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ADMIRALTY FLEET ORDERS

ADMIRALTY, S.W.1,
30th September, 1943.

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

A list of these Orders is enclosed.

By Command of Their Lordships,

J. V. Markham

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

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

Head of "P" Branch *Sept 30/43*

P *[Signature]*

P 2 *[Signature]*

P 3 *[Signature]*

P 4 *[Signature]*

ADMIRALTY FLEET ORDERS

- | No. | Subject. |
|-------|--|
| 4522. | Ammunition—General—E.F.C. Values of Cordite Charges. (<i>Issued separately on 23rd September, 1943, to all Commanders-in-Chief, Flag Officers, Senior Naval Officers, Captains and Commanding Officers of H.M. Ships and Vessels.</i>) |
| 4523. | Legal assistance in the United Kingdom. (<i>Issued separately on 23rd September, 1943.</i>) |

30th September, 1943.

SECTION I.—ADMINISTRATION OF THE FLEET, CEREMONIES, FOREIGN PORT REGULATIONS, ETC.

(Station Limits: Fighting Efficiency of Ships: Naval Aircraft Administration: Internal Organisation of Ships: Navigation and Seamanship: Fleet Exercises and Practices, etc.)

4524. Defence Regulations—Fishing Vessels (Permits) (Amendment) Order, 1943.
 4525. 45-ft. Admiral's Barge No. 3657—Present Appropriation—Report.
 4526. Naval Officer-in-Charge, Newport—Abolition of Appointment.
- SECTION 2.—PERSONNEL, PAY, SERVICES, DISCIPLINE, ETC.
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 4533. Promotion of Retired Officers (ex Warrant Rank).
 4534. Canadians Serving as Officers in R.N.V.R. (Air Branch)—Transfer to R.C.N.V.R.
 4535. Accountant Branch—Selection of Candidates for Permanent Commissions—Introduction of Admiralty Selection Board.
 4536. Officers and Men Temporarily Released for Civil Employment—Issue of Free Travelling Warrants to visit Homes Prior to Recall.
 4537. Examination in Seamanship for Warrant Rank.
 4538. Warrant Wardmaster—Professional Examination, July, 1943.
 4539. Sick Berth Attendants Employed as Clinical Assistants to Neuropsychiatrists—Advancement.
 4540. Writer and Supply Ratings—Advancement.
 4541. Advancement of Ratings in Permanent Naval Fire Party.
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 4543. Writer and Supply Staffs at Sea—Dilution of.
 4544. Royal New Zealand Navy—Indulgence Passages for Wives and Children of Naval Officers and Ratings.
 4545. Royal New Zealand Navy—Repatriation of Discharged Officers and Ratings.
 4546. New Zealand Personnel Serving on Loan to R.N.—Home Leave for.
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 4554. Wearing of Parachutes by Occupants of T.B.R. Aircraft.
 4555. Discharge of Personnel Domiciled in the Colonial Empire.
 4556. Admiralty Surgeons and Agents.
 4557. Officiating Ministers of Religion.
 4558. Financial Adjustment with Other Government Departments during the War.
 4559. Inventions and Suggestions.
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 4561. Food Rationing—Household Milk Powder.
 4562. Senior Deputy Director of Stores (Eastern Theatre) Change of Headquarters.
 4563. Residential Nurseries under Government Evacuation Scheme of Children of Members and Ex-Members of W.R.N.S.—Admission to.
 4564. Sensitisation Dermatitis Caused by Local Application of Sulphonamide Compounds.
 4565. Council of Navy, Army, and Air Force Institutes.
 4566. Sports—R.N. and R.M. Sports Control Board—Donation.

