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ADMIRALTY FLEET ORDERS

ADMIRALTY, S.W.1,
4th February, 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

P1. *Mr. Anderson* 10/5
Mr. Hay R.H.
Mr. Tebbs M.

P2. *[Signature]*

P3. *[Signature]*

P4. *[Signature]*

ADMIRALTY FLEET ORDERS

- No. Subject.
438. Tool Kits for American Types of American Aircraft. (*Issued separately on 4th February, 1943, only to Commanders-in-Chief, Flag Officers, Senior Naval Officers, Captains and Commanding Officers of H.M. Ships and Vessels carrying Aircraft, Superintendents or Officers-in-Charge of H.M. Naval Establishments and Overseers concerned.*)

4th February, 1943.

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460. Sea and Swell Observations—REPORTS.
461. Compensation for Loss of or Damage to Effects (Ratings Only)—Abolition of Reports.
462. Carriage of Official Documents, Private Correspondence, etc., by Those Proceeding Abroad (Including Northern Ireland, Eire and the Isle of Man.)
463. Matter Submitted for Approval to Publish required in Duplicate.
464. H.M.S. “Hecla”—Reconstruction of Accounts.
465. Officers Messes—Financial Arrangements made Against Risk of Loss of Mess Stocks and Property—REPORTS.
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467. War Bonus for Boys and Apprentices.
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471. Sports—R.N. and R.M. Sports Control Board—Donations.

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Gunnery.—(Guns, Mountings, Ammunition, Turrets, Directors, Fire Control, Diving Apparatus, Magazines, etc., and Stores.)

472. Rangefinders 4-ft. Base, Types F.V.2, F.V.3 and F.V.6—Fitting of Desiccator Connections.
473. Guns, Machine, 0.30-in., Marlin Trip Gauges—Allowance.
474. Guns, Machine, 20mm. Oerlikon—Gauge Striker Protrusion and High Diameter Mark I.
475. Cordite—Landing—Destruction.
476. Pistols, Signal, 1-in., No. 2, Mark V—Air Ministry Pattern Reference No. 7B/971—Introduction for Fleet Use.
477. Intensifier Fluid for All Gun Mountings.

SECTION 3.—G., T., N., E., ETC., & STORES; HULL, EQUIPMENT & FITTINGS—contd.

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478. Torpedoes, 21-in., Mark IX Type—Alteration of Starting Position of Propellers.
479. Paravanes, Mark VII-VII* and S. Mark I*—Damage to Oscillator rear Support Ring.
480. Paravanes, Bow Protector Type—Introduction of Brass Plate to Show Range Setting of Rudders.
481. Dan Buoys—Alternative Method of Recovery.
482. Aircraft, Boat and Deck Cranes—Locking-in of Limit Switches of Messrs. Allen West & Co.'s Manufacture.
483. Cabin Bells—Additional Circuits for Quartermaster—As. and As.
Navigation.—(Navigation Stores, Sextants, Compasses, Charts, Anchors, Sails, etc.)
483a. Compass Corrector Gear—Introduction of New Types of Resistance Boxes.
Engineer.—(Main and Auxiliary Engines, Boilers, other Machinery in Charge of the Engineer Officer, including Calapults, Coal and Oil Fuel, and Engineering Stores.)
484. Fire Precautions.
485. Feed Filtering Arrangements—Modification to—As. and As.
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486. W/T—A.C. Supply Outfit D.R.D.—Completion of Installation—As. and As.
487. Cancelled.
488. Radio Installation, Type 91—Fitting-out Information.
Anti-Submarine.—(Asdics, Hydrophones and Echo Sounding and Stores.)
489. Echo Sounding Sets, Types 753N/P/S/Q and 761/P—Amplifier Valves.
490. Asdic Installation, Type 127 DV—Establishment List.
General.—(Hull, Armour, General Equipment and Fittings, etc., and Orders affecting two or more Departments.)
491. D.G. Installation—Marking of Ampere Turn Meters and Ammeters.
492. D.G. Equipment.
493. Cold Weather Operations—Precautions.
494. Crew's Galley—Improved Ventilation—As. and As.
495. Stiffening Round Compass.
496. Naval Aircraft Stores for American Types of Aircraft.
497. Tecalemit Junior Hand Compressors.
498. Zinc Protectors in L.C.Ts.
499. Steam-operated Foam-making Equipment in Machinery Rooms.
500. Surplus Naval Stores at Commercial Yards.
501. Inboard Vent to Log Tank.
502. Electrical Testing Instruments—Allowances.
503. Logs, Navigation—Tests—Visits of Manufacturers' Representatives.
504. Drills, Morse Twist, Pattern 2066.
505. Cushions for Parachutes.
506. Gallows—Removal—REPORTS.
507. Electric Kettles.
508. Squeezes, Pattern C.1987.

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

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

509. Jackets of P.Os. and Men not Dressed as Seamen—Omission of Cuff Buttons.
510. First Aid Outfits for Aircraft Dinghies.
511. Fleet Air Arm—First Aid Outfits.
512. Coloured Helmets—Sleeves and Jackets for Identification of Flight Deck Personnel.
513. Stores, Equipment, etc., sent to America for the Government of the United States—Accounting Procedure—REPORTS.
514. Medical Stores, Bournemouth.
515. Scale of Medical Stores for Service Afloat—Disinfectant Fluid.
516. Scale of Medical Stores for Service Afloat—Additional Stores.
517. Stirrup Pumps—Provision of a Straight Jet Nozzle.
518. Harness Ignition for Aero Engines—Prevention of Damage in Transit.
519. Dried Blood Serum—Increased Issue.

SECTION 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE

520. Amendments to Books.
521. A.F.Os.—Supply to C/Ts.
522. A.M.S.Is.
523. Books and Amendments (O.U. and B.R.)—Distribution in Portsmouth Command.
524. Mails Lost Through Enemy Action.
525. Mails Lost Through Enemy Action.
526. Disposal of Mails of Submarines Lost at Sea.
527. Ballistics—List of Current Range Tables, Fuze Scales and Trajectory Charts and Tables for Special Services.

SECTION 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE—*contd.*

528. Sea and Swell Observations—REPORTS.
 529. B.B.C. Overseas World Services Short Waveband Chart.
 530. Ammunition Packages (Filled and Empty)—Fired Cartridge Cases, Primers, Tubes, Igniters, etc.—Recovered Plugs, Links Ammunition, etc.
 531. Ammunition Packages—Fired Cartridge Cases, Primers, Tubes, Igniters, etc.—Recovered Plugs, Links Ammunition, etc.
 532. B.R. 159/34(2)—Royal Naval Handbook of Field Training—Addendum No. 2—Issue.
 533. B.R. 368—Establishment of Naval Stores for Sloops, Corvettes ("Kittiwake" etc. Types) etc., and Form D.129—List of Particulars— Lists of Errata No. 11.
 534. Form A.26—Statement of Aircraft Maintenance and Repair Work—Introduction.
 535. Form C.60—Abolition of.
 536. Form O.6—Ammunition Labels—Additions.
 537. O.U. 6090(B)—High Angle Range Table No. 547 Dated October, 1942 for Q.F. 4.7-in., Guns, Marks IX, IX*, IX** and XII—Issue.
 538. O.U. 6090(N)—Range Table No. 548 for Q.F. 6-pdr., Hotchkiss Gun, November, 1942—Issue.
 539. O.U. 6090(T)—Range Tables Nos. 551 and 552 for 0.5-in., Browning Machine Gun, Dated December, 1942—Issue.

SECTION 6.—SHORE ESTABLISHMENTS

540. Billeting Regulations—Civilian Non-Industrial Staff.
 541. Subsistence Allowance—Unmarried Non-Industrial Staff.
 542. Collection of Income Tax by Deduction—Receipts for Cash Payments.
 543. Staff Association Subscriptions in Time of War—Payment.
 544. Works and Materials Contracts—Payment of Final Claims.
 545. United States Transport and Storeships in U.K.—Responsibility for Servicing.
 546. Motor Transport Vehicles—Used Lubricating Oils—Disposal.
 547. Fluorescent and Discharge Lighting in Shore Establishments.
 548. Coal and Coke —REPORTS.
 549. Bombing Charts for Bombing Ranges.
 550. Rifles No. 4—Modification to take Bayonet No. 4.
 551. Stirrup Pumps—Provision of a Straight Jet Nozzle.
 552. Electrodes—Approved Types.
 553. Watch Bells—Withdrawal of Allowance.

(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.

439.—Flag of the Naval Board of Canada

(N.L. 19670/42.—4.2.1943.)

His Majesty The King has approved the design of a flag to be flown by the Naval Board of Canada.

2. The design of the flag is as follows:—

The Admiralty anchor in gold placed horizontally in the centre of a flag of red and blue, bisected diagonally, the blue portion being nearest the staff and the red portion uppermost.

3. The flag will be entitled to a salute of fifteen guns on the same occasions as those laid down for the Board of Admiralty (K.R. & A.I., Article 66).

440.—Naval Air Staff—Reorganisation

(C.E. 50360/43.—4.2.1943.)

The post of Fifth Sea Lord, which has been in abeyance since Rear-Admiral A. L. St. G. Lyster, C.B., C.V.O., C.B.E., D.S.O., was appointed to a special Naval command, has now been filled by the appointment of Rear-Admiral D. W. Boyd, C.B.E., D.S.C., who assumes also the additional title of Chief of Naval Air Equipment. The present Chief of Naval Air Services, Admiral Sir Frederic C. Dreyer, G.B.E., K.C.B., becomes Deputy Chief of Naval Air Equipment, and the post of Assistant Chief of Naval Air Services, held by Rear-Admiral R. Bell-Davis, V.C., C.B., D.S.O., A.F.C., is abolished.

2. The Naval Staff duties which were previously discharged by the Fifth Sea Lord will in future be performed, under the Chief of the Naval Staff, by an Assistant Chief of the Naval Staff (Air). Captain R. H. Portal, D.S.C., has been appointed to this post, with the rank of Acting Rear-Admiral.

3. In addition to his duties in respect of Naval air material and equipment, the new Fifth Sea Lord, who is a member of the Board of Admiralty, will be available to advise on matters relating to personnel of the Fleet Air Arm and their conditions of service.

441.—Bombing Definitions

(A/N.A.D. 1947/42.—4.2.1943.)

The following definitions relating to bombing by Naval aircraft are to be adopted:—

Level bombing	...	...	Bombs released while aircraft is in level flight.
Shallow glide bombing	...	...	Bombs released by level bombing technique with aircraft in a glide not exceeding 20°.
Steep glide bombing	...	...	Bombs released while aircraft is in an angle of dive up to 60°.
Dive bombing	...	...	Bombs released while aircraft is in an angle of dive between 61° and 90°.

2. The expressions High, Medium, and Low will refer to heights of release of over 10,000 ft., between 10,000 and 1,000 ft., and less than 1,000 ft. respectively.

(C.A.F.O. 1668/41.)

442.—R.N. College, Dartmouth—Transfer to Chester

(M. 015262/42.—4.2.1943.)

The R.N. Colleges at Dartmouth and Bristol are being transferred to Eaton Hall, Chester. H.M.S. "Bristol" paid off on the 1st January and R.N. College, Dartmouth will close down on the 31st January. The College at Eaton Hall will open on the 1st February and will be administered by F.O.I.C., Liverpool. H.M.S. "Britannia" will continue as nominal depot ship. The postal address of the College will be:—

R.N. College,
Eaton,
Chester.

Section 2.—PERSONNEL, PAY, SERVICES, DISCIPLINE, etc.***443.—Honours and Awards—"London Gazette" Supplement of 26th January, 1943**

(H. & A.—4.2.1943.)

ADMIRALTY,

Whitehall, S.W.1.

26th January, 1943.

The KING has been graciously pleased to give orders for the following appointments to the Distinguished Service Order, and to approve the following Awards:—
For great bravery in saving life at sea:

The Albert Medal

Acting Leading Seaman William Goad, C/JX.156149.

Leading Seaman Goad went over his ship's side, on a line, in water well below freezing point, and rescued an unconscious man. It was blowing a full gale and there was very great risk that he would either be washed away by the breaking seas, or swept under the bilge keel of his ship, which was rolling heavily.

For bravery and resolution in H.M. Ships, while taking a Convoy to North Russia in the face of relentless attacks by enemy aircraft and submarines:

To be Companions of the Distinguished Service Order:

Commander (acting Captain) John Henry Jauncey, R.N. (Retd.).

Commander Edward Douglas Wyndham Lawford, R.N. (Retd.).

The Distinguished Service Cross

Lietutenant-Commander Douglas Francome Painter, R.N. (Retd.).

Lieutenant Neil Kenneth Boyd, R.N.R.

Temporary Lieutenant James Gavin Rankin, R.N.R.

The Distinguished Service Medal

Chief Mechanician Samuel James Hughes, C/K.21108.

Petty Officer John Norman McAskill, P/X.7424, C., R.N.R.

Engine Room Artificer Third Class Alexander Edward Marks, D/MX.48909.

Acting Leading Seaman Bernard Arthur Bates, P/JX.154092.

Able Seaman John Herbert Leith, C/JX.146244.

Mention in Despatches

Lieutenant-Commander Albert Maurice Chovil, R.N.

Temporary Lieutenant Trevor Davies Bennett, R.N.R.

Temporary Lieutenant (E) Charles Edgar Stuart Ford, R.N.R.

Temporary Sub-Lieutenant (A) Ronald Wignall, R.N.V.R.

Mr. Alfred Henry Trafford, Temporary Gunner, R.N.

Sick Berth Petty Officer Charles Preston, D/SBR.5322.

Leading Seaman Frederick Rowsell, D/JX.30134.

Acting Leading Seaman James Edward Woodcock, D/J.84971.

Leading Telegraphist Henry William Garrett, C/J.48754.

Able Seaman Edwin Thomas Harris, P/JX.156297.

Able Seaman George Johnston, P/JX.274485.

Able Seaman Charles Henry Jones, LT/JX.260801, R.N.P.S.

Able Seaman Ernest Alfred Thain, LT/JX.241796, R.N.P.S.

Stoker Second Class William Gibbs, D/KX.138831.

Ordinary Seaman Ronald George Willis, C/JX.315011.

For courage and skill in a successful attack on an enemy submarine:

The Distinguished Service Cross

Temporary Sub-Lieutenant (A) Thomas Henry Hands, R.N.V.R.

Temporary Acting Sub-Lieutenant (A) William Ogilvy Findlay, R.N.V.R.

The Distinguished Service Medal

Acting Leading Airman Edwin Francis Hartwell, FAA/FX.89523.

For gallantry and seamanship while escorting an important Convoy to North Russia:

The Distinguished Service Cross

Lieutenant John MacKay, R.N.R.

For distinguished services during the passage to Malta of an important Convoy:

The Distinguished Service Cross

Mr. John Trotter, Chief Officer.

Mr. Henry Ramsay Leffler, Chief Engineer Officer.

Mr. Thomas Spence, Chief Engineer Officer.

Mr. Gerard Vincent Conolly, Third Officer.

The Distinguished Service Medal

Carpenter Norman Warden Owen.

Boatswain William McCaughey.

Able Seaman William Lawley.

Apprentice Patrick Alexander Trimble Gordon.

Gunner William Rutledge Anderson.

Mention in Despatches

Temporary Acting Leading Seaman Percy Raymond Mead, C/JX.213038.

For good services when an enemy aircraft was destroyed by H.M.T. "Finesse":

The Distinguished Service Medal

Seaman Harold Reed, LT/JX.217750, R.N.P.S.

Mention in Despatches

Seaman Frederick Norman Jenkins, LT/JX.242802, R.N.P.S.

Seaman Frederick Harold George Locke, LT/JX.277301, R.N.P.S.

For bravery and skill in minesweeping operations in H.M.S. "Noontide":

Mention in Despatches

Petty Officer Henry Thomas Forrest, P/J.99090.

Leading Seaman Henry Charles Copas, P/J.16651.

Seaman Donald Nicholson, X.9381 B., R.N.R.

For good services when an enemy aircraft was destroyed by a defensively equipped merchant ship:

Mention in Despatches

Acting Able Seaman Arthur William Edwards, D/JX.227623.

Acting Able Seaman William Henry Smith, C/JX.311092.

For good services when their ship was sunk by enemy aircraft at Singapore:

Mention in Despatches

Temporary Lieutenant Charles Lloyd, R.N.R.

Temporary Lieutenant (E) David Russell Horne, R.N.R.

For good services when a defensively equipped merchant ship was torpedoed and sunk:

Mention in Despatches

Temporary Acting Petty Officer Christopher John Church, D/JX.168526.

The KING has been graciously pleased to grant unrestricted permission for the wearing of the following decoration awarded by the President of the United States of America for services as Naval Commander, Expeditionary Force, in the North African Campaign:

The Distinguished Service Medal

Admiral of the Fleet Sir Andrew Browne Cunningham, Bart., G.C.B., D.S.O.

The KING has been graciously pleased to grant unrestricted permission for the wearing of the medals awarded by King Haakon of Norway to the following Officer and Men of the Royal Navy for good service in ships of the Royal Norwegian Navy:

War Medal

Mr. Percy William Colson Harding, Temporary Acting Boatswain, R.N.
Chief Petty Officer Charley Eyles, B.E.M., P/J.79512.
Petty Officer William Young McLanachan, B.E.M., C/JX.133512.
Leading Radio Mechanic Stanley James Hammond, P/MX.98691.
Telegraphist Reginald Maurice Goddard, C/WRX.156.

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

To be a Commander of the Most Excellent Order of the British Empire

A.F.O. 4956/42. Rear-Admiral Kenneth Harry Litton Mackenzie (Retd.).

The Distinguished Service Medal

A.F.O. 4580/42. Acting Leading Seaman David Scott, P/JX.150148.

A.F.O. 4834/42. Leading Seaman Herbert James Jerreat, C/JX.137421.

Leading Seaman Laurie Sanders Nicoll, D/JX.134503.

A.F.O. 4955/42. Leading Signalman Denis Walter Coggleshall, C/JX.151900.

The British Empire Medal (Military Division)

A.F.O. 5243/42. Stoker First Class Francis Rooney, D/KX.114112.

Mention in Despatches

A.F.O. 2961/42. Acting Chief Engine Room Artificer Harry Whitehead, P/MX.50316.

***444.—Honours and Awards—Royal Norwegian Navy**

(H. & A. 1020/42.—4.2.1943.)

The KING has been graciously pleased to approve the following award for gallant services in command of H.N.M.S. "Potentilla" in the escort of an Atlantic convoy in October, 1942:—

The Distinguished Service Cross

Lieutenant-Commander Christian August Monsen, R.Nor.N.

