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ADMIRALTY FLEET ORDERS

ADMIRALTY, S.W.1,
9th 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,

H. V. Markham

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

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

Head of "P" Branch 27/11
 P1 MAH. [Signature]
 P2 [Signature]
 P3 [Signature]
 P4 [Signature]
 Head of "P" Branch

ADMIRALTY FLEET ORDERS

- No. Subject.
4152. Non-Industrial Civilian Staff—Limitation of Entries.
Issued separately on 2nd September, 1943, only to Commanders-in-Chief (not C.-in-C., H.F.), Flag Officers, Senior Naval Officers (ashore), Superintendents or Officers in Charge of H.M. Naval Establishments, and Admiralty Overseers concerned.

9th September, 1943.

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(Orders marked * have been reprinted for posting on Notice Boards; marked † may be communicated to the Press.)

Section 1

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

†4153.—National Day of the Netherlands and Birthday of the Queen

(M.4068/40.—9 Sep. 1943.)

The following message was sent from the First Lord to H.M. the Queen of the Netherlands :—

"On the anniversary of Your Majesty's birthday and the National Day of the Netherlands, I desire on behalf of the Board of Admiralty and the Royal Navy to offer our sincere congratulations to Your Majesty. With the active and highly efficient co-operation of the Royal Netherlands Navy and Mercantile Marine the initiative has now been wrested from the enemy, and the recent success of the United Nations have brought nearer his final overthrow and the liberation of the Netherlands. A.V. Alexander."

The following reply has been received :—

"For your congratulations on behalf of The Board of Admiralty and The Royal Navy I thank you most sincerely. I am happy that the initiative has now been wrested from the enemy and proud that the Netherlands Navy and Mercantile Marine have been able to co-operate with the splendid officers and men of The British Fleets in bringing nearer his final defeat.

Wilhelmina R."

4154.—Aircraft—Nomenclature

(A./A.D.P. 1328/43.—9 Sep. 1943.)

Consequent on the development and varied use of aircraft types in several forms and roles, revision of the present interservice scheme for allotting mark numbers for aircraft has become necessary and a new scheme has now been agreed with the M.A.P. and Air Ministry.

2. The new scheme will apply only to new aircraft or to variants of existing types developed subsequent to the adoption of the scheme.

3. Under the new scheme the nomenclature of an aircraft will include :—

- (a) The name.
- (b) A prefix to the mark number (to indicate its role) and
- (c) the mark number.

The use of suffixes as a general practice will be discontinued except where this is considered essential.

4. Variants developed for a new operational role will be distinguished by letters allocated to the new role, unless the aircraft differs to a significant extent as regards interchangeability of structural parts, or change in the type of engine, in which case a new mark number will be given. The only exceptions will be high and low altitude versions of a fighter type which will have the supplementary prefix H or L according to the type of engine fitted.

5. The role letters to be used are as follows :—

- A.R. Amphibian reconnaissance.
- A.S.R. Air sea rescue.
- B. Bomber.
- B.R. Bomber reconnaissance, *see note (ii)*.
- C. Freighter.
- D.B. Dive bomber.
- F. Fighter.
- F.B. Fighter bomber.
- F.R. Fighter reconnaissance, *see note (ii)*.

G.A.	Ground attacker.	
G.R.	General reconnaissance.	
H.F.	Fighter fitted with engine rated for high altitude performance.	} See note (i).
L.F.	Fighter fitted with engine rated for low altitude performance.	
N.F.	Night fighter.	
P.R.	Photographic reconnaissance.	
S.R.	Seaplane reconnaissance.	
T.	Trainer.	
T.B.	Torpedo bomber.	
T.D.	Torpedo dive bomber.	
T.F.	Torpedo fighter.	
T.R.	Torpedo reconnaissance.	
T.T.	Target tower.	
2.F.	Two-seater fighter (naval).	

Notes.—(i) The additional prefix letters "H" and "L" apply exclusively to fighter aircraft and will only be used when the aircraft in question is a variant of the basic fighter of that mark through the installation of a different engine.

(ii) To be used for army co-operation types only.

(A.F.O. 3780/43 is cancelled.)

4155.—A Few Practical Hints to Assist Commanding Officers of H.M. Ships who are Confronted with a Towing Problem

(M/T.D.1707/43.—9 Sep. 1943.)

Ocean or deep sea towage requires good seamanship and a fair knowledge of breaking strains. Previous experience of towing, though very helpful is not essential. Conditions vary so greatly that in the following hints only such general guidance is given as can be quickly read and understood.

2. The factors governing successful towage are many, but the following are paramount :—

- (1) Good gear.
- (2) Good connections.
- (3) Good spring.
- (4) Good power.

3. To arrive at the correct gear, it is necessary to consider the power available.

A rough and ready rule is 1-ton pull for every 100 I.H.P. Therefore, 2,000 I.H.P. gives roughly a 20-ton pull. A 7-ton pull will tow a vessel of 5,000 tons displacement in fine weather at about 4 knots and a 20-ton pull will tow a floating dock.

4. Next point to consider is gear. Make a study of *breaking* strains, as *they* are the strains that count in towage and aim at 100 per cent. margin. Thus, if towing a 5,000-ton vessel using a 1,000 H.P., only a 10-ton pull is required; thus allowance should be made in all gear, if available, for a 20-ton breaking strain.

5. Rough and ready rules governing breaking strain are as follows :—

Rope	...	...	Square the circumference and divide by 3.
Wire	...	...	Square the circumference and multiply by 3.
Chain	...	...	Square the diameter in inches \times 18 plus 40 per cent.

Example :—

12-in. rope	...	$12 \times 12 = 144 \div 3 = 48$ tons
4-in. wire	...	$4 \times 4 = 16 \times 3 = 48$ tons
1½-in. chain	...	$= 56\frac{1}{2}$ tons approximately.

Having arrived at the correct gear for the occasion, towing connections must then be considered. In doing this it is assumed that the vessel is being fitted out for towing.

6. Many and various are the methods that have been successfully adopted. To quote a few :—

- (1) Anchor hove into hawse pipe and cable overhauled from chain locker and taken aft to about 15 or 20 ft. clear of the stern.
- (2) Chain or wire made fast round deckhouse or hatch coamings.
- (3) Chain passed through after mooring pipes.
- (4) Mooring bollards well shored and fitted with preventors, etc.

To make fast the tow :—

- (1) Unshackle starboard anchor, shackle on wire to cable, slack out cable gradually, up to 60 fathoms if necessary, until vessel is under way and then fit preventors.
- (2) Firmly secure helm amidships.
- (3) Trim well by the stern—10 ft. by the stern has been found very suitable for a 400 ft. vessel.
- (4) By using a large quantity of cable chain to act as a spring, rope can be omitted.
- (5) Fit chain bridle if windlass is adrift and trimming impossible.
- (6) Length of bridle legs. The bridle to be as nearly as possible an equilateral triangle, using as much spread as available for the base, with the legs meeting about 20 ft. outside the stern. A long bridle should be avoided. An efficient bridle will overcome yawing.
- (7) Use hatch coaming or other suitable steel structure for anchoring ends of legs—all sharp angles to be fitted for chafe. Use hard wood.

For General Guidance :—

- (1) Inspect splices of the towing hawsers and, when using old wire, cut out the splice, fit thimble and resplice.
- (2) Spread towing strain over as large an area as possible.
- (3) Do not trust to bollards and bitts. Back them up.
- (4) Where a derelict is being towed and shows signs of sinking, use every endeavour to save the towing hawser, using a gun if necessary and possible, to fracture the connections where they enter the towed vessel.
- (5) In the initial stages of taking in tow—when weather and sea conditions are bad—use oil with discretion. After connection obtained by heaving line, use rope of at least 3 in. for messenger.
- (6) Do not hesitate to cease towing when weather and sea cause anxiety. Use vessel as a sea anchor only.

Finally :—

Remember that getting under way is the critical period.

Avoid jerking by every means available. A sudden jerk will carry away the heaviest gear once under way.

Keep towing hawser *well immersed*.

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

*4156.—Honours and Awards—“London Gazette” Supplement of 31st August, 1943
(H. & A.—9 Sep. 1943.)

CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD

*St. James's Palace, S.W.1,
31st August, 1943.*

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

Able Seaman Thomas James O'Brien, D/JX.226997.

for bravery and initiative in taking a line in very hazardous circumstances, from a burning lighter, enabling her to be towed from harbour where she was a danger to other shipping.

ADMIRALTY,
*Whitehall,
31st August, 1943.*

The KING has been graciously pleased to approve the following awards :
For great bravery and undaunted devotion to duty :

The Distinguished Service Cross

Temporary Lieutenant Richard Hrafn Newman, R.N.V.R.
Temporary Lieutenant Harold Hagen Dell, R.N.V.R.

Mention in Despatches

Chief Petty Officer Frank Reginald Wills, D/J.96305.
Second Hand James Mercer Thomson, R.N.P.S., LT/JX.217841.
Petty Officer Lawrence Ralph Bilton, D/SSX.17005.
Leading Seaman Joseph Howarth, D/SSX.21057.
Leading Seaman John Mackay, D/SR.8447.
Able Seaman Patrick McConville, D/SSX.32606.

For good seamanship, fortitude and courage while under continuous attack from the enemy in Northern Waters :

The Distinguished Service Cross

Acting Temporary Lieutenant-Commander Vivian Dickinson Hamlin Bidwell, R.N.R.
Captain George Welbourne Stephenson, O.B.E., Master.

For good services in towing a burning vessel out of harbour while serving in H.M. Tug “Sturdy” :

Mention in Despatches

Boatswain Henry Edward Jones, NAP/R.81802.
Sailor William Skinner, NAP/R.230139.
Fireman Richard Blacker, NAP/R.206247.

For resource and energy in organising and maintaining the flow of supplies during the victorious advance of the Eighth Army in North Africa :

Mention in Despatches

Acting Captain Henry Francis Waight, R.N. (ret.).
Acting Lieutenant-Commander William Chilton Brooks, M.B.E., R.N.V.R.
Temporary Lieutenant (E) Harold Oswald Brown, R.N.V.R.
Mr. Lewes James Boulton, Boatswain, R.N.
Leading Coder Eric Fergus Butters, D/JX.201140.

For courage, skill and devotion to duty while serving in defensively equipped Merchant Ships :

Mention in Despatches

Temporary Acting Petty Officer Reginald Albert George Treke, P/JX.159764.
Temporary Acting Leading Seaman William Henry Shortland, C/JX.214691.
Acting Able Seaman Henry Baddeley, D/JX.394087.
Acting Able Seaman James Sidney Barton, C/JX.236198.
Acting Able Seaman John Halshaw, D/JX.394090.
Acting Able Seaman Leonard Roland Housley, P/JX.335460.

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

A.F.O. 4955/42

Mention in Despatches

Lieutenant David Frederick Johnson, R.N.

A.F.O. 3781/43

The Distinguished Service Cross

Temporary Lieutenant James Donald Lancaster, R.N.V.R.

4157.—Naval, Army and Air Force Provost Marshals—Powers in Relation to Personnel of the Three Services

(N.L. 17697/42.—9 Sep. 1943.)

The following Joint Order has been made by the Admiralty, Army Council and Air Council :—

“WHEREAS under Regulation 9 of the Defence (Armed Forces) Regulations, 1939, as amended by Statutory Rule and Order, 1943, No. 583, the Admiralty, the Army Council and the Air Council are empowered to make an order authorising the exercise—

- (i) by Naval Provost Marshals of the powers of Army Provost Marshals in relation to persons subject to military law and of Air Force Provost Marshals in relation to persons subject to the Air Force Act ;
- (ii) by Army Provost Marshals of the powers of Naval Provost Marshals in relation to persons subject to the Naval Discipline Act and of Air Force Provost Marshals in relation to persons subject to the Air Force Act ; and
- (iii) by Air Force Provost Marshals of the powers of Naval Provost Marshals in relation to persons subject to the Naval Discipline Act and of Army Provost Marshals in relation to persons subject to military law ;

AND WHEREAS the powers conferred by or under the above quoted Regulation on any provost marshal are exercisable also by his assistants, and by any officer or seaman, marine, soldier or airman, as the case may be, legally exercising authority under him or on his behalf, except that no officer can be arrested or detained otherwise than on the order of another officer.

NOW THEREFORE IT IS HEREBY ORDERED that the above powers may be exercised in the area comprising the United Kingdom.

The Order made by the Admiralty, the Army Council and the Air Council on 23rd September, 1941, is hereby cancelled.”

Signed on behalf of the Admiralty on the 23rd of June, 1943.

Signed on behalf of the Army Council on the 14th of July, 1943.

Signed on behalf of the Air Council on the 3rd of August, 1943.

This Order extends the powers conferred by the Joint Order promulgated in A.F.O. 4477/41 to enable them to be exercised by members of the Royal Marines.

(A.F.O. 4477/41 (not in annual volume) is cancelled.)

4158.—Officers in Charge of Naval Drafts in Transports and Other Vessels—Rendering of Contingent Cash Accounts

(D.N.A. 21568/41.—9 Sep. 1943.)

It has been brought to notice that officers appointed to take charge of Naval drafts proceeding on passage overseas or returning to this country from abroad frequently fail to render to the Director of Navy Accounts an account of money received and disbursed during the voyage.

2. Full particulars of the procedure to be followed in this respect are contained in a pamphlet entitled “Instructions to Officer in Charge of Drafts in Transports”, a copy of which is issued through the Director of Sea Transport to each officer appointed to take charge of outward drafts. Similar instructions should be supplied at embarkation ports abroad to Officers in Charge of homeward drafts, as directed in Admiralty Letter No. N.25926/41 dated the 30th September, 1942, addressed to all Naval authorities abroad.

*Cancelled by
AFO 4097/46.*

3. The attention of all Officers in Charge of Naval Drafts should be drawn by Accountant, Sea Transport and other officers concerned to the necessity for compliance with these instructions and, in particular, to the following points:—

- (a) A contingent cash account (preferably on Form S.29, obtainable from any R.N. Accountant Officer) showing all moneys received and disbursed on official account is to be maintained during the voyage.
- (b) Pay lists (on S.1039 or similar form) are to be prepared in support of all pay advances made to the personnel of the draft. These lists should show:—

Name and rank of Officer in Charge of the Draft.
Name of vessel.
Date of payment.
Official No., Rank and name of each payee.
Payees' receipt signatures for amounts paid.

Combined Operations personnel should be shown on separate pay lists, which should be made out in *triplicate*.

For other personnel, pay lists should be prepared in *duplicate* and, in the case of homeward drafts, separate lists should be made out for each Port or R.M. division.

The pay lists are to be disposed of as indicated hereunder.

- (c) *Personnel other than Combined Operations.*—The *original* pay list is to be included as a supporting voucher to the cash account and should be endorsed:—

“Duplicate of this list forwarded to (here insert title of Accountant Officer concerned) for charging of pay advances on ledger.”

The *duplicate* pay list should be endorsed:—

“To be debited in ‘Other Charges’ column of ledger. Original copy of this list forwarded to D.N.A. 5A as supporting voucher to Cash Account (A.F.O. 4158/43).”

and is to be forwarded to the Accountant Officer of the ship or establishment in which the payees' accounts are or will be borne.

- (d) *Combined Operations personnel.*—The *original* pay list is to be included as a supporting voucher to the Cash Account and should be endorsed:—

“Duplicate of this list forwarded to G.P.O., Box 456, Chelsea, London, S.W.3, for charging of pay advances on ledger.”

The *duplicate* pay list should be endorsed:—

“To be charged in *pay* column of ledger and the total amount debited in the Base Cash Account. Original copy of this list forwarded to D.N.A. 5A as supporting voucher to Cash Account (A.F.O. 4158/43).”

and is to be forwarded to G.P.O., Box 456, Chelsea, London, S.W.3.

The *triplicate* copy of the pay list is to be endorsed in the same manner as the *duplicate* and disposed of as indicated in paragraph 7.

- (e) Pay advances are occasionally made to personnel proceeding to a particular ship or establishment whom it is subsequently found necessary to disembark en route at a different destination (e.g., on transfer to hospital). In all such cases, details of the disposal of the individuals concerned should be inserted on the pay lists to facilitate accounting action.
- (f) Any cash balance remaining on hand at the closing of the contingent cash account should be handed to the R.N. Accountant Officer at the port of disembarkation, his receipt being obtained and included with the cash account.
- (g) Finally, the cash account, with supporting vouchers, is to be forwarded by quickest means to the Director of Navy Accounts (Branch 5A).
- (h) Where possible, the cash account and the *duplicate* pay lists should be handed to the Accountant Officer at the port of disembarkation for disposal as indicated above; otherwise they should be despatched by the Officer in Charge of the Draft himself. When they are handed

to an Accountant Officer, he should be requested to examine the account immediately for correctness, as much correspondence can be avoided if expert advice on these matters is taken at once.

- (i) Exceptionally, in the case of drafts proceeding to Egypt, the Officer in Charge of the Draft, on arrival at the terminal Egyptian port, is to hand over or transmit his cash account and the *duplicate* pay lists to the Base Accountant Officer, H.M.S. “Nile”, Alexandria, who will undertake all necessary accounting action and disposal of the *duplicate* pay lists.

The total value of the pay lists for Combined Operations personnel is to be credited in the cash account of H.M.S. “Nile” and the pay lists, together with supply and receipt notes as for a transfer of cash, forwarded to G.P.O., Box 456, Chelsea, London, S.W.3, unless it is *known* that the personnel concerned are or will be borne for pay on the books of some other Combined Operations Accountant organisation, in which case the pay lists are to be forwarded there.

- (j) The Office i/c Draft should retain in his possession a copy of the cash account statement as a precaution against loss of the original during transit to the Admiralty.

4. Accountant and other officers who make cash advances to Officers in Charge of Drafts are to report the following particulars as early as possible to the Director of Navy Accounts (5A):—

- I. Name of officer to whom advance made.
- II. Name of vessel.
- III. Amount and date of advance.
- IV. Particulars of cash account voucher on which credit for the advance will be claimed.
- V. Whether outward or homeward bound draft.

5. Pay advances made by Officers in Charge of Drafts are normally to be charged in the “Other Charges” column of the ledger on which the personnel are borne for pay, no entry for such transactions being required in the cash account of H.M. ship or establishment concerned.

(The following paragraphs, 6–8, apply only to drafts containing Combined Operations personnel.)

6. The procedure outlined above applies generally to parties composed of Combined Operations personnel except where the contrary is indicated. Officers in charge of such parties, however, are more liable to unexpected moves at short notice and therefore should avoid having surplus public money in their possession.

7. So far as possible, only the exact amount required to make a particular payment should be drawn. The *triplicate* copy of the pay list, referred to in paragraph 3 (d), should be given to the supplier of the money with a request that it shall accompany the report of the supply to its normal destination.

8. Every opportunity should be taken to transfer to a Naval Accountant Officer, Purser, or other similar authority, money which has been drawn but not paid out and money obtained from the sale of clothing, soap and tobacco, etc.

Money so handed over should be accompanied by a supply note which must give sufficient information to enable the officer who handed it over and the sources from which it was obtained to be identified.

The authority to whom the money is handed should be asked to send the supply note or a copy of it with the report or return in which the receipt of this money is included, with a view to its eventually reaching the Director of Navy Accounts (Branch 5A).

A receipt must also be obtained and be included with the cash account. This must give information similar to that on the supply note.

4159.—R.N. (A) and Reserve Officers—Minimum Age Limit for Accelerated Promotion to Lieutenant or Acting Lieutenant

(C.W. 16844/43.—9 Sep. 1943.)

