1177	2 per chest	Nil ...	—
Adapters	1134	2 per chest	Nil ...	—
Adapters	114	2 per chest	Nil ...	—
Blanks	761	2 per chest	Nil ...	—
Blanks	266	4 per chest	2 per chest	—
Blanks	330	4 per chest	2 per chest	—
Blanks	265	4 per chest	2 per chest	—
Blanks	945	4 per chest	2 per chest	—
Clamps	10	3 per chest	2 per chest	—
Combination tools	155	2 per chest	Nil ...	—
Drivers, screw ...	183	1 per chest	Nil ...	—
Extractors	43	1 per chest	Nil ...	—
Gags	581	2 per chest	1 per chest	—
Guards	973	3 per chest	Nil ...	—
Handles	1552	2 per chest	Nil ...	—
Keys	2706	2 per chest	Nil ...	—
Nipples	268	3 per chest	2 per chest	—
Nipples	86	3 per chest	2 per chest	—
Nipples	647	3 per chest	2 per chest	—
Pliers	976	1 per chest	Nil ...	—
Screws	795	2 per chest	Nil ...	—
Spanners	25A	3 per chest	2 per chest	—
Spanners	169	3 per chest	2 per chest	—
Spanners	361	3 per chest	2 per chest	—
Spanners	1286A or B.	2 per chest	1 per chest	—
Spanners	212	3 per chest	1 per chest	—
Spanners	213	3 per chest	2 per chest	—
Spanners	254	2 per chest	1 per chest	—
Spanners	873	3 per chest	1 per chest	—
Spanners	1604	1 per chest	Nil ...	—
Spanners	1131	1 per chest	Nil ...	—
Spanners	1647	1 per chest	Nil ...	—
Spanners	1174	1 per chest	Nil ...	—
Spanners	3447	1 per chest	Nil ...	—
Tommies	1110	2 per chest	1 per chest	—
Tommies	64	2 per chest	1 per chest	—

*Chests, Tools, 18-in., XII-XII** and XV
Contents*

Adapters	1395A	4 per chest	2 per chest	—
Adapters	1379	1 per chest	Nil ...	—
Blanks	266	3 per chest	2 per chest	—
Blanks	1034	3 per chest	2 per chest	—
Blanks	265	3 per chest	2 per chest	—
Blanks	945	4 per chest	3 per chest	—
Blanks	5654	2 per chest	Nil ...	—
Clamps	10	3 per chest	2 per chest	—
Drivers, screw ...	183	1 per chest	Nil ...	—
Extractors	1239	1 per chest	Nil ...	—
Extractors	1256	1 per chest	Nil ...	—
Gags	48	2 per chest	1 per chest	—
Keys	2706	2 per chest	1 per chest	—
Nipples	647	3 per chest	2 per chest	—
Nipples	268	3 per chest	2 per chest	—
Nipples	86	3 per chest	2 per chest	—
Pliers	189	2 per chest	1 per chest	—

*Chests, Tools, 18-in., XII-XII*** and XV*
Contents—contd.

Item	St. No.	Present Allowance	Revised Allowance	Remarks
Pliers	218	1 per chest	Nil	—
Rimers	23	2 per chest	1 per chest	—
Spanners	6189	4 per chest	2 per chest	—
Spanners	25A	3 per chest	2 per chest	—
Spanners	169	6 per chest	4 per chest	—
Spanners	96A	4 per chest	2 per chest	—
Spanners	491	4 per chest	2 per chest	—
Spanners	1131	2 per chest	1 per chest	—
Spanners	492	2 per chest	1 per chest	—
Spanners	1286A	2 per chest	1 per chest	—
	or B.			
Spanners	212	3 per chest	2 per chest	—
Spanners	254	2 per chest	1 per chest	—
Spanners	1319	2 per chest	1 per chest	—
Spanners	873	2 per chest	1 per chest	—
Squirts	1378	1 per chest	Nil	—
Tommies	1110	2 per chest	1 per chest	—
Tools	1398	1 per chest	Nil	—
Wrenches	1033	4 per chest	2 per chest	—

*Chests, Running Tools, 18-in., XI-XII*** and XV*
Contents

Adapters	1379	1 per chest	Nil	—
Blanks	935	1 per chest	Nil	—
Blanks	757	1 per chest	Nil	—
Spanners	484	2 per chest	1 per chest	—
Spanners	6160	1 per chest	Nil	—
Spanners	1084	1 per chest	Nil	—
Squirts	1378	1 per chest	Nil	—
Tools	769	1 per chest	Nil	—

*Chests, Tools, and Spare Gear for Destroyers, 21-in., IX-IX***
Contents

Adapters	114	2 per chest	Nil	—
Adapters	1177	1 per chest	Nil	—
Adapters	1134	1 per chest	Nil	—
Blanks	761	1 per chest	Nil	—
Clamps	965	1 per chest	Nil	—
Drivers, screw	183	1 per chest	Nil	—
Extractors	43	1 per chest	Nil	—
Feelers	8123	1 per chest	Nil	—
Feelers	8124	1 per chest	Nil	—
Feelers	8125	1 per chest	Nil	—
Feelers	8126	1 per chest	Nil	—
Gags	5590	1 per chest	Nil	—
Guards	973	3 per chest	Nil	—
Pliers	976	1 per chest	Nil	—
Pins	664	8 per chest	Nil	—
Screws	795	1 per chest	Nil	—
Spanners	1041	2 per chest	Nil	—
Spanners	5588	1 per chest	Nil	—
Spanners	1131	1 per chest	Nil	—
Spanners	5587	1 per chest	Nil	—
Tommies	654	1 per chest	Nil	—
Tommies	117	1 per chest	Nil	—
Tools	5589	1 per chest	Nil	—
Tools	519	1 per chest	Nil	—

*Chests, Tools and Spare Gear for Submarines, 21-in., VIII-VIII***
Contents

Adapters	194	2 per chest	1 per chest	—
Adapters	114	2 per chest	1 per chest	—
Adapters	1177	1 per chest	Nil	—
Adapters	1134	1 per chest	Nil	—
Adapters	939	1 per chest	Nil	—
Blanks	761	1 per chest	Nil	—
Clamps	965	1 per chest	Nil	—

*Chests, Tools and Spare Gear for Submarines, 21-in., VIII-VIII***
Contents—contd.

Item	St. No.	Present Allowance	Revised Allowance	Remarks
Clamps	355A	1 per chest	Nil	—
Clamps	949	1 per chest	Nil	—
Combination tools	155	2 per chest	1 per chest	—
Drivers, screw	183	1 per chest	Nil	—
Extractors	43	1 per chest	Nil	—
Guards	973	3 per chest	Nil	—
Keys	2706	2 per chest	Nil	—
Nipples	268	1 per chest	Nil	—
Nipples	86	1 per chest	Nil	—
Nipples	647	1 per chest	Nil	—
Pliers	976	1 per chest	Nil	—
Spanners	25A	3 per chest	2 per chest	—
Spanners	1035	1 per chest	Nil	—
Spanners	175	1 per chest	Nil	—
Spanners	196A	1 per chest	Nil	—
Spanners	1131	1 per chest	Nil	—
Spanners	873	1 per chest	Nil	—
Tommies	117	1 per chest	Nil	—
Tools	1112	1 per chest	Nil	—
Tools	519	1 per chest	Nil	—

Bags, Canvas, Adjusting Tools, 21-in., IV-IV and IX-IX***
Contents

Drivers, screw	183	1 per bag	Nil	—
Spanners	492	2 per bag	Nil	—
Spanners	169	1 per bag	Nil	—
Spanners	361	1 per bag	Nil	—
Spanners	1058	1 per bag	Nil	—
Wrenches	171	1 per bag	Nil	—
Wrenches	1124	1 per bag	Nil	—

(A.F.O. 1459/43.)

4089.—Boiler Tubes, etc.

H.M. Ships "Fort York", "Parrsboro", "Qualicum", "Shippigan", "Tadoussac", "Wedgeport", "Magpie", "Redpole", "Scourge", H.M. Frigate "Barle"

(N.S.—2 Sep. 1943.)

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

H.M. Ships "Fort York", "Parrsboro", "Qualicum", "Shippigan", "Tadoussac" and "Wedgeport" (P.01756/43)

With reference to A.F.O. 2700/43, particulars of the boilers and tubes fitted in the above-mentioned ships should be amended to read as shown hereunder:—

Type and No. of boilers	... Admiralty Water Tube, 3 Drum	2 No.
Total No. of tubes fitted	... Generator	2352 No.
	... Downcomer	8 No.

Row Generator	Ext. Diam.	Thickness	Fitted Length	Total No. of Tubes fitted	Remarks
	in.	W.D.G.	ft. in.		
A	1½	116	6 6½	132	} All tubes are bent.
B	1½	116	6 3⅞	132	
Remainder	1	104	6 3	2088	All tubes are straight.
Downcomers	4½	250	6 5	8	All tubes are bent.

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

(This Order will not be reprinted.)

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

4089.—Boiler Tubes—contd.

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

H.M. Ships "Magpie", "Redpole" and "Scourge"

H.M.S. "Magpie" (P.13454/43)

Type and No. of boilers ... Admiralty Three Drum Small 2 No.
Tube.

Total No. of tubes fitted ... Generator ... 4256 No.

Row	Ext. Diam.	Thickness	Fitted Length	Total No. of Tubes fitted	Remarks
	in.	W.D.G.	ft. in.		
A	1 $\frac{1}{8}$	116	7 9 $\frac{1}{4}$	192	} All tubes are bent.
B	1 $\frac{1}{2}$	116	7 7 $\frac{13}{16}$	188	
C	1 $\frac{1}{8}$	116	7 6 $\frac{5}{8}$	252	
D	1 $\frac{1}{8}$	116	7 6 $\frac{1}{4}$	248	
E	1 $\frac{1}{8}$	116	7 6 $\frac{3}{8}$	252	
F	1	104	7 8 $\frac{3}{4}$	284	
G	1	104	7 9 $\frac{1}{2}$	284	
H	1	104	7 10 $\frac{7}{16}$	284	
J	1	104	7 11 $\frac{1}{2}$	284	
K	1	104	8 0 $\frac{15}{16}$	284	
L	1	104	8 2 $\frac{11}{16}$	284	
M	1	104	8 4 $\frac{3}{8}$	284	
N	1	104	8 6 $\frac{13}{16}$	284	
O	1	104	8 9 $\frac{3}{8}$	284	
P	1	104	8 11 $\frac{3}{4}$	284	
Q	1	104	9 3 $\frac{1}{16}$	284	

H.M. Ships "Redpole" and "Scourge" (P.13780/43 ; P.11046/43)

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

"A"	"B"	A.F.O. No.
"Redpole"	"Whimbrel"	A.F.O. 1415/43
"Scourge"	"Raider"	A.F.O. 2700/43

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

(This Order will not be reprinted.)

(A.F.Os. 1415/43 and 2700/43.)

4089—Boiler Tubes—contd.

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

H.M. Frigate "Barle" (P.08325/43)

Type and No. of boilers	...	Yarrow Water tube	...	...	2 No.
Total No. of tubes fitted	...	Generator	...	...	4892 No.

Row	Ext. Diam.	Thickness	Fitted Length	Total No. of Tubes fitted	Remarks
	in.	W.D.G.	ft. in.		
A	1 $\frac{1}{2}$	116	9 3 $\frac{3}{8}$	216	} All tubes are bent.
B	1 $\frac{1}{2}$	116	9 2 $\frac{1}{2}$	216	
C	1 $\frac{1}{8}$	116	9 1 $\frac{1}{16}$	292	
D	1 $\frac{1}{8}$	116	9 0 $\frac{5}{8}$	288	
E	1 $\frac{1}{8}$	116	9 0 $\frac{7}{16}$	292	
F	1	104	9 2 $\frac{5}{8}$	328	
G	1	104	9 3 $\frac{1}{2}$	324	
H	1	104	9 3 $\frac{7}{8}$	328	
J	1	104	9 4 $\frac{1}{2}$	324	
K	1	104	9 6	328	
L	1	104	9 7 $\frac{9}{16}$	324	
M	1	104	9 9 $\frac{3}{16}$	328	
N	1	104	9 11 $\frac{3}{8}$	324	
O	1	104	10 1 $\frac{5}{8}$	328	
P	1	104	10 3 $\frac{7}{8}$	324	
Q	1	104	10 6 $\frac{13}{16}$	328	

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

(This Order will not be reprinted.)