2. This award will not be gazetted.

445.—Gunnery Courses for 1st Lieutenants of Destroyers

(C.W. 1704/43.—4.2.1943.)

Courses each of a fortnight's duration are held in H.M.S. "Excellent" for 1st Lieutenants of destroyers. Officers will be appointed by the Admiralty to these courses, but applications from Commanding Officers to the Captain, H.M.S. "Excellent", for officers to attend when available will be considered.

2. It is emphasised that this course is designed for the officer who will be carrying out the duties of gunnery officer of the ship and is an unsuitable course for control and other officers. The course should be undergone during building and refitting periods.

3. The dates of courses during 1943 are as follows:—

1st February	13th February
15th March	27th March
19th April	1st May
31st May	12th June
5th July	17th July
16th August	28th August
20th September	2nd October
1st November	13th November
6th December	18th December

4. Application for one of these courses should only be made for the dates given above.

(A.F.O. 3345/42 is cancelled.)

446.—Temporary Commissions for Pilot or Observer Duties—Eligibility of Telegraphist Air Gunners

(C.W. 46176/42.—4.2.1943.)

Hostilities only Telegraphist Air Gunners are eligible to be recommended for training for temporary commissions for Pilot or Observer duties at any time after entry including the period they are under training. The fact that they have previously appeared unsuccessfully before an Admiralty Selection Board either as a Y Scheme or a Fleet candidate for Pilot or Observer training, will not prevent their being recommended again if they are considered to have since developed the qualities required of an officer.

2. If accepted, they will retain their non-substantive rate of T.A.G. while undergoing Pilot or Observer training but will not be eligible for the "under training" allowance payable to Pilot and Observer candidates.

***447.—Preliminary Professional Examination for Warrant Ordnance Officer, June, 1943**

(C.W.2468/43.—4.2.1943.)

With reference to King's Regulations and Admiralty Instructions, Article 315 and Appendix XII, Part 19, and also A.F.O. 1343/42, the next preliminary professional examination for Warrant Ordnance Officer will be held afloat on 1st June, 1943.

2. Applications for examination papers should be sent to H.M.S. "Excellent" as early as possible, to enable the papers to be made available by the date of this examination.

(K.R. & A.I. Article 315, Appendix XII, Part 19.)

(A.F.O. 1343/42.)

448.—Combined Operations Personnel—Allowances

(C.W. 40512/42.—4.2.1943.)

With effect from 1st August, 1942, Combined Operations personnel, as defined in C.A.F.O. 1631/42, who are liable and available for service in landing craft, are eligible under the following conditions for a special allowance, to be designated "C.O. Allowance."

2. The rates of this allowance are as follows:—

	<i>Per day</i>
Lieutenants, R.N., and officers of corresponding or superior rank	1s. 6d.
Sub Lieutenants, R.N., and below, and officers of corresponding rank.	1s. 0d.
Ratings	6d.

3. This allowance is intended as a compensatory allowance for the discomforts inherent in service in landing craft. It is to commence after the officer or man has completed one month's service in Combined Operations, and is payable continuously, subject to the restrictions in paragraph 5 of this order, whilst liability for that service lasts, including periods of leave, and whilst in hospital or on sick leave for a maximum period of 30 days.

4. It must be clearly understood that as the allowance is payable continuously, including periods which cannot be said to involve discomfort, it must also be regarded as compensating for temporary periods of discomfort or even hardship. Subject, however, to the conditions of K.R. & A.I., Article 1638, being fulfilled, administrative authorities are authorised to approve payment of Hard Lying Money at full rates in substitution of C.O. Allowance.

5. C.O. Allowance is not payable —

- (a) In respect of landing ships as distinct from landing craft.
- (b) To personnel classified as fit only for shore service.
- (c) To base administrative or maintenance personnel whose duties do not involve continuous service in landing craft.
- (d) Concurrently with subsistence or other compensatory allowance as in paragraph 4 above.
- (e) During passages on draft overseas of more than 30 days' duration.
- (f) After the thirtieth day spent in hospital or on sick leave until return to duty.
- (g) During periods when full pay is not payable.

Any applications not covered by the above should be referred to Chief of Combined Operations.

6. In addition to C.O. personnel as defined in C.A.F.O. 1631/42, certain officers and ratings (to be referred to as Temporary C.O. personnel) are lent temporarily to the C.O. organisation for the purpose of a specific duty or operation, but remain liable for drafting by the Depots for other naval duties. Such temporary C.O. personnel are eligible for the allowance, to commence after 30 days loan, under the same conditions as C.O. personnel, but specific approval from Chief of Combined Operations to pay the allowance must be obtained on each occasion of officers or ratings being lent as Temporary C.O. personnel.

7. The allowance is to be reckoned as part of pay for the purpose of mulets, is not to be subjected to conduct deductions under K.R. & A.I., Article 566, and will not affect increase of allotment in connection with dependants' allowance.

8. Payments already made contrary to the terms of this order are to be allowed to stand.

9. *Command Money.*—Command money is payable to officers appointed in command of landing craft or groups of craft provided such vessels are formally commissioned, e.g., L.C.T., L.C.F., and L.C.I. The sea-going rate is payable only when the craft proceed to sea for a minimum of 24 days per quarter, otherwise harbour rates are payable.

10. *Coxswains' Non-Substantive Pay.*—As from the 1st August, 1942, the non-substantive rate of Combined Operations coxswains has been established with pay at the rate of 6d. a day. The rate is open to Chief Petty Officers, Petty Officers and Leading Seamen performing coxswain's duties in landing craft.

11. Under the authority indicated below the rate will be granted on an acting basis on being drafted for coxswain's duty in landing craft. Confirmation in the rate will be dependent upon three months' satisfactory service and recommendation by the rating's commanding officer.

12. A Chief Petty Officer or Petty Officer may not hold any other non-substantive rate with that of Combined Operations Coxswain, except Diver; a Leading Seaman may be permitted to hold a 3rd class gunnery, etc., rate concurrently if qualified therefor.

13. The authorities to give the rate are Rear-Admiral, Landing Craft and Bases at home and Commanders-in-Chief on foreign stations. Rear-Admiral, Landing Craft and Bases has authorised the Commanding Officers, H.M.S. "Quebec" and H.M.S. "Dinosaur", to grant this rate for C.O. ratings borne on the books of "Quebec" and "Dinosaur" respectively.

14. Under the same authority, a Chief Petty Officer, Petty Officer or Leading Seaman may at any time be deprived of the rate if he is considered for any reason unfit to hold it. The rate will be dropped automatically if and when a Combined Operations Coxswain reverts to general service.

(K.R. & A.I., Articles 566 and 1638.)

(C.A.F.O. 1631/42.)

(C.A.F.O. 1993/42 is cancelled.)

†449.—Goodenough Memorial Prize—Award for 1942

(C.W. 115/43.—4.2.1943.)

The Goodenough Memorial Prize for 1942 has been awarded to Sub-Lieutenant S. H. Drummond, R.N., H.M.S. "Belvoir".

450.—Ogilvy Prize—Award for 1942

(C.W. 438/43.—4.2.1943.)

The Ogilvy Prize for the July-December 1942 Qualifying Long Course for (T) Officers has been awarded to Lieutenant K. S. Main, R.N.

(A.F.O. 3603/42.)

*451.—Lott Naval Trust Fund—Awards for Inventions

(N. 1754/43.—4.2.1943.)

The following awards to Naval personnel have been approved by the Lott Naval Trust Fund Committee:—

Corporal L. A. Wright, R.M. Quick-release extinguisher clamp. (M.3593/42.)	£3
Lieutenant-Commander (A) D. W. Pinkney, R.N.V.R. Design for tracer teacher. (A.01150/42.)	£20
Commander C. E. Keys, R.N.	} £15 each
Mr. H. Bywater, Warrant Ordnance Officer	
F. G. Stone, Chief Ordnance Officer. (C/M.35689.) Quick loading and fuze-setting gear. (G.07283/42.)	"
Mr. Frederick T. Low, Warrant Telegraphist. Loud speaker modification. (S.D.O.1873/42.)	£15
Electrical Lieutenant G. B. Lewis, R.N.V.R. W/T modification. (A.0823/42.)	£5
Sergeant R. C. Andrews, A.I.F. Modification to Oerlikon gun. (C.I.N.O.8636/42.)	£10
William H. Akers, Chief Ordnance Artificer, D/MX.36688. Fire control modification. (N.16678/42.)	£5
Sub-Lieutenant R. F. Morgan, R.N.V.R. Depth charge devices. (A.S.W.544/42.)	£3
Mr. T. F. Browell, Warrant Engineer. Drain water valve. (N.12436/41.)	£20
Lieutenant H. E. P. Toyberg-Frandzen, R.I.N.R. Anti-submarine device. (A.S.W.1705A/42.)	£5
Paymaster-Lieutenant F. A. Ansell, R.N.R. (M.013876/41.)	£25
Mr. J. H. Diggins, Commissioned Ordnance Officer. Sight modification. (N.13053/42.)	£20
Captain J. A. McCoy, D.S.O., R.N.	£50
Lieutenant-Commander B. McC. Smith, R.N.	£15
Temporary Lieutenant R. B. Wannop, R.N.V.R.	£15
Temporary Electrical Lieutenant J. W. Pannell, R.N.V.R. Drill instruction device. (A.S.W.2444/42.)	£15
Temporary Lieutenant Gilbert Paterson, R.N.V.R.	£5
J. Shaw, Able Seaman, C/SSX.23783. Modifications to 2-pdr. and pom-pom. (N.9763/42.)	£3
Lieutenant-Commander H. E. Wethered, R.N. Range device. (S.D.G.A.307/42.)	£12
Lieutenant F. J. E. L. Allen, R.N.V.R. Instructional apparatus. (A.S.W.2071/42.)	£5
F. W. Johnson, Leading Seaman, H.S.D.P/JX.138829. Oscillator device. (C.P. Pat. 1141/42.)	£3
Lieutenant N. D. Campbell, R.N. Spotting table. (G.05606/42.)	£20

Mr. Cyril Tracey, Temporary Warrant Electrician ... {	£3 each
Frank E. E. Allum, Chief Electrical Artificer, P/M.29341 } Torpedo modifications. (T.O.8222/42.)	
Colonel C. F. Haszard, O.B.E., D.S.O., R.M. Gun platform. (N.53/43.)	£30
Q.M.S. F. Trusler, R.M., /Ch.24586. Slide rule	£2
J. F. Cook, Leading Seaman, D/JX.136541. Gun ready lamps.	£2
J. G. Nash, Marine, Ch.X.100360. Transmitting panel. (N.19013/42.)	£2
Lieutenant-Commander W. F. H. C. Rutherford, R.N. ...	£10
Lieutenant-Commander (E) J. F. Sugden, R.N.	£5
Ordnance Lieutenant A. J. Copplestone, R.N. Modifica- tion to 5.25-in. mounting. (N.27665/42.)	£5

2. Inventions forwarded to the Admiralty before 1st January, 1929, are not eligible for consideration by the Lott Fund Committee and the same applies to applications which are about to be forwarded to or pending with the Admiralty Awards Council. On the other hand applications which have failed to secure an award from the latter may be re-submitted to the Lott Fund Committee.

3. Payment should be made by the Accountant Officer of the ship or establishment in which the officer or rating is borne and brought to account through the cash account as a charge to "Trust Funds (Lott Naval Fund)", except in the case of officers serving at the Admiralty or retired personnel; payment to these will be made by the Director of Navy Accounts.

4. In the case of deceased personnel payment will be made to their estate by the Director of Navy Accounts on application being made.

(A.F.O. 1277/30.)

452.—Lott Naval Trust Fund—Allocation of Fleet Amounts

(N. 1754/43.—4.2.1943.)

The amounts to be awarded from the above Fund for efficiency in fighting practices of the various Fleets up to 31st December, 1943, are to be the same as those fixed in 1939 (vide A.F.O. 245/39) with the exception of the Home, Mediterranean, East Indies and China Fleets. The sums normally allocated to the latter will accordingly lapse for the time being.

(A.F.O. 1277/30.)

(A.F.O. 245/39—not in annual volume.)

*453.—Royal Society of Arts—Essay Competition (Industrial Design)

(N. 26179/42.—4.2.1943.)

The Council of the Royal Society of Arts have decided to offer prizes to members of H.M. Forces of either sex (excluding Home Guard) and the Merchant Navy who submit essays giving a reasoned scheme as to the practical steps to be taken—

- (a) to increase the general appreciation by the public of well-designed things,
- (b) to improve the method of education and training of those who desire to become Designers for Industry.

2. Essays should not exceed 2,000 words and should deal adequately with both parts of the subject. For security reasons, designs of aircraft, weapons of war, etc., must not be referred to.

3. The prizes will be:—1st prize £20; 2nd prize £10; 3rd prize £5.

4. Essays should be forwarded through Commanding Officers direct to the Secretary, Royal Society of Arts, Westfield, Purley, near Reading, so that they arrive before 1st August, 1943. No responsibility can be accepted

by the Royal Society of Arts for the non-receipt or loss of any essay, and essays cannot be acknowledged or returned. No correspondence can be entered into about the competition.

5. The winning essays will become the property of the Royal Society of Arts, who reserve the full copyright.

454.—Amendment to Schemes of Complement—REPORT

H.M. Submarines of "Triton", "Thames", "Porpoise", "O", "P", "R", and "Swordfish" Classes

(N. 24061/42.—4.2.1943.)

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

H.M. Submarines of "Triton", "Thames", "Porpoise", and "O", "P", and "R" Classes, issued with Admiralty letter N.2880/41 of 19.2.41:—

Insert: Notation (y) against A.B. and L.R.3.

(y)—A.A.3.

New note (y) as follows:—

(y) When an Oerlikon is fitted, add 1 A.B. (A.A.3).

(A L.R.3 is to be borne in lieu until an A.A.3 becomes available.)

H.M. Submarines of "Swordfish" Class, issued with Admiralty letter N.2880/41 of 19.2.41 and amended by Admiralty letter N.26088/41 of 19.1.42:—

Delete: Notation (f) against L.R.3.

(f)—A.A.3.

Insert: Notation (g) against A.B. and L.R.3.

(g)—A.A.3.

Amend: Note (f) to read as follows:—

(f) In vessels of the 1940 "S" Class, add 1 A.B. (S.T.) when Stern External Tube is fitted.

Insert: New note (g) as follows:—

(g) When an Oerlikon is fitted, add 1 A.B. (A.A.3).

(A L.R.3 is to be borne in lieu until an A.A.3 becomes available.)

2. A report should be forwarded in six months' time as to the continued necessity for these additional ratings.

455.—Auxiliary Aircraft Carriers—Complement Amendment

"Archer" and "Avenger" Classes, "Tracker" Class and H.M.S. "Activity"

(N. 25205/42.—4.2.1943.)

The following amendment is to be made to A.F.O. 122/43:—

Under the heading.

Cancel reference N.S. 25205/42.

Substitute reference N. 25205/42.

(A.F.O. 122/43.)

A. F. O. 512/45

456.—Telegraphists (S.O.)—Advancement

(N.27258/42.—4.2.1943.)

With reference to C.A.F.O. 1230/41, paragraph 11⁵, Telegraphists (S.O.) may be recommended for advancement to leading rate, but the actual advancements are authorised by the Commodore, R.N. Barracks, Chatham, and no advancements to leading rate are to be made without specific depot authority.

(C.A.F.O. 1230/41.)

457.—Royal New Zealand Navy—R.D.F. Officers—Rates of Pay

(C.W. 1829/43.—4.2.1943.)

New Zealand Naval Order 674, dated 22.10.42.

The provisions of A.F.O. 330/42 are to be applied to the Royal New Zealand Navy, with effect from 1st October, 1941. Officers who are technically qualified in R.D.F. may accordingly receive the rate of pay appropriate to the Engineer Branch of the R.N.Z.N. from that date.

2. Officers who have undergone the R.D.F. qualifying course in the R.N.Z.N. are to be considered "technically qualified" for this purpose.

3. Payment of the higher rates is however restricted to officers who have been confirmed in rank, and payment may accordingly be authorized from the date of qualifying or date of confirmation whichever is the later.

4. The rates of pay for qualified officers are as follows:—

	Per day	
	£	s. d.
Midshipman	6	0
Acting Sub-Lieutenant	11	0
Sub-Lieutenant	13	0
Lieutenant—		
on promotion	18	0
after 4 years	1	1 0
after 6 years	1	5 0
Lieutenant-Commander—		
on promotion	1	12 0
after 3 years	1	14 0
after 6 years	1	16 0
after 9 years	1	18 0
after 12 years	2	0 0
Commander—		
on promotion	2	3 0

5. Accounts should be adjusted accordingly.

(A.F.O. 330/42.)

†458.—Admiralty Surgeons and Agents

(C.E. 896/43 ; C.E. 1210/43.—4.2.1943.)

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

Place	Name	Address
Aberystwyth ...	Mr. W. M. Jones, M.B., B.Ch. ... (Temporarily during absence of Dr. Cribb).	46 North Parade, Aberystwyth, Cards. (Tele. No. : 308)
Salford, Lancs. ...	Mr. I. D. Clein, L.R.C.P. & S.I.	31 Trafford Road, Salford 5, Lancs. (Tele. No. : Trafford Park 0741.)
Alloa, Clackmannanshire	Mr. L. A. Large, M.B., Ch.B. ...	Mar's Hill, Alloa, Clackmannanshire. (Tele. No. : Alloa 88.)

459.—Officiating Ministers of Religion

(C.E. 50885/43.—4.2.1943.)

The following appointments of Officiating Ministers have been approved:—

Church of England	
H.M.S. "Gordon"	Rev. R. M. Scantlebury, M.A., The Rectory, Gravesend.
Methodist	
Leith and Granton	Rev. A. G. Itick, M.C., 7 Bonnington Terrace, Edinburgh.

The usual facilities are to be afforded.

460.—Sea and Swell Observations—REPORTS

(H.M. 79/38.—4.2.1943.)

While hove to during a recent gale in northern waters one of H.M. Ships estimated the height and length of waves, and the force of the wind, and sent in a short report to the Director of Naval Meteorological Service, Admiralty. Such observations as these are of value, for it is only by obtaining reliable observations of waves that the forecasting of sea and swell (which is of special importance for combined operations) can be improved.

2. Wave height is roughly equal to the height of eye of the observer above the waterline when the crests of the waves appear, on the average, to be in line with the horizon and his ship is in the trough and upright.

3. Period is determined simply by noting the average time in seconds taken for a floating object or a patch of foam to rise and fall with successive waves.

4. Wave length which is the distance from crest to crest, is a little more difficult to estimate, and in fact is usually greatly under-estimated; the length of a ship is usually the only guide.