With reference to A.F.Os. 424/42, 425/42 and 3899/43, the minimum qualifying age for R.N. (A) and Reserve Officers recommended for accelerated promotion to Lieutenant or Acting Lieutenant is reduced to twenty one and a half as from 1st September, 1943.

(A.F.Os. 424/42, 425/42, 3899/43.)

A.F.O. 4160.—Midshipmen R.N.R. and R.N.V.R.—Promotion to Acting Sub-Lieutenant

(C.W. 16844/43.—9 Sep. 1943.)

As from 1st September, 1943 Midshipmen or Probationary Midshipmen, R.N.R. or R.N.V.R., will be eligible for promotion to Acting Sub-Lieutenant or Probationary Acting Sub-Lieutenant on attaining the age of nineteen and a half, or, in the case of Midshipmen qualified as Pilots or Observers, after six months' service from the date of completion of S.F.T.S. training or the equivalent stage of training in the U.S.A., or Part II of Observer's course, if this date is earlier than their attaining the age of nineteen and a half.

2. Officers will be promoted by the Admiralty provided their records are satisfactory and no report is previously received stating that they are not recommended for promotion (*vide* A.F.Os. 4583/42 and 5245/42).

3. Midshipmen who have already attained the age of nineteen and a half will be promoted by the Admiralty with seniority of 1st September, 1943, subject to the conditions referred to in paragraph 2 above.

4. The above does not alter the arrangements for the promotion of technical officers undergoing training as Midshipmen referred to in A.F.Os. 6242/42 and 3378/43. They will be promoted on satisfactorily completing training, provided they are over nineteen and a half years and recommended.

(A.F.Os. 4583/42, 5245/42, 5862/42, 6000/42, 6242/42 and 3378/43.)

4161.—Royal Marines—Commissions from the Ranks

(R.M. No. 13/66/43. A.1.—9 Sep. 1943.)

Vacancies will shortly arise for a limited number of temporary commissions in the Royal Marines.

2. Commanding Officers are, therefore, requested to forward the names of suitable Senior Non-Commissioned Officers, Royal Marines (active service ranks within two years of pension, Pensioners and Royal Fleet Reserve), who can be recommended for temporary commissions, to the Commandant of the Royal Marine Division to which volunteers belong by 1st December, 1943.

3. R.138a of eligible candidates are to accompany recommendations.

4162.—Temporary Electrical Branch Commissions—Courses of Training to Qualify Ratings for Commissions

(C.W. 30123/43.—9 Sep. 1943.)

H.O. and reserve ratings in possession of—

- (a) a University degree in electrical engineering, or
- (b) the Higher National Certificate in electrical engineering, or
- (c) a certificate of the City and Guilds Institute

qualifying them for graduate membership of the Institute of Electrical Engineers are eligible for consideration for temporary Electrical Branch commissions if otherwise suitable to hold a commission. Recommendations of such ratings should be forwarded to the Admiralty (C.W. Branch) on Form C.W.1. (T).

2. In order to enable H.O. and reserve E.As. and other H.O. and reserve ratings with practical engineering experience, who are suitable to hold a commission but do not possess the qualifications set out above, to become qualified for temporary electrical branch commissions, it has been decided to institute an intensive training course to bring these ratings up to the Higher National Certificate standard. This course will be of six months' duration and will be held at Technical colleges. During this period of training the ratings will remain in the Navy on their naval rates of pay and will, if not accommodated in a Naval establishment, be placed on lodging and provision allowances.

3. H.O. and Reserve ratings may be recommended to undergo the course if they are considered suitable to hold a commission and are qualified as follows:—

- (a) passed the Ordinary National Certificate or equivalent standard, or
- (b) passed the Intermediate B.Sc., Intermediate Engineering or the Higher Schools Certificate in Mathematics and science or
- (c) obtained the full Technological Certificate of the City and Guilds Institute, or
- (d) reached the Final Grade, Electrical Engineering, City and Guilds Institute, or
- (e) been admitted to Third Year Upper School or completed Lower School course in a dockyard school, or
- (f) passed the School Certificate Examination and reached the stage of doing S.3 work at night schools.

Recommendations of these ratings, which should be made on Forms C.W.1(T) and forwarded to the Admiralty (C.W. Branch), are to contain a reference to this order.

4. Ratings recommended will be required to appear before a Selection Board to determine their suitability to undergo the course and for a commission. On successfully completing the course they will be promoted to Temporary Acting Electrical Sub-Lieutenant if over the age of nineteen and a half or Temporary Electrical Midshipman if under that age.

5. Ratings listed in A.F.O. 1888/43 who are eligible for consideration for a temporary Engineering Branch commission are not to be recommended under this order.

6. Owing to the shortage of E.As. it may be necessary to relieve E.As. selected for this training course by Electrical Mechanics. It is important that all suitable candidates should be recommended and the fact that the removal of a rating from a ship or establishment will cause inconvenience must not be allowed to influence the question of his recommendation.

(A.F.O. 1888/43.)

(A message 567 A.Z. is cancelled.)

4163.—Scheme of Complement—Amendment

Ocean Escort Trawlers

(N./T. 1883/43.—9 Sep. 1943.)

The following amendment is to be made to the scheme of complement for Ocean Escort Trawlers (including "Northern" Class), issued with Admiralty letter N.3492/43 of 23 Mar. 1943:—

Insert "(k)—Wireman (L)".

Amend note (k) to read:—

- "(k) (i) When employed on Convoy rescue duties, 1 Medical Officer is allowed for duty with each convoy.
- (ii) To each Trawler employed on this duty, add 1 L.S.B.A. or S.B.A. and 1 Wireman (L)."

4164.—R.N. Personnel on Loan to the R.C.N. or Temporarily Accommodated by the R.C.N.—Accounting Procedure

(N. 13284/43.—9 Sep. 1943.)

Canadian Naval Order 2100/42, as promulgated by A.F.O. 252/43, has been amended by C.N.Os. 2700/43, 2784/43 and 2880/43, and the following is a reprint of the Order as amended:—

(a) R.N. personnel lent to the R.C.N. by request or on permanent loan are to be paid entirely on R.C.N. rates of pay and allowances as a charge against Canadian Naval funds. Marriage allowance claims are to be dealt with in accordance with C.N.Rs., Article 408 (15). Claims for dependants' allowance will be considered, providing this allowance has been paid while serving in the R.N., if supporting allotment is declared. Care is to be taken that necessary insurance deductions are made.

The following information is to be reported by signal to Naval Service Headquarters (R), Admiralty :—

(i) The effective date at which R.N. personnel permanently loaned to the R.C.N. transfer to Canadian rates of pay and allowances;

(ii) The effective date at which R.N. personnel on permanent loan to the R.C.N. revert to R.N. rates of pay and allowances;

(b) R.N. personnel temporarily lent to or employed by R.C.N. in part complement vacancies in H.M.C. ships or establishments will remain on R.N. pay in R.N. ledgers. They are also to be entered on R.C.N. ledgers on special lists clearly marked "R.N. Temporarily Lent" and credited therein with the difference between R.N. rates of substantive pay plus war bonus, where authorised, and R.C.N. rates of substantive pay plus special duty allowances, e.g. hard lying money, which may become payable by virtue of service in the R.C.N. ship or establishment. These latter payments credited on R.C.N. ledgers are to be a charge against Canadian funds. Canadian Naval ledgers are to show the R.N. substantive daily rate of pay and war bonus where authorised in sterling and Canadian R.C.N. substantive pay and the difference. Payments on account of R.N. pay and allowances are to be paid separately through the cash account and recovered from the Admiralty as heretofore.

Where the proper rate of R.N. substantive pay is not known, personnel may be tentatively entered for the difference between the substantive rates shown in the pay books, and the R.C.N. basic substantive rates, but the proper rates of pay are to be ascertained from the R.N. Accountant Officer as soon as possible. When requesting this information, steps are to be taken to ensure that any increases in substantive pay are communicated in order that corresponding adjustment may be effected in the R.C.N. ledger. Any information received from ships regarding advancements, punishments, etc., which alter pay for R.N. substantive rank or rating, is to be referred to the R.N. Accountant Officer for necessary action with a request that R.C.N. Pay Depot be informed of the resultant increase or decrease in R.N. pay. Necessary adjustment is to be made in R.C.N. ledgers on receipt of this information. (Tentative adjustment is to be made in the interim.)

Decisions on requests affecting non-substantive or badge pay are to be referred to R.N. Accountant Officer. These do not alter R.C.N. adjustments.

When personnel are discharged, transfer lists are to be forwarded showing allowances which have been paid through R.C.N. ledgers, thus preventing any extra pay, paid on R.C.N. ledgers, being credited also on R.N. ledgers.

For purpose of calculating the R.N. substantive pay, the rate of \$4.43 = £1 0s. 0d. is to be used.

Victualling of personnel under this section is a Canadian commitment, and payment of any allowances in lieu thereof is to be made at Canadian rates on R.C.N. ledgers.

(c) R.N. personnel accommodated and/or borne in H.M.C. ships and establishments solely at the convenience of the R.N., e.g. taking or awaiting passage, sick ashore, etc., will remain on R.N. rates only, and payments on account of wages are to be made through the cash account.

Accommodation of these officers and ratings is subject to the provisions of N.M.O.1673.

(d) R.N. ratings borne for R.N. new construction in Canada are to be paid only at R.N. rates of pay. Where service victualling and accommodation are not available, ratings are to be paid subsistence allowance at 15s. 0d. a day for the first week and \$2.15 a day (revised rate from 1.4.43) thereafter.

R.N. officers similarly borne are to be paid only at R.N. rates of pay. Where service victualling and accommodation are not available they are to be paid allowances in lieu as follows :—

(i) If period on shore is not likely to exceed 4 months, officers are to be paid subsistence allowance at 30s. 0d. a day for the first 30 days in any one place and thereafter 24s. 0d. a day. Should the 4-month period eventually be exceeded they should thereafter be placed on lodging and provision allowance at R.N. rates under the usual regulations, plus a Colonial allowance (free of tax) at the following rates :—

£305 if married and accompanied.

£185 if single or married and unaccompanied.

These rates are reduced by one-third if accommodated but not victualled. If accommodated and victualled, all officers receive a flat rate of 4s. 9d. a day.

(ii) Where it is known that period on shore will exceed 4 months, subsistence is only payable as prescribed in K.R. & A.I., Article 1666, paragraph 5. Lodging and provision allowances may then be paid under the usual regulations plus a Colonial allowance noted in (i) above.

All pay and allowances under this section are recoverable from the Admiralty.

(C.N.Os. 2100/42, 2700/43, 2784/43 and 2880/43.)

(A.F.O. 252/43 is cancelled.)

4165.—Naval Aircraft and R.A.F. Maintenance Personnel

(N.L./Aircraft Accidents 795/43.—9 Sep. 1943.)

In cases where R.A.F. personnel (other than R.A.F. personnel serving with the Fleet Air Arm) are concerned with the maintenance of Naval aircraft and an inquiry or investigation is undertaken which raises questions as to the adequacy of such maintenance or the manner in which it has been carried out, the R.A.F. authorities concerned are always to be invited to participate in any inquiry or investigation and are to be informed of any conclusions arrived at which may reflect upon the manner in which the maintenance work has been carried out.

*4166.—W/T Ratings Serving Ashore in W/T Stations—Sea Service Qualification for Advancement

(N. 20199/43.—9 Sep. 1943.)

Service ashore in W/T stations may be counted as sea-going service for advancement purposes for W/T ratings during the period of hostilities, except that, to satisfy the rule that a Chief Petty Officer Telegraphist must be fit to take charge of the W/T department of a capital ship, Petty Officer Telegraphists ex shore wireless service must have served for at least 6 months in a sea-going ship since their return to the general service before they are advanced.

2. This rule is subject to the provisions of A.F.O. 2241/43 where applicable, as amended by A.F.O. 2712/43.

(A.F.Os. 885/43, 2241/43 and 2712/43.)

*4167.—Navigator's Yeoman—Institution of Rating

(N. 15237/43.—9 Sep. 1943.)

It has been decided to introduce as a war-time measure the non-substantive rating of Navigator's Yeoman, to be confined to "Hostilities Only" ratings, in vessels where an "N" officer is borne. No other non-substantive rating may be held in addition.

2. Two grades will be established as follows :—

Navigator's Yeoman, 2nd class	...	6d. per diem.
Navigator's Yeoman, 1st class	...	9d. per diem.

After 6 months' service in the lower grade the Commanding Officer, after consultation with the Navigating Officer, may at his discretion authorize advancement to the first class rating.

3. A special course for this new rating will be instituted, and the first few courses conducted in H.M.S. "Dryad." It is expected, however, that certain other training establishments will be utilised subsequently in order to increase the flow of trained ratings.

4. The detailed syllabus will include :—

- (i) Correction of Navigational Publications generally.
- (ii) Chart Correction.
- (iii) Sounding—Echo and Kelvin.
- (iv) Care and Comparison of Chronometers and Watches.
- (v) W/T Time Signals.
- (vi) Writing up of Fair Log.
- (vii) Care of Navigational Equipment generally.
- (viii) Strategical Plotting, including Operation of A.R.L. Table.

5. The preliminary course will last 4 weeks and 15 candidates can be accommodated at each. Only ratings who have undergone the special course in H.M.S. "Dryad" will be eligible for the new rating irrespective of the fact that previous experience in chart correction has been acquired or not. Men at present employed on chart correction will not be eligible to be rated in vacancies for Navigator's Yeoman on an acting basis.

6. The above arrangements at the outset will be restricted to ships in home waters in which a qualified Navigating Officer is borne; subsequently, the arrangement may be extended to other ships and commands.

7. These arrangements do not supersede those for payment of chart correction allowance shown in A.F.Os. 2137/41 and 996/42. But the latter allowance will not be payable in ships which carry a Navigating Officer's Yeoman.

8. When a Navigating Officer's Yeoman is drafted to a ship, the rating (if any) previously assisting in chart correction and receiving the appropriate allowance will cease to draw it and will revert to general duties.

(A.F.Os. 2137/41—not in annual volume—and 996/42.)

4168.—Gun Accidents on Merchant Ships—Boards of Enquiry

(T.D./N.L. 11865/43.—9 Sep. 1943.)

Cases have occurred from time to time of gun accidents on board defensively equipped merchant ships, resulting in injury to personnel, but subsequently no board of enquiry has been held.

2. It is most important that boards of enquiry should be convened whenever possible by the appropriate naval authority in respect of *all* gun accidents occurring on board merchant ships where D.E.M.S. or other service personnel are involved. The mere fact of holding a board of enquiry, even if disciplinary action does not ensue, will in itself, by the impression it creates in the minds of the officers and D.E.M.S. ratings, tend to prevent the recurrence of such accidents.

4169.—T.124 and Variants—Seafarers' War Risk Money

(N.21319/43.—9 Sep. 1943.)

Consequent on new agreements reached regarding the payment of Seafarers' War Risk Money to personnel of the Merchant Navy and in amplification of A.F.O. 535/41, the following revised and amended instructions regarding the payment of Seafarers' War Risk Money are promulgated and are effective on and from 1st July, 1943, except where an earlier date has already been notified.

2. Seafarers' War Risk Money will be paid in addition to the appropriate wages except:—

(a) When an officer or rating is borne for pay on the books of his home depot (e.g., H.M.S. "Mersey" (T.124X), H.M.S. "Minona" (T.124T)) pending appointment or draft whether accommodated in depot or elsewhere.

N.B.—Seafarers' War Risk Money is now payable where personnel are attached to reserve pools abroad, provided they are fit and available for duty at sea.

(b) During periods of leave or when payment is made in lieu thereof (in the case of officers when leave exceeds 72 hours) unless the leave is the fourteen days survivors' leave allowable under A.F.O. 4374/41.

N.B.—Survivors:—Seafarers' War Risk Money is not to be stopped during periods when survivors are awaiting repatriation to U.K. or other proper return port.

(c) When absent without leave.

(d) When sick ashore unless injury or sickness is the result of war injury or war risk injury when payment of Seafarers' War Risk Money continues until fourteen days after arrival in U.K. or other proper return port in the case of personnel originally engaged abroad.

Care must be taken to discontinue payment in the case of ordinary sickness (including tropical diseases) or injury due to normal marine risk.

3. In any case of doubt as to whether injury or sickness is directly attributable to enemy action or other war risk, the facts must be specially reported to Admiralty (Director of Sea Transport) for decision before payment is continued. Failure to do this may lead to overpayments placing an officer or rating in a serious financial position.

N.B.—A war injury is any physical injury:—

(a) Caused by:—

- (i) the discharge of any missile (including liquids and gas); or
- (ii) the use of any weapon, explosive or other noxious thing; or
- (iii) the doing of any other injurious act; either by the enemy, or in combating the enemy, or in repelling an imagined attack by the enemy; or

(b) caused by the impact on any person or property of any enemy aircraft, or any aircraft belonging to, or held by any person on behalf of, or for the benefit of, His Majesty or any allied power, or any part of, or anything dropped from, any such aircraft.

A war risk injury is any physical injury attributable to:—

(a) the taking of measures with a view to avoiding, preventing or hindering enemy action against ships, or as a precaution in anticipation of enemy action against ships, or for rescue or salvage purposes in consequence of enemy action against ships; or

(b) the absence, by reason of circumstances connected with any war in which His Majesty may be engaged, of any aid to navigation for ships, or of any warning of danger to ships, being an aid or warning which would be normal in time of peace; or

(c) the carriage, by reason of circumstances connected with any such war as aforesaid, of any cargo in a manner which would be abnormal in time of peace and involves danger to the ship in which the cargo is carried or to her crew; or

(d) the existence on board ship of any other conditions arising out of any such war as aforesaid which would be abnormal in time of peace.

(A.F.O. 535/41.)

4170.—Kits—Ratings Discharged within 3 Months—Return of Articles

(N. 14726/42.—9 Sep. 1943.)

Ratings discharged within 3 months of entry who are allowed to retain articles of service kit on discharge, in accordance with K.R. & A.I., Article 1879, clause 1 (a), to enable them to return to their homes decently dressed, are to be directed to return by post, to the establishment from which they were discharged, any articles which they will be unable to wear in civil life—e.g. serge jumpers and trousers.

2. Such ratings are to be provided for this purpose with a yellow "Official Paid" label, Form S. 518B, on which the address of the depot or establishment has been inserted. The man's name, rating and official number should also be inserted on the bottom left-hand corner of the label before it is handed to him, and he should be instructed to attach it to the parcel containing the clothing. The parcel should be handed in at the nearest post office.

(F.I.O.C., Cardiff, No. C.574/112, 27 Jun. 1942.)

(K.R. & A.I., Article 1879, clause 1 (a).)

AFO
4904/43

4171.—Leave

(M./N. 16070/43.—9 Sep. 1943.)

The following amendment is to be made to A.F.O. 4374/41.

Paragraph 4. *Cancel and substitute:*

"4. *Drafting Leave.*—The grant of normal drafting leave is not practicable in war. A few days' leave (in no case more than seven days) should be given, if circumstances permit, prior to draft to sea-going ships or to foreign service. This leave will not normally be given if within one month of completion of a man's 'periodical' leave, but this rule may be waived at the discretion of the drafting authority."

(A.F.O. 4374/41.)

(A.F.O. 1513/42 is cancelled.)

4172.—Troops Victualled by the Royal Navy—Payment of Grog Money

(D.N.A./V.21732/42.—9 Sep. 1943.)

The procedure laid down in A.F.O. 2018/42 for crediting on ledger the allowance in lieu of the spirit ration due to troops victualled by the Royal Navy are cancelled, and the following arrangements are to be substituted from the date of receipt of this Order.