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

4567. Ammunition—4-in. to 6-in.—Cartridges.
 4568. Ammunition—Miscellaneous A.A.D. Weapons—Rockets U.2, Fuzes No. 720 in Cylinders No. 349, Mark II—Care in Unpacking.
 4569. Gun Mountings—6-in. Triple, Marks XXII and XXIII, and 6-in. Twin, Mark XXI—Reduction of Topweight—Removal of Overhead Rails for Shipping sub-calibre Gun.
 4570. Gun Mountings—2-pdr., Mark VII*, VII*P, and R.P. 50, Mark VII*—Modified Lead of Cables to Barrel Heaters and Loading Indicator—As. and As.
 4571. Gun Mountings—2-pdr., Marks V, VI, and VII—Fitting of Blinker Plate to Sights.
 4572. Gun Mountings—0.5-in., Mark V.C. and 20 mm. Twin, Mark V.C.—Modification to Rotating Service Joint.
 4573. Mortars—O.M.L. 3-in.—Memoranda of Inspection—Discontinuance of Issue.
 4574. Small Arms—"Swift" Training Rifles—Issue to all New Naval Air Stations.
 4575. Small Arms—Rifles, 0.303-in.—Limited Withdrawal of Older Types and Replacement by Rifles No. 4—REPORTS.
- Torpedo.—(Torpedoes, Tubes, Mines and Minesweeping, Depth Charges, Paravanes, Electrical Equipment, Anti-Gas, Aircraft Torpedoes, etc., and Stores.)*
4576. Torpedoes—21-in., Marks VIII*-VIII** and IX*-IX**—Introduction of New Design of After Propeller Nut, St. No. 4290B.
 4577. Torpedoes—22.4 in. U.S.A., Mark 13, Mod. 1—Tool for Revolving Propellers.
 4578. Torpedo Stores—Bars, St. Nos. T.260B and T.260C—Modification.
 4579. Torpedo Stores—Washers, Air Blast Gyro, Frame St. No. 5735.
 4580. Cartridges, Impulse, Torpedo—Types and Services for which required.
 4581. Controlled Mining—Bituminous Paint for Primer Head Boxes, Pattern 16886—L Mark III Mines.
 4582. Depth Charge Pistols, Marks VII, VIII and IX—New Testing Procedure.
 4583. Indicating Lamp Fitting—Pattern 17046 for D.G. Circuits—Screens for.
 4584. Interconnector Cable Test.
- Engineer.—(Main and Auxiliary Engines, Boilers, other Machinery in Charge of the Engineer Officer, including Catapults, Coal and Oil Fuel, and Engineering Stores.)*
4585. Oiling at Sea—Supply of Equipment to Tankers on Admiralty Freighting Service.
 4586. Rudder Centring Gear.
 4587. Used Aluminium, Brass and Cupro Nickel Condenser Tubes—Services for.
- Navigation.—(Navigation Stores, Sextants, Compasses, Charts, Anchors, Sails, etc.)*
4588. Courses for Officers in Adjustment of Magnetic Compasses.
Signals.—(W/T and V/S Apparatus, Radar, D.F., S.R.E., Wa/T and Stores.)
4589. Intermediate Signalling Lanterns, Pattern W.2174, with Front, Dispersing, Pattern W.9098—Supply.
 4590. Radar Types 282M(3)/M(4)/P(1)/P(2), 283, 284/5M(3)/M(4)/P(3)/P(4), Aerial Outfits A.S.E., A.S.F. and A.S.G.—Addition of Dermatine and Steel Washers to Lead Wool Packed Glands.
 4591. Wa/T Type 409 and 410.
 4592. W/T—A.C. Supply Outfit—D.T.C.—Completion of Installation—As. and As.
 4593. W/T Transmitting Sets—Types 52 FHV/EH/OPH, 57C/CR, 57D/DR, 57CM/CMR, 57 DM/DMR, 60 FV, 60 FW and 60 D—Replacement of Switches, Magnetic, Patterns X/W576A, X/W577 and X/W1182, with Switches of Modified Design.
- Aircraft.—(Technical.)*
4594. Aircraft—Condition on Issue to First Line A.R. or Transfer Abroad.
 4595. Albacore Aircraft—Tail Oleo Strut—Collapse of Filler Pipe Body.
 4596. Proctor Aircraft—Precautions to Avoid Damage to Fuel Pipes when Spreading Wings.
General.—(Hull, Armour, General Equipment and Fittings, etc., and Orders affecting two or more Departments.)
4597. Alterations and Additions—Procedure.
 4598. Aircraft—Clips, Locking—Ref. 5D/1060.
 4599. Aircraft—Links, Fuze Setting Control.
 4600. Aircraft, Radio, TR1196—Failure of Suppression Condenser.
 4601. Ammeters and Voltmeters—Introduction.
 4602. Buzzer, Pattern 12518—Introduction.
 4603. Cables, Electric, to Admiralty Standard and G.D.E. Specifications—Elimination of Tinning from Polyvinyl—Chloride Insulated Conductors.
 4604. Chests of Drawers for Officers Borne Additional to Complement.
 4605. Drums for Chlorosulphonic Acid Mixture, Stannic Chloride and Titanium Tetrachloride—Return for Refilling—REPORTS.
 4606. Floats and Sinkers—Allowances.
 4607. Ink, Lithographic for Colouring Bullets Used in Air Firing Exercises.

SECTION 3.—G., T., N., E., ETC. & STORES; HULL, EQUIPMENT & FITTINGS—*contd.*
General.—(Hull, Armour, General Equipment and Fittings, etc., and Orders affecting two or more Departments.)—contd.