5. Of particular value in the improvement of forecasting is the observation of direction, height, period and length of *swell* waves, i.e., of waves which have come from a distant storm and which are unrelated to the wind blowing at the ship where they are observed.

6. If an opportunity of making observations as described above should occur, Commanding Officers are asked to forward them direct to the Director, Naval Meteorological Service.

461.—Compensation for Loss of or Damage to Effects (Ratings only)—Abolition of Reports

(N.L/D.N.A. 19352/42.—4.2.1943.)

The forwarding to the Admiralty of reports of compensation awarded to naval ratings for loss of or damage to effects as required under K.R. & A.I., Article 1697, Clause 4(d), is to be discontinued forthwith for the duration of the war.

2. The abolition of these reports increases the responsibility of officers who at any stage deal with claims for compensation and the necessity for strict compliance with the procedure laid down in A.F.O. 3917/41 is emphasised. Particular attention is drawn to the fact that compensation is allowable only for the articles and quantities specified in the regulation kit laid down for the rating concerned, and that articles still in the rating's possession must be taken into account when only part of a kit is lost or damaged.

(K.R. & A.I., Article 1697 (4(d).)

(A.F.O. 3917/41.)

462.—Carriage of Official Documents, Private Correspondence, etc., by those Proceeding Abroad (including Northern Ireland, Eire and the Isle of Man)

(N.L./M. 013700/42.—4.2.1943.)

The following arrangements have been arrived at in consultation with the appropriate Government Departments to meet the requirements of Admiralty personnel, and representatives of Admiralty contractors carrying documents to destinations abroad.

2. For carriage to places outside the United Kingdom of all official documents in the Confidential and higher categories see C.A.F.O. 211/43.

PART I

Non-Confidential Official Documents to all places abroad (except Northern Ireland) carried by Admiralty Personnel and Contractors' Representatives

3. If carried by Admiralty personnel, documents will be exempt from censorship in Great Britain provided that—

(i) They are contained in a bag or envelopes sealed with the Official Admiralty seal, and

(ii) The bearer holds a letter from his department giving his status and business.

4. Should a firm holding Admiralty contracts desire to send a representative overseas with non-confidential documents the firm must arrange for—

(i) The documents to be enclosed in a bag or envelope sealed with the Admiralty seal, and for a letter from the Admiralty Department concerned as laid down in paragraph 3 (ii) above, or

(ii) Censorship in accordance with Part III of this Order.

Firms on the Admiralty Contractors Vital Factories List will be instructed as above.

5. No papers other than official documents are to be carried under Official Admiralty seal. Private or personal papers, books and documents must be submitted for censorship prior to departure (*vide* Part III).

6. It must be remembered that the Official Admiralty seal is no guarantee of immunity from examination of the contents of a bag or envelope on arrival at a foreign port.

PART II

All Official Documents to Northern Ireland and Isle of Man only— by Admiralty Personnel and Contractors' Representatives

7. All documents and papers carried by persons on passage to Northern Ireland and Isle of Man are normally liable to censorship. The following arrangements have, however, been made with the censorship authorities whereby official documents may be excluded from the censorship regulations:—

(a) *Documents carried by Naval Personnel, Civilian Officers employed by the Admiralty, and Representatives of Firms holding Admiralty Contracts.*—All official documents must be enclosed in a bag or envelope sealed with the Admiralty seal. Nothing but official matter is to be included in the bag or envelope. The passenger must produce a letter from the Admiralty Department or Naval Authority concerned, certifying that he is proceeding to Northern Ireland or the Isle of Man on duty on Admiralty business and that he is carrying official papers. The letter should contain the name, rank, or status, and number of the identity card of the bearer. In order to obtain the Admiralty seal on the bag or envelope, Admiralty Contractors' Representatives should have the bag sealed at the Admiralty or by the appropriate local Naval Authority.

(b) *Documents carried by Representatives of Admiralty Contractors making Emergency Journeys under the procedure outlined in A.F.O. 837/42.*—In an emergency, documents carried to Northern Ireland or the Isle of Man by representatives of Admiralty Contractors should be enclosed in a bag or envelope sealed with the seal of the firm. The letter from the approved authority or person in charge of the firm referred to in A.F.O. 837/42 should in such cases contain, in addition to description of the status and identity document of the bearer, a statement that the representative is carrying official documents. This information should also be included in the telephone message sent to the Director of Naval Intelligence in order that the Immigration Officer at the port of embarkation may be informed that the representative is carrying official documents.

It is emphasised that only in exceptionally urgent cases must the above procedure be used, i.e., when there is no time for the documents to be submitted for pre-censorship or for the documents to be taken or sent to a Naval Authority for sealing.

8. The censorship authorities at the port of embarkation reserve the right to examine the contents of any bag or envelope.

PART III

Private Correspondence, etc., by the General Public to all Destinations Abroad (including Northern Ireland, Eire and the Isle of Man)

9. The following non-confidential notice has been issued under the authority of the Ministry of Information (June, 1942):—

Notice to Travellers to all Destinations Abroad or Overseas, including Northern Ireland, Eire and the Isle of Man

A. To all Destinations

(1) You cannot take documents or printed or pictorial matter of any kind (including letters, books, typescript, photographs and photographic films and plates, cinema films, postage stamps, maps, plans, sketches, etc.) or gramophone records out of Great Britain without having them passed by the Censorship before you leave.

Warning

(2) Unless you arrange to have your papers censored in good time before your departure you are liable to have them taken from you for examination when you leave the country *and not be able to take them with you* because there will not be time to examine them before you leave.

(3) Do not therefore leave it until the last moment, but have all your papers censored and obtain a Permit to take them with you in plenty of time before your departure. Your papers may be censored and the official Permit obtained at any of the following Travellers' Pre-censorship Offices:—

London	...	Imperial House, Kingsway, W.C.2	Tel. No. Temple Bar 5238.
Liverpool	...	Tower Buildings, 22, Water Street, 2	Tel. No. Advance 1798.
Glasgow	...	11, Bothwell Street	Tel. No. Central 3621.
Belfast	...	119, University Street	Tel. No. Belfast 24052.
Edinburgh	...	19, Grosvenor Street	Tel. No. Edinburgh 31514.
Birmingham	...	King Edward House, New Street	Tel. No. Midland 5758.
Bristol	...	Royal West of England Academy, Queen Street	Tel. No. Bristol 37622.
Manchester	...	76, Oldham Street	Tel. No. Central 7427.

(4) After you have obtained your passport (or travel card) with exit permit (unless you are only going to the Isle of Man, when these are not required) fill in the form overleaf, stating among other things whether you want an appointment to take your documents yourself to the selected Travellers' Pre-censorship Office for examination or whether you want to send them there by post.

(5) If you make an appointment to take your papers to one of the Travellers' Pre-censorship Offices, you must bring your passport or travel card with you, unless of course you are only going to the Isle of Man. In any case you, or someone authorised by you, will have to call at the office to take your papers away after they have been censored and you will be told when they will be ready.

B. To Northern Ireland, Eire and the Isle of Man only

If you want to send luggage in advance or any *unaccompanied* luggage to Northern Ireland, Eire or the Isle of Man, you must obtain a Freight Censorship Permit. The Railway, Air and Shipping Companies will not accept luggage in advance or *unaccompanied* luggage to these destinations unless this permit is produced when the luggage is booked. You should apply for a Freight Censorship Permit to the Chief Officer at the address below.

Issued by:—

Postal and Telegraph Censorship Dept.,
(Ministry of Information),
Permit Branch,
Aintree,
Liverpool, 9.

(A.F.O. 837/42 and C.A.F.O. 211/43.)

(C.A.F.Os. 314/42 and 1526/42 and A.F.O. 754/42 are cancelled.)

463.—Matter Submitted for Approval to Publish required in Duplicate

(N.L. 1213/43.—4.2.1943.)

Instances have recently occurred in which personnel have forwarded one copy only when submitting matter for Admiralty permission to publish.

2. The attention of all personnel is called to K.R. & A.I., Article 17, Clause 3, which requires that matter for publication for which permission is required, must be submitted to the Admiralty through the usual Service channels in duplicate and in typescript or print.

464.—H.M.S. "Hecla"—Reconstruction of Accounts

(D.N.A. 1459/43.—4.2.1943.)

Ships and establishments concerned are to forward the following information as soon as possible after receipt of this Order, to :—

The Accountant Officer,
Reconstruction of Accounts Office,
Admiralty, Bath.

(a) Duplicate pay documents for all officers and ratings discharged to H.M.S. "Hecla" on or after 1st August, 1942.

(b) A copy of pay documents received for all officers and ratings entered from H.M.S. "Hecla" since 1st October, 1942.

(2) Questionnaires issued to survivors on Form S.1315 should relate to the period 1st October/15th November, 1942.

465.—Officers' Messes—Financial Arrangements made against Risk of Loss of Mess Stocks and Property—REPORTS

(N.L. 12582/42.—4.2.1943.)

With reference to A.F.Os. 3791/39 and 5142/41, ships concerned are to forward a brief report for Central Record in regard to arrangements made in respect of each Officers' Mess or other non-Government Fund, e.g. Band Fund, Book-stall Fund, where outstanding liabilities might exist if ships were lost. Points on which information is required to be recorded are :—

(a) Details of current War Risk Insurance effected.

(b) Number of Certificate and Disposal.

(c) Whether Messmen's stocks are included, or are insured separately by individuals.

(d) If a combined Policy has been effected, proportion in which Insurance money should be applied to interests covered.

(e) Brief description and estimated value of Mess stocks or property normally maintained on board by each interested party.

(Note :—Wine, Tobacco, etc., which is at the risk of supplier should be omitted.)

(f) Address of any Mess Banking Accounts.

(g) Manner in which it is desired that remaining assets should finally be disposed of.

2. Reports are to be made—

(i) By ships carrying their own accounts, to the Director of Navy Accounts (Branch 5A).

(ii) By all other ships to the Base Accounting Ship or Depot where their accounts are carried.

3. Ships newly commissioning or being brought forward for Service are to forward a first report to the Senior Officer of the fitting-out port, who will transmit it to D.N.A. (Branch 5A), or to the Accounting Base to which the ship is allocated on commissioning.

4. Supplementary reports are only required when a material change occurs. When ships change their Accounting Base, records should be transferred by the holder to the new Base.

5. It appears that many ships, particularly of the smaller classes, still fail to make adequate provision by insurance in accordance with A.F.O. 3791/39 in respect of liabilities which may lie against survivors in the event of the ship being lost. The importance of effecting a full and comprehensive insurance is accordingly again emphasised and Commanding Officers are asked to make it their personal interest to see that this is effected. Particular attention is drawn to the desirability of Messes, even though messed by a Messman, covering themselves against such liabilities as may lie against the surviving members personally.

6. Attention is called to the necessity of ensuring that policies do not lapse. It is suggested that ships having Mess Banking Accounts should arrange with the bank for the automatic renewal of any policy on expiry.

7. It should be noted that paragraph 8, of A.F.O. 3791/39, is not confined to cases where insurance is effected by a Steward or Messman, but is applicable to all cases where insurance of stocks is effected on behalf of the Mess.

(A.F.Os. 3791/39 and 5142/41.)

***466.—Naval Salvage Money—Distribution**

(D.N.A. 3A./S.V. 517/40.—4.2.1943.)

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

Award for the salvage of S.S. "Beacon Grange" by H.M.R. Tugs "Marauder", "Salvage King" and "Buccaneer", during the period 24th and 25th August, 1940.

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

	H.M.S. "Marauder"	H.M.S. "Salvage King"	H.M.S. "Buccaneer"
	£ s. d.	£ s. d.	£ s. d.
3rd Class ...	40 3 9	175 17 6	43 11 3
6th Class ...	20 1 10	87 18 9	—
7th Class ...	16 1 6	70 7 0	17 8 6
8th Class ...	13 7 11	58 12 6	14 10 5
9th Class ...	10 14 5	46 18 0	11 12 4
10th Class ...	8 0 10	35 3 6	8 14 4
11th Class ...	6 14 1	29 6 9	7 5 4
12th Class ...	—	17 12 3	4 7 0

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

***467.—War Bonus for Boys and Apprentices**

(N. 2304/43.—4.2.1943.)

With effect from 1st January, 1943, a War Bonus of 6d. a day, under the general conditions of A.F.O. 3562/40, is granted to apprentices and boys of the Royal Navy and Boy Buglers, Boy Musicians and Band Boys of the Royal Marines.

(A.F.O. 3562/40.)

("A" Message 2203A/28 January is cancelled.)

468.—W.R.N.S.—Summary Punishments

(N.L./N. 24557/42.—4.2.1943.)

With reference to paragraph 8(c) of A.F.O. 261/43 dealing with the Summary Punishment of W.R.N.S. ratings, punishment warrants (Form S.271) are not required, but a written record giving dates and full particulars of the offence and punishment awarded is to be made and signed by the Commanding Officer, when a W.R.N.S. rating is disgraced or deprived of a badge. The record is to accompany the punishment return (Form S.181).

(A.F.O. 261/43.)

469.—W.R.N.S.—Anti-Gas Duties—Conditions of Service

(N. 21686/42.—4.2.1943.)

W.R.N.S. ratings who are employed on Anti-Gas duties, including maintenance, are to be entered as Wrens (M) on the unspecialised rate of pay. After 3 months' service from the date of enrolment and provided they have passed the 5½ day P.D. Course, they will be eligible for transfer to the lower specialised rate of pay in the new category of Wren (A.G.). If recommended, they may be advanced to the higher specialised rate after a minimum of a further 3 months' service.

2. Such of these ratings whom it is intended to select for duty as Anti-Gas Instructors, as envisaged in C.A.F.O. 2499/42, paragraph 24, are to undergo the Long P.D. Course before being drafted for instructional duties. Pending the introduction of that course, a minimum of 70 per cent. passing marks in the 5½ day P.D. Course will be accepted as sufficient qualification.

3. W.R.N.S. ratings employed as Anti-Gas Instructors will be given Petty Officer status. If they are not eligible for roster advancement to that rate, they are to hold it on an acting basis and confirmation in the rate will be subject to the provisions of A.F.O. 6018/42, paragraph 6.

(C.A.F.O. 2499/42.)

(A.F.O. 6018/42.)

470.—Cases of Jaundice—REPORTS

(M.D.G. 64112/42.—4.2.1943.)

Medical Officers of Ships and Establishments are to render to the Medical Director-General a report upon all cases of jaundice (except "surgical" cases of obstructive jaundice) occurring in Naval personnel.

The report is to include information upon the following points:—

- Brief clinical history.
- History of previous attacks of jaundice with details.
- Exposure to other cases of jaundice and approximate interval between date of exposure and onset of jaundice.
- Previous history, if any, of injection of any form of human blood or blood products or of yellow fever vaccine within a year prior to the development of jaundice. Batch numbers of blood product or vaccine if recorded.
- Previous history, if any, of injection of anti-tetanic, anti-diphtheritic or any other form of horse serum during the previous year. Batch numbers of serum if known.
- Any history of exposure to chemical products such as explosives, luminous paints, carbon tetrachloride, etc.
- History of continuous treatment by arsenical and bismuth preparations with details and dates of courses.

(C.A.F.O. 2498/41 is cancelled.)

471.—R.N. & R.M. Sports Control Board—Donation

(N.—4.2.1943.)

(Included in Notice Boards Issue only.)

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

472.—Rangefinders 4 ft. base, Types F.V.2, F.V.3 and F.V.6—Fitting of Desiccator Connections

Ships and Dockyards concerned

(G. 0807/42.—4.2.1943.)

Rangefinders 4 ft. base, types F.V.2, F.V.3 and F.V.6 are to be fitted with desiccator connections.

2. Pattern No. 10658 (Subhead F.I.B.) has been allocated to the connections which will become component with the rangefinder.

3. A.F.O. Diagram 36/43 shows the type of connection which is being supplied, and which is to be fitted by ships' staffs or dockyards concerned, at the earliest opportunity.

Desiccator connection, Pattern 10658, are now available and Ships in commission and dockyards concerned should forward demands to the S.N.S.O., R.N. Store Depot, Stanley Mills, Stroud.

473.—Guns, Machine, 0·30-in. Marlin Trip Gauges—Allowance

(A.S./C.I.N.O. 11963/42.—4.2.1943.)

The allowance of Trip gauges for 0·30-in. Marlin machine guns is to be altered from one per single or twin equipment to one per ship. Gauges in excess of this quantity are to be landed at the nearest Naval Armament Depot.

2. Naval Proportion Book will be amended.

474.—Guns, Machine, 20-mm., Oerlikon—Gauge Striker Protrusion and High Diameter, Mark I

(A.S./G. 06774/42.—4.2.1943.)

A gauge striker protrusion and high diameter for guns, machine, 20-mm. Oerlikon, Marks I, II and U.S. IV, is in production and will be allowed in the proportion of one gauge per ship to Corvettes and above. Stocks of gauges will also be sent to Bases, etc., for their use in guns mounted in small craft and D.E.M.S.

2. H.M. Ships concerned should demand from the nearest R.N. Armament Depot. Armament Supply Officers are to render Intermediate Demands for the quantities required to D.A.S. (Branch A), Bath.

3. Naval Proportion Book will be amended.

475.—Cordite—Landing—Destruction

(A.S. 859/43.—4.2.1943.)

All cartridges containing cordite of the following sub-lots on board sea-going ships are to be landed before 31st March, 1943, viz.:—

Lot No.	Size.
R.N.C. 1306C 3/43	S.C. 109
R.N.C. 1393C 3/43	S.C. 109
R.N.C. 1543C 3/43	S.C. 109
R.N.C. 1583C 3/43	S.C. 109
R.N.C. 1761C 3/43	S.C. 103
R.N.C. 1767C 3/43	S.C. 103
R.N.C. 1825C 3/43	S.C. 109
R.N. 2816YXB	2¼ M.C.
R.N. 2816XBX	2¼ M.C.

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

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

4. Care is also to be taken that any cartridges of the sub-lots shown in paragraph 1 but marked "R.U." are also landed and similarly dealt with.

476.—Pistols, Signal, 1-in., No. 2, Mark V—Air Ministry Pattern Reference No. 7B/971—Introduction for Fleet Use

(A.S. 04053/42.—4.2.1943.)

Pistols, signal 1-in., No. 2, Mark V, of Air Ministry Pattern (Reference No. 7B/971) are being introduced into the Naval Service for Fleet as well as Fleet Air Arm use.

2. These pistols have a short barrel and may be issued to all services for which Pistols, signal No. 1, Mark III*, are normally supplied.

3. Existing type of service cartridges, for Fleet use, used in this new type pistol will protrude from the muzzle, when loaded, but are safe to fire.