2. Troops are to be entered by numbers in the ledger, mess book and on gangway victualling and check sheets, e.g. "250 other ranks" instead of nominally.

3. Officers in charge of troops are to provide Accountant Officers with lists of "temperance" men separated according to Commands in which borne for pay. It is essential that each soldier's Army number and regiment should be stated, and, in addition, for troops belonging to the Royal Artillery it will be helpful if the branch of the Royal Artillery is indicated, i.e. Field Branch, Heavy Anti-Aircraft, Light Anti-Aircraft, Searchlight or Coast.

4. On disembarkation of the troops, Accountant Officers are to note on the above lists the amount of grog money due to each soldier, and to forward the lists to the Inspector-General of Pay Services, War Office, F.9(b), Whitehall, London, S.W.1. No remittance is to accompany the lists.

5. Officers in charge of troops are to provide Accountant Officers with nominal lists of all troops carried, for enclosure with the ledger and provision accounts, and brief daily states, while on board, quoting numbers victualled each day and numbers who are "grog".

6. A certificate is to be furnished by officers in charge of troops to Accountant Officers showing the number of spirit rations issued, to enable Accountant Officers to take credit in their provision accounts.

(A.F.Os. 2029/41—not in annual volume—and 2018/42.)

***†4173.—Naval Salvage Money—Distribution**

(D.N.A. 3A./S.380/41—9 Sep. 1943.)

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

Award for the salvage of s.s. "Trevarrack" during the period 29th December, 1940 to 2nd January, 1941, by H.M.S. "Highlander," H.M.R.T. "Salvonía" and the boarding party from H.M.S. "Harvester" consisting of one Midshipman and eight ratings.

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

	H.M.S. "Highlander"		H.M.S. "Salvonía"		H.M.S. "Harvester" (Boarding Party)	
	£	s. d.	£	s. d.	£	s. d.
1st Class	17	7 6	—	—	—	—
3rd Class	—	—	82	1 10	—	—
5th Class	5	15 10	—	—	—	—
6th Class	4	6 10	41	0 11	—	—
7th Class	3	9 7	32	16 10	—	—
8th Class	2	17 11	27	7 4	27	18 9
9th Class	2	6 4	21	17 11	—	—
10th Class	1	14 9	16	8 4	16	15 4
11th Class	1	8 11	13	13 8	13	19 5
12th Class	0	17 4	—	—	—	—

The whaler's crew sent from H.M.S. "Highlander" receive double shares. The three ratings belonging to H.M.S. "Highlander" who spent the night of 29/30th December on board s.s. "Trevarrack" and were taken off by H.M.S. "Salvonía" share in the award to that ship and also receive double shares.

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

AFO 5736/44

***4174.—N.A.A.F.I.—Lower Deck Representative for Home Fleet**

(V. 5761/43.—9 Sep. 1943.)

Petty Officer Edward Watkins, Official Number C/J.104989, has been elected Lower Deck representative for the Home Fleet at the Headquarters of the Navy, Army and Air Force Institutes, for 12 months commencing 1st September, 1943, in succession to E.A., 1st Class, Arthur S. Lillicrap, Official Number D/M.38492.

(A.F.O. 1560/43.)

4175.—Boards of Enquiry—Appointment of W.R.N.S. Officers

(N.L. 11794/43.—9 Sep. 1943.)

Where a Board of Enquiry is convened to investigate an occurrence in which the conduct of a W.R.N.S. officer or rating is directly involved, it is desirable as a general rule that a W.R.N.S. officer should be appointed as a member of the Board and that where a person concerned is a W.R.N.S. officer that the officer detailed as a member of the Board should whenever practicable be of at least equal rank.

4176.—W.R.N.S.—Drafting to Training and Refresher Courses—Procedure

(N. 20071/43.—9 Sep. 1943.)

When it is desired to enter a serving W.R.N.S. rating for a training or refresher course, the arrangements are to be made through the Superintendent, W.R.N.S., of the Command in which the rating is serving, or other appropriate W.R.N.S. drafting authority as indicated in column 5 of the Appendix to A.F.O. 1901/43, and not direct with the Officer-in-Charge of the Training Establishment concerned.

(A.F.O. 1901/43.)

4177.—W.R.N.S.—Writers (General), Shorthand Typists and Typists—Initial Training

(N. 13764/43.—9 Sep. 1943.)

With reference to A.F.O. 3267/43, the periods of training of W.R.N.S. ratings at Wesley College, Leeds, are as follows:—

(a) *Writers (General)*—

- (i) Two weeks' general and disciplinary training, during the second week of which technical training will also be given.
- (ii) A further two weeks' technical training.

(b) *Shorthand Typists and Typists*—

Two weeks' general and disciplinary training, during the second week of which the necessary technical training is also given.

2. Although it is very desirable that all W.R.N.S. ratings entered in any of these three categories (particularly Writer (General)), in future, should go through Wesley College, it is not the intention to bar these categories to immobile entrants who cannot attend for centralised training. The Appendix to A.F.O. 1901/43 will not, therefore, be amended.

3. The provisions of A.F.O. 1180/43, paragraph 5 (c), so far as Shorthand Typists and Typists are concerned, are not affected, as the technical training given to ratings in these categories is included in their fortnight's general and disciplinary training. Writers (General) who pass through the course for that category will be drafted on the lower specialised rate of pay in accordance with A.F.O. 1180/43, paragraph 5 (a).

(A.F.Os. 1180/43, 1901/43 and 3267/43.)

4178.—W.R.N.S.—Allowances

(N.10245/43.—9 Sep. 1943.)

A.F.O. 2251/43, paragraph 2, is to be amended as follows:—

Add:—"Butcher—under the conditions of K.R. and A.I., Appendix XVII, Part 3, No. 6. Ratings required for this duty are to be entered in the General Duties category."

(A.F.O. 2251/43.)

4179.—Instructional Film—Eyeshooting (A.56)—Amendments

(G.D. 01048/43.—9 Sep. 1943.)

Consequent upon the decision promulgated in A.F.O. 1050/43, that allowances for the effect of range on Aim-off, Lift and Wind should not be taught in eyeshooting instruction, it is necessary to amend certain parts of the eyeshooting films as detailed below.

2. (a) Part 6—Should not be shown.

(b) Part 7—The second section of this part—Lift effect—must be removed. (From Part A cut and remove section beginning 0A00359-12 to the end, and from Part B the section beginning at edge No. 0A00218-15, and re-join.)

(c) Part 8—Wind—should not be shown.

(d) Part 9—Demonstration attacks—the last part of this, from the beginning of the first attack in which Lift is mentioned, should be removed (cut and remove the section beginning at edge No. 0A00566-10 and ending at 0A00793-4).

3. The removal of the sections from Parts 7 and 9 can be carried out by a competent cinema operator on board, or at the Fleet Film Library ashore. The beginning or end leaders and titles can be joined to the remaining sections as required. The edge numbers referred to above will be found printed on the film every 16 frames on the side of the film outside the perforations.

4. The sections which have been removed and Parts 6 and 8 complete should be returned to the Fleet Film Library, who should dispose of them as obsolete films.

5. In spite of the removals from the eyeshooting film of the sections and parts noted above, a number of references to Wind and Lift will still be heard in eyeshooting, Parts 10 to 13 (aiming practice), and in the tracer films. It is not possible satisfactorily to amend these films, and instructors must therefore inform their classes that these references should be ignored.

6. Parts 4A, 6, 7 and 8 will not be included in future issues of the eyeshooting film.

(A.F.O. 1050/43.)

4180.—Officiating Ministers of Religion

(C.E. 56888/43.—9 Sep. 1943.)

The following appointments have been approved :—

Church of England—

H.M.S. "Cricket",	...	} Rev. G. T. Waldegrave, Sholing Vicarage, Southampton.
M.L. Base, Sarisbury Green.	...	

(Previously appointed to Hamble and Warsash.)

Roman Catholic—

Watford	Right Rev. Monsignor A. Jackman, Holy Rood, Watford, Herts.
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H.M.S. "Cricket"	...	} Rev. H. Martin, St. Patrick's, 45, Portsmouth Road, Woolston, Hants.
H.M.S. "Tormentor"	...	

Headingley College, Leeds (W.R.N.S. Depot).	...	Rev. G. Collins, Cathedral House, Leeds, 2.
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Methodist—

Deal and Walmer	...	Rev. R. B. Hyde, "Shildon," Mill Hill, Deal, Kent. (vice Rev. W. I. Clayden.)
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The usual facilities are to be afforded.

The following amendment is to be made to A.F.O. 3802/43 :—

Delete : Rev. R. J. Wood, M.A.

Insert : Canon R. J. Wood, M.A.

(A.F.O. 3802/43.)

4181.—Admiralty Surgeon and Agent—Yeovilton

(C.E. 11395/43.—9 Sep. 1943.)

Surgeon Captain W. S. H. Sequeira, M.B., M.R.C.S., L.R.C.P., R.N. (retired), has resigned his appointment as Admiralty Surgeon and Agent for Yeovilton.

2. Cases of sickness arising among naval personnel at Yeovilton can be treated at the R.N. Air Station, Yeovilton.

4182.—Malaria—Information of Vital Importance to all Naval Personnel

(M.D.G. 42046/43.—9 Sep. 1943.)

There is a disease which, even under the most stringent of preventive measures, will, in the Far East, cause far more casualties and loss of man-power among landing parties than direct enemy action.

2. The disease is one of the greatest scourges afflicting mankind. It is the most prevalent disease in the world. It is estimated that every year 800,000,000 people contract the disease and 5,000,000 of these die. Man, with all his inventions, took from 1914 to 1918 to kill off 7,000,000 people.

3. This disease is our deadliest enemy in tropical and sub-tropical zones. It can immobilise a fighting force and it has been the direct cause of many military disasters.

4. For example in 1917 in East Africa the admission rate to hospital for disease was 2,880 per 1,000 per annum of the European Forces. The disability caused by disease was really greater than this figure indicates, as all those who could did "carry on" in spite of "fever". If, however, we acquire good discipline in hygiene matters, Naval units and F.A.A. serving ashore, in equally poisonous areas should be able to reduce the sick list far below the crippling figure which was experienced in East Africa, Mesopotamia and Salonika during the last war.

5. The most famous though by no means unique example of the might of this insidious enemy is illustrated by the Walcheren expedition of 1809. A force was sent over the Channel with a view to destroying Napoleon's assault landing craft in the Antwerp district. Napoleon, with characteristic genius, did not worry about them, as long as they remained in camp at Walcheren, for, said he, "the climate will finish them." How right he was. Within three months the British force had been reduced from 16,000 to 4,000 effectives, who then returned home, defeated, demoralised, and debilitated wrecks, from fighting with, not the Frenchmen, but from the irresistible attacks of an unsuspected, insignificant insect. A similar disaster can happen today in the East if we underestimate the strength of this enemy.

6. The enemy is MALARIA and this is an extract of a recent order by Field-Marshal Sir Archibald Wavell to the Army in India :—

"We must prepare to meet malaria by training as strict and earnest as against enemy troops; we must be as practised in the use of our weapons against it—the mosquito net, long sleeves and trousers, flit gun—as we are with the rifle; we must study the habits of the mosquito as we do the tactics of the Japanese; we must know the methods of anti-mosquito work—canalization, oiling, etc.—as well as how to construct trenches to hold a position."

7. The Army has, by bitter experience, at last learnt to treat malaria with respect. The Naval non-medical officer of to-day, owing to the great protection against fly-borne diseases afforded by ship life, is ignorant of malaria and its ravages ashore, but the medical officers of the Royal Navy can only be successful in their fight against malaria if they are given the intelligent and wholehearted co-operation of all officers and men. The object of this order is to stimulate intelligent co-operation by giving the very minimum information about malaria and its prevention with which every officer and man serving in the Royal Navy should be familiar.

8. The first essential in anti-malarial campaigns is that all Flag Officers, Captains, and executive officers should become "malaria-conscious" and make themselves responsible that all measures recommended by the malariologists and doctors are carried out with zeal and enthusiasm and, as far as possible, given immediate priority over all other duties. Anti-malarial measures are not merely

the doctor's business. In certain regions the suppression of malaria is the most important of operational tactics; and it must be realised by everybody concerned that the result of a campaign in a malarious region may rest on the relative efficiency of the opposing combatants' anti-malarial measures.

9. The efficient landing force will keep its malaria incidence at a minimum so that wastage of man-power is avoided and the medical service left free to repair battle casualties.

10. *The Fever.*—Malaria is caused by a parasite which multiplies in the blood stream. This parasite is transmitted from man to man by the bite of certain mosquitoes. These mosquitoes suck blood from an infected man and become themselves infected. Their bite is now infective, and so the disease is spread. The attack of the malaria fever occurs about 12 days after having been bitten by an infected mosquito.

11. The two common types of malaria are usually known as Benign Tertian and Malignant Malaria. Benign Tertian is so-called because often the attacks occur every third day, i.e. at 48 hours' intervals. In malignant malaria the paroxysms are generally daily and remissions of the fever are often absent altogether. An attack of malarial fever has three characteristic stages:—

- (i) *Cold stage* ... The attack of fever commences suddenly; the patient feels cold and shivers violently.
- (ii) *Hot stage* ... After an hour or so the shivering abates, and the man feels hot, and very ill and his temperature goes up to 104° or more.
- (iii) *Sweating stage* ... After three or four hours the man breaks out into a profuse sweat, the temperature falls to normal, the symptoms abate and he is left feeling exhausted, but not ill, until the next paroxysm.

This is the ordinary picture of an attack of malarial fever and the attacks are repeated at more or less regular intervals unless treatment is given. The picture is often confused by differences in the individual susceptibility and the local species of malaria parasites.

12. Malignant malaria, as its name implies, is the more serious infection in which the fever may be continuous, and it can imitate almost any other disease. Malignant malaria sometimes gives rise to mental symptoms and unconsciousness, which is the dangerous, often fatal, condition known as cerebral malaria.

13. If no treatment is given, malaria either kills the man or becomes chronic, causing progressive debility, invalidism, and by lowering the general resistance increases the risk of death from other diseases. Even when treated, a man may feel less than "100 per cent." for many weeks or months after an attack of malaria.

14. *Treatment*—Quinine and mepacrin are the two standard drugs for the treatment of malaria.

15. Quinine is derived from cinchona bark, which has been used for centuries in the treatment of malaria. Mepacrin is a synthetic drug first produced by the Germans in 1932 under the name of Atebrin.

16. Both these drugs will control the attack of malaria if given correctly and adequately.

17. Ninety per cent. of the world's quinine supplies came from Java before the Japanese occupation. With this major supply of quinine in Japanese hands, were it not for the discovery of synthetic products, the malaria situation would be even more serious for the Allied Nations.

18. *The Reservoir of Malaria.*—No child is born with an immunity against malaria. In malarious countries the natives may be repeatedly bitten by infected mosquitoes from the day of birth. As a result the children either die from the infection or acquire an immunity to symptoms, but the infection still remains in them.

19. Until they have acquired immunity, the natives, especially the children, have many malaria parasites in their blood, due to repeated infection. These infected natives form the "reservoir," i.e. the source of supply of malaria parasites. It should be understood until an anopheline mosquito has bitten a person with parasites in his blood the insect is harmless. Any non-immune person, such as a

British sailor, who stays any length of time near a native village will certainly get the disease, if precautions are not taken to prevent his being bitten by the mosquitoes who have been feeding on the natives in the village.

20. At the present time we can artificially immunise people against smallpox, yellow fever, etc., but no vaccine has yet been produced to immunise against malaria.

21. *The Malarial Mosquitoes.*—The mosquito is the most tangible link in the malarial chain. It can be seen, heard and felt.

22. There are many kinds of mosquitoes but fortunately only a few kinds transmit malaria, and they belong to a tribe called the anophelines. The male anophelines live on plant juices, and so play no part in the transmission of malaria. The females, on the other hand, live on blood, and the most dangerous malarial species prefer the blood of man. Many other species of mosquito also suck human blood but are unable to transmit malaria, although some of them will transmit other diseases, e.g. dengue and yellow fever.

23. The female anopheline mosquitoes haunt the habitations of man in order to obtain their meals of blood. They bite between sunset and sunrise, and during the day they shelter in any cool, dark corner. When the blood meal is digested the female mosquito flies away to lay her eggs on some suitable water collection. The malaria mosquito can fly various distances, but for practical purposes living quarters built over half a mile away from breeding grounds of anopheline mosquitoes are reasonably safe if control of the breeding ground is carried out.

24. Mosquitoes breed in water. The female lays her eggs on the water surface and the eggs hatch into larvae, which can be seen in the water as "wrigglers". The larvae develop into pupae, which eventually liberate the young adult mosquitoes about ten days after the eggs have been laid.

25. The young adults dry their wings and fly off in search of food. The females seek man for his blood and become infected with malaria parasites if they bite an infected person. If a subsequent meal is from a sailor he will report to the sick bay about twelve days later suffering from malaria.

26. Mosquitoes vary in their choice of a water collection on which to lay their eggs. Some prefer running water, others standing water, some prefer sunlit water, other shaded water and some like to breed in brackish water. The medical officer has to make a careful study of the local anophelines and their habits and preferences before he starts his campaign. This so-called "malarial survey" should, when possible, be done prior to the occupation of any site by a landing force.

27. It must be remembered that mosquitoes can breed in large numbers in very small water collections such as a sardine tin, a foot-print holding water, or the pool formed by a leaking tap; any surface water in a malarious country must be regarded as a dangerous breeding ground. It is also important to note that mosquitoes will breed in "casual water" in ships, e.g. pools of rain water in canvas boat covers, etc. In this way, malarial and other mosquitoes have been distributed all over the world before the advent of the aeroplane, in which the adult fly may be carried rapidly from place to place, and to prevent which the regulations for freeing aircraft of mosquitoes must be rigorously enforced.

28. *The Prevention of Malaria.*—In attempting to eradicate malaria the malariologist or doctor is confronted by the following problems; the last is probably the most important:—

- I. The prevention of mosquito breeding.
- II. The destruction of adult mosquitoes.
- III. The protection of personnel from mosquito bites.
- IV. The treatment of the malaria patient.
- V. The control, removal or avoidance of the reservoir (native population).
- VI. Control of the parasite by drugs.
- VII. The siting of camps.
- VIII. How to secure the co-operation of all officers and men.

I. *The Prevention of Mosquito Breeding.*—Mosquitoes cannot breed in the absence of water. It is seldom practicable to eradicate all water collections in the vicinity of a camp, but kerosene, petrol or oil, sprayed on to the

water surface will kill the mosquito larvae. It takes ten days or so for the egg to develop into the adult mosquito so that water sprayed once a week will prevent any adult mosquitoes from hatching out.

The eradication of surface water by drainage, etc., is the chief weapon against the mosquito. Oiling forms a powerful second line of defence. The largest and most efficient drainage and oiling schemes can be nullified by carelessness on the part of the occupants of a camp in disposing of tins and other refuse likely to hold water, and in creating artificial water collections from leaking taps, blocked gutters and choked drains.

II. *The Destruction of Adult Mosquitoes.*—The best way of killing adult mosquitoes is to spray living quarters with some insecticide such as Flit or a mixture of pyrethrum powder and kerosene. Metafli, which is a Naval store article, is effective. The insecticide is sprayed from a hand pump and the object is not to spray each mosquito individually but to create a cloud of the mixture in the room which will penetrate to every corner.