4090.—Boiler Tube Testing Gear

(D. 023166/42.—2 Sep. 1943.)

With reference to A.F.O. 788/40, paragraph (9), suitable gear for testing boiler and superheater tubes has been approved in accordance with design submitted by Portsmouth Dockyard Officers in drawings Portsmouth M.E.D. No. 6697 and 7007.

2. It has been decided to issue in due course two sets of gear and working instructions to each repair and depot ship and to dockyards abroad.

3. In view of the small number of tube failures by perforation in ships of the Fleet, the supply of this gear to individual ships is not considered justified.

(A.F.O. 788/40.)

4091.—Stern Tube Defects

(M.M.Ss. and M.F.Vs.)

(D. 11904/42.—2 Sep. 1943.)

All cases of unduly hot stern tube bearings, leaking stern tubes or slackness of tubes in the deadwood are to be reported to the Admiralty by administrative and/or repair authorities as soon as the symptoms are confirmed.

2. Reports should give as much technical information concerning the defect as is available to assist diagnosis and should include any past history, such as grounding, collision, mine damage and addition of ballast or other masses, that may be related however remotely to the cause of the defect.

4092.—W/T Set, Type YE—Fitting-Out Information

(S.D. 01684/43.—2 Sep. 1943.)

A.S.E. Preliminary Specification No. B.246/43 has been prepared to show the method of fitting and wiring type YE W/T set.

2. Copies of the specification have been forwarded to the Admirals Superintendent, Chatham, Devonport, Portsmouth and Rosyth; Secretary, Naval Board (N.D.A.), Ottawa; and B.A.M.R., Washington.

3. Copies of the specification have also been forwarded to Warship Production Superintendent, Scottish, East Coast of Scotland, North Western, North Eastern, Southern, South Wales, London, Humber and Belfast areas, and to the Warship Electrical Superintendent, Scottish, North Western, North Eastern, South Wales, London, South Western and Northern Ireland areas. The Principal (Ship) Overseers and Emergency Repair Overseers of all ships approved to be fitted with Type YE W/T set are, therefore, to apply to the Warship Production Superintendents of their areas for a copy of A.S.E. Specification No. B.246/43 in accordance with the procedure laid down in A.F.O. 790/40.

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

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

4093.—D/F Outfit FM. 7

"Flower" class Corvettes

(S.D. 01513/43.—2 Sep. 1943.)

Large errors in bearings on D/F outfit FM. 7 are being caused due to an angle iron being fitted on the S.22 frame coil bracket in order to carry the voice pipe to foremost gun in the above vessels.

2. The voice pipe concerned should be run clear of the frame coil and the angle iron concerned removed and not fitted in future.

4094.—Radar Type 291—Modifications to Panel 3AN

(S.D. 012210/43.—2 Sep. 1943.)

The following amendments are to be made to column 1 of table in paragraph 9 of A.F.O. 3305/43:—

After R.4 R.8 and R.14,
add R.17 R.11 and R.15 respectively.

(A.F.O. 3305/43.)

4095.—V/S Equipment

Submarines

(D./N.S. 21202/42.—2 Sep. 1943.)

With reference to the modified allowances of sea stores for V/S purposes for submarines, referred to in A.F.O. 841/43, the following arrangements are to be made:—

(a) *Submarines in Commission or in Dockyard Hands.*—One signal flag locker is to be returned to the nearest Depot Ship, Dockyard or Base, together with halliards and accessories now redundant. One signal flag locker is to be retained and modified by utilising twelve of the existing pigeon holes size 4½-in. × 4½-in. and by removing the partitions between each pair. This will provide a flag locker consisting of six pigeon holes with openings 9-in. × 4½-in. arranged in two rows.

(b) *In New Construction Submarines.*—One signal flag locker only is to be fitted consisting of six pigeon holes 6-in. × 6-in. × 12-in. deep arranged in two rows.

(A.F.O. 841/43.)

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

4096.—Warning Telephone Set, Types 406 and 406M—Improved Alarm Oscillator Arrangements

(S.D. 625/43.—2 Sep. 1943.)

Supplementary to the Fitting Out Instructions contained in Preliminary Specification No. B.212/42, the following alterations to the internal connections of Pattern 1682 "Input and Intermediate Amplifier" should be made to effect the efficient operation of this Alarm Signal:—

(i) Remove wire connecting Terminal No. 19 to Alarm Push No. 193.

(ii) Remove wire connecting Resistance No. 186 to Transformer No. 184.

(iii) Connect Terminal No. 19 to Resistance No. 186.

(iv) Values of Resistance No. 186 to be changed to 0.5 meg., ½ watt.

The numerical references relate to Figure 9, Admiralty Publication No. M.324, "Book of Instructions for Type 406 Warning Telephone Set".

2. Ships concerned are to demand 3 (includes 1 spare) Resistance 0.5 meg., 1-in. long, Pattern 4047, from the S.N.S.O. Haslemere, quoting this order as authority.

3. Amendments to Establishment List No. W.7 will be promulgated in due course.

4097.—Aldis Lantern, Pattern 5110E, Shield for—Correction to A.F.O. Diagram 221/43

(S.D. 729/43.—2 Sep. 1943.)

With reference to A.F.O. 3473/43, paragraph 3, the wording on A.F.O. Diagram 221/43 (see Diagram Issue No. 31/43) is to be amended to read:—

"Pocket to hold neutral or coloured glass screen, etc."

(A.F.O. 3473/43 and A.F.O. Diagram 221/43.)

4098.—Echo Sounding Equipment—Periodical Material Reports

(M/A.S.M.2004/43.—2 Sep. 1943.)

With reference to Admiralty General Message 439A (T.O.O.141852/August) summarised annual reports rendered in accordance with A.F.O. 4155/42, paragraph 6 (a), are to include the following additional information regarding ships fitted with sonic sets (Types 753, 754, 756 or 760) only.

(a) "Separation", i.e., the shortest distance (centre to centre) between the transmitter and hydrophone as measured from ship's drawings or at ship.

(b) Pattern or serial number of the shield scale, and serial number of the glass scale, shipped in the recorder.

2. The accuracy of soundings is dependent on scales to suit "separations" in individual ships being used. The above data is required to confirm that ships are in fact using the correct scales, and to check records in the Admiralty of the "separations" in all ships concerned.

Paper Rolls

3. Complaints regarding defective paper rolls date-stamped prior to July, 1942, should not be forwarded. Reports on defective paper rolls of later date should state date of manufacture and all code references on the label of the container (and also the manufacturer's name if stamped thereon) for purposes of identification.

4. In view of previous complaints, more attention has been paid to efficient sealing of the waxed fibre containers of paper rolls manufactured in U.K. after July, 1942. The sealing of paper rolls manufactured in Canada is effected by the internal cellophane wrapper, and the container is merely an outer cover.

5. Steps have also been taken to ensure that paper rolls of more recent manufacture are available on foreign stations. Those of U.K. manufacture are being supplied to the Mediterranean, and those of Canadian manufacture to other foreign stations.

(Admiralty General Message 439A.)

(A.F.O. 4155/42.)

4099.—Pegasus VI Test Fans—Incorrect Calibration

(A. M. R. 532/43.—2 Sep. 1943.)

A number of incorrectly calibrated Pegasus VI Test Fans have been delivered to Naval Air Stations at home and abroad. These fans have a diameter of 6-26-ft. instead of the correct diameter of 6-45-ft. and serious damage to engines may result if the incorrect fans are used.

2. All Pegasus VI test fans are to be examined and action is to be taken as follows:—

Repair Yards and Naval Air Stations in U.K.

Despatch all test fans found to be of 6-26-ft. diameter to R.A.E., W.V. Dept., Farnborough, for recalibration and furnish the following information to Director of Stores, Admiralty:—

(a) Details of test fans sent to R.A.E.

(b) The number of correctly calibrated test fans on charge. Unit reports are required.

Repair Yards and Naval Air Stations Abroad.

Modify all test fans found to be of 6-26-ft. diameter in accordance with instructions in paragraph 3 and furnish the following information to Director of Stores, Admiralty, London:—

(a) The number of incorrect test fans on charge, together with the date when modification is completed.

(b) The number of correctly calibrated test fans on charge. Unit reports are required.

3. Incorrect test fans are to be fitted with "spoiling strips" of good quality mahogany, walnut, birch, or spruce, the harder woods being preferable.

These strips are to be 21-in. long, 0-875-in. wide, and 0-75-in. thick. They are to be fitted to the pressure faces, 0-25-in. from the trailing edge and 0-25-in. from the blade tip, and are to have a 0-25 radius on the top edges and a 0-5 radius at each end. The strips are to be shaped to fit the contour of the blade on the undersides.

To attach the strips to the fan blades, strip the protective covering from the blades as necessary. Drill and countersink each strip to take 1½ × No. 6 brassed steel woodscrews, spaced approximately 2-in. apart.

Screw the strips to the blades and check the fan for absence of undue vibration, by running on an engine of known performance.

After checking, strips should be removed then resecured to the blades using general purpose hot glue in addition to woodscrews. After allowing the glue to harden for a period according to manufacturers' instructions, the strips and exposed parts of the fan blades should be cleared of surplus glue and protected with a coating of the approved paint or varnish, according to the existing covering of the fan.

4100.—American Naval Yard Type B.A. Gasoline Engine, 3½-in. Bore by 5-in. Stroke, 14/30 H.P.—Replace Parts

H.M. Ships and Establishments concerned

(D. 10562/43.—2 Sep. 1943.)

In order to assist the Portsmouth Dockyard Officers in supplying correct replacement parts for the above type of engine, and to eliminate the many queries and subsequent correspondence which have occurred in the past when demands have been received for replacements, a Parts List has been prepared by the Dockyard Officers.

2. All ships and establishments concerned with the maintenance and repair of this type of engine and associated electrical equipment are to make application to the Manager, Engineering Department, Portsmouth, for a copy of the Parts List for guidance when making demands for replace parts.

3. All demands for replacement items are to be limited to minimum requirements, as stocks of these replace parts held at Portsmouth are in limited quantities.

(Portsmouth Yard Letter, 30 Jul. 1943, No. 6186.)

4101.—Ammunition Lockers—Identification of

(N.S. 16034/43.—2 Sep. 1943.)

Details of additional ammunition lockers now available are as shown in the following appendix.

2. The general instructions contained in A.F.O. 2296/43 will apply.

APPENDIX

Patn. No. Allocated	Type of Locker, etc.	To Hold	Drawing No.	Approx. Internal Dimensions (Inches)			Estd. Weight lbs.	May be obtained upon requisition addressed to—
				Height	Length	Breadth		
7175	R.U. lockers for 6-pdr. Ammn. (7 cwt.)	24 Rds. Action Stores	D.N.C.2/A/1029 Dev. M.C.D.	25½	17½	30	160	D.C.W.(S) Bath
7176	Damage control lockers "A"	...	A.11154 and Fly Dev. M.C.D.	62	33	16	246	D.C.W.(S) Bath
7177	Damage control lockers "B"	...	A.11154 and Fly Dev. M.C.D.	62	20	16	145	D.C.W.(S) Bath
7178	Damage control lockers "C"	...	A.11154 and Fly Dev. M.C.D.	51	25	16	170	D.C.W.(S) Bath
7179	Damage control lockers "D"	...	A.11154 and Fly Dev. M.C.D.	51	17	16	140	D.C.W.(S) Bath
7180	R.U. for pyrotechnic signals	Outfit as detailed on drawing	A.11154 and Fly Dev. M.C.D.	7	20	10½	35	D.C.W.(S) Bath
7181	Fireworks tank for corvettes and frigates	Outfit as detailed on drawing	D.N.C.2A/1020	28	31	27	220	D.C.W.(S) Bath
7182	4-7-in. type 1A lockers for separate ammn.	10 Rds. In Boxes	Curators No. 682830	38	36	19	630	D.C.W.(S) Bath
7183	Lockers for A.A.D. type H projectiles	20 in No. 8 Boxes	Po.MCD.011336C	44½	26	15	200	D. of S. London
7184	R.U. locker for propellant charges	24 Rds. (10 cwt.)	D.N.C.7/A/487	6½	19½	16½	43	D.C.W.(S) Bath
7185	Detonator lockers for depth charges	24 Rds. (10 cwt.)	D.N.C.2/A/1041	18	21½	14	80	D.C.W.(S) Bath
7186	R.U. locker for 4-5-in. shells	10 Rds. (10 cwt.)	D.N.C.2/A/1040	21½	14½	23	200	D.C.W.(S) Bath
7187	R.U. locker for 4-5-in. shells	10 Rds. (10 cwt.)	D.N.C.2A/1024	14½	21	24	158	D.C.W.(S) Bath
7188	R.U. locker for 4-5-in. cartridges...	10 Rds. (10 cwt.)	D.N.C.2A/1025	38	16½	30	400	D.C.W.(S) Bath

(A.F.O. 2296/43.)