4. Naval Proportion Book will be amended.

(A.F.O. 4740/42.)

477.—Intensifier Fluid for all Gun Mountings

Dockyards and Ships concerned

(N.S. 17548/41.—4.2.1943.)

Owing to the shortage of potash, soft soap, Grade I, with this type of base, will not be continued in supply for intensifier packing of the glands of gun recuperators.

2. The following mixture in the correct proportions should in future be used as a substitute:—

4 lbs. of Belmolene R.B. grease.
6 pints of heavy torpoyl.

3. The mixture should be made up on board as required, these materials being carried normally for other purposes.

478.—Torpedoes, 21-in., Mark IX Type—Alteration of Starting Position of Propellers

(A.S. 10361/42.—4.2.1943.)

Consequent on a report of leakage of fuel in 21-in., Mark IX type torpedoes, when in torpedo tubes, the starting position of the propellers is to be altered so that all fuel injection valves will be closed.

2. This will necessitate altering the position of the arrows indicating the starting position on forward and aft propeller bosses.

3. Torpedoes will be modified in Torpedo Depots as they pass through workshop, and in any case before issue, but torpedoes afloat are not to be landed specially for this modification to be carried out.

4. New production torpedoes will be dealt with during manufacture.

5. This modification will be noted in Torpedo History Sheets under Torpedo Depot Instruction No. 1450.

479.—Paravanes Mark VII-VII* and S Mark I*—Damage to Oscillator Rear Support Ring

(A.S. 19091/42.—4.2.1943.)

It has been reported that oscillator rear support rings of paravanes are being fractured owing to improper removal by means of a chisel.

2. Incorporated in the design of these rings are three $\frac{1}{8}$ -in. dia. tapped holes in the flange provided for the use of starting screws, for which purpose any $\frac{1}{8}$ -in. Whit. set bolt can be employed.

3. The use of any tool such as a chisel when removing the ring is to be avoided and the importance of strict compliance with this instruction is stressed.

480.—Paravanes, Bow Protector Type—Introduction of Brass Plate to Show Range Setting of Rudders

(A.S. 13702/42.—4.2.1943.)

In future a brass plate will be affixed to the body of every bow protector type paravane on which particulars of the original and all subsequent range settings of rudders will be stamped.

2. When the new plate is introduced history sheets will not be issued to vessels other than H.M. ships with bow protector paravanes (i.e. types M.III, B.III**, B.V., C.III** and Mark VII-VII*) but will be retained at

(a) Portsmouth—for paravanes issued at home ports.

(b) Foreign depots—by the depot issuing the paravanes.

3. History sheets for bow protector paravanes for H.M. ships and for T.S.D.S. paravanes will continue to be dealt with as at present.

481.—Dan Buoys—Alternative Method of Recovery

Fleet Minesweepers

(D.06732/42.—4.2.1943.)

The following alternative method for the recovery of dan buoys, which has been tried with satisfactory results in certain vessels of the "Bangor" class, is promulgated for general information.

2. The minesweeping davit is plumbed over the after fairlead and both warping drums on the minesweeping winch are used, one for the whip and the opposite side for the Messenger. The dan is then recovered in precisely the same manner as an Oropesa float and hoisted close up. The Messenger is then secured to the stray line and hove in, stopping momentarily to disconnect the dan and pellets. The davit is trained forward to land the dan on the deck and then aft to hoist the sinker inboard. If necessary a hemp grapnel is used to haul the dan close enough to hook on the whip, but this should seldom be necessary as it is easy to turn the stern towards the dan, always stopping the inner screw in good time.

(S.O., 9th M.S. Flotilla, 9.4.42, No. FL. 1/28.)

482.—Aircraft, Boat and Deck Cranes—Locking-in of Limit Switches of Messrs. Allen West & Co's. Manufacture

(T.58/43.—4.2.1943.)

Reports have been received from ships fitted with aircraft and boat cranes that in limit switches of the above manufacture, isolated cases have occurred where the cast raised "stop" in the base of the switch case failed to engage the lower part of the moving contact arm, as designed, thus allowing the latter to override the normal "opened" position of the switch and to lock in the top dead centre position of the operating spring, and so preventing the forked arm on the same shaft from remaking the switch, and necessitating the switch being reset by hand.

2. Commanding Officers of ships concerned are informed that this defect where experienced, may be overcome by drilling and tapping the aforementioned stop, $\frac{1}{8}$ -in., B.S. Whit., and fitting a suitable cheese-headed steel screw to give the additional height to the stop for correct operation. Care should be taken to maintain sufficient air clearance between the fixed and moving contacts when the switch is in the fully-opened position. The work should be carried out by ship's staff.

3. The matter has been taken up with the manufacturers with regard to current and future construction.

483.—Cabin Bells—Additional Circuits for Quartermaster—As. and As.

"Algerine" Class Minesweepers

(D./P. 20875/42.—4.2.1943.)

The quartermaster's bell in "Algerine" class minesweepers is fitted in the Commanding Officer's lobby. Sea experience has shown that the quartermaster spends most of his time on the minesweeping deck and that a bell in that position is very desirable.

2. Arrangements are therefore to be made to parallel cabin bell circuits C.B.2 and C.B.4 respectively; an additional bell, Pattern 2237A, is to be fitted adjacent the L.L. winch, with shutters, Pattern 569, for each line, wiring being arranged in parallel with, and similar to, the bell and shutters in the Commanding Officer's lobby.

3. The S.E.O., Fleet Minesweepers, Port Edgar, is to insert an item, Classified "A," in the Class List of As. and As. for the ships "to provide additional cabin bell communication for the quartermaster adjacent to the L.L. winch," quoting this A.F.O. as authority.

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

483a.—Compass Corrector Gear—Introduction of New Types of Resistance Boxes (D./C.D. 482/42.—4.2.1943.)

To reduce the large variety of compass corrector resistance boxes now in use, four types of multi-purpose box have been designed which will, when in production, take the place of practically all existing patterns of box, for new construction ships and repairs.

2. Each of the new types will be made in single and double units: each double unit containing two units exactly similar to the corresponding single unit. The letters A and B will be used after the pattern numbers to indicate single and double units respectively, e.g., Patterns 865A and 865B.

3. The functions of the four types of box are described in the following table:—

	A	B	C	D
Type of Resistance Box	For use with	Voltage	Replacing	
Pattern 865A, single unit	B coils, Pattern 929 ...	5/20	Patterns 939, 949, 970, 852, 977 (B coil section)	
Pattern 865B, double unit	C coil, Pattern 978 ...	10	Pattern 850	
Pattern 866A, single unit	H.E. coil, Pattern 925 Series	5/20	Patterns 856, 857, 859, 862, 927, 938, 941, 942, 943, 944, 945, 946, 947, 948, 952, 953, 954, 955, 956, 957, 958, 963, 965, 966, 973, 974, 977 (H.E. coil section)	
Pattern 866B, double unit	H.E. coil, Pattern 933 ...	10/220		
	B coil, Pattern 935 ...	10/220		
	C coil, Pattern 937 ...	10/110		
	C coil, Pattern 951 ...	5/220		
	B coil, Pattern 964 ...	110		
Pattern 867A, single unit	C coil, Pattern 937 ...	220	967	
	B coil, Pattern 961 ...	110/220	968	
	H.E. coil, Pattern 962 ...	110/220	969	
Pattern 868A, single unit	B coil, Pattern 934 ...	110/220	940, 950, 975, 976, 853	
Pattern 868B, double unit	C coil, Pattern 978 ...	130/200		

4. In order that the boxes may be adapted for use on the various voltage ranges as shown above, the terminal panel of each resistance unit has been so designed that pairs of terminals may be linked in different ways as required. Full instructions for linking terminals are given on the wiring diagram to be found inside the lid of each box. The terminal links will be found stowed on a screw inside each box, and the wiring diagram should be studied carefully before any links are placed in position. There should then be no possibility of damage being done to the resistance box or corrector coils when the supply voltage is first applied.

5. A complete and separate outfit must be supplied for each compass, as two compasses are never to be connected to the same box. The resistance boxes for one compass should be mounted as far as practicable from those of the other compass in order to lessen damage risk. Officers responsible for making out demands should indicate requirements for each compass. Issuing authorities will then supply quantities of A and B boxes to satisfy the total number of units of each type required for each compass.

6. In order that the boxes for each compass may be readily distinguishable after installation, each box will have a reversible label on the lid, reading "standard compass" on one side and "steering compass" on the other. In addition, each terminal panel inside the boxes will be provided with a blank card label. When a box is installed, this label should be marked to indicate the compass corrector coils concerned and the source of the D.G. supply, together with either of the words "Standard" or "Steering" according to the compass concerned.

7. In connection with the above, a standard system of self-explanatory markings has been drawn up, and these markings should always be used as they have been arranged in conjunction with the U.S. authorities. The system of markings is as follows: the first letter, or group, indicates the compass corrector coil circuit, and the second letter or group, the D.G. coil concerned:—

For B coils	For H.E. coils	For C coils
BX-M	H-M	C-M
BY-MF	H-MF	C-MF
BY-F	H-F	C-F
BY-FI	H-FI	C-FI
BY-FP	H-FP	C-FP
BY-AI	H-AI	C-AI

8. Existing stocks must be used up, and old patterns of resistance box will be issued until present stocks are exhausted.

9. Copies of the following permanent D.G. Installation drawings already issued by the Director of Electrical Engineering Dept. should be modified as necessary, the new pattern boxes shown in column A of paragraph 3 above being substituted for the old pattern boxes shown in column D. :—Nos. D.E.E. 6466, 6470, 6637, 6724, 6725, 6727, 10070, 10084, 10430, 10556, 10630, 10696 (latest revisions thereof).

10. The methods of connection of new resistance boxes are shown in A.F.O. Diagrams No. 37/43 (1-4).

11. In order that individual corrector coil windings may be identified readily on test, the resistance values of all coils are given in the following tables:—

Pattern No.	B Coils		C Coils		H.E. Coils	
	X ohms	Y ohms	Pattern No.	ohms	Pattern No.	ohms
			937	46.7	925	20
			951	21.8	933	43
928	153	43	978 (3	10	962	365
929	4.2	2	winding)	(each		
934	513	189		winding)		
935	102	48				
961	100	80				
964	46.5	YI 85				
		YP 90				

484.—Fire Precautions

Auxiliary Craft driven by Paraffin Engines
(D.819/43.—4.2.1943.)

The alterations laid down in A.F.O. 2651/42 for auxiliary craft driven by petrol engines are also to be carried out in craft driven by petrol/paraffin engines.

(A.F.O. 2651/42.)

485.—Feed Filtering Arrangements—Modification to—As. and As.

“Skate,” “Esse,” “Vee” and “Weir” Class Destroyers and “Scott” and “Shakespeare” Class Leaders

(D.90/43.—4.2.1943.)

Terry towelling is in future to be used in lieu of sponges as the filtering medium in the feed filter tanks of the above-mentioned vessels. The towelling is to be fitted on grids arranged as indicated in A.F.O. Diagram 38/43.

2. An item, Classification “A,” to cover the work involved, is to be included in the next lists of As. and As. for the vessels concerned.

3. Use may be made of “Basol 77” for removing grease from Terry towelling. For this purpose, a boiling solution containing not more than 4 oz. of Basol per gallon of water may be used. After treatment, towelling should be washed in hot water to remove all traces of Basol.

4. “Basol 77” is a Rate-book article.

(C.O., *Winchelsea*, 8.8.42. No. D.2608/42.)

486.—W/T—A.C. Supply Outfit D.R.D.—Completion of Installation—As. and As.

(S.D. 1471/42.—4.2.1943.)

Owing to shortage of supply only one each of motor alternators, Patterns 3891 or 1548, and starters, Patterns W.4342 or W.4341, may be supplied with each A.C. supply outfit D.R.D., except when issued to aircraft carriers, in lieu of duplicate machines and starters.

2. The Commanding Officers of ships so fitted are to insert an item in their next lists of As. and As, to complete the installation of A.C. supply outfits D.R.D., when stores are available, Classification “B”—quoting this order as authority.

3. The method of fitting A.C. supply outfit D.R.D. is described in Specification B.189/42.

4. Ships concerned will be supplied without demand with the following stores, when available, by S.N.S.O., Haslemere:—

Patt. No.	Description.	Quantity.
3891	Motor alternator, 2.5 kW., 230 volts, 50 cycles, 220 volts supply.	1 only to 220 volt ships.
1548	Motor alternator, 2.5 kW., 230 volts, 50 cycles, 110 volts supply.	1 only to 110 volt ships.
W.4342	Starter, contactor type, for motor 2-5 H.P., 220 volts.	1 only to 220 volt ships.
W.4341	Starter, contactor type, for motor 2-5 H.P., 110 volts.	1 only to 110 volt ships.

487.—Cancelled.

488.—Radio Installation, Type 91—Fitting-out Information

(S.D. 92/43.—4.2.1943.)

A.S.E. Preliminary Specification No. B.174/42, Issue 2, has been prepared to show the method of fitting and wiring radio installation, Type 91.

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

3. Copies of the specification have also been forwarded to the Warship Production Superintendents, Scottish, East-Scotland, Belfast, South Wales, North-Western, North-Eastern, Humber, Southern and Thames Areas. The Principal (Ship) Overseers and Emergency Repair Overseers of all ships approved to be fitted with Radio Installation, Type 91, are therefore to apply to the Warship Production Superintendents of their areas for a copy of A.S.E. Specification No. B.174/42, in accordance with the procedure laid down in A.F.O. 790/40.

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

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

489.—Echo Sounding Sets, Types 758/N/P/S/Q and 761/P—Amplifier Valves

(N.S. 10083/43.—4.2.1943.)

Valves N.R.41, Pattern 3795, are specified for the amplifiers of the above sets and, as originally made by Osram, functioned satisfactorily.

2. The above valves are, however, now manufactured by Cossor and it has recently come to light that the valves Pattern 3795 made by Cossor have somewhat different characteristics requiring the application of about 1½ volts grid bias. As there is no provision in the amplifiers concerned for the application of grid bias, Echo Sounding performance is seriously affected when valves of Cossor make are fitted in the first stage, though they can be accepted for use in the second stage.

3. With reference to Figure VA of the current Handbook (A/S H.22) stocks of S.P.2 valves are being obtained and when available they will be issued (together with the two resistances which must be fitted concurrently in the amplifier) as replacements for all N.R.41 valves. In the meanwhile, however, any N.R.41 valves, Pattern 3795, of Cossor make now in use as first stage valves must be replaced as soon as possible by valves of Osram make.

4. Valves N.R.41, Pattern 3795, of Osram make can be distinguished from those of Cossor make by the symbol V.P. 21 stamped on the former.

5. In vessels fitted with the above sets valves fitted and held as ships spares are to be scrutinised and, if two Osram valves are not held (one for use in first stage and one as spare), the number required to complete to this allowance is to be demanded from the nearest depot ship or base holding Echo Sounding spares to Establishment List A/S 61 (*vide* A.F.O. 5301/41).

6. In the depot ships and bases listed in A.F.O. 5301/41 stocks of N.R.41 valves, Pattern 3795, are also to be scrutinised. If insufficient valves of Osram make to satisfy estimated local demands as in paragraph 5 are held, the additional quantities required are to be obtained from the Naval Store Officer, R.N. Store Depot, Walcot Street, Bath. Requirements from abroad should be communicated by signal.

7. The stocks held at Bath are strictly limited and demands from that depot must, therefore, be restricted to the minimum to cover estimated requirements.

8. As a temporary measure the amplifiers in a few submarines have been modified to use A.R.P.4 valves, of which adequate spares are carried, and these valves should continue to be used until the S.P.2 valves mentioned in paragraph 3 above become available.

(A.F.O. 5301/41—not in annual volume.)

490.—Asdic Installation, Type 127DV—Establishment List

(N.S. 019474/42.—4.2.1943.)

Establishment List No. A/S.89 dated 24th December, 1942, of Naval Stores comprising Asdic Installation Type 127 DV. has been prepared and copies will be distributed to the services concerned by the Naval Store Officer, R.N. Store Depot, Bath.

491.—D.G. Installation—Marking of Ampere Turn Meters and Ammeters*H.M. Ships and Establishments*

(S.D.G. 376/42.—4.2.1943.)

Certain D.G. installations have been provided with ampere turn meters or with ammeters marked as follows:—

For M, F and Q Coils

<p style="text-align: center;">O</p> <p>“ S ” Seeking Blue Pole UP Reverse Current (blue lettering)</p> <p>.....</p>		<p>“ N ” seeking Red Pole UP Forward Current (red lettering)</p> <p>.....</p>
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For A Coils

<p style="text-align: center;">O</p> <p>“ S ” seeking Blue Pole to Starboard Reverse Current (blue lettering)</p> <p>.....</p>		<p>“ N ” seeking Red Pole to Starboard Forward Current (red lettering)</p> <p>.....</p>
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2. In order to bring coil nomenclature into line with setting signal procedure the symbols as detailed below are to be boldly painted on the outside of the window of these instruments by ships' staffs:—

- (i) on the right-hand side—in red—the symbol “ + ”.
- (ii) on the left-hand side—in blue—the symbol “ - ”.

In future supplies of these instruments these symbols will be included on the scale plates.

492.—D.G. Equipment*B.Y. Minesweepers*

(S.D.G. 03/43.—4.2.1943.)

No change is to be made in the current in the F, Q and A coils for variations of course in B.Y.M.Ss.

2. The D.G. equipment of these vessels is always to be adjusted for fixed settings according to their locality.
3. Course correction is *not* to be used.

493.—Cold Weather Operations—Precautions

(D./M. 03563/42.—4.2.1943.)

A.F.O. 6305/42 is to be amended as follows:—

Insert at end of Section I, General:—

“ 49. *Echo Sounding Hull Units.* Empty the tanks and refill with a thoroughly mixed solution of one part glycerine to three parts water. Filling with a solution which is not homogenous will affect results by increasing transmission and reception losses.”

(A.F.O. 6305/42.)

494.—Crew's Galley—Improved Ventilation—As. and As.*H.M. Ships and Leaders of the “ Rotherham ” to “ Crescent ” Classes*

(D./P. 22675/42.—4.2.1943.)

As a result of experience on trials in H.M. Ships of the “ Rotherham ” Class, it has been found that the crew's galley has a tendency to become overheated under certain conditions.

2. To obviate this, a baffle plate and an additional 9-in. mushroom vent are to be fitted to the crew's galley aft in H.M. Ships and Leaders of the “ Rotherham ” to “ Crescent ” Classes on the lines indicated on drawing D.N.C. 16B/62.

3. Items, Classified “ B ”, to cover the work involved, are to be included in the lists of As. and As. for completed ships.