The correct routine for spraying is as follows :—

- (i) Close all windows and doors.
- (ii) Spray the mixture all round the room, directing the pump chiefly towards the ceiling. Use one ounce of the spray to 3,000 cubic feet of room space.
- (iii) Leave all windows and doors closed for twenty minutes after spraying has finished.
- (iv) Spraying should be carried out at dawn and dusk. Latrines, wash places, galleys, etc., should be included in the routine. Motor vehicles should be sprayed under the dashboard and seats every morning.

III. *The Protection of Personnel from Mosquito Bites.*—Screening of living quarters, mosquito nets, protective clothing, and anti-mosquito creams and lotions, are standard and well-tried methods of preventing mosquitoes from biting man and thus of preventing malaria :—

- (i) *Screening of Living Quarters.*—All windows and doors can be screened with special "mosquito wire gauze". The occupants of the living quarters should keep a careful watch on this screening and immediately report any defects. Screening to be effective must be carefully and scientifically done, and all crevices, seams and cracks in the floor, ceiling and walls must be blocked up. It is in the rigid observance of these protective measures that the co-operation of all personnel is most valuable to the medical officers. Trials have proved that it is possible to reduce the malaria incidence from 33 per cent. to 2½ per cent. by these measures alone when efficiently carried out.
- (ii) *Mosquito Nets.*—Every officer and man should sleep under a mosquito net. The net should be slung one hour before sunset. The bottom edge should be tucked well in under the mattress and the net drawn tight so that air may pass freely through the mesh.

There should be a 24-in. calico band around the bottom of the net. Twelve inches of this should be left above the upper level of the mattress to protect those parts of the body coming into contact with the side of the net during sleep.

Nets should be carefully inspected daily to see that they are not torn.

- (iii) *Protective Clothing.*—Long-sleeved shirts, long trousers, and mosquito boots or gaiters and boots, will protect the major portion of the body from mosquito bites. Such a rig should be worn from one hour before sunset until retiring, and from arising until one hour after sunrise.
- (iv) *Anti-Mosquito Cream.*—These preparations are effective for a few hours. They should be liberally applied to the exposed parts of the body and well rubbed in. The application must be repeated at frequent intervals.

IV. *The Eradication of the Malaria Parasite.*—Efficient treatment of malaria cases with quinine or mepacrin will eradicate the malaria parasite from the blood in most cases. Inefficient or no treatment will leave parasites

in the blood and the man will become infective to mosquitoes and thus to his fellows. It behoves every man suffering from malaria to take his treatment most religiously. This applies in particular to those men who are not directly under medical control.

V. *Control of the "Reservoir".*—Where possible, high authority should be evoked to remove or evacuate native villages from the vicinity of camps and airdromes. No one should be allowed into or near native villages between sunset and sunrise, and ships in dangerous malarial zones should prohibit leave during these hours.

VI. *Control of Parasites by Suppressive Drugs.*—Whether quinine and mepacrin can prevent infection by malaria is not yet certain, but it is proved beyond doubt that the taking of these drugs will so control the parasites that fever with its temperature and symptoms will not develop in most cases, or the disease will not be so severe as to knock out a man completely. In other words, you may contract malaria but you will still be an asset to and not a burden on your unit.

This is why the term preventive treatment has been replaced by "suppressive" treatment as the disease is "suppressed" not entirely prevented. It must be remembered that when suppressive drugs are recommended and issued they must be taken regularly and in the amounts prescribed. Under certain conditions when other methods cannot be put into force, suppressive drug treatment has to be our main weapon of defence and it needs perfect anti-malaria discipline for its success.

VII. *The Siting of Camps.*—Often there may be no choice. But where it is possible a site as far away as possible from native villages and mosquito breeding places should be chosen. It is extraordinary how often this simple rule has been neglected in the past when there was no need to do so.

VIII. *The Co-operation of Personnel with the Medical Officer.*—It will be seen that there is nothing mysterious about malaria, its cause, transmission or prevention.

Medicine already saves the lives of hundreds of millions each year. Anti-malarial measures could save many more millions were they given the enthusiastic co-operation of everyone, instead of the indifference or even active opposition which is so often exhibited by those in authority.

The observance of anti-malarial measures with the strictest discipline rests in the hands of every individual officer and rating.

The prevention of malaria depends on the executive commanding officer much more than the medical officer who can only advise, and even as teacher the Medical Officer can do little without the captain's backing.

Sir Malcolm Watson, probably the most eminent of living malariologists, declined to accept the credit of having converted Malaya from a malaria-ridden white man's grave into a prosperous and healthy country; he gives the kudos to the rubber planters, tin miners and others who gave him their whole-hearted co-operation in his classical campaign against malaria in the Malay States.

4183.—Civil Servants Temporarily Serving in the R.N. and R.M.—Instructions for Naval Accountant Officers

(D.N.A. 9600/42.—9 Sep. 1943.)

Attention is drawn to paragraphs 6, 8 and 10 of A.F.O. 1195/40, which require that the notation "Civil Servant" is to be made in the ledgers, on all pay documents, allotment declarations and reports of death of all individuals affected, and that statements of account and reports of variations in Service Pay are to be rendered promptly.

2. Failure to comply strictly with these instructions leads to unnecessary correspondence with H.M. Ships and Establishments, and frequently results in otherwise avoidable overpayments of civil pay being made by civil departments to the nominees of the personnel concerned. This, in its turn, gives rise to complaints of hardship when the necessary recovery of the debts from Service Pay has to be enforced.

3. Statements of Account of serving Civil Servants for the quarter ended 30th June, 1943, and previous quarters, if not already rendered, should be sent at once to the Director of Navy Accounts, Branch 3 (Civil Pay). The statement should be completed as laid down in paragraph 10 of A.F.O. 1195/40, except that Form S.42 should be used for the purpose, and should show full details of all disciplinary stoppages.

4. For deceased or discharged Civil Servants, final statements of account should be rendered *in full* on Form B.607, i.e. all details should be shown leading up to the final credit or debit balance.

5. Civil Pay inquiries from private firms or local Government authorities should be dealt with in accordance with A.F.O. 4569/40.

(A.F.Os. 1195/40 and 4569/40.)
(A.F.O. 2481/43 is cancelled.)

4184.—Extension of Facilities for Study of Current Affairs—"British Survey"
(N. 21237/43.—9 Sep. 1943.)

Arrangements have been made with the British Association for International Understanding to extend the facilities offered to ships and establishments in connection with the study of current affairs (C.A.F.O. 2206/42)

- (a) by a wider distribution of "British Survey";
(b) by the British Survey Information Service.

2. "British Survey".—The "British Survey" is a pamphlet, each issue of which deals with one country or with one subject of international or imperial importance, and whose aim is thus to build up section by section an accurate picture of modern world conditions. There are approximately 26 issues annually, and, starting early in September, distribution will be made without demand to ships and establishments on the same scale as the A.B.C.A. pamphlets "War" and "Current Affairs" now circulated with W.I.R. Commanding officers should ensure that copies are made available for information rooms and officers' messes. Application for any additional copies which may be required should be made to the Director, Education Department, Admiralty.

3. For information rooms, stiff covers to hold "British Survey" and a limited number of sets of back issues, are available on application to Director, Education Department, Admiralty. Officers' messes may obtain stiff covers (price 3s. each) and sets of back issues in a stiff cover (price 8s. 3d.) from British Survey, 15, Buckingham Street, W.C.2.

4. *Information Service.*—The British Survey Information Service will endeavour to answer any questions of fact (within the limits of security) relating to foreign countries (allied, enemy and neutral), the various parts of the British Empire, and international problems related to the war. Domestic affairs are outside the scope of British Survey except in so far as the knowledge of conditions or developments in the United Kingdom is necessary for the understanding of an international question.

5. Memoranda to serve as the basis of talks or discussions can also be prepared if adequate notice is given. When such outlines have been written at the request of a unit, or member of the Forces, and may be useful to others, copies are multi-graphed and the fact that they are available is announced in the Surveys.

6. Enquiries for information and memoranda should be addressed to the Secretary, British Survey Information Service, 15, Buckingham Street, W.C.2, and a 2½d. stamp enclosed with each.

(C.A.F.O. 2206/42.)
(A.F.O. 428/40 is cancelled.)

4185.—International Convention for the Amelioration of the Condition of Wounded and Sick in Armies in the Field—Protected Personnel—Certificates of Identity, Armbands, etc.

(N.L. 13792/43.—9 Sep. 1943.)

A.F.O. 1191/43 provides for the issue of Naval Form M.193 to personnel specially trained to be employed in case of necessity as auxiliary nurses or stretcher bearers for the collection, transport, treatment of the wounded and sick. It has been decided that the issue of this certificate may be dispensed with in the case of personnel employed on shore in the United Kingdom other than personnel employed in Naval hospitals or medical units.

(A.F.O. 1191/43.)

4186.—Italian Currency—Naval Personnel

(D.N.A. 13741/43.—9 Sep. 1943.)

The amount of lire which may be exported by naval personnel from Libya and other former Italian colonies in Africa is limited to not more than £2 per head. For naval personnel leaving Sicily there is also a limit of £2 per head on the amount of Italian Metropolitan currency which may be exchanged at lire 400 = £1, and any application for exchange must be supported by a certificate that the currency is of Sicily origin which was acquired at that rate.

2. The following instructions apply to the exchange of Italian Metropolitan currency for naval personnel in the United Kingdom:—

- (a) Not more than the equivalent of £2 may be exchanged for any individual.
(b) For personnel *ex* Sicily the rate of exchange of lire 400 = £1 will be applied, provided there are reasonable grounds for assuming that the currency was obtained in Sicily.
(c) Italian currency not of Sicily origin will be exchanged at lire 480 = £1.
(d) Should personnel, whether from Sicily or elsewhere, wish to exchange amounts of lire in excess of £2 special application should be made to the Director of Navy Accounts.

3. The above instructions apply to the exchange of Italian Metropolitan currency notes and coin issued by the Banca D'Italia.

4. *Allied Military Lire.*—Pay issues to personnel in Sicily are now being made by means of special Allied Military Lire currency notes, issued by the Allied Military Government of Occupied Territory. For personnel *ex* Sicily the limit of £2 will not therefore apply to the exchange of Allied Military Lire. Provided there is a reasonable assumption that such special currency notes have been issued as pay, reasonable amounts may be exchanged for naval personnel at the rate of lire 400 = £1. Any application to exchange unreasonably large amounts should be referred to the Director of Navy Accounts.

(A.F.Os. 928/43 and 3810/43.)

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

**4187.—Small Arms—Carbine, Machine, Lanchester—Pouches, Magazine—
Modification**

(G.8964/42.—9 Sep. 1943.)

The magazine pouches supplied with Lanchester machine carbines are designed to fit Pattern 1908 rifle equipment. This pattern is now obsolescent, and to enable them to be used satisfactorily with Pattern 1937 equipment which is superseding it certain modifications are necessary.

2. The material and fittings required are on order. Initial supplies are expected within six weeks.

3. Ships and establishments holding magazine pouches with Pattern 1937 web equipment are to return the pouches to the nearest of the following R.N. Armament depots:—Priddy's Hard, Plymouth, Chatham and Crombie, for modification. Pouches already modified will be issued in replacement as far as stocks permit.

4188.—Gun Mountings, 20-mm. Twin Mark V—Modified Firing Pistons—Fitting Ships and Coastal Force Bases concerned

(G. 3577/43.—9 Sep. 1943.)

20-mm. Twin Mark V mountings, registered Nos. 1 to 434 inclusive, are fitted with a design of firing piston which is likely to fail in service across the hole drilled in the spindle immediately below the double-eye end.

2. Mountings, registered Nos. 435 onwards, are fitted with a modified design of firing piston in which the hole in the spindle is deleted.

3. Modified firing pistons are now available at H.M. Dockyard, Portsmouth, for retrospective supply to vessels fitted with mountings, registered Nos. 1 to 434, and are to be demanded by ships and Coastal Force Bases concerned, as required, on a basis of one fitted and one spare, making a total of two per mounting.

4. Interchangeability of pistons and cylinders cannot be relied upon, and the modified pistons are therefore being supplied complete in their cylinders.

5. Old pattern components thus replaced are to be modified by ships' or base staffs in due course and retained for use as spares.

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

4189.—Aircraft—Bombs—Pistols Bomb, D.A., No. 38, Mark III—Test Before Use

(G. 010290/43.—9 Sep. 1943.)

During a recent trial two 40-lb. bombs were dropped "live" from 1,500 feet and failed to explode. The reason was that the safety wedges were fouling against slight burrs on the inside of the safety cap where the holes for the safety pin had been drilled, thus preventing the rotation of the safety cap.

2. In order to obviate this failure, all stocks are to be tested for freedom of rotation of the safety cap by removing the safety pin and rotating the safety cap by hand through 360°. Any fouling will then be noted. The burrs are to be removed and the safety cap returned to its original position and safety pin replaced.

3. The test is also to be carried out prior to refitting the pistol to the bomb, when carrying out fuzeing drill.

4190.—Ammunition—0.50-in. Browning—Season Cracking

(G. 011424/43.—9 Sep. 1943.)

Certain lots of American 0.50-in. Browning ammunition of Incendiary M.1, Tracer M.2 and A.P. M.2 types have been issued which are liable to develop cracks in the neck after storage, and in particular if they are kept exposed after opening the hermetically sealed box.

2. The lots concerned are as follows:—

(a) Cartridge, incendiary, calibre 0.50, M.1:—

FA ...	1 to 136.	LC ...	12,000 to 12,199
LC ...	12,286.	U ...	16,000 to 16,132.
U ...	16,134, 16,136, 16,165.	DM	20,000 to 20,156.

(b) Cartridge, tracer, calibre 0.50, M.2:—

FA ... 1 to 7.

(c) Cartridge, A.P., calibre 0.50, M.2:—

FA ...	634 to 767.	U ...	16,000 to 16,276,	M ...	29,000, 29,001,
REM ...	5,006 to 5,475.		16,278, 16,279,		29,002.
SL ...	7,000 to 8,441.		16,283, 16,286,	KS ...	30,000 to 30,086.
SL ...	8,551 to 8,601.		16,290, 16,292,	KS ...	30,088.
SL ...	8,801 to 8,943.		16,295, 16,305.	KS ...	30,090 to 30,117.
SL ...	9,201, 9,208,	TW ...	18,000 to 18,416.	KS ...	30,119 to 30,136.
	9,211, 9,212.	DM ...	20,000 to 20,159.	KS ...	30,138, 30,139,
LC ...	12,117 to 12,728.	WRA ...	22,000 to 22,092.		30,144, 30,149.
				LM ...	31,000 to 31,041.

3. Later lots have had this fault corrected to a large extent but season cracking may still develop in a small percentage of cases.

4. The effect of season cracking is that the bullet will become loose in the cartridge case resulting in:—

(a) Failure of the transporter to pick up the round.

(b) Stoppages with the barrel short of fully run out owing to the split neck failing to seat properly in the chamber.

(c) Cross feeds and jams in the feed way.

(d) Loose bullets dropped and left in the feed way.

5. When using 0.50 in. Browning ammunition of American manufacture of all types the following is to be done:—

(a) Sealed boxes are not to be opened before the ammunition is required for use.

(b) Ammunition supplied loose is to be examined at the neck for any signs of cracks before belting. This is to be tested by applying a small sideways pressure to the bullet and looking for longitudinal cracks in the neck of the case.

(c) Belted ammunition is to be examined when first removed from the box for the same fault.

(d) Ammunition on the gun, in tanks of Aircraft or in R.U. positions and all exposed ammunition is to be examined as frequently as possible.

6. Any rounds with loose bullets found in examinations at (b), (c) and (d) are to be returned to the nearest Naval Armament Depot suitably labelled.

4191.—Ammunition—Fuzes, etc.—American Shell Fuzes—Aircraft Bombs—American Bomb Fuzes—Changes in Nomenclature

(G. 07752/43.—9 Sep. 1943.)

The American Naval Authorities have decided to renumber certain shell and bomb fuzes on the following principle to aid identification:—

(a) *Projectile Fuzes*.—Assigned Mark numbers from 1 to 99. No change in present distinguishing numbers.

(b) *Miscellaneous Fuzes*.—Assigned Mark numbers from 100 to 199. This class of fuzes comprises all types not included under (a) or (c).

The present Marks of fuze Nos. 31 and 35 to 40 in the bomb series will become Nos. 131 and 135 to 140 in the miscellaneous fuze series. New miscellaneous fuzes will start with Mark 142, and gaps below this figure will not be filled. Current examples of miscellaneous fuzes are those intended primarily for use in or with projector or rocket propelled ammunition. Fuzes for "Hedgehog" and "Mousetrap" ammunition are included in this category.

(c) *Naval Bomb Fuzes*.—Assigned Mark numbers from 200 to 299. "A.N. Mark 19" becomes "A.N. Mark 219", "A.N. Mark 28" becomes "A.N. Mark 228", "Mark 21" becomes "Mark 221", etc.

The exceptions are the fuzes (Nos. 31 and 35 to 40) specifically mentioned in (b).

2. Future production will be marked accordingly. Fuze containers in store at air bases and aboard ship will be re-stencilled, but their sealed contents will not be re-marked.

American books and publications now in print will not be amended solely to bring them into accord, but only when a major revision is made.

3. Until the new designations are well established all correspondence will employ the complete nomenclature of the fuze, including the word "projectile" or "bomb", e.g. "Projectile Point Detonating Fuze Mark—", "Bomb Nose Fuze Mark—".

4. *Bomb Fuzes of Army Type*. Not affected. The nomenclature of the "M. 100" series stands. The reason for choosing the "200" series for Naval bomb fuzes (paragraph 1 (a) above) was to avoid possible confusion with this Army series.

4192.—Ammunition—Magazines and Shell Rooms—Portable Stowage Battens

H.M. Dockyards, W.P.Ss., P.S.Os. and E.R.Os.

(G. 4546/43.—9 Sep. 1943.)

With reference to A.F.O. 1076/43 another device for securing portable battens is shown in A.F.O. Diagram 262/43 and may be adopted where desirable.

(A.F.O. 1076/43.)

4193.—Ammunition—Boxes, Packages, Etc.—Cartridges

(G. 05094/43.—9 Sep. 1943.)

The following lots of cordite N/FQ/S. 116-036 filled into cartridges for Q.F. 4-in., Mark V, guns with fixed ammunition may be expected to give velocities about 40 fs. high:—

R.N.P.	...	...	...	...	344
R.N.P.	...	...	...	...	418
R.N.P.	...	...	...	...	547
R.N.P.	...	...	...	...	580
R.N.P.	...	...	...	...	603
R.N.P.	...	...	...	...	654R.

4194.—Ammunition Supply—R.U. Lockers, Patterns 7168 and 7180 for Pyrotechnic Signals—Issue in Lieu of Night Signal Boxes

Minor War Vessels

(N.S./G. 3418/42.—9 Sep. 1943.)

In view of the revised allowances of fireworks as promulgated in C.A.F.O. 1832/42, night signal boxes, Pattern 424, are no longer suitable for use in minor war vessels, and two new designs of lockers as detailed below have been produced:—

Pattern 7168 R.U. Lockers for Pyrotechnic Signals

In accordance with drawing D.N.C. 2A/1030 (converted from lockers for Holman Projector grenades, Pattern 7161).

Internal Dimensions:	Height	Length	Breadth
	9 $\frac{1}{2}$ -in.	17 $\frac{1}{4}$ -in.	14-in.

Pattern 7180 R.U. Lockers for Pyrotechnic Signals

In accordance with drawing D.N.C. 2A/1020.

Internal Dimensions:	Height	Length	Breadth
	7-in.	20 $\frac{1}{8}$ -in.	10 $\frac{1}{8}$ -in.