4102.—9½-in. Bi-Focal Periscopes—Omission of Training Gear

(P. 09826/43.—2 Sep. 1943.)

Further to A.F.O. 2423/43, the removal of hand training gear from 9½-in. periscopes involves:

- (a) An additional lift of periscope of 2.45 in., and
- (b) The removal of the handwheel on the bottom of the crosshead, which allows the periscope to drop 4.5 in. lower into the well.

To utilise the additional depth caused by (b) the manufacturers have increased the optical length of the periscopes by 3 in., i.e., the 34-ft. periscope becomes 34 ft. 3 in. and the 40-ft. becomes 40 ft. 3 in.

Thus to allow the periscope to fit on the bottom of the well in its lowered position, it becomes necessary to increase the thickness of the teak pad at the bottom of the well by 1.5 in. To ensure that the periscope can be fully raised the wires should be adjusted accordingly.

This modification should be carried out in all vessels in which the periscopes types CK.7 and CK.8 are replaced by types CK.10 and CK.11.

(A.F.O. 2423/43.)

4103.—Binoculars, Pattern 1900 Series—Indiarubber Rings and Facepieces

(N.S.19064/43.—2 Sep. 1943.)

To obviate confusion when demanding indiarubber rings and facepieces for binoculars in the 1900 series, pattern numbers have been allocated as follows:—

Rings, rubber, protecting, for binoculars

Pattern No.

- 12121 For eyepiece prism box (for Patterns 1900, 1900A, 1907A, 1948, and 1949).
 12122 For sunshades (for patterns 1900A, 1907A, and 1948).
 12123 For sunshades (for Pattern 1949).
 12127 For objective cover cap (for Pattern 1900).

Facepieces, rubber, for binoculars

Pattern No.

- 12124 For Patterns 1900A and 1948.
 12125 For Patterns 1907A and 1949.
 12126 For Pattern 1947.

2. These items are dealt with under subhead F.I.C, Part 4, and should be shown on page 32 of the demand.

3. The Rate Book and Establishments of Naval Stores concerned will be amended.

(A.F.Os. 3189/39 and 3407/39—not in annual volume)

4104.—Bit Stock Twist Drills

(N.S. 26587/43.—2 Sep. 1943.)

Great difficulty is being experienced in obtaining supplies of Bit Stock Twist Drills, Patterns 4615 to 4620, Subhead B, Item 11, Part B.

2. These drills are for use with wimble stocks and carpenter's braces with squared tapered sockets, which have now been largely superseded by hand braces with chuck grips, for which parallel shank drills are suitable.

3. Ships and services should accordingly demand parallel shank drills, as shown below, in lieu of the appropriate bit stock twist drills, whenever possible. There is no equivalent Rate Book pattern of parallel shank drill for issue in lieu of Pattern 4620.

Pattern		Pattern	
4615	Drills, bit, stock, $\frac{1}{8}$ in.	2034	Drills, twist, parallel shank, $\frac{1}{8}$ in.
4616	Drills, bit, stock, $\frac{3}{16}$ in.	2016	Drills, twist, parallel shank, $\frac{3}{16}$ in.
4617	Drills, bit, stock, $\frac{1}{4}$ in.	2004	Drills, twist, parallel shank, $\frac{1}{4}$ in.
4618	Drills, bit, stock, $\frac{5}{16}$ in.	2002	Drills, twist, parallel shank, $\frac{5}{16}$ in.
4619	Drills, bit, stock, $\frac{3}{8}$ in.	2000	Drills, twist, parallel shank, $\frac{3}{8}$ in.

4. The necessary adjustments to the first outfit of naval stores for ships of new construction should be made by warrant and supplying yards in the usual manner.

(Chatham Y.L., 22 Jun. 1942, No. 2686.)

(Portsmouth Y.L., 1 Aug. 1942, No. 7397.)

(Sheerness Y.L., 29 Jun. 1942, No. 1364.)

(Devonport Y.L., 2 Sep. 1942, No. 5773.)

(Rosyth Y.L., 28 Jun. 1942, No. 2692.)

4105.—Deck Compositions—Substitution of Non-Latex for Latex—Use of Non-Latex in Lieu of Linoleum—A. and A.

All Dockyards, W.P.Ss., P.S.Os., P.E.R.Os. and E.R.Os., and H.M. Ships in Commission concerned

(D. 9348/43.—2 Sep. 1943.)

It has been found that the approved Non-Latex weather deck compositions L.H.G.405 and Paratex W., are equally satisfactory in all respects to the Latex compositions S.X.135 and Paratex W.D. made by the same manufacturers respectively.

2. To aid further the conservation of rubber Latex for essential services, it has been decided that for the services where rubber Latex deck compositions are still approved under A.F.O. 3031/42 they are to be discontinued, and either Non-Latex deck compositions L.H.G.405 made by Messrs. Semtex, Ltd., or Paratex W made by Messrs. Rowan & Boden, Ltd., used in lieu thereof, as soon as the supply position permits. Renewals and repairs to existing Latex deck coverings after existing stocks have been used up are to be in Non-Latex material made by the maker of the composition under repair.

3. It has also been found, as a result of fire tests, that Messrs. Semtex, Ltd., Non-Latex deck composition L.H.G.437, and Messrs. Rowan & Boden's Paratex W.1 are both fire-resistant and much superior in this respect to linoleum. It has, therefore, been decided to approve the use of these materials laid to an average thickness of $\frac{3}{16}$ -in. on all new construction and ships building in lieu of linoleum, wherever weight considerations permit. The authorised colour of this material for internal use such as in accommodation spaces, is dark brown lino colour and is restricted to this single colour to simplify production and distribution.

4. Cases in which weight considerations are doubtful should be referred by the Overseer direct to the design section concerned at the Admiralty with as little delay as possible.

5. In all repair and refit work, dockyard officers and overseers are to take action as far as possible to replace linoleum with one of the approved Non-Latex deck coverings referred to above, cases of doubt being referred to the Admiralty with as little delay as possible.

6. Commanding Officers of ships in commission are to add an item Classification A, to their As. and As. list for removal of linoleum and replacement by approved Non-Latex composition. The carrying out of these items is to be progressed by dockyard officers and overseers as far as possible at each refit until complete, priority being given to those areas in ships most vulnerable to fire risks.

7. Where deck covering is not absolutely essential for health, comfort, or a non-slip surface, linoleum is to be removed and no covering fitted, but a very thin coat of oxide of iron paint applied to the steel deck.

8. For consideration of added weight, the following are the approximate weights which should be used for guidance in local decisions as to the necessity for reference to the Admiralty (see paragraph 4 above):—

Linoleum, $\frac{3}{16}$ -in., fitted without securing strips	... 9 lbs. per sq. yd.
Linoleum, $\frac{3}{16}$ -in., fitted with securing strips	... 12 lbs. per sq. yd.
Latex compositions averaging $\frac{3}{16}$ -in. thick	... 15 lbs. per sq. yd.
Non-Latex compositions averaging $\frac{3}{16}$ -in. thick	... 18 lbs. per sq. yd.

In many instances complete compensation for added weight can be obtained by the removal of the linoleum referred to in paragraph 7.

(A.F.O. 3031/42.)

4106.—Deck Leakage*105-ft. and 126-ft. M.M.Ss. and M.F.Vs.*

(D. 8762/43.—2 Sep. 1943.)

With reference to A.F.O. 1940/42, it has been found that Messrs. Craig & Rose non-slip deck paint, P.2. is effective for sealing leaking wooden decks of M.M.Ss. and M.F.Vs.. This process has the advantage of being simple in application and repairs to superstructure deck can readily be carried out when required.

2. Full instructions in the use and application of the paint are supplied by the makers and, as a result of experience, the following precautions should also be observed:—

- (a) To obtain good results, it is necessary for the decks to be free from moisture and dirt.
- (b) The removal of a small quantity of pitch from the seams provides a good key for the non-slip paint and obviates any re-action under the coatings during varying temperatures.

(A.F.O. 1940/42.)

4107.—Docking, Slipping and Lifting*M.T.Bs., M.G.Bs., M.Ls., etc.*

(D. 013980/43.—2 Sep. 1943.)

If possible, all boats of the "light construction" class, such as M.G.Bs. and M.T.Bs. of the "under 100 ft." class, etc., should be taken out of the water every six weeks, in order both to "dry out" and examine the underwater sections and fittings.

2. The boats are to be docked on special soft topped side chocks shaped to suit the underwater form of the boat. On no account are the boats to be docked on their middle lines. Chocks are to be arranged at the fore engine room bulkhead and other chocks are to be arranged on or as near bulkheads as possible. Where asdic is fitted, the inner ends of chocks are to be maintained 1 ft. 6 in. each side of the middle line to allow clearance for the oscillator dome. Care is to be taken when docking that the middle line of the boat does not swing off the middle line of the chock cradle by more than 6 inches.

3. There is to be no obstruction beneath the keel in a distance 4 ft. aft and 3 ft. forward of the centre line of the oscillator spill. A minimum space of 3 ft. 6 in. must be maintained between the keel of the boat and the floor of the slip of dock for the withdrawal of the oscillator spill.

4. A minimum vertical clearance of 9 in. between the bottom of the oscillator and any fixed member of the cradle should be allowed whilst slipping.

5. The docking plans for the boats, held at the principal Bases, should be consulted and the particulars stated thereon noted, prior to slipping a boat.

6. Some boats of this type can be lifted, but this should only be regarded as an emergency measure as their hulls are easily strained. If boats are lifted, armament, depth charges and other heavy weights are to be removed, and all tanks emptied.

7. Fairmile M.Ls. (i.e., "A" and "B" types), M.G.Bs. and M.T.Bs. (i.e., "C" and "D" type), etc., cannot be lifted, but are very suitable for placing on a gridiron or similar structure, as they are of "straight line" keel constructions. Care is to be taken to see that the M.L. is properly positioned so that dome has proper clearance all around and underneath. M.Ls. (Fairmile) do not need special chocks for docking or slipping.

8. In waters free from marine borers, Fairmile M.Ls., M.G.Bs. and M.T.Bs. over 100 ft. and H.D.M.Ls. do not require frequent slipping for "drying out" or maintenance. Hulls should be slipped when opportunity offers, such as when the boats are laid up for engine changeover, otherwise periods of about three months are suitable for routine slipping, but this is dependent on how local conditions affect ship's bottom, and A/S properties. In waters where marine borers are prevalent, boats of the types mentioned above, when not copper sheathed, are to be slipped and dried out, as opportunity offers, to reduce the worm attack.

9. At Coastal Force Bases where there is a slip under the immediate control of the Commanding Officer of the Base, the work will be carried out as arranged by the Commanding Officer and by the Base and/or Flotilla Staffs. Where such a slip does not exist the Emergency Repair Overseer will be responsible for the work of slipping when requested through the usual channels.

(A.F.O. 3737/41 is cancelled.)

4108.—Electric Hot cupboards (Aluminium), Pattern 1074 and other Patterns

—Precautions in Use of

(T. 2022/43.—2 Sep. 1943.)

Frequent failures of electric hot cupboards, Pattern 1074, occur through excessive buckling of the inner casing, particularly in the region of the heating elements, thus causing earths and short circuits in the electrical connections.

2. The hot cupboards are tested at full load in an empty condition for three hours continuously, but are not intended to be left "ON" at full heat for indefinitely long periods.

Under such conditions the temperature may reach a figure which is sufficient to cause the buckling referred to.

Ships' staff should, therefore, take steps to ensure that the cupboards are switched "OFF" when not in use, or at any rate kept on one of the lower heat positions.

3. As an additional safeguard, arrangements have been made for the inner casing of hot cupboards supplied in future, to be protected behind the elements by a sheet of heat insulating material, such as natural Sindanyo.

Hot cupboards, Pattern 1074, already in service, should be similarly fitted by dockyards or ships' staffs. In addition, distance pieces or washers should be fitted on the element securing screws, to increase the clearance between the element and the hot cupboard casing.