*(This Order is to be retained until complied with.)***495.—Stiffening Round Compass***L.C.Ts.*

(D.N.C./C.D. 757/42.—4.2.1943.)

In certain L.C.Ts. vibration has been experienced in the vicinity of the standard compass.

2. It has been found that this can be overcome by the fitting of a stiffener between the fore side of the bridge and the wooden pedestal upon which the compass is mounted.

3. A brass angle stiffener should be fitted in all cases where this defect is experienced.

496.—Naval Aircraft Stores for American Types of Aircraft

(N.S. Air 312/42.—4.2.1943.)

The replenishment schedule has been revised as shown in the Appendix to this order which supersedes Appendix II of A.F.O. 5207/42.

APPENDIX

Replenishment Schedule—Classes 5–92

Note.—Replenishment demands are only required for the Naval Aircraft Stores as indicated in paragraph 1 of A.F.O. 5207/42.

<i>Class</i>	<i>31st January and 31st July</i>
6	Anchors, buoys, etc.
23	Water Breakers and fog signalling equipment.
37	Clothing and goggles.
39	Lumber and plywood.
43	(Part II)—Rivets.
45	Pipe and tube fittings.
57	Laboratory equipment.
72	Arctics, etc.
81 and 82	Major and minor structural spare parts for airplanes manufactured by:—
	(a) Beech ;
	(b) Douglas ;
	(c) Naval Aircraft Factory ;*
	(d) Timm.
	(e) Edo.
88	Instruments and parts, complete.
89	Handling gear and equipment, complete.
91	Major structural spares, lighter than air.
92	Minor structural spares, lighter than air.
93	Aeronautical training devices and parts complete.
	<i>28th February and 31st August</i>
11	Bilge and gasoline pumps and parts.
14	Preservation compounds, greases, oils and lubricants.
17	Electrical equipment.
22	Cable and wire (bare).
27	Fabric, felt, webbing and thread.
32	Cork and insulation material.
33	Rubber material and flexible hose.
43	(Part III)—Screws, washers, etc.
81 and 82	Major and minor structural spare parts for airplanes manufactured by:—
	(a) Consolidated ;
	(b) Curtiss ;
	(c) Canadian Car and Foundry ;
	(d) Fairchild ;
	(e) Ryan ;
83	Airplane accessories and accessory parts.

* Includes only parts for N3N and SBN airplanes. Parts for PBY will be included with those for Consolidated ; parts for SON with Curtiss ; parts for OS2N with Vought-Sikorsky.

Class	31st March and 30th September
12	Shackles, thimbles and bushings.
16	Radio equipment.
21	Cordage.
40	Machine tools, accessories and parts.
41	Needles, hand tools and paint sprayers.
44	Metal tubing.
81 and 82	Major and minor structural spare parts for airplanes manufactured by:—
	(a) Lockheed ;
	(b) Vought-Sikorsky ;
	(c) Nash-Kelvinator ;
	(d) Goodyear ;
	(e) Brewster ;
	(f) Vega ;
82	AN, NAF and AC standard material and miscellaneous commercial items.

30th April and 31st October

34	Leather goods.
46	Metal in bar.
47	Metal in sheet.
48	Metal shapes.
52	Dopes, paints and enamel.
53	Masking tape and stationery.
58	Hand fire extinguishers.
74	Individual equipment (field and landing force).
81 and 82	Major and minor structural spare parts for airplanes manufactured by:—
	(a) Grumman ;
	(b) Vultee ;
	(c) General motors ;
87	Propellers and parts, complete.

31st May and 30th November

83	Airplane tyre and tube equipment.
15	Wire, insulated.
18	Cameras, film and photographic equipment.
24	Canvas, duck.
38	Photographic brushes.
42	Hardware.
51	Acids, chemicals (including photographic chemicals).
81 and 82	Major and minor structural spare parts for airplanes manufactured by:—
	(a) Martin ;
	(b) Stearman.
86	Engine accessories and parts and tools therefor, complete.

30th June and 31st December

13	Engine room and fire room fittings.
26	Furniture, office and hangar equipment.
29	Paper towels and holders.
31	Lighting apparatus (non-electric).
35	Books, blue-prints, and periodicals.
43	(Part I)—Bolts and nuts.
63	Seaplane ration equipment.
64	Cooking utensils.
81 and 82	Major and minor structural spare parts for airplanes manufactured by:—
	(a) Spartan ;
	(b) North American ;
	(c) Howard ;
	(d) Piper.
85	Engine parts and tools, complete.

(A.F.O. 5207/42.)

497.—Tecalemit Junior Hand Compressors

(N.S. 6300/41.—4.2.1943.)

With reference to A.F.O. 3688/42 the Tecalemit Junior Hand Compressor, Model No. 2, and the flexible connection for use with the compressor, will be added to the Authorised List of Naval Stores as follows:—

Page	Line	Subhead	Sch.	Pat. No.	Description
330	13A	B8	C	4929	"Tecalemit" Junior Hand Compressor, complete—Model No. 2.
330	13B	B8	C	4930	Ball and socket flexible connection for use with Pattern 4929.

2. D.126—List of Particulars for Submarines of "Oberon" and later classes—will be amended.

(Portsmouth Yard Letter, 7th December, 1942, No. 11906.)

(A.F.O. 3688/42.)

498.—Zinc Protectors in L.C.Ts.

(D.N.C./D.N.E. (C.O.) 3753/42.—4.2.1943.)

Owing to the shortage of zinc supply it has been decided to omit zinc protectors in new construction L.C.Ts. A similar policy is to be adopted in existing craft as the zincs become defective. After zincs have been removed the after end of the craft below the waterline to 5-ft. 0-in. before the shaft brackets is to be coated with Apexior in lieu of tar compound as at present. The previous coating, together with any loose scale or rust, should be removed by scraping and wire brushing as necessary before applying the Apexior.

499.—Steam-operated Foam-making Equipment in Machinery Rooms

"Town" Class Destroyers

(D.15858/42.—4.2.1943.)

Investigations have shown that in a number of "Town" Class Destroyers the steam-operated foam-making equipment fitted in the machinery compartments is not in working condition, whilst in others the equipment has been partially or wholly removed.

2. The equipment has very limited capabilities, and a performance inferior to that of the F.B.2. (L.P.) foam branchpipe and knapsack equipment now allowed to destroyers in accordance with A.F.O. 3148/42.

3. Whilst equipment which is in working condition, is not to be removed, it is considered that the time and labour necessary to refit defective equipment is not justified in view of the supply of the equipment mentioned in paragraph 2.

4. If not already on board or demanded, F.B.2. (L.P.) branchpipe and 2-gallon foam extinguishers are to be demanded forthwith in accordance with A.F.Os. 3148/42 and 3149/42 respectively.

5. In those ships where the steam-operated equipment is in working condition, a trial is to be carried out to ensure that the plant will function satisfactorily, and this is to be repeated every 12 months.

6. Demands for refills are to be made on storing yards, who are to obtain them from Messrs. Pyrene Co., Ltd., Great West Road, Brentford, Middlesex. When demanding, the refills are to be described as Standard Phomene Charges for Steam Pressure Foam Engine on a basis of 2½-lbs. Alkali.

(A.F.Os. 3148/42 and 3149/42.)

500.—Surplus Naval Stores at Commercial Yards

(N.S. 33512/42.—4.2.1943.)

It is probable that there are considerable quantities of stores lying at commercial shipyards which have been sent for supply to, or fitting in, particular ships, but which, for various reasons have failed to connect with the ships. Duplicate supplies often need to be made, and, except where the original supplies have been lost in transit, they are still probably available in the shipyard to which they were forwarded.

2. Admiralty Overseers should, after consultation with Shipyard staffs, arrange with the (Superintending) Naval Store Officer for the return of all unallocated naval stores to the nearest Dockyard or Naval Store Depot. If the actual service for which supply was originally made cannot readily be identified, this Order should be quoted on return notes as the authority for return.

501.—Inboard Vent to Log Tank*H.M. Submarines*

(D.954/43.—4.2.1943.)

A $\frac{1}{4}$ -in. diameter inboard vent cock to withstand specified tank pressure is to be fitted to the log tanks of all submarines for the following reasons:—

- (a) To ascertain when the pump is sucking on the tank.
- (b) To avoid a vacuum when pumping.
- (c) As an indication when the tank is flooded.

2. The Commanding Officers of submarines concerned are to insert an item Classification "A" in their next lists of As. and As. to cover this work.

*(P.S.O., Barrow, 11.12.42, ref. :—R/Mc/U/4493.)**(This Order is to be retained until complied with.)***502.—Electrical Testing Instruments—Allowances***70 ft. M.T.Bs.*

(N.S. 011408/43.—4.2.1943.)

The present allowances, to 70 ft. M.T.Bs. by the Establishment of Naval Stores, of two voltmeters, Pattern 2807, and one cell tester, Pattern 1640, as base spares per flotilla, are to be reduced to two voltmeters and one cell tester per base for flotilla use, irrespective of the number of flotillas attached.

2. Instruments of these patterns held by bases in excess of the revised allowances (excluding those allowed for torpedo workshops) should be returned to the storing yard or the nearest Naval store depot.

3. B.R. 374—Establishment of Naval Stores—will be amended.

503.—Logs, Navigation—Tests—Visits of Manufacturers' Representatives

(C.P.90272/42.—4.2.1943.)

Arrangements are in force for the attendance of Messrs. Ottway's and The Improved Submerged Log Co.'s representatives when trials of submarine and surface vessel logs respectively manufactured by these firms under Admiralty contracts, are required to be carried out. A rate has been agreed with each firm covering the cost of sending a representative (who must be a British subject) to each vessel (1) after the apparatus has been fitted, during preliminary trials and (2) after commissioning in accordance with approved arrangements.

2. In all future cases where their representatives are required to attend such trials for the purpose of testing logs of their manufacture certification of attendance is now necessary and must be furnished by both firms in support of their claims. It is requested that relevant Principal Ship Overseers and Principal Electrical Overseers make the necessary arrangements to comply with the above. Where attendance has been at the request of the ships' or parent ships' officers, certification of attendance should be effected by those officers.

3. Messrs. Ottway and the Improved Submerged Log Co. have accordingly been instructed that in such cases their representatives should report to the officers named both on arrival and on departure for the purposes of such certification.

504.—Drills, Morse Twist, Pattern 2066

(N.S. 12629/43.—4.2.1943.)

Each drill set, Pattern 2066, (B.11), comprises sixty-five different drills (Patterns 2000-2064) and a board (Pattern 2065), and in view of the shortage of drills generally, it is not possible to assemble *complete* sets for issue.

2. When, therefore, demands for, Pattern 2066, sets are required to be forwarded, ships and services should demand *in detail* actual drills required as shown in the Authorised List of Naval Stores, omitting any Patterns which are not essential, in view of the short supply.

3. Outstanding demands at Yards and Depots should be dealt with by issuing available drills and raising transcripts, where necessary.

4. A suitable notation will be made in those Sea Store Establishments and Lists of Particulars which do not already show the drills in detail.

505.—Cushions for Parachutes

(N.S. Air. 2066/42.—4.2.1943.)

To effect economy in rubber cushions, Ref. 15A/183, are no longer to be issued as part of the Pilot parachute, type C II, but are to be supplied separately to Services not using Dinghies, K type, with "A" packs, Ref. 27C/1921, as they are considered quite unnecessary when used with the latter.

2. Arrangements should therefore be made by Store Depots for the removal of any cushions, Ref. 15A/183, which still form part of the Pilot parachutes, type C II, at present held in Store, and for their return to stock as separate items.

3. Services at present employing Dinghies, K type, with "A" packs, Ref. 27C/1921, and in possession of cushions, Ref. 15A/183, as part of their Pilot parachutes, type C II, should remove these articles and return them to the nearest Storing Yard or R.N. Store Depot.

4. The A.S.Es. will be amended.

506.—Gallows—Removal—REPORTS*Boom Defence Vessels, "Bar" and "Net" Classes*

(B.D. 013/43.—4.2.1943.)

It has been found in practice that—

- (a) When fitted with additional preventer guys the 10-ton derricks fitted in boom vessels of the "Bar" and "Net" classes can be used in lieu of the gallows.
- (b) The gallows are frequently damaged when going alongside.

2. Gallows and their associated fittings will be omitted in new construction vessels of these classes and are to be removed from vessels now in service, as convenient, the work being treated as a defect item. Gallows and their roller fairleads should be returned to the nearest dockyard and brought to produce if no other service can be found locally for the fittings. The gallows blocks are to be forwarded to the nearest Boom Depot and taken on charge. This item when completed is to be reported to the Director of Boom Defences, Admiralty, and to the Superintendent of Boom Defences, Rosyth, stating the depot to which the blocks have been returned.

3. Preventer guys, consisting of 15-fms. of $2\frac{1}{2}$ -in. F.S.W., fitted with a soft eye at one end, sufficiently large to fit over the derrick head, are to be used in addition to the normal derrick guys whenever the derrick is used for heavy lifts, as a substitute for the gallows.

4. The removal of gallows is not applicable to trawlers converted for Boom Defence work.

507.—Electric Kettles

(N.S.27015/42.—4.2.1943.)

Owing to the restrictions on the use of non-ferrous metals, the supply of Admiralty pattern copper electric kettles has become very limited, and will cease in the near future.

2. In order to augment the supply, orders have been placed for commercial type kettles of 3 and 5-pint capacities, most of which will be manufactured of vitreous enamelled steel and a few of copper, for issue as substitute for Patterns 7040, 7041 (2-pint) and 12020, 12021 (4-pint) respectively.

3. The following pattern numbers have been allocated:—

Pattern Number	Description
S.A. 7040 ...	Kettle, electric, 3 pints, 220 volts (copper)
S. 7040 ...	Kettle, electric, 3 pints, 220 volts (vitreous enamel)
S. 7041 ...	Kettle, electric, 3 pints, 110 volts (vitreous enamel)
S.12020 ...	Kettle, electric, 5 pints, 220 volts (copper)
S.12021 ...	Kettle, electric, 5 pints, 110 volts (copper)

4. As supplies will continue to be limited it will be necessary to restrict issues to essential services only, e.g., approved allowances to vessels in commission and of new construction, yards abroad, R.N. air stations, and to requirements of the M.D.G.

5. The Sea Store establishments concerned and the Rate Book for Naval Stores will be amended.

6. The following instructions should be observed when effecting repairs to kettles, Pattern S.A. 7040, manufactured by the Premier Electric Heaters, Ltd.

Whenever the interior fittings are disturbed for repairs or fitting of new elements, it is essential that after re-assembly the safety device is re-set by careful timing.

This is best done as follows:—

With the outer bottom removed and with the interior of the kettle perfectly dry and cold, the kettle should be connected up to a supply, the voltage of which should lie within the range indicated on the kettle itself. As the time will vary according to the supply volts it is preferable for a voltmeter to be connected across the kettle terminals for the test. The time for the device to operate is then carefully taken and should lie within the limits indicated below. In the event of the time being too short, it will be necessary to turn the adjusting screw outwards and alternatively to turn the adjusting screw inwards where the time is excessive.

In the event of the time being excessive, the current should be switched off when the time limit is reached as otherwise there will be a danger of the solder melting.

As several adjustments may have to be made before the correct time is arrived at, the kettle can be cooled down with cold water, but if this is done it is necessary to see that the interior of the kettle is quite dry before the next test is taken and also that all the kettle parts are again quite cold.

Whilst the figures shown are for a kettle rated at 220/230 volts, they can be used for kettles on other voltage ranges, for instance, a kettle rated at 200/210 volts will require the same time for setting on a 200 volt circuit as a kettle rated at 220/230 volts does on 220 volt circuit.

Marked voltage range. 220/230.

Capacity ...	Test Voltage	220/230			Time in seconds.
		220	225	230	
3-pints ...	69-77	66-74	63-71		

508.—Squeegees, Pattern C.1987

(N.S. 35809/42.—4.2.1943.)

In view of the shortage of rubber, no further purchases of squeegees, Pattern C.1987, will be made. Existing stocks should be utilised until exhausted.

2. The Sea Store Establishments concerned will be amended.

(C.in-C., Western Approaches, 20.11.42, No. 3400/3415M.)

Section 4

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

*509.—Jackets of P.Os. and Men not Dressed as Seamen—Omission of Cuff Buttons

Cancelled by (V.5314/42.—4.2.1943.)
AFO 7206/46

For the remainder of the war all ready-made and made-to-measure jackets for P.Os. and men not dressed as seamen are to be supplied and worn without cuff buttons, but ratings who already have cuff buttons on their jackets may continue to wear them until the jackets are worn out.

510.—First Aid Outfits for Aircraft Dinghies

(M.D.G. 25202/42.—4.2.1943.)

On completion of issues for retrospective initial equipment of aircraft, and not later than three months after receipt of bulk stocks, all remaining stocks of First Aid Outfits for dinghy equipment held at R.N. Store Depots abroad are to be transferred to the charge of the nearest Naval Medical Officer, or Pharmacist. These outfits are to be classified as Naval Medical Stores.

(A.F.O. 6205/42.)

511.—Fleet Air Arm—First Aid Outfits

(M.D.G. 17389/42.—4.2.1943.)

First Aid Outfits for issue to individual flying personnel of the Fleet Air Arm are now available for issue from Naval Medical Store Depots.

2. Each outfit contains one First Field Dressing, one 1 oz. tube of "Triofax" for the treatment of burns, and two Tubunic ampoules of "Omnopon" (or morphia).

3. When an outfit is issued to an individual he should return to the Medical Officer of his ship or establishment any separate item, e.g., First Field Dressing, Gentian Violet Jelly or ampoules of "Omnopon" previously issued under instructions contained in A.F.Os. 3198/41 and 944/42. Items returned should be utilised by Medical Officers as requisite, or, if the quantities returned are surplus to requirements, they should be returned to store.

4. Medical Officers of H.M. ships and establishments should demand the necessary number of outfits from the appropriate Naval Medical Store Depot. Demands from depots for additional stocks should be forwarded to the Medical Director General.

5. Medical Officers are to obtain a receipt on Form S.549 from each individual to whom a First Aid Outfit is issued. They are also responsible for inspecting the outfits at convenient intervals to ensure that they are fit for use.

The issue of First Aid Outfits is to be recorded in red ink on the back page of the individual's Pay and Identity Book, stating the date and place of issue. The use or loss of outfits should be reported to the Medical Officer so that replacement may be made.

6. Issue of the First Aid Outfit (contained in satchels) hitherto carried in aircraft will be discontinued. The satchels are to be withdrawn as opportunity occurs and returned to the R.N. Medical Depot, Huthwaite, Mansfield, Notts, with the exception of any contents which can be used in the ship or establishment.