2. Either of the above lockers is suitable for vessels having either Scale A or B allowance of fireworks shown in C.A.F.O. 1832/42 and is designed to hold the following ready use supply:—

- 2 in number Rockets, Magnesium, Star M.2.
- 2 in number Rockets, 1 lb., Signal, Red.
- 2 in number Rockets, 1 lb., Signal, Green.
- 1 in number Portfire.
- 1 in number Cylinder, Friction Tubes.
- 3 in number Packets, Cartridges, Signal, 1 inch.

3. Lockers are made of steel and should be fitted in a position clear of the radius of the compass.

4. Copies of the drawings may be had on application to the Curator of Drawings, Admiralty, Bath.

5. All demands for lockers should be forwarded to the Director of Stores, Admiralty, S.W.1., quoting this order. Pattern 7168 lockers will be supplied in the first instance, unless otherwise requested, until stores are exhausted.

(C.A.F.O. 1832/42.)

4195.—Armament Stores—Muzzle Covers for Machine Guns

(A.S. 15562/42.—9 Sep. 1943.)

Muzzle covers described in A.F.O. 1024/43, Part IV, are now available and should be demanded from the nearest R.N. Armament Depot by H.M. ships and D.E.M.S. Depots are to send intermediate demands for quantities required to D.A.S. (Branch A).

2. Depot stocks of rubber muzzle covers are to be used up before Bexoid covers are issued.

(A.F.O. 1024/43.)

4196.—Binoculars—Need for Careful Handling

(Part III G. 010903/43.—9 Sep. 1943.)

Binoculars of Pattern 1900 series (Barr & Stroud manufacture) are still in short supply, although every endeavour is being made to increase the number of 7 × 50 binoculars obtained from this and from other sources.

2. In order to decrease the time taken to repair instruments with minor defects, many ships have made their own arrangements for repair and test and every effort is being made to improve repair facilities available to the Fleet in ships and at bases.

3. It is evident, however, that the number of binoculars available at any time is seriously reduced by careless handling and wanton damage.

4. Under the stress of war conditions and with binoculars in the hands of inexperienced seamen, occasional damage is unavoidable; but Commanding Officers should ensure that damage to binoculars is reduced to the minimum and that all who use these important instruments are aware of the fact that they are easily damaged.

5. Pattern 1900 series binoculars will stand up to normal careful handling but are very sensitive to anything approaching rough usage; much can be done to reduce "casualties" by the use of the rubber bands supplied for the protection of the objectives and of the prism box.

4197.—Training—Courses—Hazemeyer Bofors, Mark IV, Mounting—Gunnery Instruction before Commissioning or after Changes in Personnel

Destroyers and Small Ships

(G.D. 01495/42.—9 Sep. 1943.)

Revised arrangements are to come into force forthwith for pre-commissioning training of crews of Hazemeyer Bofors Mark IV mountings.

2. A.F.O. 596/43 is to be amended as follows:—

After paragraph 2 *add* new sub-paragraph:—

The normal one week's pre-commissioning course is insufficient to train gun's crews of ships fitted with the Bofors Mark IV mounting, and in this case two complete gun's crews for ships with one mounting (to enable two watch crews to be trained), and one gun's crew for each gun in ships with more than one mounting, are to be sent to H.M.S. "Excellent" for a fortnight's course prior to the ship commissioning. (Chatham and Devonport crews will be trained at their respective schools when Bofors Mark IV mountings are supplied shortly.)

After paragraph 5 *add* new sub-paragraph:—

In ships fitted with Bofors Mark IV mountings:—

(a) An officer should be sent for a four days' course, as convenient, during the period the gun's crews are being trained.

(b) Experience has shown that a three weeks' course is necessary in order to train O.As., E.As. and E.Ms. efficiently in the maintenance of the Bofors Mark IV mounting. A separate equipment has been provided under cover at Eastney, Portsmouth, entirely for training of maintenance personnel, and all E.As., E.Ms. and O.As. of ships about to be fitted with Bofors Mark IV mountings will be drafted to H.M.S. "Excellent" for a three weeks' pre-commissioning course from all Home Ports.

- (c) If it should be necessary to relieve an E.A. or O.A. in one of these ships, trained in Bofors Mark IV mountings, the relief must complete the three weeks' course in paragraph (b) above before joining.

Paragraph 7, line 8. After "drafted" insert:—

"In the case of ships fitted with Bofors Mark IV, application should be made to Captain, H.M.S. 'Excellent'."

(A.F.O. 596/43.)

(A.F.O. 1561/43 is cancelled.)

4198.—Training—Courses—Maintenance Working-up Teams for Hazemeyer Bofors, Mark IV, Mountings

(G.D. 01495/42.—9 Sep. 1943.)

In addition to the arrangements promulgated in A.F.O. 4197/43, four working-up teams have been formed in H.M.S. "Excellent," and will visit ships that need assistance.

2. Each team consists of one O.A. and one E.A., and they are administered by the Captain, H.M.S. "Excellent," to whom application for their services should be made.

3. It is hoped that it will be possible to have one team in each ship being fitted with a Bofors Mark IV mounting for about a month from the date of supply of the mounting.

(A.F.O. 596/43.)

4199.—Torpedoes—21-in., Mark VIII*—IX—Transmission Gear—Introduction of R.N.T.F. Involute Tooth Form Design**

(A.S. 13063/42.—9 Sep. 1943.)

The following amendment is to be made to A.F.O. 3430/43:—
Paragraph 4, line 2:—

For "bearing" read "gearing".

(A.F.O. 3430/43.)

4200.—Torpedo Tube Lagging—Fitting Instructions

Overseers and Dockyards concerned

(T. 01473/43.—9 Sep. 1943.)

The following amendment is to be made to A.F.O. 3433/43, paragraph 2 (b).
Cancel and substitute:—

"The fitting of the unpainted lagging to the torpedo tubes will be carried out by the makers of the lagging whenever possible, assistance as necessary being afforded by the shipbuilder.

If this is not possible, the whole work should be carried out by the shipbuilder."

(A.F.O. 3433/43.)

4201.—Depth Charge Pistols—Use of Diaphragms I.R. St. No. 6060

(A.S./C.I.N.O. 5800/43.—9 Sep. 1943.)

To overcome trouble which has been experienced with the apex of the "W" in the bellows portion of Diaphragms I.R. St. No. 6067 slipping out of the groove in the distance ring and adversely affecting the functioning of depth charge pistols, it has been decided to re-introduce Diaphragms I.R. St. No. 6066 for use with all marks of pistols except Marks XIV and XVI.

2. The exchange of diaphragms is to be made

(i) when difficulty is experienced in assembling Diaphragms I.R. St. No. 6067; and

(ii) when Diaphragms I.R. St. No. 6067 already fitted are due for replacement.

3. A note is to be inserted in History Sheets when Diaphragms I.R. St. No. 6066 have been fitted.

4. Pistols, Marks XIV and XVI, must always be fitted with Diaphragms I.R. St. No. 6495 and 6067 respectively.

4202.—Safe Distances from Magnetic Compasses—C.D. Pamphlet No. 11

(C.D. 494/43.—9 Sep. 1943.)

A reprint of C.D. Pamphlet No. 11 dated 15th June, 1943, is now available, but in the interests of paper economy holders of copies of the edition dated 1st October, 1942, should continue to use them.

2. The new edition embodies the following amendments, some of which were included in previous A.F.Os. :—

	Feet
Acoustic warning device :—	
Amplifier unit	10
Alarm bell unit	10
Masthead junction box	6
D.G. control gear :—	
L.P. potentiometer regulator, hand or motor operated	11
Remote control panel	5
Lamp box, pattern 19162	3
Visual polarity indicator and lamp box, pattern 19161	6
Dimmers (for Fairmile "D" Class M.T.Bs. and M.G.Bs. and similar Boats) :—	
for Navigation Lights ("Marr" type MO. 3073)	1½
for Chart House ("Marr" type MO. 3074)	1
for Chart Table ("Marr" type MO. 3075)	1
for Navigation Lights ("Marr" type MO. 2187)	5
Dimmer Pattern 18909A	3
D.R. Compass—Repeater (R.A.F. Ref. Nos. 6A/742 and 6A/743)	2½
Echo-sounding gear amplifier, pattern 2543	6
Gyro-azimuth, Pullin	3
Gyro-compass, Sperry Mark XIV :—	
Alarm unit, Mark EV	6
Loud-speaker—incorporating pattern 789 moving coil unit	10
Multiphone Receiver—Graham's pattern 9757	3
Resistance box for compass corrector coils U.S. Type A	2
S.A. gear Type A :—	
Starter, 110 volts	6
Starter, 220 volts	7
Regulator, 110 or 220 volts	6
Signalling apparatus :—	
Type 304M, transmitter	9
Switch :—	
Navigation switch and fuse box ("Marr" type MO. 2975) (Fairmile "C" Class M.T.Bs. and M.G.Bs. and similar boats)	10
Visual indicator for D.F. outfit type R.A.3 :—	
(R.A.F. Type 1155)	4
Visual indicator for type R.H.I. (Patt. W. 6022)	4½
Voltmeters :—	
Pattern 13584	6
Pattern 13585	6

W/T apparatus. Army No. 19 set :—	Feet
A.E. Variometer Mark II	3½
Control unit No. 1A Mark II	3
Control unit No. 2 Mark II	3
Earphones	4½
Hand microphone No. 7	3½
Steel braided leads (centre of 5½ feet lengths)	7
Supply unit No. 1 Mark I	7

W/T apparatus. Type 86 :—	
Transmitter receiver type 1133B (Ref. 10D/38.A.M)	6
Power unit type 2A (Ref. 10K/44.A.M)	6
Controller, electric type 1A (Ref. 10J/7.A.M)	3
Loudspeaker unit, Admiralty Pattern 4232	12
Indicator model 505	4½
Headset	2½
Junction box assembly type 4 (Ref. A.M. 10A/11909)	3
Rectifier unit type W.4208 Design T	10

W/T apparatus. Type T.V.5 set :—	
Set	8
Hand set	4

(A.F.Os. 1219/43, 1464/43 and 2757/43 are cancelled.)

4203.—Boiler Tubes, Etc.

H.M. Ships "Foulness", "Fly", "Hound", "Hydra", "Orestes", "Rosario", and "Saumarez"

(N.S.I.P.14568/43.—9 Sep. 1943.)

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

H.M.S. "Foulness" (P. 14568/43.)

Particulars of the boilers and tubes fitted in H.M.S. "Foulness" are identical with those published in A.F.O. 784/42 for H.M.S. "Inchkeith".

(A.F.O. 784/42.)

H.M. Ships "Fly", "Hound", "Hydra", and "Orestes" (P. 14096/43.)

Type and No. of boilers ... Admty. 3 Drum Small tube 2 No.

Total No. of tubes fitted ... Generator ... 2908 No.

Row	Ext. Diam.	Thickness	Fitted Length	Total No. of Tubes fitted	Remarks
	in.	W.D.G.	ft. in.		
A	1½	116	7 9¼	128	All tubes are bent.
B	1½	116	7 7 15/16	128	
C	1½	116	7 6 11/16	172	
D	1½	116	7 6 7/16	172	
E	1½	116	7 6 3/8	172	
F	1	104	7 9	196	
G	1	104	7 9 3/8	192	
H	1	104	7 10 7/16	196	
J	1	104	7 11 9/16	192	
K	1	104	8 0 7/8	196	
L	1	104	8 2 3/8	192	
M	1	104	8 4 9/16	196	
N	1	104	8 6 11/16	192	
O	1	104	8 9 1/8	196	
P	1	104	8 11 9/16	192	
Q	1	104	9 2 15/16	196	

H.M.S. "Rosario" (P. 13413/43.)

Type and No. of Boilers ... Water Tube 3 Drum ... 2 No.
Total No. of Tubes fitted ... Generator ... 2908 No.

Row	Ext. Diam.	Thickness	Fitted Length	Total No. of Tubes fitted	Remarks
	in.	W.D.G.	ft. in.		
A	1½	116	7 9 7/32	128	All tubes are bent.
B	1½	116	7 7 33/64	128	
C	1½	116	7 6 33/64	172	
D	1½	116	7 6 5/16	172	
E	1½	116	7 6 1/4	172	
F	1	104	7 8 15/16	196	
G	1	104	7 9 9/16	192	
H	1	104	7 10 5/16	196	
J	1	104	7 11 3/8	192	
K	1	104	8 0 7/8	196	
L	1	104	8 2 13/16	192	
M	1	104	8 4 5/8	196	
N	1	104	8 6 13/16	192	
O	1	104	8 8 1/4	196	
P	1	104	8 11 3/8	192	
Q	1	104	9 3 1/16	196	

H.M.S. "Saumarez" (P. 13797/43.)

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

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

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

(This Order will not be reprinted.)

4204.—Auxiliary Engine Oil Coolers—Circulating Water System—As. and As.

"Fiji," "Uganda," "Minotaur" and "Tiger" Class Cruisers

(D. 11062/43.—9 Sep. 1943.)

Cooling water to main oil coolers, drain coolers and auxiliary engine oil coolers, is supplied in the above-mentioned ships from the main circulating pump discharges, with an alternative supply from the firemain.

2. Experience in ships now on service indicates that in order to maintain the cooling water supply to auxiliary engine oil coolers at low powers, the main circulators have to be run faster than is necessary to meet the requirements of the main condensers, oil coolers and drain cooler. This results in increased steam consumption of the main circulators, and loss of efficiency due to over-cooling the condensate in the main condensers.

3. It is therefore desirable to separate the auxiliary engine cooling water service from the remainder, so that the supply to the former may be taken from the firemain when steaming at low powers. A.F.O. Diagram No 261/43 indicates a simple method of arranging this which has proved satisfactory in one of the "Fiji" class.

4. Commanding Officers of ships of the "Fiji" and "Uganda" classes are to insert an item, classification "B", in their next list of As. and As. to cover the work involved. The work is to be carried out by ships' staffs, with dockyard assistance where necessary.

5. For "Minotaur" and "Tiger" classes, Admiralty Engineer Overseers at the firms concerned are to arrange for the work to be carried out before completion if no delay is involved.

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

4205.—W/T Stores—Disposal of W/T Equipment

(N.S. 23624/43.—9 Sep. 1943.)

Stocks of the items shown in the appendices to this order are to be disposed of as indicated.

Pattern	Description	Remarks
	All stocks of the items detailed below should be disposed of to the best advantage and no further returns taken on charge:—	
1121	Coil, impedance	—
1196	Coil, impedance	—
1120	Transformer	(Old pattern number, not to be confused with Pattern 1120, checks.)
4061	Motor generators	—
4054	Motor generators	—
107	Cart A	} Subhead E.2.
108	Cart B	
—	Power unit, 180 watts	} Components of Army sets Types 30/A.
—	Reception set C, Mark I	
—	Sender C, Mark I	
—	Switchboard, D.V., No. 1	
1128	Board for key	} Components of Army sets Types 30/A.
—	Separator, H.F.	
—	Board 2P, output, A.C., lower, 3 kW.	} Components of Type 39X sets.
—	Board 2P, middle, 20 kW.	
—	Board, A.C., upper, 3 kW.	
—	Board 2P, supply, D.C., lower	
—	Board 2P, supply, D.C., middle	
—	Board 2P, supply, D.C., upper	
—	Board 2P, controlling	
—	Links and switches for aerial circuit	
—	Panel 3P, rectifying, No. 1	
—	Panel 3P, rectifying, No. 2	
—	Panel 3P, transmitting, No. 1... ..	
—	Panel 3P, transmitting, No. 2... ..	
—	Panel 3P, transmitting, No. 3... ..	
—	Panel 3P, transmitting, No. 4... ..	
1194	Screen, safety	—
7630/A	Transmitter 4H	—
8587	Transmitter 4L	—
8249	Cushioning unit 4K	—
7683	Transmitter 4K	—
1403	Board, supply, 2N, 100v.	—
2610	Board, supply, 2N, 200v.	—
1402	Board, supply, 2N, 110v.	—
2609	Board, supply, 2N, 220v.	—
1403X	Board, supply, 2N2	—
1402X	Board, supply, 2N2	—
1401	Board, 2N	—
1476	Board, 2N	—
1540	Coil, aerial	—
1647	Coil, plug in	—
1687	Coil, plug in	—
1688	Coil, plug in	—
1689	Coil, plug in	—
1690	Coil, plug in	—
1691	Coil, plug in	—
1692	Coil, plug in	—
1390	Panel 3N	—
1391	Panel 3N	—
1392	Panel 3N	—

Pattern	Description	Remarks
1393	Panel 3N	—
1394A	Panel 3N	—
1395	Panel 3N	—
1396	Panel 3N	—
1397	Panel 3N	—
1398	Panel 3N	—
1400	Panel 3N	—
7296	Panel 3NA	—
6295	Panel 3NA	—
8432	Wavemeter G.8	—
—	Transmitter No. 1	} Components of Type 46X sets.
—	Transmitter No. 2	
7491	Wavemeter G.6	—
7474	Wavemeter G.13	—
X887	Box (battle ship pattern)	—
X888	Box (cruiser pattern)	—
X889	Box, gland, for cables	—
X890	Box, junction, for dipole A	—
X900	Box, junction, for cable	—
X901	Box, junction, 17-way	—
X902	Box, junction, and adaptor	—
X903	Box, junction, for dipole	—
X904	Box, output, terminal	—
X905	Bracket, supporting, left	—
X906	Bracket, supporting, right	—
X907	Fittings, set of, for box junction	—
7027	Panel 7, D.Y. modulating and receiving, lower.	—
7028	Panel 7, D.Y. modulating and receiving, lower.	—
523	Receiver Q.9	—
7022	Transmitter 7 D.Y.	—
—	Frames for Pattern 7022	—
—	Box for transmitter 7 D.Y.	—
7051/A	Transmitter 8H	—
—	Coil, serial coupling	} Components of trans- mitter outfit 5c/S.
—	Condenser, adjustable	
—	Switch, change over, for grid tap	—
5478/K	Amplifier, model M.D.	—
8410/K	Amplifier M.9	—
7460/A/K/AK	Amplifier M.5	—
6991/K	Amplifier M.4	—
—	Heterodyne detector E.26X	} Components of D/F out- fit SGX.
—	Coils, inductance, for E.26X (set of 10)	
7453	Switchbox for radiogoniometer S.25	—
—	Frame coil S.8	} Components of D/F out- fit S.G.
—	Framework, supporting, with shock absorber, for D/F G. panel.	
5092	Heterodyne detector E.27	—
—	Box stowage for coil inductance for E.27	} Components of D/F out- fit S.G.
—	Coil, inductance, for E.27 set	
1279/K	Mount for amplifier M.9 for D/F panel	—
1284/K	Note magnifier N.20	—
1281	Switch unit for indicator for training unit.	—
1318/K	Tuner A.46	—
7498	Frame coil S.4	—
7499	Frame coil S.5	—
7115	Training unit F.21	—
8405A/AK	Tuner A.42	—
5201/B/BK	Board for valve detector	—

Pattern	Description	Remarks
5452	Condenser No. 39, adjusting	—
5527/A	Frame coil No. 2	—
5442	Switch C.O. aerial model, S.A. (not to be confused with Pattern 5442, frame.)	—
1267	Corrector S.61, semi-circular	—
—	Frame coils for D.F. SBX	—
1266/A/AK	Sensefinder S.42	—
8404/A	Tuner A.41	—
8324	Box junction,	—
7465	Buzzer, tester, G.21	—
980	Inductance, adj. No. 3	—
5093	Coil, range (set A). for E.27	—
W/X842	Frame, coil, S.18 (a) forward and port	—
W/X843	Frame, coil, S.18 (a) aft and starboard	—
W/X844	Frame, coil, S.18 (b) forward and port	—
W/X845	Frame, coil, S.18 (b) aft and starboard	—
W/X846	Frame, coil, S.18 (c) forward and port	—
W/X847	Frame, coil S.18 (c) aft and starboard	—
1319/K	Tuner A.47	—
4150	Frame	—
8470/A	Panel 2A, upper (transmitting)	—
8471	Panel 9A, lower (amplifying)	—
8472	Panel 9B, upper (relay)	—
8473	Panel 9B, lower (amplifying)	—
8474	Panel 9B, upper (power valve)	—
8475/A	Panel 9C, lower (power valve)	—
8476	Panel 9D, upper (power valve)	—
8477	Panel 9D, lower (power valve)	—
8478	Panel 9E, upper (power valve)	—
8479	Panel 9E, lower (power valve)	—
8480/A	Panel 9F, upper (controlling)	—
8481/A	Panel 9F, lower (controlling)	—
8504	Panel 9G, upper (power valve)	—
8505	Panel 9G, lower (power valve)	—
8482	Box, alarm	—
8483	Board, testing	—
8484	Filter unit	—
8481	Filter unit	—
8485	Filter unit	—
8486	Filter unit	—
8488	Switch	—
8489/A	Valve unit	—
8499	Box, alarm	—
Repairable stocks of the items detailed below should be disposed of to the best advantage and no further returns taken on B.14 (repairable) charge with the exception of those marked otherwise in Remarks column.		
8382/A	Coil, coupling unit	—
8340	Coil, aerial	—
7246	Counter	—
8422	Wavemeter G.7	12 repairable should be retained at Portsmouth.
7676	Board 2E, supply	—
3729	Board 2EP	—
7109/A/B/N	Motor generator	} 6 repairable should be retained at Portsmouth
7114/A/B/N	Motor generator	
1160	Stabiliser	—
or Special.		
7225/A/B	Transmitter 4G	—
8250	Board 2A	—

Pattern	Description	Remarks
8251	Board 2B	—
8252	Board 2C	—
8253	Board 2D	—
8427/K	Oscillator G.31	—
8375/A	Transmitter 4R	Retain serviceable stocks of Pattern 8375A only.
5085	Framework, upper	—
1288/K	Heterodyne unit K.7	12 repairable should be retained at Portsmouth.
6957/A/AK/K	Note magnifier N.9	Retain repairable stocks of Patterns 6957K/A.K.
1323	Inductance connecting for D/F	—
8503	Motor generator 120W	—

(A.F.Os. 5431/42 and 1224/43.)