4. Instances have also occurred of the terminal securing screws, wing nuts, etc. working loose under vibration. This applies to hot cupboards of all patterns and should be guarded against by the fitting of locknuts or shakeproof washers if not already fitted.

4109.—Feed Pumps—Turbo-Driven—Packing for Pump Glands

(N.S. 26590/43.—2 Sep. 1943.)

The makers of the above pumps do not now recommend the use of "Leafoil" packing by itself, as it tends to become hard and to lose its resilience; they advise the use of a packing such as "Alpha", which is an asbestos packing with lead wire interwoven, either alone or with a turn of "Leafoil" packing arranged between two turns of "Alpha".

2. Ships wishing to adopt this method of packing should forward a supplementary list of Special Stores and demands to their storing yards for twelve months' estimated requirements for this service.

3. Any Allentite Leafoil on board is to be utilised. Trials have shown that Walker's Flexmit packing is also suitable for this service.

(A.F.O. 4765/41—not in Annual Volume.)

4110.—Frigates and Corvettes—Naval Store Accounting Procedure

(N.S. 27515/43.—2 Sep. 1943.)

Owing to the shortage of experienced supply ratings to meet requirements of Accountant Branch complements for future commitments, it has been found necessary to modify the Naval Store accounting system for frigates ("River" and later classes) and corvettes ("Flower" and later classes) and the procedure to be followed is contained in the Appendix to this order. Naval Store Accounts, S.1099D and F.A.23, are being provided accordingly as directed in A.F.O. 2068/43, and one supply rating has been included in the Scheme of Complement for both victualling and naval storekeeping duties.

2. No alteration in procedure should be made in the following vessels, which will follow the normal B.R. 4 accounting procedure and retain the naval storekeeping ledgers provided:—

"Deveron"	"Lagan"	"Spey"	"Trent"
"Exe"	"Movola"	"Swale"	"Waveney"
"Itchen"	"Ness"	"Tay"	"Wear"
"Jed"	"Nith"	"Test"	
"Kale"	"Rother"	"Teviot"	

3. Two supply ratings have been included in the schemes of complement for victualling and naval storekeeping duties in the above-mentioned vessels, and K.R. & A.I. Article 1464 (paragraph 7) will apply.

4. The Engineer Officer will be the Naval Storekeeping Officer of each vessel.

APPENDIX

H.M. Frigates and Corvettes (except vessels mentioned in paragraph 2 of this Order). Instructions as to the supply accounting, etc., for Naval Stores.

1. *Permanent stores.*—(a) Permanent stores are to be accounted for on Forms S.1099D (inside) enclosed in covers S.1099D (outside). Separate accounts for each Department of the ship will be prepared (in triplicate) by the Dockyard or Store Depot allocated and the three copies will be distributed as follows:—

- (i) Original—Standard copy for the Naval Storekeeping Officer.
- (ii) Duplicate—To be retained by the Dockyard or Store Depot as a record of the "First Outfit" supplied.
- (iii) Triplicate—Copy for use of the Departmental Officer concerned.

(b) The triplicate copies supplied for the use of the Departmental Officers, as well as the original copies held by the Naval Store Accounting Officer, are to be completed in the "Remarks" column by the ships' staffs, with details of the permanent stores supplied to Departmental Officers on "Permanent Loan"; the signatures of the Officers concerned should be obtained for these stores similarly to that required of the Naval Storekeeping Officer, on the inside of the Cover S.1099D (outside) on assuming custody, and on change of Departmental Officer.

(c) Replacements of permanent stores which involve no change in the number on board are not required to be posted in the S.1099D account, and the quantity will remain unaltered. The only changes in the quantities shown in the S.1099D account, therefore, will be when an article is supplied in addition to those already on charge, or when an article is returned or lost and is not replaced. Such changes are to be posted in the account as directed on the Form S.1099D (inside).

(Note.—If the quantity on loan to the Departmental Officer is also changed, the amended details are to be initialled by the Officer concerned in the original and the triplicate copies of the S.1099D account.)

2. *Consumable stores.*—(a) Consumable stores are to be accounted for in an account F.A.23.

(b) Only one copy of the F.A.23 account will be prepared by the Dockyard or Store Depot allocated and will be supplied to and kept by the Naval Storekeeping Officer for the whole ship, who will also be responsible for demanding all consumable stores required to replenish stocks on board.

(c) No detailed account of expenditure of consumable stores need be kept, but particulars of quantities of stores received from the storing yard or depot together with the stocks on board at the time replenishment demands are prepared are, however, to be entered in the account F.A.23.

All supply notes (triplicate copies of Forms S.134d) for consumable stores should be guarded in chronological order and in order of subhead and item and retained with the accounts.

(d) On change of the Naval Storekeeping Officer, the certificates "A" and "B" inside the cover of the account F.A.23 are to be completed.

(e) Arisings, e.g., worn cordage, scrap metal of all kinds arising from work done on board, old indiarubber, electric cable, copper wire, miscellaneous small tools and metal articles, etc., are to be collected and taken on charge under suitable headings in the Consumable Store Account F.A.23, and returned to the nearest Dockyard or Base as opportunity offers.

(f) Consumable stores should be kept by the Naval Storekeeping Officer in the stowage provided and issued to Departments as required. They should not be issued in bulk to Departmental Officers on receipt from the Storing Yard or Depot.

3. The S.1099D and F.A.23 accounts do not necessarily require that internal accounting shall be conducted by means of Forms S.156, S.149 and S.1091. It is desirable, however, that these forms should be used whenever possible to support consumption and as a check on stocks remaining, and their use will be found of assistance in preparing replenishment demands.

4. The instructions contained in the Naval Storekeeping Manual (B.R.4) except where modified by the foregoing instructions, are to be followed.

(A.F.O. 2068/43.)

4111.—Landing Craft—Beaching and Drying Out

(D. 020923/43.—2 Sep. 1943.)

Major landing craft are not designed for repeated drying out and the attention of all concerned is drawn to this important point. The number of times such craft are allowed to dry out should, subject to operational requirements, be kept to a minimum.

4112.—Lanterns, Binnacle, Pattern 42—Obsolete

(N.S. 36416/42.—2 Sep. 1943.)

Binnacle lanterns, Pattern 42, and associated gear are not required for any modern type of binnacle and are being made obsolete.

2. Stocks are to be reported on Form D.68 for disposal.

4113.—Nets A/T—Durability of—REPORTS

(B.D. 0879/43.—2 Sep. 1943.)

A proportion of the A/T nets supplied in future will include a $\frac{1}{8}$ -in. link worked into a grommet near the middle of the net.

2. Should the durability of such nets differ substantially from those not so distinguished the Boom Defence Officer concerned should forward all relevant technical details to the Director of Boom Defences, Admiralty.

4114.—Oxygen Cylinders—Increased Pressure—Precautions to be Observed

(C.P. 63912/42.—2 Sep. 1943.)

Owing to the need to conserve supplies of gas cylinders, arrangements have been made to increase the charging pressure of the cylinders by 10 per cent. Admiralty cylinders are exempt from this order, because it might result in unduly high pressure if used under tropical conditions. Cylinders on loan from Messrs. British Oxygen Company will be charged to the higher pressure, and should not be accepted on board H.M. ships or sent abroad.

2. In future, therefore, ship's officers should examine oxygen cylinders on receipt on board and arrange for any cylinders which are the property of Messrs. British Oxygen Company to be returned to store and an Admiralty cylinder demanded in lieu. The company's cylinders have B.O.C. stamped on the shoulder of the cylinder, and the fact that they are not Admiralty cylinders is shown on history sheets (A.F.O. 1735/43).

(A.F.O. 1735/43.)

4115.—Portable Pumps—70-Ton—Adaptors for Use With*Ships fitted with A.S.B.J. connections and 70-ton portable pumps*

(N.S. 25473/43.—26 Aug. 1943.)

In order to enable 70-ton portable pumps to be used for fire-fighting purposes in vessels fitted with A.S.B.J. connection, arrangements have been made for the purchase of the undermentioned adaptors as a charge to Vote 8/II B9. Pattern No. 1502 has been assigned to this adaptor and distribution arranged as follows:—

Pat- tern No.	Description	Denom.	Chatham	Sheerness	Portsmouth	Devonport	Rosyth	Mersey Area	Severn Area	West Riding	Carfin
1502	Adaptors, No. 4 size, A.S.J.B. one end to two No. 3 size A.S.B.J. the other.	No.	156	36	156	120	156	156	156	72	72

2. Demands from ships concerned in commission should be forwarded to the nearest storing yard or Naval Store Depot; supply to ships concerned under construction (i.e. any not being fitted with instantaneous couplings) should be arranged by warrant and storing yards or depots in the usual manner. The scale of allowance per ship is as follows:—

Capital ships and aircraft carriers	... ..	6 No.
Cruisers, depot and repair ships, monitors and "Adventure"	... ..	4 No.
H.M. ships "Protector" and "Guardian"	... ..	2 No.
Flotilla leaders, destroyers, sloops, corvettes, frigates and "Algerine" class minesweepers	... ..	1 No.

3. It is anticipated that supplies will not be available for some time and demands are not therefore to be hastened.

4. A suitable adaptor is already allowed to ships fitted with instantaneous connections—*vide* A.F.O. 1608/43.

5. The relevant establishments of Naval stores will be amended.

(*C.-in-C. Eastern Fleet, 19 Mar. 1943, No. 597/E.F.323/12.*)

(*A.F.O.1608/43.*)

(*A.F.O. 3988/43 is cancelled.*)

4116.—Portable Pumps, Electric, 70-ton—Suction Hose

Capital Ships, Cruisers, Aircraft Carriers, Repair and Depot Ships, Monitors, H.M.S. "Adventure", Netlayers, Flotilla Leaders and Destroyers, Sloops, Frigates and "Algerine" Class Minesweepers

(N.S. 019020/42.—2 Sep. 1943.)

Four 8-ft. lengths of suction hose are to be allowed to each ship of the above-mentioned classes for each 70-ton electric portable pump (Vote 8.III) supplied, except to "Hunts", Type IV, the allowance to the latter ships being five lengths per vessel in accordance with A.F.O. 1841/43.

2. Ships concerned, in commission, at present provided with only three lengths of this hose per pump should demand from their storing yards one 8 ft. length of Compoflex suction hose, like Pattern 3131, for each pump supplied.

3. For ships under construction, arrangements are being made for the 70-ton electric portable pumps to be supplied by the pump manufacturers complete with four suction hoses per pump. This arrangement, however, will not come into force for some time and, where pumps are supplied with three lengths of suction hose only, Overseers should arrange for demands to be forwarded to the appropriate warrant yard for the additional lengths of suction hose, Compoflex, like pattern 3131, required.

4. *Capital Ships and Aircraft Carriers (including Escort Carriers).*—Arrangements for supply of the additional length of suction hose have already been made—*vide* C.A.F.O. 621/43—but the arrangement mentioned in paragraph 3 above is also to apply to new construction vessels of these classes.

5. *H.M. Dockyards and Store Depots.*—The necessary provision of hoses has been made under Contract dated 26th July, 1943, C.P.6B/26186/43, placed with Messrs. Compoflex Co. Ltd.

6. The present stocks of hoses are limited and as delivery under the above-mentioned Contract is not expected to complete until April, 1944, demands should not be hastened.

7. The Sea Store Establishments concerned will be amended.

(*C.A.F.O. 621/43 and A.F.O. 1841/43.*)

4117.—Stocks and Wrenches for American A.S.M.E. Taps and Dies—Withdrawal of Allowance

Sloops, Fleet Minesweepers, Corvettes ("Kittiwake" type) and Frigates ("River" class)

(N.S. 17078/43.—2 Sep. 1943.)

The allowance of one stock, Pattern 3832, and one wrench, Pattern 3833, for American A.S.M.E. taps and dies for use with gyro-compasses has been withdrawn from the following classes of ships:—

Sloops, Minesweepers—"Bangor", "Halcyon", "Algerine" and "Aberdare" classes), Corvettes ("Kittiwake" type), Frigates ("River" class).

2. Ships concerned in commission should return to the dockyard any stocks and wrenches of these patterns and also the corresponding taps and dies, Patterns 3820 to 3831. Warrant and Supplying Yards should arrange for the cancellation of any outstanding demands for these items for ships under construction and for the return to store of any stocks, etc., already issued to ships not yet in commission.