(A.F.Os. 1970/42, 1448/42 and 3198/41 are cancelled.)

(A.F.O. 944/42.)

512.—Coloured Helmets, Sleeves and Jackets for Identification of Flight Deck Personnel

(A.M. 3090/42.—4.2.1943.)

A.F.O. 5703/42 is to be amended as follows:—

Paragraph 4 *Delete* the word "pairs" after "Yellow Jackets" in each column, and *insert* "in No."

(A.F.O. 5703/42.)

513.—Stores, Equipment, etc., sent to America for the Government of the United States—Accounting Procedure—REPORTS

(W.G.F./E. 131/41.—4.2.1943.)

Cancelled by
AFO 6698/44

No charge is to be made for supplies of stores, equipment, etc., sent to America for the use of the United States Government, or to contractors acting as agents for the United States Government. A central record will be kept of the value of supplies, assessed on the scale applicable to Dominion navies. Supplies of stores, other than those dealt with under paragraphs 6 and 7, are for this purpose to be reported to the heads of the departments concerned as each supply is made, charges for carriage, freight, etc., where paid from Navy Votes, being shown separately or reported subsequently, if necessary.

2. No price is to be mentioned in any invoice or transfer document sent to the United States Government in connection with supplies made.

3. In future priced store vouchers or invoices for all stores supplied to the United States Government, U.S. contractors acting as agents for the United States Government or to officers of the British Admiralty Delegation or other Missions should be forwarded to British Admiralty Delegation (Lend-Lease Account Section), 15 Broad Street, New York City, instead of, as at present, to Store Accountant, British Purchasing Commission. (See paragraph 8 with regard to pricing of Vote 9 vouchers.) The forms of invoice normally used for stores or equipment sent to foreign yards (e.g. Form D.66, Vote 8/II and Vote 8/III items) are regarded as appropriate for this purpose. The values shown on these invoices are to be assessed as inclusive of the authorised percentage additions normally applicable to supplies from the dockyard, naval bases, etc., concerned, to Dominion navies. These percentage charges should not be mentioned or shown separately on the vouchers. Vouchers should, when applicable, state that the values are exclusive of carriage, freight and insurance. Stores, etc., issued in replacement of a previous consignment lost in transit are to be so indicated.

4. All charges in respect of stores and equipment supplied to the United States Government or agent contractors up to the delivery of the goods at a United States port will be borne by Imperial funds.

5. Charges should continue to be made in dollars for supplies to United States contractors not acting as agents for the United States Government.

6. The cost of Vote 8 stores and equipment supplied from dockyards and area naval store bases with expense accounts staff is to be charged in the cost accounts to a separate item under Section A of Account No. 88, and weekly reports of the amounts so charged are to be forwarded to the Director of Expense Accounts, Bath, accompanied by a further priced copy of the invoices referred to above. Supplies of naval stores and equipment from supply ships, bases and depots without expense accounts staff should be reported to the Director of Expense Accounts, Bath, as they occur.

7. Vote 9 supplies are to be vouchered on Form O.16 in quadruplicate, all copies being forwarded to the Director of Armament Supply (Branch "E") for valuation and transmission of the original and duplicate copies to the British Admiralty Delegation.

8. This Order does not apply to—

(a) Stores and materials for repair work or maintenance of H.M. ships refitting in U.S.A., which are covered (so far as Vote 8 stores are concerned) by A.F.O. 5699/42.

(b) Stores, etc., issued to U.S. Government personnel in Naval Establishments, which are to be reported quarterly in accordance with A.F.O. 4553/42.

(A.F.Os. 4553/42, 5699/42 and 302/43.)

(C.A.F.O. 2286/41 is cancelled.)

514.—Medical Store, Bournemouth

(M.D.G. 43368/42.—4.2.1943.)

The telephone number of the Medical Store, Bournemouth, is now Bournemouth 2917.

(A.F.O. 4189/42.)

515.—Scale of Medical Stores for Service Afloat—Disinfectant Fluid

(M.D.G. 4051/43.—4.2.1943.)

After exhaustion of present stocks, issue of disinfectant fluid in 2 lb. tins (12 lb. and 24 lb. cases) will be discontinued for the period of the war.

2. Issue will be made in 1 gallon drums, on the following scale:—

Unit

	No. 1.	No. 2.	No. 3.	Double No. 1.	Double No. 2.	No. 4.	No. 5.	No. 6.
Gallons ...	5	4	2	10	8	1	1	1

516.—Scale of Medical Stores for Service Afloat—Additional Stores

Corvettes

(M.D.G. 4054/43.—4.2.1943.)

The following additional medical stores should be issued to Corvettes:—

Thomas's splint 1 No.
Tubunic ampoules of "Omnopon" 12 No.

2. If a Medical Officer is not borne, the Tubunic ampoules are to be in the charge of the Commanding Officer and kept by him under lock and key.

(A.F.O. 3666/40.)

517.—Stirrup Pumps—Provision of a Straight Jet Nozzle

(M.4220/42.—4.2.1943.)

As it is now considered that there will be few occasions when spray is useful in dealing with incendiary bombs, stirrup pumps (Subhead B, Item 8E) delivered on future orders placed by the Ministry of Works and Planning will be fitted with a plain jet nozzle in plastic instead of a dual purpose nozzle (jet and spray) as at present.

2. Existing stocks of stirrup pumps with dual purpose nozzle should be issued until exhausted.

3. Dual purpose nozzles should not be discarded unless they become un-serviceable.

518.—Harness Ignition for Aero Engines—Prevention of Damage in Transit

(N.S. Air 13093/42.—4.2.1943.)

Ignition harness conduits are liable to damage in transit.

2. To prevent damage, packing cases in which new harness is received are always to be used if available, for the transport of serviceable or repairable harness, but when such cases are not available particular attention is to be paid to the packing. On radial harness, a bridge piece is to be bolted between the supporting lugs nearest the open ends. The bridge piece should be made up locally from any suitable material, e.g. wood or scrap metal strip.

519.—Dried Blood Serum—Increased Issue

(M.D.G. 4052/43.—4.2.1943.)

The issue to the Service afloat of dried blood serum and saline for its reconstitution is to be increased to the following quantities:—

Units

	No. 1.	No. 2.	No. 3.	Double No. 1.	Double No. 2.
Dried blood serum bottles	6	3	3	12	6
Saline bottles	6	3	3	12	6
Dried blood serum-giving sets No.	2	1	1	4	2

2. It will be noted that there is to be no increase at present in the number of giving sets.

3. Medical Officers of H.M. ships should demand additional serum and saline in the usual manner, and officers in charge of medical depots should apply for the necessary replenishments to meet demands.

4. All new units should be provided with serum and saline on the increased scale.

(A.F.O. 4677/42.)

Section 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE**520.—Amendments to Books**

(E.F.O.—4.2.1943.)

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

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.59/43.—B.R. 268 (6)—Electrical Manual, Vol. II—Main Electrical Supply System—Amendment No. 5.

P.60/43.—B.R. 283 (41)—Turret Gun Drill for 5.25-in. Guns, Mark I, on Twin H.A/L.A., Mark I, Mounting—Amendment No. 2.

P.61/43.—B.R. 287—Turret Gun Drill for 5.25-in., Q.F. Guns, Mark I, on Twin H.A/L.A., Mark II, Mounting—Amendment No. 1.

P.62/43.—B.R. 635—Regulations for Maintenance of 18-in. XI and XII Type Torpedoes—Amendment No. 2.

P.63/43.—O.U. 5332 (37)—Procedure for Supervision of Ships and Vessels Building and Completing at Contractors' Yards—Amendment No. 21.

P.64/43.—O.U. 5485—Handbook of Depth Charges and Equipment—Amendment No. 25.

P.65/43.—O.U. 5531—Regulations for Maintenance of 21-in. VIII-VIII** Torpedoes—Amendment No. 35.

A.F.O. P.66/43.—O.U. 6090A (1) 1935—Notes on Ballistics 1935—Amendment.

P.67/43.—O.U. 6090 (0)—R.T. No. 176A for 3-pdr. Hotchkiss Guns—Amendment.

P.68/43.—O.U. 6341 (1)—Introduction to 18-in. and 21-in. L.C., Marks I and II, Light Close Fit Torpedo Tubes Mounted in M.T.Bs.—Amendment No. 3.

P.69/43.—O.U. 6395—Handbook of Mark XIV, etc., Mines, and Mark XV, etc., Sinkers—Amendment No. 7.

(A.F.O. 421/43.)

521.—A.F.Os.—Supply to C/Ts.

(E.F.O. 142/42.—4.2.1943.)

Control/Towing Boats—C/Ts—will be supplied with one copy each, A.F.Os. "S" Series and Notice Board issues, direct from Admiralty (E.F.O.).

(Captain, "Excellent", T.S. 1744/27.1.43.)

522.—A.M.S.Is.

(E.F.O.—4.2.1943.)

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

(A.F.O. 422/43.)

523.—Books and Amendments (O.U. and B.R.)—Distribution in Portsmouth Command

(N.S./M. 013125/42.—4.2.1943.)

The Portsmouth Book Office, 54 Bedford Street, Leamington Spa, Warwickshire, has now assumed responsibility for the distribution to all ships and shore establishments in the Portsmouth Command of O.U. and B.R. publications and amendments thereto (A.F.Os. "P" Series and S.C. Series).

2. Form U.2B will be amended accordingly.

(C.-in-C. Portsmouth No. 9412/9 of 8.10.42.)

(A.F.O. 4329/42.)

524.—Mails Lost through Enemy Action

(M. 016083/42 : M. 0117/43.—4.2.1943.)

Non-confidential correspondence for the undermentioned ships and authorities has been lost as the result of enemy action. Duplicates of official correspondence should be forwarded as necessary. Details of secret and confidential correspondence involved in this loss have been circulated separately. (See also paragraph 2.)

Letter Mail posted in the United Kingdom between the 14th and 17th November, 1942.
Addressed to:—

Commanders-in-Chief, Eastern Fleet, South Atlantic.

Flag Officer, Ceylon.

Rear-Admiral, Eastern Fleet Aircraft Carriers.

Rear-Admiral, N.A.S., Indian Ocean.

Commodore, N.A.S., Ceylon.

Vice-Admiral, 3rd Battle Squadron.

Rear-Admiral, Training Establishment, Durban.

Senior Naval Officers, Durban, Capetown, Simonstown.

Superintending Sea Transport Officers, Durban, Capetown.

Naval Officers-in-Charge, Diego Suarez, Port Sudan, Massawa, Addu Atoll.

Mauritius, Seychelles, East London, Port Elizabeth.

Commodore-in-Charge, Aden.

Captain (D), 7th Destroyer Flotilla.

M.T.M.U. No. 2.

O.C.R.M., St. Helena.

7th R.M. Battalion.
R.M. Detachment 320.
H.M. Ships "Afrikander," "Afrikander II," "Assegai," "Bull," "Gau,"
"Good Hope," "Ironclad," "Kongoni," "Lanka," "Malagas," "Sambur."
H.N.M. Ships "Columbia," "O-21," "O-23," "Willem van der Zaan."
F.F. Ships "Commandant Duboc," "Reine des Flots."
H.M. Ships operating in the South Atlantic and Eastern Fleet.

Parcel Mail posted in the United Kingdom between the 11th and 17th November, 1942.

Addressed to:—

Commanders-in-Chief, Eastern Fleet, South Atlantic, Mediterranean.
Naval Officers-in-Charge, Ceylon, Durban, Port Sudan, Madagascar, Haifa,
Syrian Ports.
Senior Naval Officers, Simonstown, Alexandria, Aden, Suez.
Vice-Admiral, 3rd Battle Squadron.
Captain (D), 7th Destroyer Flotilla.
Rear-Admiral Eastern Fleet Aircraft Carriers.
Rear-Admiral, N.A.S., Indian Ocean.
W/T Station, Ascension.
7th R.M. Battalion.
R.M. Detachment 350.
Force Overt.
H.M. Ships "Afrikander I and II," "Assegai," "Canopus," "Grebe,"
"Ironclad," "Kongoni," "Lanka," "Malagas," "Medway II," "Mosquito,"
"Nile," "Phoenix," "Saunders," "Sheba," "Stag."
H.M. Ships operating in the Eastern Mediterranean, South Atlantic and
Eastern Fleet.

Parcel Mail posted in the United Kingdom between the 5th and 17th November, 1942.

Addressed to:—

Senior Naval Officer, Sydney.
H.M. Ships "Australia," "Hobart," "Manoora," "Penguin," "Westralia."
H.N.M. Ships "Heemskerk," "Tjerke Hiddes," "Van Galen."
F.F.S. "Le Triomphant."

2. Included in this loss were the following secret and confidential items:—

One bag reference C.1 addressed to Commander-in-Chief, Eastern Fleet.
One envelope reference HK.1 addressed to Commander-in-Chief, Eastern Fleet.
One envelope reference S.E. Command addressed to Commodore R. A. B. Edwards,
R.N.
One envelope reference B.99/42 addressed to G. Gardner, Esq., Alexandria.
One envelope reference BEM.12/11 addressed to Commander-in-Chief, Mediter-
ranean.
One envelope reference W.7646 addressed to Commander-in-Chief, Mediterranean.
The senders of these items have not been notified of the loss, as the references
are not recognised.

Letter Mail posted in the United Kingdom between 14th and 21st November, 1942.

Addressed to:—

Flag Officer, West Africa.
Resident Naval Officer, Freetown.
C.F. Base, Freetown.
Naval Officers-in-Charge, Lagos, Pointe Noire, Takoradi.
Naval Control Service Officer, Duala.
H.M. Ships and Establishments and Ships of the Allied Navies on the West
African Station.

Parcel Mail posted in the United Kingdom between 13th and 20th November, 1942.

Addressed to:—

Rear-Admiral, West Africa.
Resident Naval Officer, Freetown.
British Naval Liaison Officer, Pointe Noire.
H.M. Ships and Establishments and Ships of the Allied Navies on the West
African Station.

525.—Mails Lost Through Enemy Action

(M. 016357/42; M.0946/43.—4.2.1943.)

Non-confidential letter mail for the undermentioned naval authorities and units
has been lost as the result of enemy action. (*Details of secret and confidential
mail involved in this loss have been circulated separately.*)

Posted in the United Kingdom between the 29th November and 5th December, 1942.

Addressed to:—

N.C.X.F.
F.M.O., Algiers.
H.M. Ships "Cowdray," "Lamerton," "Zetland."
Naval Parties 601, 612, 623, 625, 634, 637, 638, 645, 656, 667, 678, 689.

Posted in the United Kingdom between the 17th November and 11th December, 1942.

Addressed to:—

The Officer Commanding,
Royal Marines,
St. Helena.

Duplicates should be forwarded as necessary.

526.—Disposal of Mails of Submarines Lost at Sea

(M. 3897/42.—4.2.1943.)

The following amendment is to be made to C.A.F.O. 142/43:—

Paragraph 1(i) last line.

*Amend "Captain(s) Fifth Submarine Flotilla (Drafting)" to read "Captain(s)
Fifth Submarine Flotilla (Personal)".*

(C.A.F.O. 142/43.)

527.—Ballistics—List of Current Range Tables, Fuze Scales and Trajectory Charts, and Tables for Special Services

(G. 463/43.—4.2.1943.)

A.F.O. 230/43 is to be amended as follows:—

Paragraph 5, lines 11 and 12, *delete and substitute*:—

All copies of tables concerning B.L. 13.5-in. V., B.L. 8-in. VIII, and B.L.
6-in. XXII and XXIII, listed in Appendix C, should be destroyed in accordance
with instructions in Form O.U. 2A—O.U. Catalogue. The remaining tables listed in
Appendix C should be returned to the Superintending Naval Store Officer, R.N.
Store Depot, Edgware Road, Cricklewood, N.W.2, for retention pending further
instructions.

(A.F.O. 230/43.)

528.—Sea and Swell Observations—REPORTS

(H.M.79/38.—4.2.1943.)

Attention is drawn to A.F.O. 460/43, in Section 2 of this issue.

529.—B.B.C. Overseas World Services Short Waveband Chart

Distributing Authorities Abroad

(E.F.O/Press. 1310/42.—4.2.1943.)

Copies of the B.B.C. Overseas World Services Short Waveband Chart for
the period March-June, 1943, are being distributed with Admiralty Fleet
Orders.

2. The number of copies available will permit supply to Naval Authorities
abroad, both afloat and ashore, on a scale comparable to that in force for
C.A.F.Os.

530.—Ammunition Packages (Filled and Empty)—Fired Cartridge Cases, Primers, Tubes, Igniters, etc.—Recovered Plugs, Links, Ammunition, etc.

H.M. Ships and Vessels, D.E.M.S., etc.

(A.S. 11028/42.—4.2.1943.)

To reduce clerical work in Ships and Fleet Establishments, Accounting for the above-named stores in the Naval Armament Store Accounts of H.M. Ships and Vessels, D.E.M.S., etc., may be dispensed with as a war measure and return notes need no longer be rendered in respect of these stores when landed at Depots, O.C.A.S. Bases, etc., or transferred to A.S.I.S., etc.

2. Special attention is, however, drawn to A.F.O. 4002/42, emphasising the urgent need of making every effort (so far as action conditions, etc., allow) to recover empty packages, cartridge cases, fired primers, etc., and to return them to store at the first opportunity.

(A.F.Os. 4002/42 and 531/43.)

531.—Ammunition Packages—Fired Cartridge Cases, Primers, Tubes, Igniters, etc.—Recovered Plugs, Links, Ammunition, etc.

R.N.A. Depots, O.C.A.S. Bases, A.S.I.S.

(A.S. 11028/42.—4.2.1943.)

With reference to A.F.O. 530/43 the following consequential action is to be taken at R.N.A. Depots, O.C.A.S. Bases, A.S.I.S., etc.

2. The above-mentioned stores on receipt at Main R.N.A. Depots direct from H.M. Ships, etc., are to be brought on charge by certificate vouchers (see, however, paragraph 6) recording the date of receipt, mode of conveyance and, where readily ascertainable, names of Ships, without, however, necessarily associating individual items with particular vessels.

3. Minor Depots, O.C.A.S. Bases, A.S.I.S., etc., receiving the above-mentioned stores in transit are to record the numbers and descriptions of packages and loose articles, together with date of receipt, mode of conveyance and any particulars available as to source of origin.

4. Subsequent movement of the packages and loose articles is to be recorded by means of Bills of Lading, Consignment Notes or Conveyance Notes and receipts on these documents are to be held by the successive O.C.A.S.'s, etc., through whose hands the stores pass until they are finally brought on charge at a Naval Armament Depot.