4206.—D/F. Outfit F.M.11—Fitting-out Information

(S.D. 01700/43.—9 Sep. 1943.)

A.S.E. Preliminary Specification No. B. 233/43 has been prepared to show the method of fitting and wiring D/F. Outfit F.M.11.

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

3. Copies of the specification have also been forwarded to the Warship Production Superintendents, Scottish, East Coast of Scotland, North Western, North Eastern, Southern, South Wales, London, Humber and Belfast Areas, and to the Warship Electrical Superintendents, Scottish, North Western, North Eastern, South Wales, London, South Western and Northern Ireland Areas. The Principal (Ship) Overseers and Emergency Repair Overseers of all ships approved to be fitted with D/F. Outfit F.M.11 are therefore to apply to the Warship Production Superintendents of their areas for a copy of A.S.E. Specification No. B. 233/43 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.)

4207.—Intermediate Signalling Lanterns, Pattern W.2174, with Front, Dispersing, Pattern W.9098—Supply

Coastal Forces

(S.D. 01308/43.—9 Sep. 1943.)

Approval has been given for the supply of Pattern W.2174 intermediate signalling lanterns to all Coastal Forces.

2. The supply to all Coastal Forces will not be available for some time, and priority of supply should be made to M.T.Bs., M.G.Bs. and S.G.Bs.

3. For craft now in commission, the power supply for this lantern is to be obtained from the existing Aldis lantern supply socket on the bridge. In new construction craft, an additional socket connection on the bridge will be provided, and Coastal Forces should demand a Pattern W.8112 resistance for fitting in the Pattern W.2174/P box, stowage, for operation of the 24-volt supply.

4. Two in number Pattern W.9098 fronts, dispersing, for use with Pattern W.2174 intermediate lantern, should also be demanded. These fronts are made of "Perspex". The spare front should be kept in the Pattern W.2174/P stowage box, and in order to provide suitable stowage a Pattern W.9124 block, stowage, for Pattern W.9098 front, dispersing, should be demanded for fixing in the stowage box. Care must be taken to fix the block in such a position inside the stowage box to ensure that no damage will occur to the front when withdrawing or replacing lantern.

5. When using the Pattern W.9098 front, dispersing, the following points should be noted:—

(a) The dispersion is approximately 20° vertical and 20° horizontal.

At the limits of these dispersions, the candle power will fall to approximately one-tenth of the peak candle power near the centre of the beam. The corresponding decrease in range will not be less than half the maximum range obtained near the centre of the beam, and this proportion will rise as the maximum range decreases under less good atmospheric conditions.

(b) When fitting the front to the lantern, care must be taken that the "dispersion lines" are vertical and horizontal and that the rear face of the dispersion lens bears evenly against the face of the lantern.

(c) The fitting of the front, dispersing, on to the front of the lantern is not watertight, and therefore any water that infiltrates inside must be cleaned out as soon as opportunity occurs. When cleaning the "Perspex" dispersing front, a chamois leather or soft cloth of similar texture *must be used* to prevent damage to the surface of the "Perspex".

6. As an interim measure to cover the period in which Pattern W.2174 is not available for issue to all Coastal Forces, Coastal Force Bases should, if desired, demand the requisite minimum number of Pattern W.2174 lanterns (complete with batteries, etc.), also Pattern W.9098 fronts, dispersing, for issue as necessary to Coastal Forces for operational purposes.

7. The following amendments are to be made to A.F.O. 1791/42:—

Heading. *After* "U.S. Coastguard Cutters" *insert* "All Coastal Forces".

Paragraph 5, column 5. Heading. *After* "Cutters" *insert* "All Coastal Forces".

In appropriate columns after W.4204 resistance panel, *add*:—

W.9098 Front, dispersing, for Pattern W.2174 lanterns 2 (H)
including
1 spare

W.9124 Block, stowage, for Pattern W.9098 front,
dispersing 1 (H)

W.8112 Resistance, cartridge type, 3-in., 12.5 ohms,
with special end caps (BTH) 1 (J)

Purchases have been arranged of Pattern W.9098, W.9124 and W.8112 for delivery to Stockport, and storing yards should demand requirements from Haslemere in accordance with the usual procedure.

Add note:—(H) Coastal Forces only.

(J) Coastal Forces with 24-volt supply only.

(A.F.O. 1791/42.)

4208.—Merlin Engines—Operational Limitations

(A.M.R.—9 Sep. 1943.)

Revised coolant temperatures for Merlin engines, all marks except Merlin III, are as follows.

2. Maximum permissible coolant temperatures:—

(i) Combat, five minutes' limit	... ..	135° C.
(ii) Climbing, one hour limit	... ..	125° C.
(iii) Cruising	... ..	105° C.
with concession for short periods, for fighter aircraft only, of		
... ..	... ..	115° C.

3. Amend Air Publications, Vols. I and II, "M" Leaflets and Pilot's Notes where necessary, quoting this Order as authority.

4. Merlin III limitations remain as in A.P. 1590B, Vol. II, Leaflet /M2.

(Admiralty R Message "748R".)

4209.—B.S.F. Die Nuts—Addition to Schedule 59

(N.S. 23916/43.—9 Sep. 1943.)

In view of the increasing use of B.S.F. threads, the undermentioned sizes of B.S.F. die nuts are being added to the Authorised List of Naval Stores under Schedule 59:—

Die Nuts, Hexagonal, Cast Steel, for British Standard Fine Threads

Pattern 4000	$\frac{7}{8}$ in.
Pattern 4001	$\frac{13}{16}$ in.
Pattern 4002	$\frac{3}{4}$ in.
Pattern 4003	$\frac{11}{16}$ in.
Pattern 4004	$\frac{9}{16}$ in.
Pattern 4005	$\frac{9}{16}$ in.
Pattern 4006	$\frac{1}{2}$ in.
Pattern 4007	$\frac{7}{16}$ in.
Pattern 4008	$\frac{9}{16}$ in.
Pattern 4009	$\frac{5}{16}$ in.
Pattern 4010	$\frac{1}{4}$ in.

2. First purchase has been arranged of the following quantities:—

	Rosyth.	Chatham.	Sheerness.	Portsmouth.	Devonport.	Severn Area.	Mersey Area.	Total.
Pattern 4000	36	24	12	36	24	72	96	300
Pattern 4001	36	24	12	36	24	72	96	300
Pattern 4002	36	24	12	36	24	72	96	300
Pattern 4003	36	24	12	36	24	72	96	300
Pattern 4004	36	24	12	36	24	72	96	300
Pattern 4005	36	24	12	36	24	72	96	300
Pattern 4006	36	24	12	36	30	66	96	300
Pattern 4007	36	24	12	36	36	66	90	300
Pattern 4008	36	24	12	36	36	66	90	300
Pattern 4009	36	24	12	36	36	66	90	300
Pattern 4010	36	24	12	36	24	72	96	300

3. Shipment to yards abroad should be arranged as follows:—

From Mersey Area.			From Severn Area.			
Gibraltar.	Malta.	Alexandria.	Simons-town.	Durban.	Ceylon.	Bermuda.
18 of each.	12 of each.	18 of each.	12 of each.	24 of each.	24 of each.	12 of each.

(Devonport Yard letter, 10 Apr. 1943, No. 1994.)

4210.—Drain Plugs in Ventilating Fan Casings

(T.1910/43.—9 Sep. 1943.)

Reports have been received that in some cases no screw plugs for drains have been fitted in the bottom of the banjo portion of ventilating fans with the result that during rough weather water entered the trunks and caused overheating and burning out of the fan motors.

2. This work is covered by a clause in the ventilation section of most hull specifications for ships building and should also apply to those As. and As. for ships in service which involve the ventilation system. The clause referred to reads as follows:—

“All dipping bends and the lowest parts of pipes, trunks and fans are to be fitted with service pattern screw plugs for draining.”

3. P.S.Os. should make certain that these drain plugs are fitted before ships are handed over. Ships which find these drain plugs missing in any of the fan casings should insert them or include an item in their defect list to cover the work involved.

4211.—Electric Cable, Pattern 13447—Introduction

(N.S. 25057/43.—9 Sep. 1943.)

A new pattern electric cable, Pattern 13447, has been added to the Rate Book of Naval Stores under Subhead F, Item 1c (page 1199), and will be used in the production and maintenance of W/T sets, Type 72P/D.P.

2. The specification for this cable is as follows:—

“Cable, 3-core, varnished cambric insulated, 7/036-in. (0.007 sq. in.), lead alloy sheathed, 1,000-volts working pressure, to B.S.S. 608—1935, except that cores may be numbered for identification purposes, and to Admiralty Specification for varnished cambric insulated cables as far as applicable.

Diameter over conductor	0.108-in.
Diameter over insulant	0.178-in.
Diameter over laid-up cores	0.385-in.
Diameter over insulant over laid-up cores ...	0.455-in.
Diameter over lead alloy	0.575-in. (minimum) 0.635-in. (maximum).”

3. Purchase has been arranged of 1,000 yards from Messrs. Enfield Cables, Ltd., under Contract C.P. 85534/43, for delivery to Glossop.

4. Demands for this cable should be forwarded to Superintending Naval Store Officer, Haslemere.

4212.—Emergency Diesel Electric Power Supply—As and As—REPORTS

(H.M. Ships “Laforey,” “Milne,” “Duncan,” “Douglas,” “Mackay,” and “Montrose”; H.M.C.S. “Kootenay”; “Vees” and “Wairs”)

(D. 9557/43.—9 Sep. 1943.)

In amplification of A.F.O 5794/42, arrangements are being made to supply a 10-kW. Diesel generator to each H.M. Ships “Laforey,” “Milne,” and “Duncan” and H.M.C.S. “Kootenay” to provide an emergency electric power supply for firefighting, salvage requirements, a limited wireless, in the event of failure of main supply.

2. The sets are to be fitted in the undermentioned positions:—

H.M. ships “Laforey” and “Milne”—in the gearing room about six inches above the existing floorplate level between the port and starboard main gear-cases.

H.M.S. “Duncan” and H.M.C.S. “Kootenay”—at the after end of the engine room between the port and starboard gear-cases.

3. Commanding Officers of H.M. ships “Douglas,” “Mackay” and “Montrose” and of all “Vees” and “Wairs” not already provided

with an I.C. generator are to report whether space can be found low down in one of the machinery spaces for a self-contained 10-kW. oil-driven generator of the following dimensions and weight:—

	ft.	in.
<i>Generator—</i>		
Height	3	9
Maximum length	6	0
<i>Width—</i>		
Excluding starting handle	2	8
Including starting handle	3	0
<i>Switchboard—</i>		
Height and width	2	6
<i>Depth—</i>		
Closed	1	0
With doors open (approx.)	2	3

*Weight—*Approximately 1½ tons.

(A.F.O. 5794/42.)

4213.—F.46 Torpedo Aiming Cameras Release Solenoid Spring and Shutter Solenoid Pin—Defects

(A.C.R.D. 191/43.—9 Sep. 1943.)

Trouble has been experienced with the release solenoid spring in the F.46 camera. This spring is liable to protrude through the hole in the top surface of the solenoid casing thus causing the spring to lose the power of holding down the armature. When this happens, camera runaway results. To obviate this defect, arrangements are being made for all future cameras supplied to be fitted with washers to prevent the spring escaping. Services holding F.46 cameras should use standard 12BA washers for fitting inside the solenoid casing, over the existing hole.

2. Trouble has also been experienced with the shutter solenoid pin. The function of this pin is to make the release switch after an exposure has been made. However, this pin is liable to come unscrewed from the armature, causing the release switch to be made too early, resulting in a camera failure. The pin will be soldered into the armature in future cameras. Cameras already held should be modified accordingly.

4214.—Gyro Compasses, Mark V—Spares

(N.S. 014954/42.—9 Sep. 1943.)

Consequent on the introduction of azimuth motors, Pattern 2744, the following amendments are to be made to the allowances of spares for Mark V gyro compasses shown in the various Establishments of Naval Stores:—

(a) Remark to be inserted.

Pattern No.	Description	Remark to be inserted.
<i>Permanent Stores</i>		
2722	Motor, Azimuth	} If fitted with Azimuth motor, Pattern 2722.
1400a	Box, for motor, Pattern 2722	
<i>Consumable Stores</i>		
1416	Brush, silver morganite, for Azimuth motor, Pattern 2722.	} If fitted with Azimuth motor, Pattern 2722.

(b) Spares to be added with qualifying remark.

Pattern No.	Description	Allowance, etc., per ship so fitted	Remark
<i>Permanent Stores</i>			
2744	Motor, Azimuth, enlarged type ...	1	} If fitted with Azimuth motor, Pattern 2744.
2745	Box, stowage, for motor, Pattern 2744	1	
<i>Consumable Stores</i>			
226	Brushes, silver, morganite, for motor, Pattern 2744.	4	

2. Ships concerned, in commission, should adjust their stocks of spares accordingly, demands being forwarded to the Naval Store Officer, Admiralty Compass Observatory, Slough, as necessary. Supply to ships of new construction should be made by Slough when necessary, in the usual manner.

3. The Sea Store Establishments will be amended.

(A.F.O. 3199/43.)

4215.—Main Inlets—Erosion—REPORTS

"Hunt" Class Destroyers

(D. 9645/43.—9 Sep. 1943.)

It is essential that the main inlet tubes of "Hunt" class destroyers are examined for erosion on each occasion of docking, and that zinc protectors are fitted at the upper ends where abnormal erosion has taken place.

2. Reports are to be forwarded following each occasion of docking as regards the condition of the main inlet tubes, the remedial measures taken, and the condition of the original and additional zincs.

3. No reports have yet been received from the Commanding Officers of several of the older ships of the class, and in one such case avoidable trouble developed.

4. Dockyard officers need only be associated with reports of remedial action as necessary in dealing with a defect.

(F.O.C., Gibraltar, 5 Jul. 1943, No. 497/2467/5102.)

(A.F.O. 5424/42 is cancelled.)

4216.—Navigation Lanterns, Patterns 3876 and 3877—Use Extended to Slow Motor Boats

(N.S. 14109/43.—9 Sep. 1943.)

Steaming lanterns, Pattern 3876, and combined bow lantern, Pattern 3877, which have hitherto been fitted on fast motor boats only, are in future also to be fitted on slow motor boats.

2. Steaming lantern, Pattern 3930, and combined bow lantern, Pattern 3931, which are fitted on slow motor boats, have been made obsolete and no further purchases of these lanterns will be made.

3. Lanterns, Patterns 3876/7, are not interchangeable with Patterns 3930/1, the difference in the fixing arrangements being as shown in A.F.O. Diagram 260/43, which is promulgated for guidance in making replacements.

4. The diagram also shows the fixing arrangements for lanterns, Patterns 16063 and 16066, which are of a simplified design in cast brass and which have been introduced in limited quantities to augment supply of the sheet metal type, Patterns 3876/7 and 3930/1.

5. Replacement should only be made when existing fittings become unserviceable.

(A.F.O. 3346/43.)

4217.—Steel Chests and Boxes for Stowage of Secret and Confidential Matter

Landing Ships, Landing Craft and Landing Barges

(N.S./N.I.D. 3725/43.—9 Sep. 1943.)

The requirements of boxes and chests for the stowage of S.Ps. and C.Bs. in landing ships and landing craft have been under review.

2. Landing ships (White Ensign) are to be supplied with steel boxes for signal books (Pattern 1474), and light steel cases for secret documents (Pattern 1477) on an "as required" basis as is the case with other H.M. ships.

3. All major landing craft are to be supplied with the following:—

Pattern 1474. Box, steel, for signal books, No. 1.

Pattern 1477. Chest, light steel, No. 1.

4. Steel bookcase, Pattern 4621, hitherto allowed to L.C.F. and L.C.G. (L.) is now in excess of allowances, and should be returned to the nearest Naval store, depot or dockyard. The small chest fitted in these craft and L.C.T., vide C.A.F.O. 255/42, should be dealt with similarly.

5. Barges will not be allowed either Pattern 1474 boxes or Pattern 1477 chests, but one of the small chests mentioned in paragraph 3 will be allowed to each flotilla and supply should be met from those returned from L.C.T., etc.

6. Minor landing craft (C.A.F.O. 2553/42) will, as hitherto, not be allowed boxes or chests.

7. Storing yards should arrange supply of chest, Pattern 1477 (where not already allowed) to major landing craft building, and bases should demand for such craft in commission.

8. The Establishments of Stores will be amended.

(C.A.F.Os. 255/42 and 2553/42.)

4218.—Tarpon Aircraft—Protective Treatment of Gun Turrets

(N.S. Air 4660/43.—9 Sep. 1943.)

The undermentioned stores have been introduced for the protective treatment of the gun turrets of Tarpon aircraft, and will be allowed to ships and services in accordance with the following scales:—

Consumable.

Ref. No.	Description	Denom.	Carriers			R.N. Air Stations		R.N. Aircraft Repair Yards		Repair Ships
			Maintenance Stock			Class "A"	Class "B"	Class "A"	Class "B"	
			1 to 6 A/C	7 to 12 A/C	13 to 24 A/C	Main Store		Main Store		Main Store
213	Section 33B Primer, U.P.4 Spec. D.T.D.308.	Galls.	1	2	3	2	1	4	2	2
308	Dope, Spec. D.T.D. 83a (green).	Galls.	1	2	3	2	1	4	2	2
597	Section 33C Acid, chromic, crystals.	lbs.	1	2	4	4	2	8	4	4

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. Issues to new services will be made with their initial outfit of stores.