- 4608. Lamps, Electric, Patterns 16070-16076.
- 4609. Leather Suction Hoses—Revised Allowances.
- 4610. Metallic Paper for Dobbie McInnes Pressure Velocity Recorders for Torpedo Tubes.
- 4611. Radio Officers Cabins—As. and As.
- 4612. Reduction of Unnecessary Fittings—Escutcheons.
- 4613. Rubber Economy—Hubbards Rubberised Felt and Felt Treated with R.D. Solution.
- 4614. Sea Stores—Additional Allowances.
- 4615. Sound Powered Telephones—Tools for Servicing—Introduction.
- 4616. Steam Jacketed Boiling Coppers—As. and As.
- 4617. Storm Handrails.
- 4618. Target Towing Gear—Withdrawal of Allowance.
- 4619. Trolleys for Transport of Bombs, Torpedoes, Ammunition, etc.—Allowances.

SECTION 4.—OTHER STORES—NAVAL STORES*, VICTUALLING STORES,
 MEDICAL STORES, CONTRACTS
 (*All N.S. Orders not included under Section 3.)

- 4620. Aircraft—Gloves, Rubber, Reference 22G/952 and 22G/955.
- 4621. Towing Hawsers—Care and Maintenance of.
- 4622. Cleaning Cloth Service—Economy.
- 4623. Aluminium Mess Gear.
- 4624. Boots for Cook Ratings.
- 4625. Clothing—Toilet Articles—Grant in Lieu of Initial Issue to New Entries, R.N.
- 4626. Commissioned Rescue Tugs—Victualling Arrangements.
- 4627. Engine Spares and Replacement Parts—Discounts Applicable to Government Orders.
- 4628. Royal Netherlands Navy—Supply of Provisions and Other Victualling Stores.
- 4629. Victualling Arrangements in Small Ships without Accountant Officers—Introduction of a Modified Form of General Messing.
- 4630. W.R.N.S. Employed as Boats' Crews—Kit.
- 4631. W.R.N.S.—Uniform Kits.
- 4632. Chests of Emergency Surgical Dressings—Revised Scale.
- 4633. First Aid Envelopes—Issue to Personnel of Fleet Air Arm.
- 4634. Medical Stores—Addition.

SECTION 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE

- 4635. Amendments to Books.
- 4636. A.M.S.Is.
- 4637. Corvettes—Nore Command—Designation.
- 4638. Merchant Aircraft Carriers—Designation.
- 4639. Torpedoes and their Accessories—Procedure for Reporting Defects.
- 4640. C.Bs. and O.U. Books—Declassification.
- 4641. S.D. 0201 (IFF, Mark II), and S.D. 0205, Chapters 1, 2 and 12 only (ASV, Mark II)—Degrading.
- 4642. B.R.4.—Naval Storekeeping Manual.
- 4643. B.R.161 and 161(1)—Revision of Establishment.
- 4644. B.R.768—Drill for 4-in., Mark XIX, Gun on C.P., Mark XXIII, Mountings—Issue.
- 4645. Form D.66—Invoice of Naval Stores—Revision.
- 4646. Form M.6—Weekly Sick Report—Training Establishments—Establishment of.
- 4647. Form O.6—Ammunition Labels—Instructions Regarding Certain Obsolete Labels.
- 4648. Forms S.423 and S.423A—Monthly Returns of Air Work.
- 4649. Form S.507(W)—Half Yearly Return of Ratings, etc., Recommended for Advancement in the W.R.N.S.
- 4650. Form S.1183—Report of Defective Radio Equipment or Component.
- 4651. Concession Telegrams.
- 4652. R.N. Air Station, Grimsetter—Telegraphic Address.

SECTION 6.—SHORE ESTABLISHMENTS

- 4653. Civil Servants Serving with the Forces—Returns.
- 4654. Income Tax—Revision of Deductions on Marriage of Single Women.
- 4655. Factories (Canteens) Order, 1943—Organisation and Management of Canteens for Industrial Workpeople.
- 4656. Minor Cash Duties—Responsibility for.
- 4657. Admiralty Stores in Transit by Rail—Loss of, or Damage to—Commutation of Claims.
- 4658. Cables, Electric, to Admiralty Standard and G.D.E. Specifications—Elimination of Tinning from Polyvinyl—Chloride Insulated Conductors.
- 4659. Ferrous and Non-Ferrous Scrap—Disposal of.
- 4660. Motor Transport Vehicles—Spares—Major Assemblies and Tyres.
- 4661. Pulmonary Tuberculosis—Mass Radiography.

*(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.

4524.—Defence Regulations—Fishing Vessels (Permits) (Amendment) Order, 1943

(N.L. 2169/43.—30 Sep. 1943.)

Under the above Order, fishing permits may be issued subject to such conditions as may be or may have been prescribed by or on behalf of the Admiralty. The particulars of any conditions endorsed on permits under the above Order since it was issued on the 17th August, 1943, should be reported and the terms of any new condition which it is proposed to endorse on such permits should be submitted beforehand for Admiralty approval.

(A.F.O. 3890/43.)