5. The latter Depot is to bring the stores on charge by certificate voucher (see, however, paragraph 6) linked up with the final Bill of Lading, Consignment Note or Conveyance Note.

6. Packages containing filled stores are to be brought on charge by receipt voucher at the same time as their contents, but credit for these packages need not be given on Ships' return notes.

Receipts from Allied Warships, D.E.M.S. not of British Registry, etc., and receipts of fired Small Arm Cases, etc., in respect of which payments are issuable under Appendix VII, Pt. I of K.R. & A.I.

7. These receipts are to be dealt with in detail as heretofore.

Certificate Vouchers

8. Certificate vouchers referred to herein are to be retained locally. Copies are not required to be forwarded to the Admiralty.

(A.F.O. 530/43.)

532.—B.R. 159/34(2)—Royal Naval Handbook of Field Training—Addendum No. 2—Issue

(Sta. 10024A/42.—4.2.1943.)

Addendum No. 2—B.R. 159/34(2)—is in the press, and a first issue to all concerned will be made from the R.N. Store Depot, Elveden Road, Park Royal, without demand, when available.

2. This addendum embodies the contents of Addendum No. 1—B.R. 159/34(1)—and all subsequent amendments up to A.F.O. P.244/42.

533.—B.R. 368—Establishment of Naval Stores for Sloops, Corvettes (Kittiwake, etc., types), etc., and Form D.129—List of Particulars—Lists of Errata No. 11

(N.S.33766/42.—4.2.1943.)

Lists of Errata No. 11 to the Establishment of Naval Stores for Sloops, Corvettes, (Kittiwake, etc., type), etc. (B.R.368) and to the List of Particulars (Form D.129) have been prepared and copies will be distributed from R.N. Store Depot, Park Royal, on the usual basis.

2. Three copies of the list of errata to Form D.129 will be required to complete each copy of the list of Particulars already supplied to ships under construction and these should be supplied without demand by the appropriate Warrant Yard. Ships' Officers, etc., concerned with preparing the lists should *not* demand the lists from the R.N. Store Depot, Park Royal.

3. *Park Royal only.* Each assembled copy of the 1941 Reprint of the Establishment (B.R.368) when issued should be accompanied by *one* copy of the *errata portions* of Lists of Errata Nos. 7 to 11. Similarly each copy of Form D.129 (1940 Reprint) requires *three* copies of Lists of Errata Nos. 8, 9, 10 and 11 to that form.

534.—Form A.26—Statement of Aircraft Maintenance and Repair Work—Introduction

(A.M.R. 946/42.—4.2.1943.)

A new Form A.26—Statement of Aircraft Maintenance and Repair Work—has been introduced. This will supersede Forms R.A.N.A.S. 63 and 68 in which certain of the information required has hitherto been included.

2. Instructions for rendering Form A.26, which is required from all Naval Air Stations and Sections at home and abroad, are printed on the form.

3. The first return should be made at the beginning of the month following receipt of the forms.

535.—Form C.60—Abolition of

(Sta. 10017/43.—4.2.1943.)

The following has been abolished:—

C.60—Record of Accumulators.

536.—Form O.6—Ammunition Labels—Additions

(A.S./Sta. 11380/43.—4.2.1943.)

Serial No.	Description.	Where Used.	Page in Form O.6 (October, 1941, Revision).	Sta. No.
N.406	Fuze, safety, No. 9 (84-ft.).	Top of cylinder, No. 32, Mark V.	26	11380/43

2. Demands should be made as necessary, addressed to Naval Armament Supply Officer, Finchfield House, Wolverhampton.

537.—O.U. 6090(B)—High Angle Range Table No. 547, dated October, 1942, for Q.F., 4.7-in., Guns, Marks IX, IX*, IX and XII—Issue**

(G. 013042/42.—4.2.1943.)

The above-mentioned Range Table is now in the press and copies will be issued to all concerned, without demand, by the Superintending Naval Store Officer, 307, Elveden Road, Park Royal, London, N.W.10, when supplies become available.

**538.—O.U.6090(N)—Range Table No. 548 for Q.F. 6-pdr. Hotchkiss Gun,
November, 1942—Issue**
(G. 7980/42.—4.2.1943.)

The above-mentioned Range Table is now in the press and copies will be issued to all concerned, without demand, by the Superintending Naval Store Officer, R.N. Store Depot, Elveden Road, Park Royal, N.W.10, when supplies become available.

**539.—O.U.6090(T)—Range Tables Nos. 551 and 552 for 0.5-in. Browning
Machine Gun, dated December, 1942—Issue**
(G. 8345/42.—4.2.1943.)

The above-mentioned Range Tables are now in the press and copies will be issued to all concerned without demand by the Superintending Naval Store Officer, R.N. Store Depot, Elveden Road, Park Royal, London, N.W.10 when supplies become available.

Section 6.—SHORE ESTABLISHMENTS

540.—Billeting Regulations—Civilian Non-Industrial Staff
(U.S.B. 84/43.—4.2.1943.)

As a result of the increase in Civil Service war bonus granted to certain juvenile non-industrial staff (A.F.O. 224/43), the scale of billeting charges for officers earning 45s. *Od.* a week or less has been revised with effect from February 5th, 1943.

2. The following amendments to A.F.O. 821/41 should accordingly be made:—
Delete paragraph 14 (as amended by A.F.O. 3836/42) and *substitute* :—

14. *General.*—Persons, other than married women, in receipt of pay, including bonus, of less than the maximum rates shown below, or their annual equivalent (*i.e.* 52½ times the weekly rate) may be granted partially free billeting, or an equivalent billeting allowance, if own arrangements for accommodation are made (*see* paragraph 10), on the following scale, which will be applied *pro rata* to any intermediate rates :—

Pay (including bonus) From February 5th, 1943		Billeting Charge	
s.	d.	s.	d.
46	0	21	0
45	0	20	0
44	0	19	0
43	0	18	0
42	0	17	0
41	0	16	0
40	0	15	0
39	0	14	0
38	0	13	0
37	0	12	0
36	0	11	0
35	0	10	0
34	0	9	0
33	0	8	0
32	0	7	0
31	0	6	0
30	0	5	0
29	0	4	0
28	0	3	0
27	0	2	0
26	0	1	0
25	0 or under	Nil	

This scale will not necessarily be altered if in future war bonus is either increased or decreased.

Paragraph 31 :—*Cancel.*

(A.F.Os. 321/41, 3836/42, 6096/42, 224/43.)

541.—Subsistence Allowance—Unmarried Non-Industrial Staff
(C.E./U.S.B. 84/43.—4.2.1943.)

As a result of the increase in Civil Service War Bonus granted to certain juvenile non-industrial staff (A.F.O. 224/43), the weekly allowances payable to unmarried officers after the initial 28 days of detached duty have been revised with effect from the 5th February, 1943.

2. The following amendment to A.F.O. 820/41, Part II, paragraph 1, as modified by A.F.O. 3837/42, should accordingly be made :—

Delete Clause 2, paragraph 1, and *substitute* the following :—

As a special war-time measure payment of weekly allowances may be made to unmarried non-industrial staff in receipt of pay including bonus on the following scale which will be applied *pro-rata* to intermediate rates :—

Pay including bonus	Weekly allowance after initial 28 days on detached duty	
s.	d.	s.
46	0	—
45	0	1 0
44	0	2 0
43	0	3 0
42	0	4 0
41	0	5 0
40	0	6 0
39	0	7 0
38	0	8 0
37	0	9 0
36	0	10 0
35	0	11 0
34	0	12 0
33	0	13 0
32	0	14 0
31	0	15 0
30	0	16 0
29	0	17 0
28	0	18 0
27	0	19 0
26	0	20 0
25	0 or under	21 0

Alternatively certified extra expenses may be claimed as provided for unmarried officers in A.F.O. 820/41, paragraph 11, as amended by A.F.O. 2672/41.

3. This scale will not necessarily be altered if in future war bonus is either increased or decreased.

(A.F.Os. 820/41, 2672/41, 5466/41, 5692/41, 3837/42, 6096/42 and 224/43.)

542.—Collection of Income Tax by Deduction—Receipts for Cash Payments
(D.N.A. 19226/42.—4.2.1943.)

With reference to A.F.O. 4642/40, receipts should be given for *cash* payments made under paragraph 13. The form of receipt should be clearly worded to indicate that it is only an acknowledgment of the receipt of the money by the Cashier, and that it is *not* an official receipt for the payment of Income Tax.

2. The official receipt can only be given by the collector as provided in paragraph 11 of A.F.O. 4642/40.

(A.F.O. 4642/40.)

543.—Staff Association Subscriptions in Time of War—Payment
(C.E. 57356/42.—4.2.1943.)

The National Association of Women Civil Servants has been added to the list of staff organisations in paragraph 11 of Treasury Circular No. 26/39 (A.F.O. 3326/39).

2. The arrangement in the case of this Association will operate from 1st October, 1942.

(A.F.Os. 3326/39 and 3545/39.)

544.—Works and Materials Contracts—Payment of Final Claims

(C.E.-in-C./W.G.F. 562/42.—4.2.1943.)

Local officers are now empowered to waive liquidated damages in respect of contracts placed locally, where no loss to public funds has been involved, as follows:—

(a) *At Home*

- | | |
|---------------------------------|---------------------|
| (i) Head of Establishment | } Up to £500 |
| (ii) Officer-in-Charge of Works | |

(b) *Abroad*

- | | |
|---------------------------------|-------------------------|
| (i) Head of Establishment | Up to any amount |
| (ii) Officer-in-Charge of Works | Up to £500 |

2. Where loss to public funds has been incurred through the contractor's delay, the remission of liquidated damages will continue to be subject to the existing rules and limitations of authority.

3. Articles 359 and 360 of Instructions for the Conduct of Cash Duties (1932), Articles 39 and 40 of Instructions for Officers-in-Charge of Works (1930), and instructions in C.E.-in-C. 9057/40/32a, dated 23rd November, 1942, circulated to stations abroad only, are amended accordingly.

(A.F.O. 835/42.)

545.—United States Transport and Storeships in U.K.—Responsibility for Servicing

(W.G.F. 526/42.—4.2.1943.)

The following instructions which have been agreed with the Ministry of War Transport for dealing with ships bringing U.S. Service personnel and stores to the United Kingdom are issued for information and guidance. As the Admiralty will bear the cost of all charges arising on vessels as distinct from personnel and stores, e.g., dues, tonnage, water, etc., claims should, therefore, be dealt with by Naval Authorities in the same way as claims for H.M. Ships, but the vessels should be indicated by an entry "U.S.N." on the Claim or Cash Account.

At the ports where the U.S. Forces have not yet set up their own organisation for receiving U.S. ships and disposing of their own cargo, the British Movement Control and Sea Transport organisations will function on their behalf. The D.S.T.O. should act in accordance with the procedure detailed below.

A.—*Commissioned Troop Transports and Storeships Operated by U.S. Navy.*

(1) These fall within the category of visiting warships and the responsibility for "servicing" them rests with the F.O.I.C. The D.S.T.O. should, however, be prepared to comply with any requests the F.O.I.C. may make to him to carry out such services.

(2) *Troopships.*—(a) *Personnel.*—Disembarkations and embarkations will be the joint responsibility of the U.S. Transportation Corps, British Movement Control, U.S. Naval Liaison Officer and D.S.T.O.

(b) *Cargo.*—The U.S. Navy, acting in conjunction with the U.S. Army, will appoint agents, who will be notified to the D.S.T.O. by S.T. Department, to discharge and load cargo. The U.S. Naval Authorities will make it clear to the agents that they will handle all cargo, whether U.S. Naval or Military or British commercial cargo. The D.S.T.O. will exercise a general supervision of the discharge of U.S. Services Cargo, which will be despatched to destination by the U.S. Port Commander, or by British Movement Control, where a U.S. Port Commander is not appointed.

(3) Storeships will follow the same procedure as in (2) (b) above.

(4) *Disbursements for Ship's Account.*—Disbursements for Commissioned Troop Transports and Storeships will be settled by Admiralty, except accounts for discharging or loading charges, which should be submitted, after endorsement by the D.S.T.O., to *Finance (Shipping) Division, F.S.3K.1, County Hotel, Blackpool* for payment.

B.—*Vessels Owned or Chartered by the U.S. Army Transport Service.*

(1) *Troop Transports.*—These vessels will be handled entirely by the General Agents appointed by the U.S. Transportation Corps and notified to the D.S.T.O. by Sea Transport Department. The General Agents will appoint Port Agents selected by them from their Branch Offices or Sub-Agents at the ports.

Disembarkations and embarkations, however, will be the joint responsibility of the U.S. Army Transportation Corps, British Movement Control and D.S.T.O. The D.S.T.O. will be available for advice and assistance to Agents in all other matters.

(2) *Storeships* as for B (1) paragraph 1. Discharge and despatch of stores to destinations is the responsibility of the U.S. Port Commander, or British Movement Control when the former is not appointed.

(3) *Disbursements for Ship's Account.*—All disbursements will be paid by the Port Agents or the General Agents, who will be financed by Ministry of War Transport.

C.—*Vessels Owned or Chartered by the U.S. War Shipping Administration and Assigned to the U.S. Army Programme as Troop Transports or Storeships.*

- | | |
|--|--|
| (1) <i>Troop Transports.</i>
As in B (1). | } Excepting that the General Agents will be appointed by the U.S. War Shipping Administration. |
| (2) <i>Storeships.</i>
As in B (2). | |

(3) *Disbursements for Ship's Account.*—To be settled as in B (3).

D.—*General.*

(1) If the D.S.T.O. is not satisfied with the Stevedores appointed by the U.S. Agents, he should report the matter to the local Regional Port Director.

(2) The D.S.T.O. should be prepared to nominate one of his officers if asked by the U.S. Agents for advice or assistance.

(3) Except in the case of commissioned vessels the Agents should make all necessary arrangements for towage and berthing. The D.S.T.O. should be prepared to advise or assist the Agents in this respect if necessary.

(4) The category in which particular vessels fall, i.e. whether A, B or C above will be notified to the D.S.T.O. with other advance information (i.e. details of cargo, heavy lifts, draft, etc.) prior to ships' arrival.

(5) The D.S.T.O. will be notified as to whether the ships are loading outwards on Sea Transport service or whether they are to remain under the control of the Agents appointed by the U.S. Authorities. In the latter case the Agents will be responsible for all subsequent movements of, and arrangements for, the vessel in accordance with instructions which will be passed to them by the U.S. Authorities.

(6) In accordance with S.T. Memo. No. 133 (Home) dated 12th September, 1942, U.S. Port Commanders should be kept constantly advised of developments in connection with U.S. vessels which are being handled by the D.S.T.O.

E.—*U.S. Troop Transports and Storeships handed over to Director of Sea Transport to Load on British Account.*

(1) *Commissioned Ships.*—Apart from servicing, which will be the responsibility of the F.O.I.C. (as in A (1)), the D.S.T.O., in conjunction with the U.S. Naval Liaison Officer, will make all arrangements, e.g. for embarkation and loading, and despatching ships.

(2) *U.S. Army and W.S.A. Ships.*—Except for ship's husbandry, which will be the responsibility of the appointed Agents, the D.S.T.O. should make all arrangements.

(3) *Disbursements for Ship's Account.*—It should be noted that all disbursements for U.S. vessels handed over to Director of Sea Transport are regarded as for account of the Americans, as in the case of vessels which continue in their service. It is customary for stevedores loading Ministry-controlled vessels on Sea Transport service to make an inclusive flat charge covering both shore and ship gangs, but in the case of U.S. vessels separate accounts should be rendered for the two operations in accordance with the practice for commercially operated ships, the account for the cargo's share (i.e. charges up to ship's rail) being payable, after certification by the British Movement Control Officer, by the British Command Paymaster.

(a) *Commissioned Ships.*—Disbursements will be settled by Admiralty except accounts for the ship's share of loading charges which, after endorsement by the D.S.T.O., should be submitted to *Finance (Shipping) Division, F.S.3K.1, County Hotel, Blackpool* for payment.

(b) *U.S. Army and W.S.A. Ships.*—Disbursements will be paid by the Port Agents from funds advanced by the General Agents, who will be financed by Ministry of War Transport. Accounts for all services arranged by the D.S.T.O., including the ship's share of loading charges,

should be endorsed and submitted (*in duplicate*) to the Port Agents for payment and inclusion in their general Disbursements Accounts, except that:—

- (i) Accounts for coal bunkers should be forwarded by the suppliers direct to the ship's General Agents for payment by them, not by the Port Agents. Suppliers should, therefore, be informed of the name of the General Agent at the time of ordering, and care should be taken to see that the engineers' receipts are duly endorsed by the D.S.T.O.
- (ii) Special arrangements are being made providing for payment direct by Ministry of War Transport of all accounts for oil bunkers supplied on and after 1st January, 1943. Engineer's receipts should be endorsed by the D.S.T.O.
- (iii) Where orders are placed by Ministry of War Transport (as distinct from ships' agents) for fitting and re-fitting, erection of store-houses, tomming, securing and strengthening decks for heavy lifts, scrubbing troop decks, or any other class of work normally ordered under the terms of the Emergency Repairs Agreement, the accounts should be sent to Costs Investigation Branch for attention in accordance with the usual procedure.

(c) *Dock and Harbour Dues.*—It should also be noted that ships owned or chartered by the U.S. Government (like British and other Allied ships) are entitled to a rebate of 25 per cent. on dock and harbour dues provided that, if mixed cargoes are carried, commercial goods or stores form not more than 20 per cent. of the total cargo. This rebate may be claimed in respect of all unsettled accounts.

F.—*Deep Sea Vessels under control of Ministry of War Transport Carrying U.S. Fighting Services Personnel or Cargo.*

(1) *Troopships.*—To be dealt with by the D.S.T.O. in the normal way. Handling of any commercial cargo to be effected by agents of the line appointed to handle such cargo.

(2) *Commercial Tramps and Liners.*—Tramps will be dealt with in all respects by Owner's or Manager's agents, and Liners by the agents of the operating line (which may or may not be the owners). (Instructions regarding the disembarkation of small parties of U.S. personnel are contained in S.T. Memo. No. 146.)

(3) *Disbursements for Ship's Account* will be dealt with in accordance with normal procedure for these ships.

G.—*U.S. Fighting Services Cargo transhipped to Coasters.*

U.S. Fighting Services' cargo may require transhipment to coasters. The Agents for the ocean vessel will make all arrangements for transhipping the cargo whether by coasting tramps or by the regular coasting services.