3. Arrangements will be made for the necessary quantities to be despatched to yards abroad to cover the requirements of ships and services attached to foreign stations. Details of the quantities to be supplied will be forwarded direct to (S) Naval Store Officers concerned.

4219.—Stretchers, War Office Type, Mark II—Allowance

M.A./S.Bs.

(N.S. 25085/43.—9 Sep. 1943.)

One stretcher, War Office type, Mark II, is to be allowed to each M.A./S.B. employed on air/sea rescue duties in addition to the two Neil Robertson stretchers allowed in accordance with A.F.O. 3471/43.

2. Bases concerned should forward demands to storing yards to complete attached craft to the new allowance.

(A.F.Os. 1955/42 and 3471/43.)

4220.—Telephone Control Box—Introduction

(N.S. 22408/43.—9 Sep. 1943.)

The use of the 4-way telephone control box, Pattern 13589, has recently been extended to other services, but it has been found that the gland provision is insufficient to meet all wiring requirements. The glands provided on the box, Pattern 13589, are as follows :—

	No.
No. 4 gland	1
No. 2 gland	1
No. 1 gland	1

2. A box (Pattern 13589A) has been introduced into the service similar to Pattern 13589, but provided with three additional No. 4 glands, to the following description :—

Pattern No.	Description
13589A	Telephone control box, 4-way. For use with telephones, With four No. 4 glands, one No. 2 gland and one No. 1 gland. Mark XV, Pattern 13231, S-P. (Electrical Separation.)

3. An initial purchase has been arranged from Messrs. Telephone Manufacturing Co., Ltd. (Contract C.P.74196/43, dated 10th May, 1943) for delivery as follows :—

Stroud.	Mossley	Chatham	Portsmouth	Devonport	Glasgow
20	20	10	10	10	10
		Rosyth	Gateshead		
		10	10		

(A.F.O. 69/43.)

4221.—Towing Arrangements

A/S., M/S. Trawlers of "Tree," "Dance," "Shakespeare" and "Isles" Classes and Converted Trawlers on Ocean Escort Duties

(N.S./P. 5997/43.—9 Sep. 1943.)

Trawlers of the above-mentioned classes and converted trawlers on ocean escort duties in which towing arrangements are fitted in accordance with A.F.Os. 1955/43 and 5937/42, respectively, are allowed the following slips and shackles :—

"Tree," "Dance," "Shakespeare" and "Isles" Classes

Slip, senhouse, for towing, Figures 50/51, 1½ in. ...	1	
Shackle, tailing, Figures 26/27, 1½ in. ...	1	For connecting senhouse slip to clench plate.

Converted Trawlers on Escort Duties

Slip, senhouse, for towing, Figures 50/51 (of size suitable for ship's cable) ...	1
Shackle, joining (of size and type suitable for connecting senhouse slip to towing pendant) ...	1

2. The shackle required for connecting the length or half length of the ship's chain cable to the towing hawser is a component part of the cable.

3. Ships concerned, in commission, should forward demands to their storing yards or bases if suitable slips and shackles are not already on board.

4. B.R.347—Establishment of Naval Stores for Trawlers—will be amended.

(A.L. 6, Jun. 1942, N.S.24247/42/24620, to C.-in-C., Western Approaches, and F.O.I.C., Greenock.)

(A.F.Os. 5937/42 and 1955/43.)

Section 4

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

4222.—Aero-Engine Sparking Plugs—Disposal

(N.S. Air 6587/43.—9 Sep. 1943.)

In view of the high value of salvaged aero-engine sparking plugs, ships and services abroad should return unsuitable, unserviceable and obsolete plugs to the nearest dockyard or R.N. store depot, where accumulated stocks should be shipped as convenient to United Kingdom for ultimate disposal.

4223.—Mess Gear—Combined Operations Landing Barges

(V. 0128/43.—9 Sep. 1943.)

The following scales of mess gear are approved for the combined operations landing barges mentioned :—

(a) Type L.B.O.—

—	Hot food container (Army type) ...	1	No.	
11507	Knife table	1	"	} For each officer and rating.
C.1860	Fork table	1	"	
C.1863	Spoon, large	1	"	
215	Mug, enamelled	1	"	
C.1009E	Plate, tinned steel	1	"	
—	Paper, latrine... ..	6	rolls	

(b) Types L.B.V. and L.B.W.—

—	Pan, frying, 9-in.	1	No.	
C.969E	Pan, stew, round, 4-quart	2	"	} For each officer and rating.
C.991E	Pot, tea, 4-pint	1	"	
50	Knife, lever	1	"	
11507	Knife, table	1	"	
C.1860	Fork, table	1	"	
C.1863	Spoon, large	1	"	
215	Mug, enamelled	1	"	
C.1009E	Plate, tinned steel	1	"	
—	Paper, latrine... ..	6	rolls	

(c) Types L.B.E. and L.B.F.—

W.1 or P.437	Tumbler, bakelite or glass	3	No.	
11507	Knife, table	1	No.	} For each officer and rating.
C.1860	Fork, table	1	"	
C.1863	Spoon, table	1	"	
215	Mug, enamelled	1	"	
C.1009E	Plate, tinned steel	1	"	
299b	Tray, round, japanned	1	"	
T.349E	Cloths, glass or tea	3	"	
C.961E	Basins, sugar, enamelled	2	"	
C.1032	Buckets, galvanised, 12-in.	2	"	
125A	Canisters, tea and sugar, small	1	"	
C.963E	Castors, pepper, bakelite	1	"	
29A	Cellars, salt, glass	1	"	
86	Cloths, dish	3	"	
81	Corkscrew	1	"	
218	Dish, butter, enamel... ..	1	"	
219	Dish, butter, enamel cover for	1	"	
223	Dishes, meat, 12-in.	2	"	
107c	Dishes, meat, No. 3	2	"	
C.1807	Fork, carving	1	"	
C.1003E	Jars, salt, enamel	1	"	
225	Jug, enamel, 1-quart	1	"	
9	Kettles, mess, 4-gall.	1	"	
123	Kettles, mess, 1½-gall.	1	"	
C.984E	Kettles, tea, enamel, 4-quart	1	"	

C.1790	Knives, carving	...	...	...	1 No.
50	Knives, lever	...	...	...	1 "
83e	Measures, tin, spirit, round, $\frac{1}{2}$ -pint	...	...	...	1 "
85e	Measures, tin, spirit, round, $\frac{1}{2}$ -gill	...	...	...	1 "
—	Measures, composition, $1\frac{1}{2}$ -gill	...	...	...	1 "
C.934	Pans, frying, large	...	...	...	1 "
C.970E	Pans, stew, 2-quart	...	...	...	1 "
C.969E	Pans, stew, 4-quart	...	...	...	1 "
C.993E	Pots, coffee, 4-pint	...	...	...	1 "
C.992E	Pots, tea, 4-quart	...	...	...	1 "
C.947	Pots, cooking, oval, 4-gall.	...	...	...	1 "
227	Pots, mustard, enamel	...	...	...	1 "
C.1811	Steel, table	...	...	...	1 "
—	Paper, latrine...	...	...	...	2 reams or 16 rolls.

2. Demands should be rendered in accordance with A.F.O. 231/43.

(A.F.Os. 231/43, 1488/43, 1856/43, 2069/43.)

4224.—Specifications, Liquid Samples and Shade Cards of Paints

(W.P.Ss., P.S.Os., P.E.R.Os. and E.R.Os.)

(C.P. 24237/43.—9 Sep. 1943.)

A large number of applications from paint manufacturing firms are received at the Admiralty for information regarding paints which the firms are required to supply under contracts placed with them or tenders called for by contractors engaged on Admiralty work. Such applications rarely give any indication of the service for which the paints are required.

2. Admiralty paints formulae are given in Rate Book List of Component Parts, Subhead E, and modifications are promulgated by A.F.O., for the information of overseers and others interested.

3. Instructions are being given to paint firms that such applications are to be made in the first instance to the Admiralty overseer responsible for the acceptance of the work. Similar instructions should also be given to paint manufacturing firms whenever orders are placed with them by local officers.

4. When reference to the Admiralty is necessary the overseer concerned should remark as to the service for which the material is required.

5. Application for shade cards and liquid samples of paints should be made to the Superintending Naval Store Officer, H.M. Dockyard, Portsmouth.

4225.—Meat—Addition to Printed List of Contracts for 1943-44

(C.P. 5/26153/43.—9 Sep. 1943.)

LEITH ... Leith Provident Co-operative Society Ltd.,
22, Bangor Road,
Leith, Edinburgh 6.
Telegrams : Provident Co-operative, Leith.
Telephone : Leith 35611/5.

4226.—Victualling and Canteen Stores—H.M. Ships Refitting at United States Ports

(V. 0979/43.—9 Sep. 1943.)

H.M. ships proceeding to U.S.A. to undergo refit are to take the following action in regard to victualling stores :—

- Before sailing for the U.S.A. all quantities of victualling stores (with the exception of officers' clothing and seamen's badges) in excess of 40 days' requirements are to be landed.
- Stocks of officers' clothing and seamen's badges are to be completed to 4 months' requirements for the full complement.
- Replenishments of victualling stores in U.S.A. are to be obtained in accordance with the instructions in U.S. Refit Orders, a copy of which is given to each vessel on arrival in U.S.A.

2. The address of the Victualling Store Officer, North America, is British Admiralty Delegation, 15, Broad Street, New York, 5, New York.

3. Replenishments of canteen supplies whilst in U.S.A. are to be obtained in accordance with the instructions in the U.S. Refit Orders.

4. The general conduct of the canteens of H.M. ships whilst in United States ports is under the control of the Naval Representative, N.A.A.F.I., America and West Indies, 15, Broad Street, New York, 5, New York.

(C.A.F.O. 1106/41 is cancelled.)

4227.—W.R.N.S.—Uniform Kit

(V. 5542/43.—9 Sep. 1943.)

Paragraph 3 of A.F.O. 328/43 is to be amended as follows :—

After " 1 pr. Sea Boots " add " (or clogs if sea boots are not essential but a stout working shoe is required). The sea boots supplied on loan as victualling stores are only intended for wear by boats' crews and ratings who are subjected by the nature of their duties to exceptional exposure, and for passive defence purposes ".

(A.F.O. 328/43.)

4228.—Helmets, Steel—Supply to W.R.N.S. Personnel

(A.S. 02790/43.—9 Sep. 1943.)

With reference to A.F.Os. 4513/41 and 2634/42, steel helmets may be loaned as a personal issue, if the circumstances warrant, to W.R.N.S. personnel taking passage on draft from one shore establishment to another.

2. In such cases, W.R.N.S. Officers or ratings leaving the port should sign in the loan clothing book for their steel helmets, which then become a " personal issue " to them and are taken off the Gunnery Officer's charge.

(A.F.Os. 4513/41 and 2634/42.)

4229.—Class I and III Serge Suits—Demands

(V. 3924/42.—9 Sep. 1943.)

Requirements of Class I and III serge suits should now be demanded according to the size range shown in Amendment No. 6 to B.R.93A, Manual of Victualling, Volume II, Appendix H, issued as A.F.O. P.453/43.

(A.F.O. 2306/43 (para. 5)).

Section 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE

4230.—Amendments to Books

(E.F.O.—9 Sep. 1943.)

The undermentioned amendments (A.F.Os. 532-539/43) 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.532/43.—B.R. 378(G)—Martlet IV—A.S.E.—Amendment No. 4.

***P.533/43.**—B.R. 380/J—Seafire S.C.L.—Amendment No. 2.

***P.534/43.**—B.R. 378(Z)—Walrus A.S.E.—Amendment No. 14.

***P.535/43.**—B.R. 378(C)—Firefly A.S.E.—Amendment No. 2.

P.536/43.—B.R. 669—Instructions for the Conduct of Cash Duties, 1932—Amendment.

P.537/43.—B.R. 16—Engineering Manual—Amendment.

P.538/43.—B.R. 317(1)—Mining Drill Book—General Instructions—Buoyant Mines—Amendment No. 4.

P.539/43.—O.U. 6090(0)—R.T. No. 176A for 3 pdr. Guns—Amendment.

* *Exceptionally A.F.Os. P.532, P.533, P.534 and P.535 will be distributed without demand by the Superintending Naval Store Officer, R.N. Store Depot, 191a, Askew Road, Shepherd's Bush, W., who holds the stock of the parent book.*

(A.F.O. 4127/43.)

4231.—A.M.S.Is.

(E.F.O., 9 Sep. 1943.)

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

(A.F.O. 4128/43.)

4232.—Admiralty Fleet Orders—Diagram Issue—Correction

(E.F.O.—9 Sep. 1943.)

The following correction is to be made on the front cover of A.F.O. Diagram Issue No. 32/43, dated 5th August, 1943.

Under Diagram No.

Against 225/43 (1-2). Cancel A.F.O. 3574/43; substitute A.F.O. 3575/43.

Against 237/43. Cancel A.F.O. 3577/43; substitute A.F.O. 3574/43.

(A.F.O. Diagram Issue No. 32/43.)

4233.—B.R. 799—Merchant Ship Description Code and Primer

(T.S.D. 86/43.—9 Sep. 1943.)

The recognition of merchant vessels has been given careful consideration with the object of formulating policy and standardising procedure.

2. To enable observers afloat and in the air to work to a common basic policy of recognition, and facilitate the recording or signalling of the silhouette characteristics of any merchant ship, two publications are to be issued:—

(i) "Merchant Ship Recognition" B.R. 799 (Primer). This handbook clearly defines the policy which is to be adopted. It contains instructional information and hints, which should make the procedure readily understandable.

(ii) "Merchant Ship Description Code", B.R.799 (Code). This code is, fundamentally, a method by which the viewpoint of observers is standardised—it also enables the main silhouette characteristics of any merchant ship to be reduced to a simple form for signalling or recording.

The symbols employed in this code are self-evident and have been reduced to a minimum.

3. Distribution to H.M. ships, and selected merchant vessels and establishments will be as follows:—

4. *Fleet and Naval Establishments.*—To be issued without demand from the R.N. Store Depot, Elveden Road, Park Royal, N.W.10.

	Code	Primer
*Battleships	2	2
*Battle cruisers	2	2
Monitors	1	1
*Cruisers	2	1
Fleet aircraft carriers	35	35
Light aircraft carriers	25	25
Escort aircraft carriers	20	20
Seaplane carrier	10	10
Fighter catapult ship	1	1
Anti-aircraft ship	1	1
Auxiliary anti-aircraft ship	1	1
Flotilla leaders	1	1
Destroyers	1	1
Anti-aircraft destroyers	1	1
Cutters	1	1
Sloops	1	1
Frigates	1	1
Corvettes	1	1
A/S trawlers	1	1
Destroyer depot ships	1	2
Auxiliary destroyer depot ships	1	2
†Submarine depot ships and bases	1	1
Repair ships	1	1
*Armed merchant cruisers	1	1
Ocean boarding vessels	1	1
Base and accommodation ships	1	2
Minelayers	1	1
Net layers... ..	1	1
Auxiliary net layers	1	1
Minesweepers	1	1
Twin screw minesweepers	1	1
Australian minesweepers	1	1
Surveying ships	1	1
Salvage vessels	1	1
Cable ships	1	1
†Coastal craft depot ships	1	2
Combined operations H.Q. ships	1	2
Landing craft carrying ships	1	1
Infantry assault ships	1	1
Tank landing ships	1	1
{ Naval Air Stations (large)	2	2
Observer Schools	6	30
Loan libraries	1	1
Gunnery Schools	6	30
Signal Schools	6	30
Torpedo Schools	6	30
H.M.S. "Bee"	6	20
H.M.S. "St. Christopher"	6	20
R.N. College, Eaton	1	2
R.N. College, Greenwich	1	2
R.M. School of Signalling	2	2
D.E.M.S. Training Centres	2	2
Admiralty Mercantile Marine Signal Schools	2	2
Flag Officers	1	1
N.O.I.Cs.	1	1
N.C.S.Os. (Home and Abroad)	1	1
Naval W/T Stations	1	1
War Signal Stations	1	1
Port Signal Stations	1	1
†Coastal Craft Bases	2	4

* Plus one copy of code for each aircraft borne.

† Plus one copy of code and one copy of primer for each submarine borne.

‡ Plus one copy of code for each coastal craft borne.

5. *Merchant ships*.—To be issued to British managed ocean-going merchant ships of 15 knots and over.

6. N.C.Os. at major ports are to demand from their distributing authorities sufficient copies to carry out distribution on the basis set out above.

7. *Date of use*.—The date on which the Merchant Ship Description Code is to be brought into use will be promulgated.

8. B.R. 115 is superseded by these publications.

4234.—B.R. 821—Preliminary Pamphlet for 4-in. Mark XIX Gun on Mark XXIII Mounting—Revised Allowances

(Part G. 1998/43.—9 Sep. 1943.)

With reference to A.F.O. 3349/43 the number of copies of B.R. 821 allowed to "River" Class Frigates has been reduced from two copies to one copy.

(A.F.O. 3349/43.)

4235.—Forms D.448—Reports of Inspection

(P. 13925.—9 Sep. 1943.)

The Director of Airfields and Carrier Requirements having assumed the carriers' and ships' duties previously undertaken by the Director of Air Material, officers responsible for the preparation of reports on Forms D.448 of inspection of H.M. Aircraft Carriers and Catapult ships are to amend the name of the department accordingly, pending reprint of the form, in the first section of page 8—officers certifying inspection.

4236.—Form D.513—Revision

(Sta./D. 8838/43.—9 Sep. 1943.)

Form D. 513 has been revised, and old editions are obsolete. Copies of the revised edition will be supplied on demands, which are to be restricted to the absolute minimum, addressed to the R.N. Store Depot, Elveden Road, Park Royal, N.W.10.

2. The revised edition gives safer working loads of cordage used for lifting and hauling purposes.

4237.—D.G. Manual—Revised Edition—Issue

H.M. Ships and Establishments

(Sta./S.D.G. 124/43.—9 Sep. 1943.)

It has been approved to publish a revised edition of the D.G. Manual, which will be issued shortly in four separate parts, as follows:—

Part 1—Complete D.G. Manual—C.B.(R)	...	...	...
(Number to be allocated later)			
Part 2—Operating Instructions for Vessels larger than Destroyers	...	...	B.R. 825(2)
Part 3—Operating Instructions for Destroyers and small Vessels using World-Wide Settings	...	...	B.R. 825(3)
Part 4—Operating Instructions for Locally Based Minor War Vessels	...	...	B.R. 825(4)

2. A separate C.A.F.O. will be issued regarding Part 1 as soon as this C.B.(R) is available.

3. Parts 2, 3 and 4 will be distributed to ships through local D.G. Authorities, who will supply copies appropriate to the D.G. equipment fitted.

4. Commanding Officers of all H.M. ships degaussed by coiling are to apply to their nearest D.G. Authority for copies of B.R. 825.

5. Initial supplies of B.R. 825(2), (3) and (4) will be made to D.G. Authorities at home and abroad without demand. The attached appendix shows the initial quantities being supplied.

6. Replenishments are to be demanded by D.G. Authorities as requisite, from:—

The Superintending Naval Store Officer,
R.N. Store Depot,
Elveden Road,
Park Royal,
London, N.W.10.