4525.—45-ft. Admiral's Barge No. 3657—Present Appropriation—REPORT

(P. 7463/43.—30 Sep. 1943.)

Information is required concerning the present appropriation of 45-ft. Admiral's Barge, No. 3657. The boat was built by the British Power Boat Company.

2. The ship or establishment in possession of the boat should forward a report to the Secretary of the Admiralty stating the date on which it was taken on charge.

4526.—Naval Officer-in-Charge, Newport—Abolition of Appointment

(M. 2569/43.—30 Sep. 1943.)

The appointment of Naval Officer-in-Charge, Newport, was abolished on 1st September, and the base is now administered direct from Cardiff Naval Base. An executive officer, namely, Assistant to Maintenance Captain, Cardiff, is, however, being accommodated at Newport.

2. N.C.S.O. and D.E.M.S. staffs, together with Technical and Fitting-out Officers, are remaining at Newport and can be communicated with direct except in the case of cypher and code messages. The Naval Officer at Newport will also continue to handle communications for the D.S.T.O., Newport.

3. Cypher and code traffic intended for staff remaining at Newport should be addressed to F.O.I.C., Cardiff.

4. On receipt of this Order, Admiralty General Message 580AZ is to be cancelled.

(A.G.M. 580AZ is cancelled.)

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

*4527.—Honours and Awards—The United States Navy

(H. & A. 580/43.—30 Sep. 1943.)

The King has been graciously pleased to approve the following Awards for bravery and skill against enemy submarines while serving in H.M.N.Z. Ships "Kiwi" and "Moa":—

Mention in Despatches

Signalman First Class Arthur Henry Ewmsen, 409/5534, United States Marines.
 Signalman First Class Floyd Verden Beaver, 356/13/29, Junior United States Marines.

2. These Awards will not be gazetted.

4528.—Sierra Leone—Depot Ships

(M. 2355/43.—30 Sep. 1943.)

Officers and ratings in Sierra Leone are borne on the books of ships as follows :—

- "Eland" ... (a) Flag Officer Commanding, West Africa, and staff.
 (b) Commodore-in-Charge, Freetown, and staff.
 (c) All naval personnel serving on shore in Sierra Leone, except at R.N. Air Station, Hastings, and Kliene Coastal Force Base.
 (d) Boom defence vessels.
 (e) H.M.S. "Snakefly".
 (f) Naval personnel on shore at Dakar.
- "Edinburgh Castle" ... (a) Port depot ship.
 (b) Station drafting pool.
 (c) B.Y.M.S.

The following personnel are under the administration of Captain (D), Freetown Escort Force, but their accounts are borne on the books of H.M.S. "Philoctetes II", which are kept by the Accountant Officer, H.M.S. "Edinburgh Castle", to whom all pay documents and correspondence on accountant matters for the "Philoctetes II" should be sent :—

- "Philoctetes II" ... (a) Patrol service drafting pool (accommodated in H.M.S. "Edinburgh Castle").
 (b) Trawlers.
 (c) Coastal Force Base, Kleine.
 (d) Motor launches.
 (e) H.M.S. "Oasis".
 (f) Trawler Staff Officers and ratings accommodated in "Edinburgh Castle".
- "Philoctetes" ... (a) Repair ship.
 (b) Captain (D), Freetown Escort Force, and staff (other than those borne in "Philoctetes II").
 (c) Destroyers, frigates and corvettes of Freetown Escort Force.
 (d) Submarines at Freetown.
- "Spurwing" ... R.N. Air Station, Hastings.

4529.—Marriage Allowance for R.N. and R.M. Officers including Retired, Reserve, Emergency List and Temporary Officers—Corrections to Consolidated Fleet Order

(C.W. 30638/42.—30 Sep. 1943.)

A.F.O. 4392/43 is to be amended as follows :—

- (a) After the heading "Appendix 4" (page 19) insert sub-heading: "Reprint of A.F.O. 1686/38—Passages, Free or Assisted—Officers' Wives and Families". (Not in Annual Volume 1941.)
- (b) After paragraph 4 of Appendix 4 (page 25) insert sub-heading: "Reprint of A.F.O. 1047/41—Families Resident in Enemy or Enemy-occupied Territory or Elsewhere Outside the Sterling Area—Position as to Marriage Allowance, Dependents' Allowance and Allotments—Reports." (Not in Annual Volume 1941.)
- (c) Re-number paragraphs 5–12 of Appendix 4 as 1–8.

(A.F.O. 4392/43.)

4530.—Promotion of Reserve Officers to Acting Rank of Lieutenant-Commander

(C.W. 41440/43.—30 Sep. 1943.)

With reference to A.F.O. 4240/42 the following officers have been promoted to the acting rank of Lieutenant-Commander to date 30th September, 1943 :—

Executive Officers, R.N.R.