H.—*Charges on U.S. Fighting Services Cargo incurred after ship's rail.*

Charges on cargo such as shore labour and overtime for same, wharfage, cargo dues, town and dock dues, transit shed charges and cranage charges for special lifts on shore, will normally be paid by the British Command Paymaster after certification by the U.S. Port Commander or his duly authorised representative, or by the British Movement Control Officer (dependent upon whether the Service here rendered is under the control of the British Movement Control Staff or the Staff of the U.S. Port Commander). Where any such charges (as well as expenses incurred in connection with loading of coastal vessels) have been paid by the Port Agent, he will arrange for the relative accounts to be certified as indicated above, and will effect recovery from the British Command Paymaster.

N.B.—Where the Custom of the Port prescribes a division of charges as between ship and cargo on a basis other than "at ship's rail," the Custom of the Port will apply.

I.—*General Agents.*

General Agents for U.S. Army and W.S.A. ships are selected from the under-mentioned:—

United States Lines,
American Steamship Lines Agency,
Runciman (London) Limited,
Atlantic Transport Company Limited,
Isthmian Steamship Company (employed by W.S.A. only).

546.—*Motor Transport Vehicles—Used Lubricating Oils Disposal*
Home Dockyards and Establishments

(N.S. M/T. 2874/42.—4.2.1943.)

All used Lubricating Oil collected from crank-cases, gear-boxes and rear-axles of M/T vehicles should be forwarded to the nearest Army Salvage Depots in quantities of not less than 20 gallons. The oil should be returned in War Department drums in which the original supply of new oil was made. Admiralty drums should not be used.

2. Advice of despatch of consignments to Army Salvage Depots, should be sent to the Officer Commanding the Depot concerned, indicating the quantity being forwarded and the method of supply (if by rail, truck number(s) should be quoted.)

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

4. A list of these depots is shown in the appendix.

APPENDIX

British Army Salvage Depots in the United Kingdom

No.	Location.	Address.
	Eastern Command—	
1	<i>Arlesey</i>	Old Cement Works, Arlesey, Beds.
2	Bedford	Coronation Brickworks.
3	<i>Bury St. Edmunds</i>	Thurston.
4	Caxton	Pipers Garage, Old North Road.
5	<i>Colchester</i>	Reedhall Barracks.
6	Danesbury	Danesbury Park, Welwyn.
7	Halesworth... ..	Suffolk.
8	Harlow	L.N.E.R. Station.
9	<i>Hertford</i>	Dicker Mill.
10	Huntingdon	151 High Street.
11	Kettering	London Road Tip.
12	Leighton Buzzard	Railway Station.
13	Lexham	C. S. D. at East Lexham.
14	<i>Newmarket</i>	Boyce House, Albert Road.
15	Norwich	24 Heigham Street.
16	Romford	Selinas Lane, Whalebone Lane South.
17	Shoeburyness	New Ranges.
18	Slough	C. S. D., Perth Avenue.
19	Thetford	Croton Road.
20	<i>Whittlesey</i>	Near Peterborough.
21	Woodbridge	Suffolk.
	Northern Command—	
22	Barlow	Nr. Selby, Yorks.
23	<i>Catterick</i>	Arras Lines, Catterick Camp, Yorks.
24	Cottingham	East Yorks Motor Garage Co.
25	Derby	Pear-tree Sidings.
26	Durham	Old Elvet Station.
27	Easthouses	Eshott Farm, Felton.
28	Grantham	Dysart Road.
29	Hambleton	
30	Hexham	Ginson's Sawmill.
31	<i>Leicester</i>	County Cricket Ground.
32	<i>Lincoln</i>	Stamp End.
33	Loughborough	Railway Station.
34	Louth	Manby Road.
35	Malton	Amotherby Village.
36	<i>Newcastle</i>	Coxlodge Station.
37	Newcastle	Fenham Barracks.
38	<i>Netherfield</i>	Rigley's Wagon Works.

Note.—The locations of Principal Depots are shown in italics.

No.	Location.	Address.
Northern Command— <i>contd.</i>		
39	Northallerton	Malpas Road.
40	Rothbury	R. A. S. C. Supply Depot.
41	Rotherham	Clifton Hall, Wharnclyffe Road.
42	Scarborough	Depot La, Seamer Road.
43	Wakefield	Rear of Tootal Street.
44	West Auckland	St. Helens.
45	Wooler	Haugh Road Garage.
46	Worksop	Electric Hall.
47	Yeadon	Albert Mills.
48	York	Dringhouses, Mayfield Grove.
Scottish Command—		
49	Achnasheen	Station Yard.
50	Alness	Teaninich Distilleries.
51	Balgowan	
52	Balmenach	or Cromdale.
53	Barry	Barry Camp, Angus.
54	Bellahouston	Glasgow.
55	Burrowhead	No. 2 HAA Training Camp.
56	Castle Kennedy	The Camp.
57	Denny	Falkirk Road.
58	Dumfries	S. of Scotland Garage.
59	Dunfermline	A.A. Mob. Stores, Crossford.
60	Elgin	Station Coal Siding.
61	Forfar	Station Yard.
62	Fort William	Glenlochy Distillery.
63	Gailes	
64	Gourock	Binnie Lane.
65	Inverness	Telford Bakery, Telford Road.
66	Kennethmont	Ardmore Distillery.
67	Lerwick	Commercial Road.
68	Murrayfield	New Ice Rink.
69	Perth	Old Glass Works, Shore Road.
70	St. Boswells	Bert Lawrie's Garage.
71	Selkirk	Palfrey Mill.
72	Stromness	Shearers Stores.
73	Wick	McEwan's Yard.
South-Eastern Army.		
74	Arborfield	Ellis Farm.
75	Canterbury	Old Cavalry Barracks.
76	Chatham	Brompton Barracks.
77	Dover	Archcliffe Yard.
78	Great Bookham	The Grange, Rectory Lane.
79	Hothfield	Mill House.
80	Maidstone	The Barracks, Sandling Road.
81	Reigate	The Priory, Bell Street.
82	Shorncliffe	The Forage Barn.
83	Tenterden	Old Picture Theatre.
84	Tonbridge	Robert Adlard's Yard, Priory Road.
85	Tongham	The Beeches.
86	West Byfleet	Thorley Farm.
87	Westerham	Station Yard.
Southern Command—		
88	Abingdon	Assembly Rooms.
89	Barnstaple	The Quay, Mill Street.
90	Barton Stacey	Nr. Stockbridge.

Note.—The locations of Principal Depots are shown in italics.

No.	Location	Address
Southern Command— <i>contd.</i>		
91	Bath	Drill Hall, Lower Bristol Road.
92	Bicester	
93	Blandford	Tarrant Hinton Camp.
94	Bodmin	Old Barracks.
95	Bovington	Bovington Camp.
96	<i>Bulford</i>	Ward Barracks.
97	Cheltenham	Tewkesbury Road.
98	Copplestone	Nr. Crediton, Devon.
99	Denbury	Rawlinson Barracks.
100	Devizes	Horton Road.
101	<i>Devonport</i>	Granby Barracks.
102	Exeter	Garage, Honiton Road.
103	Eynsham	Oxford Road.
104	Fareham	Brick Works, Wickham Road.
105	<i>Langford</i>	Somerset.
106	Launceston... ..	Old Tannery.
107	Parkhurst, I.O.W.... ..	Albany Barracks.
108	Plymouth	Fort Agaton.
109	St. Marys	Silly Isles.
110	Shrivenham	Shrivenham Barracks.
111	<i>Southampton</i>	Millbrook Station.
112	Southampton	Romsey Road.
113	Taunton	Norton Court, North Fitzwarren.
114	Tetbury	Cirencester Road.
115	Tidworth	Delhi Barracks.
116	Truro	High Town.
117	Warminster	Tuffley Lane.
118	<i>Wimborne</i>	Poole Road, General Stores.
119	Yeovil	Houndstone Farm.
Western Command—		
120	Bangor	Sarrar Road.
121	Brecon	Canal Bank.
122	<i>Bridgend</i>	Jenkins Saw Mill.
123	Bury	Brandlesholme Road.
124	<i>Cardiff</i>	Fairwater Pavilion.
125	Carlisle	Hadrians Camp.
126	<i>Chester</i>	Blacon Point Station.
127	Chesterton	Brick & Tile Works.
128	Haverthwaite	Low Wood.
129	Hereford	Friar Street.
130	Johnston	Pembrokeshire.
131	<i>Kidderminster</i>	Todds Yard, Bewdley Hill.
132	Lampeter	Rear of Red Lion, off Mount Walk.
133	Lancaster	Lower Mill, Nr. Halton.
134	Lichfield	St. John Street.
135	Liverpool	Deysbrook, West Derby.
136	Ludlow	Bromfield Race Course.
137	Manchester	Thorpe Road, Newton Heath.
138	Newport	Artillery Barracks.
139	Newton Le Willows	A. & B. Garage, Mill Lane.
140	Ormskirk	Grimshaw, Lane, Southport Road.
141	Oswestry	Park Hall Camp.
142	Pembroke Dock	Argyle Street.
143	<i>Preston</i>	Fulwood Barracks.
144	Rhyl	Flynegrew Road.
145	Solihull	Beechwood Park Road.

Note.—The locations of Principal Depots are shown in italics.

No.	Location	Address
Western Command— <i>contd.</i>		
146	Stratford-on-Avon	Banbury Road.
147	Swansea	Cockett Road.
148	Towyn	Ton Fanau Camp.
149	Trawsfynydd	
150	Uttoxeter	Artillery Barracks.
151	Wellington	Crown Works, Orleton Lane.
152	Wigan	Douglas Bank Sidings.
153	Winsford	Market Square.
London District—		
154	Camberwell	
155	Crystal Palace	Low Level Station.
156	Hounslow	Infantry Barracks.
157	Mill Hill	Inglis Barracks.
158	Walthamstow	871 Forest Road.
159	<i>White City</i>	Sheds 40/41.
160	Woolwich	Woolwich Garrison.
Northern Ireland District—		
161	Ballymena	L.M.S. Goods Yard.
162	Belfast	McConnells Brewery, Ravenhill Road.
163	Coleraine	Market Yard.
164	<i>Doagh</i>	Nr. Belfast.
165	Londonderry	Agricultural Show Ground.
166	<i>Lurgan</i>	Co. Armagh.
167	Omagh	Old Market Yard, G.N. Rly.

Note.—The locations of Principal Depots are shown in italics.

547.—Fluorescent and Discharge Lighting in Shore Establishments

(D.E.E.D. 14972/42.—4.2.1943.)

Cancelled by
AFO 6802/46.
In view of the many requests that have been received for tubular fluorescent lighting it is necessary to point out that this form of lighting cannot be adopted for general use at present.

2. The main advantages of this form of lighting are:—

- The low surface brightness of the lamps which facilitates the design of efficient lighting installations in certain instances and reduces glare and shadow.
- The colour of the light which approximates to daylight and is chiefly useful where colour discrimination is essential.
- The high efficiency of the lamp.

3. The chief disadvantages are:—

- The equipment involves the greater use to a large extent of essential materials now in short supply, which are urgently required for other war time services, and skilled labour both for manufacture and installation. Skilled labour is also necessary for maintenance. The initial cost is very high and the cost of maintenance and lamp renewals, at present ruling prices, outweighs the saving in the cost of current. It also involves the purchase, transport and storage of special bulky and fragile articles, as spares, which are not standardised by the manufacturers and consequently can generally be used only for particular installations.
- The lamps are produced in one size only, which in some instances provides an excessively high illumination intensity.
- The rapid falling off of the efficiency during the first few hundred hours, and the unequal ageing of the lamps which is apt to cause uneven illumination of the working plane.

4. There is no evidence to show that eye-strain attributable to working long hours under conditions to which personnel are not accustomed can be reduced by the use of this particular form of lighting as compared with an adequate installation of incandescent lamps.

5. Although fluorescent lamps are more efficient than incandescent lamps, the reduction in the lighting load is rarely sufficient to enable the capacity of standby generating sets to be reduced to any extent.

6. It must not be overlooked that any lighting installation must be carefully planned to produce the best visual conditions consistent with cost and minimum maintenance. Special fittings have been designed for fluorescent tubes and their use in any manner other than that originally intended by the designers so reduces efficiency that the use of these expensive lamps and fittings becomes a waste of essential materials.

7. Discharge lighting using mercury and sodium lamps has only the advantage of increased efficiency but these lamps also require auxiliary apparatus using similar essential materials in short supply.

8. Admiralty policy regarding the use of any form of discharge lighting in war time is as follows:—

- It is not to be installed without prior Admiralty approval.
- In general, approval will not be given for the installation of fluorescent lighting in buildings which are not permanently blacked out excepting where processes involving colour matching and where exacting visual tasks have to be performed and where production would be hindered by ordinary lighting. Approval will also not be given where the existing electric supply is D.C.
- In new buildings which are permanently blacked out consideration will be given to proposals for fluorescent lighting where, due to low heights of ceilings or other local conditions satisfactory lighting by other means cannot be provided without glare, i.e. when the mounting heights of the fittings cannot exceed nine to ten feet. Proposals should be confined to situations where personnel are working long hours. Corridors, cabins, rest rooms, etc. should not be included and its use in premises of a temporary or semi-permanent nature should be avoided.
- All proposals submitted to the Admiralty are to be accompanied by the remarks of the local electrical officer, stating in detail why this form of lighting is considered essential.

548.—Coal and Coke—REPORTS

Home Shore Establishments

(N.S. Fuel 256/43.—4.2.1943.)

Reports should reach the Director of Stores, Admiralty, London, by the end of March, 1943, of Coal and Coke required during the year ending 30th June, 1944. They are *not* necessary from Dockyards, from establishments already supplied from Naval stocks at Dockyards or Bases, or in respect of bunker coal at Bases at which Admiralty contracts already operate.

2. Provision should be made for building up reserve stocks during the summer months. Deliveries should therefore be regulated to provide for a reserve of two months *winter* expenditure by the end of October, 1943. Lack of such reserves may cause shortages in winter, when, for various reasons, contractors are unable to make adequate deliveries. The reserves should be allowed gradually to fall to about three weeks' *winter* expenditure by the end of April, 1944.

3. The reports should furnish the following particulars (when no change is necessary in the existing contract it will be sufficient to say so):—

- Full description of each grade of fuel required, including size, and purpose for which wanted.
- Storage capacity for each grade of fuel.
- Stock of each grade of fuel expected to be on hand on 30th June, 1943.
- Annual consumption *after allowing in full for maximum possible economies.*
- Monthly delivery rate of each grade desired in *summer* and in *winter.*
- Delivery points, mode of delivery and size of each delivery.

4. Establishments experiencing difficulty in obtaining adequate supplies of coal or coke under Admiralty contracts, or, in the case of small requirements, by local purchase, should advise the Director of Stores, Admiralty, London, in good time, if any assistance is required.

5. The strictest economy in the use of all forms of fuel is still essential.

(A.F.O. 969/42.)

549.—Bombing Charts for Bombing Ranges

R.N. Air Stations

(A.M. 5966/42.—4.2.1943.)

The following procedure is to be adopted for the production of charts for bombing ranges at Naval Air Stations:—

(a) *At home stations.*

The Commanding Officer of the station is to forward to the Admiralty the following particulars:—

(1) Length accurate to the nearest yard and azimuth of the line joining the centres of the quadrants in the Quadrant huts.

(This information can be obtained from the representative of C.E.-in-C.)

(2) Bearing of the target from each of the quadrant huts.

Notes.—(i) The mean of bearings of the target observed when in its extreme positions at flood and ebb streams should be given if the target lies at one or more anchors.

(ii) If the scope of moorings permits changes of position greater than 20 yards, or if a moving target is used, the limits of bearings which it is required to plot on the diagram from each hut, should be given.

(3) The name and, where used, the number of the range.

(4) Brief details of the target, i.e., fixed, moored, or moving.

(b) *Stations overseas.*

The details required in (a) above are to be collected and investigation made into the possibility of charts being prepared locally. If this is not possible, the details are to be forwarded to the Admiralty for preparation of charts in England.

In the case of all charts prepared overseas, three copies are to be forwarded to the Admiralty.

When prepared by the Admiralty, an initial supply of 250 diagrams will be forwarded to the station concerned. Replenishments should be requested from the Chief Superintendent, Hydrographic Supplies, Creechbarrow House, Taunton, Som.

550.—Rifles No. 4—Modification to take Bayonet No. 4

(A.S. 14337/42.—4.2.1943.)

In certain cases, Bayonets No. 4 supplied for use with Rifles No. 4, will not ship. This is due in some cases to faulty manufacture in milling the keys on the end of the barrel. A ridge has been left which prevents the bayonets being fixed; consequently, it becomes necessary to file down these ridges flush to the barrel. In other cases, rifles have been found with the minor diameter at the muzzle between the lugs to be about 0.01 in. above plan dimensions.

2. Where necessary, the rifles should be treated as shown in A.F.O. Diagram 35/43. Particular attention should be paid to "clearing out" the inner corners of the lugs on the barrel on which the bayonet is fitted, i.e., the points of intersection of the 0.6 in. diameter with the lugs. Patches from which browning has been removed should be touched up with blue minerva.

551.—Stirrup Pumps—Provision of a Straight Jet Nozzle

(M. 4220/42.—4.2.1943.)

Attention is drawn to A.F.O. 517/43 in Section 4 of this issue.

552.—Electrodes—Approved Types

(N.S./C.P. 77054/42.—4.2.1943.)

The following type of Electrode is approved for Admiralty work:—

Firm

Messrs. G. D. Peters & Co. Ltd.

Type of Electrode

"Grade 15 Lion"

For the welding of mild steel and "D" quality steel in all welding positions.

(A.F.O. 4228/41—not in annual volume.)

553.—Watch Bells—Withdrawal of Allowance

Shore Establishments

(N.S. 34676/42.—4.2.1943.)

In view of the difficulty in obtaining supplies and the need for economising in metal, the allowance to Naval Shore Establishments, including Air Training Establishments, of watch bells has been withdrawn for the duration of the war, and no further supplies will be made to these services. This order does not, however, apply to those R.N. Air Stations and R.N. Aircraft Repair Yards which are fitted with public address equipment.

2. Watch bells already held at Shore Establishments may be retained.

(R.A.N.A.S., 20.11.42, No. 8232/628/31/1.)

(S.N.S.O., Rosyth, 25.11.42, Enc. 1 to D.L. No. 6622 and 31.12.42, Enc. 1 to D.L. No. 7594.)

The following type of Electrode is approved for Admiralty work:-
 Type of Electrode
 "Grade 1" has
 For the welding of mild steel and
 "D" quality steel in all welds
 the positions
 (I.A.O. 122) (1 year in general service)

512 - Watch Hairs - Withdrawal of Allowance
 (I.A.O. 123) (1 year in general service)
 The following is a list of the watch hairs which are approved for Admiralty work:-
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