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

4118.—Telephones for After-Action Communications and Spares for Sound-powered Telephones—Allowances

"Flower" Class Corvettes

(N.S. 22683/43.—2 Sep. 1943.)

The allowances to "Flower" Class Corvettes of telephones for after action communications and of spares for fitted sound powered telephones are to be as shown in the appendix to this Order.

2. Demands from ships concerned in commission should be forwarded to Storing Yard or Depots for the items required to complete to these allowances. The demands should quote the pattern number and mark of the telephone already fitted on board.

3. Supply to vessels under construction should be arranged by Warrant and Storing Yards or Depots without demand, in the usual manner.

4. B.R.347, the establishment of Naval Stores for Trawlers and Corvettes, will be amended.

APPENDIX

Pattern Number	Description	Denom.	Quantity	Remarks
<i>Permanent Stores</i>				
13152	Sound powered field telephone for after-action communications.	No.	2	
—	Reels, Mark II, for D.3 cable	No.	1	
<i>Spares for sound powered tele-phones :—</i>				
13220	Handset	No.	1BC	A = Only to ships fitted with tele-phones, Mark X, Pattern 1191.
13221	Transmitter unit for all patterns, except 1191 and 1192. Receiver unit for all patterns.	No.	5ABC	
13222	Transmitter unit for patterns 1191 and 1192.	No.	1A	B = Only to ships fitted with tele-phones, Mark XI, Pattern 1193.
13318	H.F. generator	No.	1C	
13319	Transformer	No.	1C	C = Only to ships fitted with tele-phones, Mark XV, Pattern 13231.
9874	Plug, box, Mark II	No.	1AB	
9875	Plug, concentric	No.	1AB	
<i>Consumable Stores</i>				
—	D.3 cable for use with field tele-phones, Pattern 13152, for after-action communications.	Yards	100	
<i>Spares for sound powered tele-phones :—</i>				
9196	Discs, mica	No.	6ABC	
13237	Springs for handset clips of telephone, Patterns 1193/4/5, 13231/2/3.	No.	2BC	
13593	Moulded mouth piece for breast transmitter, Patterns 1191/2.	No.	1A	
9266	Earpads, I.R., for general use	No.	2A	
13223	Headbands	No.	1A	
16085	Neon indicator lamp, 200/250 volts, A.C., ½ watt, S.B.C.	No.	1C	
<i>Spares for sound powered hand-sets :—</i>				
13745	Moulded earcap	No.	1BC	
13746	Moulded mouthpiece	No.	1BC	
13747	Moulded retaining ring for mouthpiece.	No.	1BC	

4119.—Tubular Heaters, Patterns 19472 and 19473—Supply

"D" Class Fairmile Craft

(N.S. 35130/42.—2 Sep. 1943.)

Arrangements have been made for tubular heaters, Patterns 19472 and 19473, purchased for issue to Fairmile "D" class M.T.Bs. and M.G.Bs. to be delivered to Messrs. Fairmile Marine Co., Cobham. Messrs. Fairmile will be responsible for supply of the above heaters to this class of vessel now in service but not yet fitted, and to craft completing.

2. Duplication in demands has arisen in certain instances, and it is emphasized that these should not be raised for the vessels concerned. All outstanding demands for vessels of this class should be cancelled.

3. Invoices for the heaters delivered to Fairmile Co. will be dealt with by Superintending Naval Store Officer, Stroud, by whom demands, Forms S.134d, will be raised to charge to individual boats the heaters issued by the Fairmile Co.

4120.—Walrus Aircraft—Additional Items for Tail Wheel Oleo

(N.S. Air 5842/43.—2 Sep. 1943.)

In consequence of Mod. 350 the undermentioned items have been introduced for Walrus aircraft and will be allowed to Repair Ships and Services in accordance with the following scales :—

Ref. No.	Part No.	Description	Den.	R.N. air stations		R.N. aircraft repair yards		Repair ships
				Class "A"	Class "B"	Class "A"	Class "B"	
				Main store		Main store		
<i>Section 26B Tail Wheel Oleo</i>								
33312	23626/89	Flanged sleeve ...	No.	4	2	6	12	4
33313	23626/91	Bush	"	4	2	4	12	2
33314	23626/93	Washer	"	4	4	6	12	4
33315	23626/95	Washer	"	4	4	6	12	4
26AJ/ 20081	1/6878	T.A.T. nipple ...	"	2	2	4	6	2
28/5860	J.P.2	Simmonds nut ...	"	4	2	4	12	2

2. Services concerned should forward demands to their respective R.N. store depots at home or storing yards abroad, quoting this order as the authority for supply. Supply to new services will be made with their initial outfit of stores.

3. Deliveries from contractors are expected shortly and supplies to Services will begin when these are available.

4. Arrangements will be made for the necessary quantities to be despatched to Yards abroad to cover the requirements of Services attached to foreign stations. Details of the quantities to be supplied will be forwarded direct to (S) Naval Store Officers concerned.

Section 4

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

4121.—Boats, Pulling and Sailing—Shortage of

(N.S. 18531/43.—2 Sep. 1943.)

There is, at present, an acute shortage of pulling and sailing boats, particularly 27-ft. whalers and 10-ft. dinghies.

2. Demands for all sizes of pulling and sailing boats from Shore Establishments, etc., should be reduced to a minimum, and details of boats of any size and condition which are not required for essential services should be forwarded to Director of Stores if of service types, or to the Director of Small Vessels Pool if of non-service types, in order that arrangements may be made for their re-allocation.

3. All boats returned to H.M. Dockyards should be reported in the weekly return of boats, floats, etc., to Director of Stores.

4122.—Models of British and Foreign Warships for Instructional Purposes

(T.S.D. 73/43.—2 Sep. 1943.)

The list of models contained in the Appendix to this order is considered adequate to cover the needs of all Establishments—

2. Models are made in two sizes—50 ft.—1 in. and 100 ft.—1 in.

3. Models of submarines, merchant ships and coastal craft will be supplied for new special services on their merits.

4. H.M. Ships and Establishments holding the standard set of models should forward demands in quintuplicate to the Director of Stores, Admiralty, for any additional models which are considered essential.

5. Models marked with an asterisk are name changes to existing models and are not additional.

6. Model numbers to which an "X" has been appended indicate a revised model is being prepared; these will be issued to holders of standard sets as they become available.

7. The Rate Book for Naval Stores will be amended.

APPENDIX

Models of British and Foreign War Vessels
(Pattern 1760)

BRITISH		DESTROYERS—contd.	
Serial No.	Battleships	Serial No.	Destroyers—contd.
B 1	"King George V"	B 28	"Packenham" Class
2	"Malaya"	29	"Q" Class*
3	"Royal Sovereign"	44	"R" Class
4	"Nelson"	45	"S" Class
5	"Queen Elizabeth"	30	"Wairs"
	<i>Battle Cruisers</i>	31	"Town" Class
B 6	"Renown"	32	"Hunt" Class (Type 3)
	<i>Aircraft Carriers</i>		<i>Destroyer Depot Ship</i>
B 8	"Illustrious"	B 33	"Tyne"*
9	"Furious"		<i>Cruiser Minelayer</i>
10	"Argus"	B 34	"Adventure"
11	"Unicorn"		<i>Fast Minelayer</i>
12	"Tracker" Class*	B 35	"Abdiel"
	<i>Cruisers</i>		<i>Monitor</i>
B 13	Three turret "Fijis"	B 36	"Roberts"
14	Four turret "Fijis"		<i>Minesweepers</i>
15	Five turret "Dido"	B 37	"Halcyon"
16	"Southampton" Class	38	"Bangor"
17	"London"	46	"Algerine"
43	"Devonshire"		<i>Sloop</i>
18	"Leander" Class	B 39	Modified "Black Swan"
19	"Arethusa" Class		<i>Corvettes</i>
20	"D" Class	B 40	"Flower" Class
21	"C" Class (A.A. ships)	41	"Kingfisher" Class
22	"Kent" Class		<i>Frigates</i>
23	"Hawkins"	B 42	"River" Class
	<i>Destroyers</i>	47	"Captain" Class
B 24	"L" Class		
25	"J" Class		
26	"Tribal" Class		
27	"H" Class		

AMERICAN

Serial No.	Battleships	Serial No.	Cruisers
A 1 X	"Maryland"	A 32	"Baltimore"
2	"California"	33	"Cleveland"
3 X	"Pennsylvania"	11	"Philadelphia"
4	"Nevada"	13	"St. Louis"*
5	"New York"	14	"New Orleans"
6	"North Carolina"	15	"Pensacola"
7	"South Dakota"	16	"Omaha"
26	"Iowa"	17	"Augusta"
	<i>Battle Cruisers</i>	18	"San Diego"
A 27	"Alaska"		<i>Destroyers</i>
	<i>Aircraft Carriers</i>	A 31	"Fletcher"
A 28	"Essex"	19	"McCall"
8	"Ranger"	20	"Porter"
9	"Saratoga"	21	"Drayton"
29	"Independence"	23	"Hughes"*
	<i>Aircraft Escort Carriers</i>	24	"Somers"
A 30	"Bogue"	25	"Farragut"

JAPANESE

Serial No.	Battleships	Serial No.	Cruisers—contd.
J 1	"Nagato"	J 13	"Natori"
2	"Hyuga"	14	"Tone"
3	"Fuso"	15	"Tatsuta"
4	"Kongo"	16	"Yubari"
	<i>Aircraft Carriers</i>	17	"Nachi"
J 5	"Hosho"	18	"Kinugasa"
7	"Shokaku"		<i>Destroyers</i>
	<i>Seaplane Carriers</i>	J 19	"Asashio"
J 8	"Chitose"	20	"Shirayuki"
	<i>Cruisers</i>	21	"Sawakaze"
J 9	"Atago"	22	"Hatuharu"
11	"Mogami"	23	"Momi"
12	"Zintu"	24	"Sigure"
		25	"Kamikaze" Class
		26	"Wakatsuki"

ITALIAN

Serial No.	Battleships	Serial No.	Destroyers
I 1	"Littorio"	I 10	"Vincenzo Gioberti" Class
2	"Conte di Cavour"	11	"Navigatori" Class*
3	"Duilo"	12	"Nembo" Class*
	<i>Cruisers</i>	13	"Sirtori"
I 4	"Regolo"	14	"Dardo" Class*
5	"Garibaldi"	15	"Grecale"
6	"Muizio Attendolo"		
7	"Cadorna"		
9	"Bolzano"		

GERMAN

Serial No.	Battleships	Serial No.	Cruisers—contd.
G 1	"Admiral von Tirpitz"	G 9	"Nurnberg"
2	"Scharnhorst"	10	"Leipzig"
3	"Gneisenau"	11	"Emden"
4	"Admiral Scheer"		<i>Destroyers</i>
5	"Lutzow"	G 12	"Elbing" Class
	<i>Aircraft Carrier</i>	13	"Narvik"
G 6	"Graf Zeppelin"	14	"Leberecht Maass"
	<i>Cruisers</i>	17	"Setieter" Class
G 7	"Admiral Hipper"		<i>Torpedo Boats</i>
8	"Kohn"	G 15	"Iltis"
		16	"T1"—"T19" Class

FRENCH

Serial No.	Battleships	Serial No.	Destroyers
F 1	"Richelieu"	F 10	"Tigre"
4	"Provence"	11	"Le Fantasque"
	<i>Aircraft Carrier</i>	12	"Simoun"
F 17	"Bearn"	14	"L'Alcyon"
	<i>Cruisers</i>		
F 6	"Suffren"		<i>Sloop</i>
7	"Montcalm"	F 16	"D'Entrecasteaux"
8	"Duguay-Trouin"		

(A.F.O. 4919/42 is cancelled.)

4123.—W.R.N.S.—Badges for Chief Wrens W/T

(V. 5014/43.—2 Sep. 1943.)

No further issues of badges, Patterns No. 620A and 60B, are to be made to W.R.N.S. ratings except to Chief Wrens W/T who were entitled to wear them prior to the 17th April, 1942.

(A.F.O. 2938/42.)

4124.—W.R.N.S.—Badges

(V. 5704/43.—2 Sep. 1943.)

The undermentioned badges have been authorised for wear by W.R.N.S. ratings employed on the following duties:—

Wrens "Q.O." (L.C.)

Pattern No. 626A }
Pattern No. 145B } Single gun with star above and letter "Q" below.

Wrens "T"

Pattern No. 627A }
Pattern No. 134B } Single torpedo with star above.