C. M. B. Cumberlege	...	...	...	"President" (D.N.I.)
J. L. Dunkley	...	...	...	"Carlisle"
E. T. Durrant	...	...	...	"Canada"
L. F. L. Hill	...	...	...	"P.533"
W. R. Symon	...	...	...	"Ceres"
R. Johnston	...	...	...	"Fishguard"
K. A. Gadd	...	...	...	"Canada"
W. G. H. Bolton	...	...	...	"Narcissus"
J. L. Cawthorn	...	...	...	"Kongoni"
G. D. B. Townesend	...	...	...	"Ulster Queen"
E. J. Powell	...	...	...	"Orlando"
P. H. Grieves	...	...	...	"Clover"
C. A. Pardoe	...	...	...	"Parthian"
C. W. Armstrong	...	...	...	"Spartiate"
A. Hague	...	...	...	"Canada"
J. S. Gordon-Christian	...	...	...	"Cato"
J. L. Stobbs	...	...	...	"Spartiate"
G. W. R. Graves	...	...	...	"Enterprise"
W. G. Pitcher (Act. Lt.-Cdr.)	...	...	...	"Ombra"
J. A. Pearson	...	...	...	"Rye"
R. E. Baldwin-Wiseman	...	...	...	"Osprey"
F. H. G. Kell	...	...	...	"Gloucester II"
C. J. Cordran	...	...	...	"Victory"
B. T. Wortley	...	...	...	"Caroline"
A. Letty	...	...	...	"President"
H. I. S. White	...	...	...	"Guillemot"
J. R. Freeman	...	...	...	"Assegai"
R. McCready	...	...	...	"Dryad"
J. Mackay	...	...	...	"Victory"
N. L. Knight	...	...	...	"Avalon"
H. P. Crail	...	...	...	"Vervain"
T. G. Radford	...	...	...	"Osprey"
W. McInnes (Act. Lt.-Cdr.)	...	...	...	"St. Christopher"
W. E. Warwick	...	...	...	"Afrikander"
R. Hill	...	...	...	"Lanka"
N. F. R. Gill	...	...	...	"Bellwort"
A. H. Smith	...	...	...	"Princess Astrid"
J. I. Jones	...	...	...	"Primula"
H. Astbury	...	...	...	"Queen Empress"
D. W. A. Bell	...	...	...	"Western Isles"
R. T. Horan	...	...	...	"Bergamot"
G. J. Parry	...	...	...	"Sheldrake"
P. V. Collings	...	...	...	"Celandine"
V. N. Ford	...	...	...	"Chitral"
G. A. Spenceley	...	...	...	"Baldur"
D. T. MacCullum	...	...	...	"Minna"
H. J. Hobson	...	...	...	"Seaflower"
J. A. Lee	...	...	...	"Marshal Soult"
R. S. Paton	...	...	...	"Pyramus"
J. M. Simon	...	...	...	"Eaglet"
C. Bewley	...	...	...	"B.Y.M.S. 173"
S. G. Mortimer	...	...	...	"Queen of Kent"
H. A. Peters	...	...	...	"Letop"
J. Worrall	...	...	...	"Athene"
H. A. Ledeboer	...	...	...	"M.M.S. 20"
J. R. Gill	...	...	...	"Lucifer"
W. Bartlett	...	...	...	"Lucifer"
H. J. P. Brooks	...	...	...	"Lucifer"
W. C. Prethero	...	...	...	"Lucifer"

Executive Officers, R.N.R.—contd.

W. J. Harvey	" Brusier "
J. J. Kirk	" Bullfinch "
H. E. Petre	" Irwell "
W. E. Goggin	" Eaglet "
F. G. King	" Vernon "
C. H. Burns	" Baldur III "
F. Graham-Brown	" Emerald "
R. S. Connell	" La Melpomene "
U. Williams	" Skirmisher II "
B. A. Harley	" Revenge "
N. Stewart	" Pembroke III "
T. Paxton	" Hannibal "
C. E. Rowland	" Castlerock "
J. G. P. Lewis	" Hadleigh Castle "
E. E. Balding	" Victory III "
Joseph Cox	" Claverhouse II "
C. C. O'Neill	" Overa "
J. Renwick	" Saxifrage "
G. Lawther	" Pembroke "
M. R. Bell	" Asbury "
H. Evensen	" B.Y.M.S. 172 "
Francis Smith	" Menestheus "
A. J. Wilkie	" Antares "
L. A. R. Hundy	" President " (D.S/V.D.)
F. S. Howell	" Hydrangea "
A. Flaatten	" Cape Nyemetski "
C. W. Hancock	" Baldur "
L. E. D. Craven	" Chaser "
S. K. Thorstensen	" B.Y.M.S. 202 "
H. C. Lovell	" Lairds Isle "
W. E. Hesketh	" Rooke "
E. Smith	" Oderin "
R. W. Watkin	" Baldur "
J. W. A. Jones	" Colonsay "
A. Hanssen	" M.M.S. 61 "
W. J. Walker	" M.M.S. 242 "
J. H. Berry	" Eaglet "
R. D. Philpott	" Glenearn "
J. Donaldson-Palmer	" Bulan "
V. E. Kennard	" Bankville "
D. Bates	" Caroline-Gavotte "
J. R. Grundy	" B.Y.M.S. 157 "
C. A. Britton	" Excellent "
D. G. Stephen	" Kilmur "
R. M. Thorne	" Nile "
S. G. Barnes	" Thalassa "
J. P. Kilbee	" Northern Wave "
C. H. Walton	" Brixham "
F. G. Dawson	" Saltash "
A. Wilson	" Pygmalion "
S. G. Poskitt	" Hunter "
D. M. Richford	" Southern Prince "
B. C. Hamilton	" Victory "
A. Smith	" Rooke "
W. Venn	" Pleiades "
E. S. Plater	" Beaver II "
H. D. Neil	" Saker II "
R. C. Warwick, D.S.C.	" Drake "
C. J. Allen	" Victory "
J. A. H. Pontin	" Assegai "
R. McKinlay	" Valena "
R. S. Steel	" Euryalus "
F. Heald	" Lochinvar "
Jack Reardon Smith	" Eaglet "
R. W. Ellis	" Seagull "