7. Admiralty Departments and Shore Establishments are to demand copies, as requisite, from the R.N. Store Depot, as above.

8. When all four parts have been distributed, O.U. 6384 may be considered obsolete, and copies disposed of accordingly.

APPENDIX

	Initial Supplies of		
	B.R. 825(2)	B.R. 825(3)	B.R. 825(4)
<i>S.D.G., London—</i>			
Alhambra House, Charing Cross Road, London, W.C.2	10
<i>S.D.G., Bath—</i>			
Widcombe Hall, Bath	100
<i>S.I.D.G., Belfast—</i>			
Fleet Mail Office, Belfast	50
<i>S.I.D.G., Cardiff—</i>			
Imperial Buildings, Mount Stuart Square, Cardiff	50
<i>S.I.D.G., Glasgow—</i>			
St. Enoch Hotel, Glasgow	50
<i>S.I.D.G., Leith—</i>			
2, Commercial Street, Leith	50
<i>S.I.D.G., Liverpool—</i>			
Royal Liver Building, Liverpool	50
<i>S.I.D.G., London—</i>			
Berkeley Square House, Berkeley Square, London, W.1	50
<i>S.I.D.G., Newcastle—</i>			
Central Exchange Hotel, Grey Street, Newcastle	50
<i>S.I.D.G., Plymouth—</i>			
Flagstaff Steps, H.M. Dockyard, Devonport	50
<i>S.I.D.G., Levant—</i>			
c/o H.M.S. "Nile," c/o G.P.O., London	50
<i>S.I.D.G., Mediterranean—</i>			
c/o Commodore, Algiers	50
<i>S.I.D.G., India—</i>			
c/o R.I.N. Offices, Bombay, India	50
<i>S.I.D.G., South Africa—</i>			
c/o N.O.I.C., Simonstown	50
<i>D.G. Officer, Basra—</i>			
c/o N.O.I.C., Basra	10
<i>D.G. Officer, Colombo—</i>			
c/o H.M. Dockyard, Colombo	20

APPENDIX—contd.

		Initial Supplies of		
		B.R. 825(2)	B.R. 825(3)	B.R. 825(4)
<i>D.G. Officer, Freetown—</i>				
H.M. Naval Base, Freetown, Sierra Leone		50	200	200
<i>D.G. Officer, Gibraltar—</i>				
H.M.S. "Cormorant," Gibraltar ...		50	100	100
<i>D.G. Officer, Halifax—</i>				
H.M.C. Dockyard, Halifax, Nova Scotia		10	50	50
<i>D.G. Officer, Iceland—</i>				
c/o F.O.I.C., Iceland (C)		20	50	50
<i>D.G. Officer, Kilindini—</i>				
c/o F.O.I.C., East Africa, Kilindini		50	200	200
<i>D.G. Officer, Newfoundland—</i>				
c/o N.O.I.C., St. Johns, Newfoundland		10	50	50
<i>D.G. Officer, Trinidad—</i>				
c/o F.O.I.C., Trinidad		10	10	10
<i>C.O., H.M.S. "Bushwood"—</i>				
c/o G.P.O., London		10	10	10
<i>C.O., H.M.S. "Springdale"—</i>				
c/o G.P.O., London		10	10	10
<i>C.O., H.M.S. "Springtide"—</i>				
c/o G.P.O., London		10	10	10
<i>Secretary, Navy Office, Melbourne—</i>				
Navy House, Victoria Barracks, Melbourne, Australia		50	200	200
<i>Secretary, Navy Office, Wellington—</i>				
Navy Office, Wellington, New Zealand		50	200	200
<i>S.D.G. (W)—</i>				
c/o B.A.D., Washington		50	200	200

4238.—British and Foreign Aircraft—Issue of Slips for Sheets A.3 etc.

(Sta. 17194/43.—9 Sep. 1943.)

Slips for affixing to the following sheets of British and foreign aircraft, and showing the aircraft named, are now available and will be distributed, without demand, to all concerned, from R.N. Store Depot, Elveden Road, Park Royal, N.W.10, on the same basis as the main sheets.

Chart.	Slips.
A.3.	Spitfire V, Spitfire VII, Thunderbolt, Kingfisher L.P., Vengeance, Barracuda, Master, and Master III.
B.4.	Mosquito, Ventura, Blenheim V, Wellington VI, Mitchell I and II, Warwick, Beaufighter I and Beaufighter VI.
D.2.	York and Halifax.
G.1.	Sea Otter, Kingfisher F.P. and Goose.
G/A.1.	Focke Wulf 190.
H.	Horsa I Glider.

(A.F.O. 2559/43.)

4239.—Income Tax—Annual Returns (12.D) for Year 1944-45—REPORTS

(D.N.A. 15551/43.—9 Sep. 1943.)

All Accountant Officers and Paying Officers of H.M. Ships and Establishments are to report to the Director of Navy Accounts, Branch 4A, Bath, their estimated requirements of Forms 12.D, for the year 1944-45. The reports should be made in time to arrive not later than the 1st February 1944. If the forms are not received by the 31st March 1944, a duplicate demand should be made by telegram or air-mail as issues are only made upon demand and there is the possibility that the original request may not have been received.

2. Owing to the need for economy in the use of paper, it is important that requirements should be kept to a minimum and no provision should be made for duplicate forms for retention by the taxpayer.

4240.—Mails Lost by Enemy Action

(M. 09162/43; M. 09175/43; M. 09210/43; M. 09457/43.—9 Sep. 1943.)

The following non-confidential mail posted in the United Kingdom for the under-mentioned ships and authorities has been lost as the result of enemy action. Duplicates should be forwarded as necessary.

Parcel Mail—

Authorities and Ships	Approximate Posting Dates
Naval Officer-in-Charge, Mauritius	7th April–23 April, 1943.
H.M.S. "Battler"	23rd April–13 June, 1943.
H.M.S. "Chaser"	4th June–16th June, 1943.
H.M.S. "Dauntless"	31st May–16th June, 1943.
H.M.S. "Ethiopian"	11th May–16th June, 1943.
Captain (D) 8	7th May–16th June, 1943.
H.M.S. "Faulknor"	15th June–16th June, 1943.
H.M.S. "Hussar"	24th May–16th June, 1943.
Captain (D) 20	
H.M.S. "Intrepid"	15th June–16th June, 1943.
R.A. (A), Home Fleet	
H.M.S. "Indomitable"	
H.M.S. "Manxman"	14th May–16th June, 1943.
H.M.S. "Malcolm"	17th May–16th June, 1943.
F.O., Force H	15th June–16th June, 1943.
H.M.S. "Nelson"	
H.M.S. "Nigeria"	27th May–16th June, 1943.
H.M.S. "Oribi"	9th June–16th June, 1943.
H.M.S. "Phoebe"	3rd June–16th June, 1943.
H.M.S. "Queen Elizabeth"	31st May–16th June, 1943.
H.M.S. "Rodney"	15th June–16th June, 1943.
H.M.S. "Sambur"	23rd April–13th June, 1943.
H.M.S. "Searcher"	31st May–16th June, 1943.
H.M.S. "Speedwell"	24th May–16th June, 1943.
H.M.S. "Valiant"	15th June–16th June, 1943.
H.M.S. "Warspite"	

Letter Mail—

Naval Officer-in-Charge, Mauritius	11th June–12th June, 1943.
H.M.S. "Sambur"	
Commander-in-Chief, Levant	
Commodore, Levant Area	
Principal Sea Transport Officer, Cairo	
Commanding Officer, Naval Air Stations, Egypt.	
Naval Officer-in-Charge, Massawa	31st July–3rd August, 1943.
Flag Officer, Red Sea and Canal Area	
Commodore-in-Charge, Aden	
Naval Officer-in-Charge, Mersa Matruh	
Naval Officer-in-Charge, Port Sudan	
Naval Officer-in-Charge, Benghazi	

Letter Mail—contd.

Authorities and Ships

Approximate Posting Dates

Naval Officer-in-Charge, Port Said	...	
Naval Officer-in-Charge, Syrian Ports	...	
Captain (S) 1	...	
Rear Admiral, Force G	...	
2nd M.N.B.D.O. Group	...	
Naval Authorities at Alexandria, Suez and Haifa.		
Commodore, Eastern Fleet Destroyer Flotillas.		
Flag Officer, East Africa	...	
Commodore, Naval Air Stations, East Africa.		
Vice-Admiral, 3rd Battle Squadron	...	
Naval Officer-in-Charge, Diego Suarez	...	
Captain (D), 7	...	
H.M. (Base) Ships "Adamant," "Bull," "Canopus," "Canopus, II," "Grebe," "Ironclad," "Korongo," "Kilele," "Kipanga," "Lucia," "Martial," "Medway," "Medway II," "Moreta," "Mosquito," "Mosquito I," "Mosquito II," "Mosquito III," "Nile," "Nile II," "Pharos," "Prometheus," "Phoenix," "Ragea," "Sphinx," "Sheba," "Sudan," "Saunders," "Stag," "Sambur," "Sangdragon," "Tana," "Tana II," "Woolwich."	} 31st July—3rd August, 1943.	
M.T.B., Units I and II		...
Naval Parties 720, 800, 801, 803, 810, 811, 812, 820, 850, 860, 891 and 1003.		
R.M. Detachments 380 and 380/1		...
7th R.M. Battalion		...
H.M. and Allied Ships and R.F.As. of, or operating with, the Levant and Eastern Fleets.		

4241.—Letters—Irregular Posting

(M.09635/43.—9 Sep. 1943.)

Home authorities responsible for drafting service personnel overseas are to observe the following instructions:—

- (a) Overseas drafts should be warned before they leave the barracks or depot that they must not post letters or despatch telegrams whilst en route to the port of embarkation, nor must they hand letters or telegrams to members of the public at railway stations or at the docks.
- (b) In accordance with A.F.O. 218/43 each officer and rating should be issued with a privilege envelope with instructions that it is for use in despatching his "last minute" letters, and that it must be handed to the officer or rating in charge of the draft for despatch.
- (c) These letters are to be collected on board by the officer or rating in charge of the draft before the ship sails and can be landed with the uncensored mails of the merchant crew by arrangement with the master. They must *not* be included in censored mails.

(A.F.O. 218/43.)

Section 6.—SHORE ESTABLISHMENTS

4242.—Civilian Non-Industrial Temporary Staff—Sick Leave Regulations

(C.E. 57027/43.—9 Sep. 1943.)

All candidates for temporary employment in a non-industrial capacity should on entry be required to sign a certificate in the following form making them subject to the sick leave regulations:—

I understand that I shall be subject to the sick leave regulations* for temporary and unestablished staff as laid down from time to time in the appropriate Admiralty regulations.

Signature of applicant.....

Address

Date194.....

* These regulations are set out in detail in "Memorandum of sick leave regulations applicable to temporary and unestablished employees."

(A.F.Os. 4540/40 and 3883/43.)

4243.—Non-Industrial Juvenile Staff Under Age 16—Provision of Free Meals for

(C.E. 56263/43.—9 Sep. 1943.)

In order to ensure that they shall have an adequate midday meal, it has been arranged, as a war-time measure, that non-industrial juvenile staff under the age of 16 years shall receive meal vouchers without charge.

2. The value of each meal voucher is one shilling and normally five vouchers should be issued for each week to cover midday meals from Monday to Friday. Vouchers may be used on the day on which juveniles attend a whole day school for general education, but they should not be issued for periods of absence on leave, whether sick, annual or special.

3. Juveniles may, of course, supplement the 1s. voucher with their own money, but no refund should be sought by the Establishment where the price of food bought is less than 1s., and it should be made clear to the canteen or restaurant that the juvenile is not to receive the difference in cash. The cash value of the voucher should not be paid to juveniles who go home for lunch or for whom arrangements for the provision of a meal cannot be made.

4. In order to secure the co-operation of the juveniles, some special approach should be made to them to explain the scheme and the advantages of securing a good midday meal without encroaching on the family rations. It may be advisable for a responsible officer to accompany the juveniles for their first meal to ensure that the arrangements work smoothly.

5. On first issue, juveniles should be told that vouchers are for their personal use, and that any misuse will be a disciplinary offence. Establishments should watch this aspect of the scheme.

6. Where possible, arrangements should be made for these juveniles to have their lunch in the office canteen or luncheon club, or, if one is not available, in the canteen of a neighbouring department. If none of these facilities is available, arrangements should be made, if possible, with the nearest British or other local restaurant to accept the vouchers. The Ministry of Food is informing local authorities responsible for British Restaurants that they may expect departments to approach them.

7. Printed serially numbered meal vouchers will be supplied to establishments on application to K.S.P. London. These are made up in strips of five representing a normal weekly issue.

8. In London, where all Londoners' meals centres are operated by the London County Council, negotiations have been carried out centrally by the Treasury with the L.C.C. who are prepared to accept the standard printed meal vouchers referred to at 7 above. One of the conditions of the Treasury arrangement with the L.C.C. to accept meal vouchers is that accounts shall be sent to a single address. It has been arranged for accounts to come to Admiralty Welfare Officer, and vouchers

issued for use at Londoners' meals centres should, therefore, bear the name of the establishment to facilitate the work of passing accounts for payment. Outport establishments in London who make use of any Londoners' meals centres should inform Admiralty Welfare Officer, Admiralty, London, S.W.1, of the address of the centre they will use and the number of juveniles who will use it. Changes in the number of juveniles using the centre should also be reported.

9. Accounts for meals supplied under these arrangements, except in the special circumstances noted in the foregoing paragraph, should be paid locally by cashiers as a charge against the Vote which bears the salaries of the juveniles concerned.

4244.—Women Employed in Storage Depots, etc.—Issue of Gloves

(V. 3095/43.—9 Sep. 1943.)

With reference to paragraph 5 (ii) of A.F.O. 2095/43, gloves for protection during lifting and stowing may be issued on loan to women engaged in handling weights.

2. Store duties instructions will be amended accordingly.

(A.F.O. 2095/43.)

4245.—Motor Transport for Industrial Canteens

(L. 1149/43.—9 Sep. 1943.)

The following addition should be made to A.F.O. 2807/43. Paragraph 4:—

"At establishments where mobile canteen vehicles have been supplied specially for Admiralty use by the Ministry of Supply, R.N. service numbers will be allotted on application to Director of Stores (M/T), Whitehall, S.W.1, and the vehicles should be operated and maintained as Admiralty vehicles. The Ministry of Supply reserve the right, however, to transfer any of their own vehicles from one Admiralty establishment to another or even to a Ministry of Supply establishment. If a transfer of a permanent nature is made from an Admiralty to a Ministry of Supply establishment, all Naval markings, including Defence of the Realm certificates, should be removed, and the Admiralty informed of the withdrawal of the vehicle.

(A.F.O. 2807/43.)

4246.—Carriage of Passengers by Road and Carriage of Goods by Road—Conditions of Contract

(C.P. 78403/42.—9 Sep. 1943.)

General conditions of contract for the carriage of passengers and goods by road have now been formulated and these should be incorporated in contracts whenever practicable.

2. Copies, together with explanatory notes thereon, may be obtained on request from the Director of Navy Contracts (Branch 10), Rex House, London, S.W.1.

3. The conditions are intended to apply only to cases in which vehicles are provided *with drivers*.

They are also intended to cover—

- (i) Particular journeys;
- (ii) Provision of regular services, and
- (iii) The provision of such vehicles as may be required from time to time.

4. These conditions should *not* be used in connection with haulage of large or heavy boats, neither should they be used in connection with goods carried under the Ministry of War Transport Road Haulage scheme.

4247.—Naval Store Sale Ledger—Appendix—Suspension

(D.A. 289/43.—9 Sep. 1943.)

For the duration of the war the use of the Appendix to the Vote 8 Sale Ledger is to be suspended.

2. Materials of a sale nature (or not required for Naval purposes) which are returned to Vote 8 for disposal by other Navy votes, other departments of government, other governments, etc., are to be taken on charge in the main Vote 8 Sale Ledger.

3. Where financial credit is due for the value of the materials, *e.g.*, for returns from Dominion or other governments, it should be locally assessed at the time of return and be given through the medium of the claim Form D.72d or, should the Ministry of War Transport be concerned, through Form D.90.

4. The instructions in paragraphs (2) and (4) of Article 136 of the Expense Accounts Instructions, Repayment Services, 1926, B.R.672A, are suspended.

4248.—Ships' Electrical "As fitted" Drawings—Dockyard Copies

(D. 020084/43.—9 Sep. 1943.)

It has been reported that some dockyard copies of electrical "as fitted" drawings (in part) are being retained at dockyards other than the dockyard responsible for their custody and also that some dockyard copies have been difficult to locate when required in connection with the refit and repair of ships.

2. In order to clarify the position regarding distribution of dockyard copies and to keep a record of their disposition the following action is to be taken:—

- (a) Half-yearly reports are to be initiated by the Portsmouth, Devonport, Chatham, Sheerness, Rosyth, Bermuda, Gibraltar, Malta, Simonstown, Durban and Alexandria Dockyard Officers regarding the "as fitted" drawings in their custody, and circulated to the Admiralty and the other dockyards mentioned above.
- (b) Upon receipt of initial lists, the Admiralty will state which dockyards are to be responsible for the custody of the drawings.
- (c) Dockyard Officers are to re-distribute drawings (complete and part) upon receipt of information at (b) unless required in connection with refit or repair of ships in hand.
- (d) Distribution of dockyard copies by Admiralty will be made in accordance with the lists.

3. Where dockyard copies have been loaned from another dockyard, this is to be indicated in the reports.

4. Copies distributed in accordance with A.F.O. 3193/41 are not to be included in the reports.

(A.F.O. 3193/41.)

(A.F.O. 104/43 is cancelled.)

4249.—Domestic Automatic Refrigerators

Shore Establishments at Home

(V. 25167/43.—9 Sep. 1943.)

In view of the present shortage of labour and materials, no further supplies of domestic automatic refrigerators can be made to shore establishments at home, except in very exceptional circumstances.

2. Where such circumstances exist, detailed reasons should accompany the application.

4250.—Timber—Release of—Issue of Licences to Acquire and Consume, and Certificates to Purchase

(C.P. 23962/43; P.(L)1663/43.—9 Sep. 1943.)

The procedure whereby all arrangements were made by the Timber Controller in regard to the release of "direct" Admiralty requirements of timber has now been discontinued.

2. Applications for the release of timber purchased at the Admiralty will in future be made to the Admiralty Agents, Messrs, Denny, Mott & Dickson, Ltd., by the Director of Contracts (address Rex House, Lower Regent Street, London, S.W.1), who will supply firm with copies of all Admiralty orders for this purpose. When dockyards and all other establishments (see note below regarding Vote 10, Establishments) and depots place local orders for timber with contractors they should forward at the same time an application for the release of such timber accompanied by a copy of the relevant local purchase order, to the nearest branch of Messrs. Denny, Mott & Dickson, Ltd., the addresses of which are shown in A.F.O. 1059/42.

Note.—This procedure is not applicable to Vote 10 Establishments, to which special arrangements apply.

3. On receipt of applications, Messrs. Denny, Mott & Dickson, Ltd., will arrange for the necessary licence to "Acquire and Consume" (Form T.C.3/8/1) covered, where appropriate, by a "Certificate to Purchase" (Form T.C./C.P.4).

4. The revised procedure which came into force on 1st July, does *not* apply to Decking (except Skin Decking—A.F.O. 4173/42) for which Messrs. J. H. Ashton, Ltd., Windsor Bridge, Salford, Manchester, are responsible—see A.F.Os. 246/40, 2079/42, 2798/42 and 4173/42.

(A.F.Os. 246/40, 1059/42, 2079/42, 2798/42, and 4173/42.)