2. A first issue of these badges is to be made gratuitously to all ratings entitled to wear them, but replacements will be provided out of kit upkeep allowance.

3. The issuing prices are until further notice:—

Pattern No. 626A (blue on blue)	...	...	3d. each.
Pattern No. X145B (blue on white)	...	...	2d. each
Pattern No. 627A (blue on blue)	...	...	3d. each
Pattern No. X134B (blue on white)	...	...	2d. each.

(A.F.O.s 2227/41—not in annual volume—2938/42, 3811/42 and 328/43.)

4125.—Attaché Cases

(V. 5490/43.—2 Sep. 1943.)

The restricted output of suitable locks has limited the manufacture of attaché cases, and until further notice, such quantities as become available will be reserved for issues to establishments receiving new entries and for re-kitting survivors. Demands on the Victualling Yards should, therefore, be confined to requirements for these purposes and bear a certificate to this effect. The number demanded should not exceed one month's anticipated issues.

2. Pending further instructions, no issues on repayment, other than to replace losses by Service casualty, of attaché cases are to be made.

4126.—Waste—Salvage and Disposal of Oily Rags and Cotton Waste

Home Dockyards and Shore Establishments

(N.S. 26592/43.—2 Sep. 1943.)

Reports received from contractors for the recovery of oily rags indicate that a considerable quantity of uneconomic material is being consigned to them as oily rags for recovery. The contracts with the firms mentioned in A.F.O. 3341/43

are for the de-oiling and cleaning of oily cotton material which, when cleaned, is suitable for further use as wiping rags. This excludes cotton waste (which is the subject of a separate contract), woollen rags, cotton requiring stripping before use as wipers, sacking, canvas, old rope, etc.

2. Contractors' reports often indicate the inclusion of extraneous material, such as razor blades, cartridge cases, broken glass, bottles, tins, cigarette cartons, and floor sweepings, which not only entails a waste of transport, but occasionally constitutes an actual danger. In some instances, live rounds of ammunition have been received, involving risk of injury to plant and personnel.

3. Steps are to be taken to ensure, by the display of notices or other suitable means, that the receptacles for oily rags and cotton waste are not used as depositories for materials other than those for which they are provided.

(A.F.O. 3341/43.)

Section 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE

4127.—Amendments to Books

(E.F.O.—2 Sep. 1943.)

The undermentioned amendments (A.F.Os. P.521-531/43) to B.R. and O.U. books are available for issue from the R.N. Store Depot, Elveden Road, Park Royal, N.W.10, in accordance with A.F.O. 1268/39, paragraph 3.

Demands from shore establishments in the Portsmouth Command should be sent to the Portsmouth Book Office, 54, Bedford Street, Leamington Spa, Warwickshire, and from other shore establishments at home to R.N. Store Depot, Park Royal, London, N.W.10.

Amendments required for personal copies of the main books should be obtained from distributing authorities abroad, and from Park Royal when the officer or rating is serving at home.

A.F.O.*P.521/43.—B.R. 378 (A) Swordfish A.S.E.—Amendment No. 13.

*P.522/43.—B.R. 378 (General) A.S.E.—Amendment No. 17.

P.523/43.—B.R. 642 (G) Summary of German Warships—(Oct. 1942)—Amendment No. 1.

P.524/43.—O.U. 5332/37—Procedure for Supervision of Ships and Vessels building and completing at Contractors' Yards—Amendment No. 22.

*P.525/43.—B.R. 378 (J) Seafire—A.S.E.—Amendment No. 7.

*P.526/43.—A.P. (N) 1—Amendment No. 9.

P.527/43.—B.R. 11—Admiralty Memorandum on Naval Court-Martial Procedure (1937)—Amendment No. 18.

P.528/43.—B.R. 816 (formerly C.B. 3070/43)—Handbook for the 2-in. Rocket, Mk. II(P)—Pillar Box Mounting—1943—Amendment No. 2.

P.529/43.—B.R. 817 (formerly C.B. 3072)—Handbook for the 2-in. Rocket, Mk. I(R)—Radiator Mounting—1942—Amendment No. 7.

P.530/43.—B.R. 818 (formerly C.B. 3073)—Handbook for the 2-in. Rocket, Mk. III(S)—Trough Mounting—1942—Amendment No. 9.

P.531/43.—B.R. 843 (formerly C.B. 3065)—Handbook for the 2-in. Rocket, Mk. V, F.A.M. Mounting—1941—Amendment No. 8.

* Exceptionally A.F.Os. P.521, P.522, P.525 and P.526 will be distributed without demand by the Superintending Naval Store Officer, R.N. Store Depot, 191a, Askew Road, Shepherds Bush, W. who holds the stock of the parent book.

(A.F.O. 4009/43.)

4128.—A.M.S.Is.

(E.F.O.—2 Sep. 1943.)

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

(A.F.O. 4015/43.)

4129.—B.R. 269/43—Handbook for 12-pdr. Gun on HA/LA IX, H.A. VIII,
H.A. VIII* and P.I* Mountings—Issue

(G. 8629/43.—2 Sep. 1943.)

The above-mentioned handbook is now in the press. Copies will be issued, without demand, from the R.N. Store Depot, Park Royal, N.W.10, as soon as supplies are available, as follows:—

	<i>Copies</i>	
F.Os. and N.Os. i/c Ports, Home and Abroad	1 each	
<i>Gunnery Schools</i>		
H.M.S. "Excellent"	40	
Captain (G), Chatham	20	
Captain (G), Devonport	12	
Commander (G), Durban (H.M.S. "Assegai")	20	
<i>Dockyards</i>		
Portsmouth	5	
Devonport	5	
Chatham	5	
Rosyth	3	
Orkneys	1	
Pembroke	2	
Malta	4	
Gibraltar	3	
Alexandria	2	
Bermuda	3	
Simonstown	3	
Durban	2	
Ceylon	2	
Kilindini	2	
Inspectors of Naval Ordnance		} As necessary
Officers of Armament Supply		
Fitting Out Gunnery Officers		
Fitting Out Gun Mounting Overseers		
Gun Mounting Engineer Officer, "Dunluce Castle"	1	
Engineer Officer for Gun Mountings, Alexandria.	1	
Australian Authorities	150	} For Base Staffs, Training Establishments, H.M. Ships and D.E.M.S.
New Zealand Authorities	100	
Canadian Authorities	150	
R.N. College, Greenwich	1	
R.A. College, Woolwich	1	
<i>Maritime Regiments, R.A.</i>		
C.O., No. 1 Regiment, Lochwinnoch, Renfrewshire.		} 2 each
C.O., No. 2 Regiment, Leslie		
C.O., No. 3 Regiment, Preston, N. Shields		
C.O., No. 4 Regiment, Southport, Lanes.		
C.O., No. 5 Regiment, Shoeburyness		
C.O., No. 6 Regiment, Thornbury, near Bristol.		
C.O., No. 8 Regiment { New York		
{ Halifax		
C.O., No. 9 Regiment, Middle East		
C.O., No. 10 Regiment { Bombay		
{ Karachi		
C.O., No. 11 Regiment, Capetown		
C.O., No. 1 (Ind.) Troop, Sydney, N.S.W.		
C.O., Maritime Regiment, Bermuda		

Distributing Authority	For H.M. Ships and Auxiliaries	For D.E.M.S.		
		Base Staffs	Training Centres	D.E.M. Ships
Aberdeen	20	2	2	—
Ardrossan	12	{ 1 Ardrossan 1 Ayr	—	—
			1	—
Aultbea	3	1	1	—
Avonmouth	—	1	2 "Flying Fox"	—
Barrow	—	{ 1 Barrow 1 Workington		2
			2	—
Barry	—	1	—	—
Blyth	—	1	2	—
Campbeltown	10	—	—	—
Cardiff	3	{ 2 Cardiff 1 Port Talbot	2	75
			—	—
Dartmouth	—	1	—	—
Dover	20	—	—	—
Dundee	10	1	2	—
Falmouth	3	1	2	20
Glasgow	5	2	2	100
Grimsby	—	{ 1 Grimsby 2 Hull 2 Greenock 1 Faslane 1 Ipswich	2	—
			2	—
Greenock	5		2	—
			1	—
Harwich	45	—	—	—
Holyhead	3	—	—	—
Iceland (C)	25	2	—	10
Invergordon	5	1 Inverness	—	—
Kirkwall	5	—	—	—
Leith and Granton	25	{ 2 Leith 1 Grangemouth 2 Liverpool 1 Manchester	2	—
			—	—
			2	—
Liverpool	15	2	2 "Wellesley"	100
		2		—
London	—	{ 2 London 1 Tilbury	2	60
			—	—
Lowestoft	25	—	—	—
Londonderry	25	1	—	—
Methil	3	1	—	—
Milford Haven	15	1	2	—
Newhaven	3	1 Shoreham	—	—
Newport	—	1	—	—
Nore	15 Chatham	—	—	—
N. Ireland	5 Belfast	2 Belfast	2	—
Oban	3	1	—	—
Orkneys and Shetlands	30	2 Lyness	1	—
		2 Devonport	2	30
Plymouth	40	{ 1 Brixham 1 Penzance	1	—
			—	—
Portland	10	—	—	—
Portsmouth	30	—	—	—
Rosyth	20	—	—	—
Sheerness	30	—	—	—
Southampton	—	2	2	25
Southend	—	1	2 "Safeguard"	—
Stornoway	5	1		1
Sunderland	—	1	2	—
Swansea	15	1	2	—

Distributing Authority	For H.M. Ships and Auxiliaries	For D.E.M.S.		
		Base Staffs	Training Centres	D.E.M. Ships
Tees	10	1 Middlesbrough 1 Hartlepool	2	—
Tyne	20	2 Newcastle 1 S. Shields	2 " Satellite "	85
Yarmouth	50	—	—	—
Gibraltar	40	2	2	10
Algiers	30	2 Algiers 1 Bougie 1 Bone 1 Philleppeville 1 Oran	—	25
Malta	10	2	2	10
Alexandria	40	1 Alexandria 2 Port Said 1 Beirut 1 Benghazi 1 Massawa 1 Port Sudan 1 Tripoli	2 2 2	120
Aden	—	1 Aden 1 Abadan	2 2	2 10
Durban	10	1	2	—
East Africa & Zanzibar	30	1 Kilindini 2 Bombay 1 Karachi 1 Madras	— 2 2 2	150
Bombay	20	2 Colombo 1 Khoramshaki 1 Basra 1 Calcutta 2 Simonstown	2 1 — 2 2	30
Capetown	8	1 Capetown 1 Port Elizabeth 1 East London	— — —	—
Freetown	25	2 Freetown 1 Lagos 1 Takoradi	2 — —	15
Bermuda	—	2	2	10
Trinidad	4	2	2	10
Kingston (Ja.)	—	2	—	10
New York	—	8	—	80
Aruba	—	2	—	15
Curacao	—	1	—	—
Buenos Aires	—	2	—	10
Murmansk	—	2	—	15
Archangel	—	1	—	—

2. One copy of this handbook is to be issued to H.M. Ships, Auxiliary Vessels and Defensively Equipped Merchant Ships fitted with a 12-pdr. gun. Copies should also be issued to Base Staffs and Training Establishments as indicated.

3. This handbook supersedes—

B.R. 269—Notes on the 12-pdr., 12-cwt. Gun on H.A./L.A. Mounting, Mark IX.

B.R. 197—Handbook for the 12-pdr., 12-cwt. Gun on H.A. VIII Mounting.

B.R. 199—Handbook for 12-pdr., 12-cwt. Gun on P.I* Mounting,

all copies of which are to be withdrawn from ships and establishments on receipt of the new handbook.

4130.—B.R. 780 (1)—Re-arming Drill for Naval Fighter Aircraft Seafire IIC, IB and B.R. 780 (2)—Re-arming Drill for Naval Fighter Aircraft Hurricane IIC—Issue

(G. 3126/43.—2 Sep. 1943.)

The above-mentioned books are now in the press and copies will be issued, without demand, by the Superintending Naval Store Officer, R.N. Store Depot, 191A, Askew Road, Shepherds Bush, W.12, when supplies become available in accordance with the following establishment, viz. :—

	Copies
Flag officers concerned	1
Fleet carriers	2
Light fleet carriers	2
Escort carriers	1
First line squadrons	3*
Large naval air stations	2
Small naval air stations	2
Fighter schools	12
Newcastle-under-Lyme	12
H.M.S. "Excellent"	12
R.A.F. Technical Training Command	25
H.M.S. "Fledgeling" (Millmece)	12
School of Aircraft Maintenance	6
Inspectors of naval ordnance	As necessary

* Only first line squadrons equipped with the types concerned.