Executive Officers, R.N.R.—contd.

P. R. Hansen	" Keren "
T. W. Colville	" Striker "
H. E. Gilhespie	" Battler "
T. L. Hill	" Largs "
G. H. Parker	" Endeavour "
G. C. Norman	" Prodigal "
D. F. Sutton	" President (D.C.D.) "
W. W. Mortimer (Act. Tempy. Lt.-Cdr.)	" Tana "
R. Nimmo	" President III " (D.E.M.S., Aberdeen)
J. W. B. Holmes	" Afrikander "
W. K. Thomson	" President III " (D.E.M.S., Swansea)
T. W. McMullan	" Spartiate "
James Anderson (Act. Tempy. Lt.-Cdr.)	" Excalibur "
F. G. W. Randall	" Beaver "
G. C. Clairmonte	" President " (D.N.I.)
A. Sellers	" Sheba "
A. Winstanley	Consular Shipping Adviser
T. A. O. Thompson	" President " (D.P.D.)
J. C. Watkins (Act. Tempy. Lt.-Cdr.)	" President " (D.T.D.)
L. J. Roberts	" Nile "
S. H. Bates	" Highflyer "
R. I. T. McEwan (Act. Tempy. Lt.-Cdr.)	" Drake "
K. H. Mackey	" Cannae "
H. D. Williams	" Eland "
C. T. Greenhalgh	" Edinburgh Castle "
H. Fuggles	" President " (D.C.D.)
T. Parry (Act. Tempy. Lt.-Cdr.)	" Glasgow "
A. R. C. Vaughan	" Skirmisher "
C. R. Kettlewell	" Victory F.P.S.L. "
D. L. Williams	" Britannia II "
J. N. Wall (Act. Tempy. Lt.-Cdr.)	" Benbow "
T. C. J. Jones	" Proserpine "
C. S. Gill	" Leigh "
A. E. Smith	" Stag "
R. C. Tetley	" Skirmisher "
R. H. Power	" President III " (D.E.M.S., Southampton)
J. Parry	" Eaglet "

Executive Officers, R.N.V.R.

C. P. C. Noble	" Queen Charlotte " (G)
H. S. Whitton	" Roberts " (G)
R. D. Skinner	" Excellent " (G)
P. R. Bird	" Excellent "
G. H. Bird	" Sidmouth "
A. E. Bugle	" Belfast "
J. McC. Findlay	" Owl " (T)
C. A. de Cosson	" Aphis "
P. G. Sharpe, D.S.C.	" Good Hope "
R. A. Allan (Act. Cdr.)	" Razorbill "
J. M. Matheson	" Bee "
J. E. S. Fawcett, D.S.C.	" Nile "
J. R. Gosnell	" President " (H.Q. Bomber Cd.)
J. C. McFadyean	" President " (D.N.I.)
J. W. Whittle, D.S.C.	" Impulsive "
Viscount St. Vincent	" Illustrious "
J. H. Linggard	" Asbury "
J. Pearce	" Foyle "
J. S. Horrex	" Medway Queen "
A. M. Lee, D.S.C.	" Ferret "
H. C. Butcher	" Malcolite "
J. G. Kimber (Act. Tempy. Lt.-Cdr.)	" Victory "

Executive Officers, R.N.V.R.—contd.