2. The copies for the R.A.F. Technical Training Command are for naval ratings under training.

4131.—B.R. 833—Handbook for the 4-in. Q.F. "A", Marks V, V* and Q.F., Marks V**, V*** and VC Guns on High Angle, Marks III, III*, III** and IV Mountings, 1943—Issue

(G. 4529/42.—2 Sep. 1943.)

The above-mentioned handbook 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, as soon as supplies become available, as follows :—

	Copies
Flag Officers	1
Cruisers	6*
Escort Carriers	6*
Aircraft Transport Vessels	2*
Destroyer Depot Ships	6*
Submarine Depot Ships	6*
Repair Ships	6*
Destroyers { "P" Class and 4.7-in. "O" Class fitted	6
Other classes	2*
Sloops	4*
Corvettes	2*
Monitors	6*
Minelayers	4*
A.M.Cs.	4*
A/S Yacht "Philante"	2
Convoy Escort Vessels	2*
Minesweepers	2*
U.S. Cutters	2*
H.M.S. "Excellent"	20
Captain (G), H.M. Gunnery School, Devonport	20
Captain (G), R.N. Gunnery School, Chatham	10
Adjutant-General, Royal Marines	12
Official Secretary, Commonwealth of Australia, Australia House.	10
Secretary, Navy Office, Melbourne	10
(6 for Flinders Gunnery School; 4 for Sydney, Garden Island).	

	<i>Copies</i>
B.A.T.M., Ottawa	2
B.A.D.	1
B.A.M.R.	1
B.A.S.R.	1
D.N.O., Washington	1
Secretary, Navy Office, Wellington, N.Z.	10
Commander (G), Gunnery School, Durban. (H.M.S. "Assegai")	10
N.S.H.Q., Ottawa	10
R.N. College, Greenwich	2
R.A. College, Woolwich	2
Loan Libraries	1
<i>Dockyards :-</i>	
Portsmouth	5
Devonport	5
Chatham	5
Sheerness	5
Rosyth	3
Orkneys	1
Pembroke	2
Malta	4
Gibraltar	3
Alexandria	2
Bermuda	3
Simonstown	3
Durban	2
Ceylon	1
Kilindini	2
Deputy Superintendent of Experiments, Penclawdd, Glam.	1
Captain-in-Charge, Port Edgar	3
Inspectors of Naval Ordnance	} As necessary
Armament Depots and Establishments	
Fitting-out Gun Mounting Overseers	
Ministry of Supply ... ..		6
(for A.I.	1
C.E.A.D.	1
S.O.B.	1
C.S.A.R.	1
C.I.A.	1
S. of E., Shoeburyness	1
Naval Staff Library, Admiralty	2
<i>Gun Mounting Overseers :-</i>	
N.E. Area, Barrow, Parkhead, Woolwich, Crayford, West Midlands	} 1 copy each
Gun Mounting Engineer Officer, "Dunluce Castle"	1
E.O. Gun Mountings, Alexandria	1

* Ships fitted with 4-in. Q.F. "A", Marks V, V* and Q.F., Marks V**, V*** and VC Guns on High Angle, Marks III, III*, III** and IV Mountings.

2. This book supersedes O.U.5220, O.U.5220 (1) and Errata to O.U.5220 (1) —copies of which should be disposed of in accordance with O.U.2A—O.U. Catalogue, when copies of B.R.833 are received.

4132.—O.U. 6090 (X)—Issue of Revised and Additional Pages to Range Tables—Amendment

(G. 2449/43.—2 Sep. 1943.)

A.F.O. 3762/43 is to be amended as follows:—

Column 7 against Range Tables Nos. 402B and 402C. For A.F.Os. P. 267/43 and 268/43, read 267/42 and 268/42.

(A.F.O. 3762/43.)

4133.—Form H.393.—Table showing Distance Run in Cables in a given Interval at Speeds of from 1 to 6 Knots

(H.C. 4584/43.—2 Sep. 1943.)

With reference to C.A.F.O. 93/43, Section I, Miscellaneous Equipment, a Table showing Distance Run in Cables in a given Interval at Speeds of from 1 to 6 Knots (Form H.393) has been prepared and is available for issue to landing craft for use in conjunction with the Table showing Distance Run in a given Interval at Speeds of from 7 to 30 Knots (House).

2. Demands for copies of Form H.393 should be forwarded to the Hydrographer's Hydrographic Supplies Establishment, Creechbarrow House, Taunton.

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

A.F.O. 3607/45 4134.—Form S.43a—Sailors' Pay and Identity Books—Security of

(N.L. 12680/43.—2 Sep. 1943.)

Accountant Officers should ensure that stocks of Sailors' Pay and Identity Books (Forms S.43a) and issues therefrom are adequately controlled in order to prevent the unauthorised use of blank books. No precise Regulations will be laid down, but control should be maintained under whatever system may be approved by Commanding Officers, depending on local conditions.

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

4135.—Forms S.507—Rendering

(N. 17824/43.—2 Sep. 1943.)

In view of the need for economy in paper, Forms S.507 are no longer to be rendered separately for each branch. Separate returns are, however, to continue to be rendered, as may be necessary, for each Port Division.

2. This arrangement does not apply to S.507 (W) for W.R.N.S. ratings.

(K.R. & A.I., Article 414, and App. XXII, Part 1, Half-yearly Returns.)

(A.F.O. 864/42.)

4136.—Form S.1183—Report of Defective Radio Equipment or Component

(S.D./Sta. 14032/43.—2 Sep. 1943.)

A new form, S.1183—Report of Defective Radio Equipment or Component—has been introduced and will be available for issue shortly.

2. Instructions for rendering the form, which is required from all services fitted with Naval or commercial radio equipment, are printed on the cover of the book, which contains 50 forms in triplicate. The form should also be rendered by W/T and Radar fitting-out officers to report defects occurring during installation and test.

3. It is essential that all defects in equipment and components should be reported on this form, however trivial they may appear, as it is only by a complete analysis of defects that the necessary action to ensure a high degree of reliability under all conditions can be taken.

4. Attention is called to the necessity for completing the information at the head of the form, in order that the manufacturer and previous history of the defective article may be identified.

5. Ships and Establishments are to demand copies required from the R.N. Store Depot, Elveden Road, Park Royal, N.W.10.

4137.—Income Tax—Newly Commissioned Officers—Questionnaire Form

(D.N.A. 11450/43.—2 Sep. 1943.)

To obviate difficulties which the Inland Revenue authorities experience in making the initial income tax assessments of newly commissioned officers it has been decided to institute a form of questionnaire (D.N.A. Form 416), a specimen of which appears at the end of this Order.

2. This form should in future be issued immediately by Accountant Officers to all newly commissioned officers, including officers of the Royal Marines and the Women's Royal Naval Service, entered on the books of their ship or depot.

3. After completing page 1 of the form the officer should promptly return it to the Accountant Officer who should in turn complete the certificate on the back of the form and forward it to D.N.A. Branch 4A, Admiralty.

4. The form should similarly be issued to and completed by all officers re-appointed after a break in service, e.g., in a Dominion Navy or on the Retired List.

5. Whenever this form is used the usual Naval income tax return (Form 12D) need not be completed until the following financial year.

6. Supplies of blank Forms D.N.A. 416 will be sent without demand in the first instance to those ships and establishments to which newly commissioned officers are most numerous appointed, but in case of appointments of newly commissioned officers occurring after receipt of this order and before arrival of the supply of forms copies of the form should be produced locally for use. Other ships should also make their own copies of the form when required.

7. A specimen of the form is below.

(Front page of form)

INCOME TAX

DECLARATION BY OFFICERS ON FIRST APPOINTMENT (OR RE-APPOINTMENT)

D.C.B. File No. 1/
To DIRECTOR OF NAVY ACCOUNTS,
BRANCH 4A,
ADMIRALTY.

To be completed by officers immediately after appointment (or re-appointment) to commissioned rank.

Surname Rank
(block letters)

Christian name(s)

Private address

Date of appointment to commissioned rank

If promoted to commissioned rank from rating state :—

(a) Date of last entry into Naval service (if before 6th April, 1942, year of entry will suffice)

(b) Rank Official No.....

(c) Whether you have completed an Income Tax return as a rating

If entered into commissioned rank direct from civil life, state :—

(a) Previous employment and name and address of employers :—
.....

(b) Amount of earned income from 6th April last to date of entering Admiralty payment

(c) The date this income ceased or, if continuing, the rate at which it continues

(d) Whether an Income Tax return has been made for the current year

All officers. State whether allowance is claimed for :—

(a) Wife

(b) Children (state number)

(c) Life assurance on lives of self and wife

(d) Any other allowances (give details)

Signature and date

D.N.A. Form 416.

(Back page of form)

CERTIFICATE BY ACCOUNTANT OFFICER

FILL IN A, B OR C, WHICHEVER IS APPLICABLE

A.—If first entry in Naval Service (including Royal Marines and Women's Royal Naval Service) was during the current income tax year, state :—

(i) Estimated taxable Naval emoluments from date of entry to 5th April next £
and (ii) Provisional income tax assessment for current year based on A (i) £

B.—If first entry was during the year ended 5th April last, state :—

(i) Taxable Naval emoluments during year ended 5th April last* £
and (ii) Estimated taxable Naval emoluments for current year £
and (iii) Provisional income tax assessment for current year based on B (ii) £

*Note.—If the actual figure for B (i) cannot be given, give if possible a close estimate, with comment. If a close estimate cannot be given, give a rough estimate, adding the words "Rough Estimate".

C.—If first entry was before the beginning of the year ended 5th April last, state :—

(i) Taxable Naval emoluments for the year ending 31st March last* £
and (ii) Provisional income tax assessment for current year based on C (i) £

*Note.—If C (i) is estimated to be below £110 say only "Below £110". If C (i) is estimated to be below £155 and officer is married, say only : "Married and below £155". If pay is above these limits, follow note on B (i) above.

Accountant Officer,

H.M.S.

(A.F.O. 6462/42, Section V.)

4138.—R.A.N.A.S. Forms—Renumbering

(Sta. 14699/43.—2 Sep. 1943.)

The following R.A.N.A.S. Forms, hitherto supplied to R.N. Air Stations &c. by the Flag Officer, Naval Air Stations, have been allotted the "A" numbers shewn, and future requirements should be demanded from the R.N. Store Depot, Elveden Road, Park Royal, N.W.10.

R.A.N.A.S. No.	"A" No.
5	31
7	32
22	33
23	34
24	35
25	36
56A	37
56B	38
56C	39
64	40
6	41
4	43

(F.O.N.A.S., 6. Aug. 1943, No. 5965/1112/2).

4139.—W/T Frequency Supplements—Distribution

(E.F.O./D.S.D. 08619/43.—2 Sep. 1943.)

Four W/T Frequency Supplements for November, 1943, December, 1943, and January, 1944, are distributed with Admiralty Fleet Orders of this date, viz. :—

- Q.1./M 350. Optimum Frequency Band Tables.
- Q.2./M 350. Frequency Guide for the North and South Atlantic.
- Q.3./M 350. Frequency Guide for the Indian Ocean.
- Q.4./M 350. Frequency Guide for Shore-Ship communication in the Indian Ocean.

2. As an economy measure, distribution of Q.1./M 350, Optimum Frequency Band Tables is, with a few exceptions, now restricted to Commanders-in-Chief, and Flag Officers in charge ashore on the scale of one copy each. The Dominion Naval Boards, Signal Schools and certain Training Bases will continue to be supplied with the same number of copies as hitherto.

3. Distribution of Q.2./M 350, Q.3./M 350 and a new publication in this series, Q.4./M 350 Frequency Guide for Shore-Ship communication in the Indian Ocean, will be made on the same basis and scale of supply as before.

(A.F.O. 2205/43 is cancelled.)

Section 6.—SHORE ESTABLISHMENTS

4140.—Pay Arrangements for Constructor Officers Serving Afloat

(C.E./C.W. 947/43.—2 Sep. 1943.)

Attention is drawn to A.F.O. 4044/43 in Section 2 of this issue.

4141.—Civilian Home Yard Rates of Pay of Crews of H.M. Boom Defence Vessels—Increase

(L. 5294/43.—2 Sep. 1943.)

Consequent on the adjustments in pay authorised in A.F.O. 1997/43, the civilian home yard rates of pay of the crews of boom defence vessels are to be increased by 6s. 5d. a week as from the effective date of that A.F.O. in cases where this increase has not already been granted.

2. Balance of civil pay, where payable, should therefore be adjusted accordingly.

(A.F.Os. 310/42 and 1997/43.)

4142.—Departmental Clerical Assistants—Grade II—Upgrading

(C.E. 11663/43.—2 Sep. 1943.)

A review is now in progress of all Departmental Clerical Assistants, Grade II, serving at Admiralty Outport Establishments with a view to the upgrading to Grade I, on an acting basis, of those duly qualified.

2. Heads of establishments are accordingly requested to forward to C.E.II, Bath, not later than 20th September, 1943, the name of any Departmental Clerical Assistant, Grade II, who can be recommended for upgrading and who fulfils the following conditions:—

- (a) Is over the age of 18 years.
- (b) Has completed two years' service as a Departmental Clerical Assistant, Grade II, and
- (c) Is considered capable of discharging the duties of a Departmental Clerical Assistant, Grade I. (A summary of these duties is given in A.F.O. 3099/41, paragraph 7.)

(A.F.Os. 3099/41 and 2106/42.)

4143.—Promotion of Established Typists to Acting Established Shorthand Typists—Starting Pay

(C.E. 58238/42.—2 Sep. 1943.)

In amplification of paragraph 11 of A.F.O. 5484/41, it is pointed out that in the event of the promotion of an established typist to the grade of Acting Established Shorthand-Typist, she will, if in possession of shorthand allowance under the provisions of A.F.Os. 730/40, 2857/40 and 3221/41, enter the shorthand-typist scale at her existing rate of pay as an established typist (including accrued

increment) plus the allowance for shorthand duties, and she will not be eligible for the normal class-to-class promotion increase. If, however, she has not been in receipt of the allowance for shorthand duties, she will, on promotion to the rank of acting established shorthand-typist, be eligible for the class-to-class increase of 4s. per week.

2. "Proficiency allowances" are not included in starting pay on promotion from typist to shorthand-typist but will continue to be paid as allowances in addition to the rate of pay as determined in paragraph 1 above. Attention is, however, drawn to the provisions of A.F.O. 4028/43 in regard to counting these allowances towards starting pay on promotion to the clerical class.

(A.F.Os. 730/40, 2857/40, 3221/41, 5484/41 and 4028/43.)

4144.—Temporary Typing Grades—Incremental Progression after Age 25

(C.E. 55363/43.—2 Sep. 1943.)

In amplification of the last sentence of paragraph 2 of the Memorandum of Agreement between the Treasury and the Civil Service Alliance (promulgated in A.F.O. 2444/43) it should be noted that officers who received an immediate increment of 5s. should be granted, subject to satisfactory service, the third and final increment of 2s. 6d. on the anniversary in March, 1944, of the date on which the 5s. increment was granted.

2. Other officers will receive, subject to satisfactory service, their second and third increments on the second and third anniversaries, respectively, of the date on which they first received the rate applicable to age 25.

(A.F.Os. 2709/42, 6347/42 and 2444/43.)

4145.—Workpeople Discharged Medically Unfit—Leave

(L. 8203/43.—2 Sep. 1943.)

In present circumstances, paying officers have discretion to settle as follows all claims in respect of paid leave received from workpeople who are discharged medically unfit in accordance with Home Dockyard Regulations, Article 322(1) and who on that account have not been able to take the paid leave due to them: viz., if a workman has in the current leave year taken a measure of unpaid leave, this unpaid leave may be converted into paid leave up to the amount of the paid leave earned by service and payment made accordingly.

4146.—Workmen who are Accredited Trade Union Officials—Increased Pensionable Leave

(L. 14790/42.—2 Sep. 1943.)

For the period of the war, workmen who are accredited Trade Union officials may reckon for superannuation purposes up to twelve days' leave of absence without pay, if taken for legitimate Trade Union business, in addition to the total of eighteen days paid and unpaid leave prescribed in Home Dockyard Regulations, Article 177, paragraph 17 (a). This concession is, however, subject to the present overriding maximum of 66 days' pensionable leave allowed for all purposes in paragraph 17 (d) of Article 177.

2. The following are to be added to the list of Committees given in paragraph 17 (c) of the same Article:—

- War Pensions Advisory Committees.
- Civil Injuries Advisory Committees.
- Ministry of Labour Local Appeal Boards.
- Food Control Committees.
- District Production Committees.
- National Health Insurance Committees (and Sub-Committees).

4147.—U.S. Navy—Provision of Supplies and Services from Non-Naval Sources

(E. 131/41.—2 Sep. 1943.)

From reports received from Local Accountant Officers, it appears that the occasions when supplies and services procured locally from other than R.N. sources can be given to U.S. Naval Authorities under reciprocal aid and paid for locally as a charge to Navy Votes, are not clearly understood.

2. The general principle is that U.S. Naval Authorities should ask the appropriate R.N. or Store authorities for supplies and services which they require. If supplies and services are obtained directly by the U.S. Naval Authorities from outside sources, the accounts should be settled by them.

3. The procedure to be followed with regard to supplies demanded by U.S. Naval Authorities in the U.K. is set out in A.F.O. 864/43. The procedure for services and the principles underlying their procurement are essentially similar. If services, e.g., accommodation, tug hire, etc., are requested and cannot be provided from R.N. sources, local arrangements should be made by the R.N. authorities to the extent that if the requirement was an R.N. one, the cost would be met from Navy Votes.

4. Accounts for such services should be settled locally as far as local financial powers permit.

5. If the U.S. requirement does not comply with the principles enunciated in paragraph 3, the matter should be referred to the Admiralty (W.G.F. Branch) before any liabilities are incurred. Care should be taken to confirm from the U.S. Naval Authorities in such cases that the liability would otherwise fall on the U.S. Government and not on some private individual or organisation.

6. The same principles apply to supplies and services provided in the Colonial Empire, except for the leased bases in the West Indies.

7. In the leased bases in the West Indies, the Dominions and foreign countries local purchases should not be made by R.N. officers, nor should the provision of services be arranged from outside sources as a charge to Navy Votes.

8. The following special arrangements apply:—

(a) Accounts from Civil (other than E.M.S.) hospitals and private medical practitioners (other than Admiralty surgeons and agents) for treatment of U.S. naval personnel should be settled by the U.S. Naval Authorities. This applies also to infectious disease (i.e., isolation) hospitals and sanatoria.

(b) The arrangements applicable to oil bunkers provided from commercial stocks are set out in A.F.O. 3146/43.

(c) The arrangements applicable to the payment of dock and harbour dues, stevedoring expenses, etc., on U.S. commissioned ships and Navy transports are set out in A.F.O. 545/43, as amended by A.F.O. 1881/43.

9. The arrangements governing supplies and services from R.N. sources are set out in A.F.O. 4553/42. All local cash expenditure on behalf of the U.S. authorities should be included in the quarterly reports required under that Fleet Order.

(A.F.Os. 4553/42, 545/43, 864/43, 1881/43, 3146/43.)

4148.—Flights by Naval, Royal Marine, R.A.F. and Civilian Personnel in Naval Aircraft

(A. 90/42.—2 Sep. 1943.)

Attention is drawn to A.F.O. 3685/43 in Section 2 of the issue of 12th August, 1943.

(A.F.O. 3685/43.)

4149.—Mercer and Hyster Cranes—Repair and Servicing Facilities*Dockyards and Shore Establishments Concerned*

(D. 13528/42.—2 Sep. 1943.)

Arrangements have been made with Messrs. Jack Olding & Co., Ltd., Hatfield, Herts., for the provision of repair and servicing facilities for the Mercer and Hyster cranes, ex United States of America, which have been allocated to H.M. Dockyards

and certain of the outlying establishments for which Dockyard Officers are responsible. The firm is to be communicated with direct should the need for the utilisation of these facilities arise.

2. An adequate supply of spare parts for each type of crane is being built up and all orders for replacements are to be placed, as and when required, direct with Messrs. Jack Olding & Co.

4150.—Vehicular Traffic on Runways, Dispersal Tracks, etc.—Limitation of Wheel Loads*R.N. Air Stations*

(C.E. in C/AM. 6836/42.—2 Sep. 1943.)

In order to prevent excessive damage to the surfaces and foundations of the runways, perimeter tracks and dispersal tracks at R.N. Air Stations, the maximum wheel load of any vehicle operating on these surfaces is not to exceed the figure tabulated below.

Station	Maximum wheel load on Dispersal Tracks	Maximum wheel load on Perimeter Tracks and Runways.
Arbroath	} 2½ tons.	} 3½ tons.
Crail		
Yeovilton		
St. Merryn		
Donibristle		
Machrihanish		
Stretton	} 3½ tons.	} 3½ tons.
Inskip		
Burscough		
Hatston		
Twatt		
Henstridge		
Fearn		
Easthaven		
Lee-on-Solent		
Evanton and all new Stations		

2. The above loads are based on normal tyre pressures not exceeding 45 lb. per sq. in. For tyre pressures in the region of 60 lb. per sq. in., the maximum permissible load is to be reduced to three quarters and for pressures of 90 lb. per sq. in., to half these amounts.

3. A twin tyred wheel may be considered as two separate wheels for the purpose of calculating the load.

4. If it is essential to operate a vehicle such as a mobile crane under conditions where the wheel loads are in excess of these figures, the vehicle is to be carefully driven at a speed not exceeding 10 m.p.h. and, where possible, the load is to be effectively distributed by the use of timber sleepers or planks.

5. Care is also to be taken to prevent damage to the tracks being caused by vehicles being driven at high speeds or turned too rapidly, and by the spilling of oil and petrol, which has a very detrimental effect on tarmacadam and bitumen surfaces. The speed of all vehicles exceeding 5 tons total weight is to be restricted to 15 m.p.h.

4151.—Timber Supply*W.P.Ss., P.S.Os., P.(B).Os., F.O.I.Cs., N.O.I.Cs., and P.E.R.Os.*

(D. 11369/43.—2 Sep. 1943.)

As the result of a Conference held on the 25th July, 1943, at which the Timber Control was represented, the following arrangements were made:—

Light-weight Hardwoods

2. The Timber Control are arranging to ensure the supply of mahogany for essential services; it is essential that the lighter types of logs—Honduras, Lagoa Benin, Secondee and N'Gollon—must be used exclusively for boats' skins, and requisitions for these woods are to be carefully reviewed to ensure that they are used

solely for this service. Messrs. Denny, Mott & Dickson are being asked by the Timber Control to watch this point. Should requirements arise for other services for which the use of these timbers is considered essential, previous Admiralty approval must be sought.

Mahogany and Larch for boat work

Larch for Staves for Boat-hooks

3. The shortage of mahogany has necessitated recourse to the use of substitute high quality timber where possible for boat work. Prime larch has been accepted for M.Ls. and for the inner skins of M.T.Bs. and also for staves for boat-hooks. Difficulty has been experienced in obtaining adequate supplies of larch of suitable quality and the Timber Control has been urged to reserve the best larch for these services. For some time, felling licences have had notices attached advising that prime larch suitable for boat construction should be offered to the nearest Admiralty boat contractors, the names of whom have been supplied by the Timber Control on application. If necessary, W.P.Ss. and P.(B).Os. are to give assistance to the Timber Control's representatives and boat builders in selecting standing trees or converted larch as suitable for boat work.

Silver Spruce for essential work

4. It has been agreed that silver spruce of aero-out grade is to be used for the manufacture of mess tables and stools for fitting in ships—the use of this wood cannot be extended to mess tables and stools for shore establishments. The Timber Control consider it essential that Admiralty Certificates to Purchase should be marked "Mess Tables and Stools for H.M. ships only". Arrangements are to be made accordingly.

5. It should be noted that the Home Grown Timber Production Department, Vassall Road, Fishponds, Bristol, is responsible for the release of Home Grown Round Timber.

Stocks of Timber in hands of Shipbuilders, etc.

6. In view of the serious timber shortage, it is most undesirable that dormant stocks of timber should be held. Facilities exist in so far that consumers can apply to the Timber Control for a Seasoning Licence (3/8/9) which will allow of timber being released for seasoning, subject to a further licence being issued when the goods are required for consumption. Care must be exercised that no unseasoned wood is worked into H.M. ships, and pressure must be brought upon local Timber Control Area Officers to implement the Timber Control regulations by the issue of the necessary Seasoning Licences.