G. W. S. Goss (Act. Temp. Lt.-Cdr.)	... "Euphrates"
G. K. Hill	... "Pearl"
T. C. Newth	... "King Alfred"
G. Butcher	... "Boscawen"
C. H. Kleinwort	... "President" (D.O.D.(F))
F. R. H. Swann (Act. Temp. Lt.-Cdr.)	... "Formidable"
I. D. Lyle (Act. Temp. Lt.-Cdr.)	... "Aggressive"
Robert Young, D.S.C. (No. 1)	... "Stag"
C. S. Padley	... "Rothsay"
L. Jolly	... "President"
W. A. Fuller	... "Eagle"
R. A. Harman	... "Liscombe"
Q. T. P. M. Riley (Act. Temp. Lt.-Cdr.)	... "President" (C.C.O.)
J. T. R. Ward	... "Iron Duke"
W. C. T. Weekes, D.S.O.	... "St. Tudno"
A. A. Gotelee, D.S.C.	... "Hardy"
R. L. Green	... "Boadicea"
M. W. Griffiths, G.M. (Act. Temp. Lt.-Cdr.)	... "Vernon"
J. R. Macdonald (Act. Temp. Lt.-Cdr.)	... "President" (D.C.F.M.)
F. Hellings (Act. Temp. Lt.-Cdr.)	... "Excellent"
E. H. Greenwood	... "Cochrane II"
B. J. M. Wright (Act. Temp. Lt.-Cdr.)	... "St. Tudno"
S. G. Phillips, D.S.C.	... "Eaglet"
J. F. Dibben	... "Excellent"
L. J. Martin	... "Halycon"
F. P. Usborne	... "Bacchante"
T. N. Cartwright, D.S.C. (Act. Temp. Lt.-Cdr.)	... "St. Christopher"
F. Imossi	... "Orlando"
J. R. Bradstock, D.S.C. (Act. Temp. Lt.-Cdr.)	... "Queen Emma"
N. H. Clackson	... "President"
E. R. C. Lintott	... "President" (D.S.D.)
H. E. Bradley	... "Ceresio"
C. Delmar-Morgan	... "Asbury"
R. A. Nisbet	... "Badger"
J. M. Maclean	... "Torch"
A. S. Ashmole	... "Ferret"
J. A. Stobart	... "Suffolk"
H. G. Robinson	... "Cormorant"
D. N. Buller	... "St. Christopher"
H. S. Eaton (Act. Temp. Lt.-Cdr.)	... "Torch II"
A. P. Cobbold	... "Anthony"
R. M. Murdoch (Act. Temp. Lt.-Cdr.)	... "President" (N.A.2 S.L.)
J. G. R. Beauchamp	... "Malagas"
R. H. Burrow	... "St. Tudno"
R. G. S. Clarke, D.S.C.	... "Bacchante"
T. H. Stewart	... "Fortitude"
T. R. White	... "Nile"
S. F. Rothon	... "Tamora"
K. C. Donaldson	... "Bystander"
John Scott, D.S.C.	... "Ferret"
H. V. Gordon, D.S.C.	... "Anchusa"
A. C. Cooper	... "Queen Elizabeth"
J. F. D. Rowley	... "Watchful"
J. H. Coste, D.S.C.	... "St. Christopher"
H. E. Bell	... "President" (D.M.W.D.)
J. A. C. Findlay	... "Mantis"
L. K. Stevenson	... "Victory"
D. G. E. Probert (Act. Temp. Lt.-Cdr.)	... "Midge"
G. Shaw-Brundell (Act. Temp. Lt.-Cdr.)	... "Bacchante"
H. C. Price	... "Jamaica"
J. E. Gibbons, A.M., D.S.C. (Act. Temp. Lt.-Cdr.)	... "Razorbill"
R. T. Mills	... "Asbury"
F. Scantlebury	... "Marion"

Executive Officers (R.N.V.R.)—contd.

F. S. Wedlake (Act. Temp. Lt.-Cdr.)	... "President"
E. T. Garside	... "St. Tudno"
R. A. Nicholson	... "Iron Duke"
J. H. G. Brunt	... "Leonidas"
H. S. Ward	... "President" (D.N.I.)
W. T. Fettes	... "Drake"
H. Osborne	... "Pembroke IV"
N. M. Joynson	... "Watchful"
W. G. Ogden, D.S.C.	... "Osprey"
G. C. H. Hamilton (Act. Temp. Lt.-Cdr.)	... "Quebec"
J. F. Worthington	... "Mauritius"
A. H. Dixon	... "Skirmisher"
R. C. Quirk (Act. Temp. Lt.-Cdr.)	... "Quebec"
D. R. Hopking, D.S.C.	... "Bay"
S. L. Purkiss (Act. Temp. Lt.-Cdr.)	... "President" (C.C.O.)
D. M. C. Curtis, D.S.C. (Act. Temp. Lt.-Cdr.)	... "President" (C.C.O.)
F. R. Harbott	... "Watchful"
N. P. C. Hastings, D.S.C.	... "Quebec"
S. E. Karminski	... "Nile"
D. R. Duncan-Jones	... "Ulster Queen"
J. Burroughs (Act. Temp. Lt.-Cdr.)	... "Europa"
B. G. Heming	... "St. Christopher"
G. T. S. Stevens	... "Assegai"
F. T. C. Stoneman, D.S.C.	... "Epping"
J. T. Bett	... "St. Christopher"
R. M. Johnston	... "Britannia"
G. H. Richards	... "Pembroke IV"
T. C. W. H. Blay	... "Canada"
L. J. G. Shoobridge	... "Trelawney"
W. A. Gladstone	... "Hannibal"
A. C. Tripe	... "Tower"
L. H. Stammers	... "Eaglet"
T. G. Little	... "President" (C.C.O.)
A. J. Dunlop	... "King Alfred"
C. H. T. Youle	... "Tower"
W. F. J. Browning	... "Miner I"
T. W. Collins	... "Straide"
R. Chamberlain	... "Pembroke"
W. L. Crick, D.S.C.	... "Excellent"
J. D. C. Tongue, D.S.O.	... "James Cook"
J. A. H. Lumbus	... "Marshal Soult"
V. E. Bowyer, D.S.C.	... "Beaver"
M. M. Firth	... "Pembroke"
R. J. M. Eden	... "Hannibal"
N. J. T. Monsarrat	... "Shearwater"
R. F. J. Maberley	... "Camellia"
E. G. Marshall	... "Osprey"
T. May	... "Thruster"
W. G. Hewett, D.S.C.	... "Basset"
J. H. Cooper	... "Hannibal"
W. J. M. Borthwick, D.S.C. (Act. Temp. Lt.-Cdr.)	... "Heron"
R. H. Marrion, D.S.C.	... "Welsbach"
F. D. Russell-Roberts (Act. Temp. Lt.-Cdr.)	... "Beaver"
J. R. Dimberline	... "Bankville"
G. A. Towers	... "Quebec" (now "Copra")
P. G. Mugford	... "Irewell"
J. Clarke	... "Quebec" (now "Copra")
T. E. Appleton	... "Liberator"
A. P. E. L. Stevens	... "Badger"
I. J. Wymer	... "President" (R.A. Landing Craft and Bases)
V. G. Mellor	... "Victory III"
A. F. W. Boumphrey	... "Cannae"

Executive Officers, R.N.V.R.—contd.

D. MacArthur	"Quebec" (now "Copra")
W. N. Hall	"British"
B. C. Lambert	"Saunders"
A. P. Moray	"Vernon" (P)
J. H. E. Haslett	"Drake IV"
C. R. R. McL. O'Brien, D.S.C.	"Fritillary"
C. H. Skentlebery	"St. Angelo"
P. S. Bray	"Eaglet"
A. H. Lyons	"Guillemot"
C. G. Powney	"Felixstowe"
A. S. Drysdale	"Bude"
W. E. Hobbins	"Nelson"
L. R. A. Davy (Act. Temp. Lt.-Cdr.)	"Quebec" (now "Copra")
H. W. Sabin	"Loch Moidart"
L. Hand	"Nadine"
J. H. Blunt	"Yeoman"
C. D. Callieu, D.S.C.	"Esmeralda"
W. A. Battenberg	"Pembroke"
E. C. Hoblyn	"Lochnewis"
A. J. B Naish	"Eaglet"
P. G. C. King	"President"
R. H. Pratt, D.S.C.	"Fezenta"
H. V. Montagu-Pollock	"President"
J. H. Moon	"Marjorie M. Hastie"
T. G. S. Unite	"Dinosaur" (now "Copra")
C. A. Greig	"Wedgeport"
H. A. Campbell	"Fortitude"
G. C. Fanner, D.S.C. (Act. Temp. Lt.-Cdr.)	"Midge"
E. S. Brookes	"Celebrity"
A. E. Maggs	"Drake IV"
W. W. Brown, D.S.C.	"Fitzgerald"
W. K. Croxton	"Nile"
C. L. L. Davies	"Nigella"
R. J. B. White	"Dartmouth III"
A. R. Mitchell, D.S.C.	"Prophet"
J. F. Linn	"Colonsay"
C. S. Blundell	"Carlisle"
T. G. Clarke	"Grey Wolf"
G. H. Farrer	"James E. Hughes"
R. K. Hartley (Act. Temp. Lt.-Cdr.)	"Mantis"
D. A. Grant (Act. Temp. Lt.-Cdr.) ...	"President" (C.C.O.)
D. J. Quick, D.S.C.	"Quebec" (now "Copra")
Charles Hunter Hill	"Ophir"
D. Turquand-Young	"Cynet"
E. M. Ferris	"Osprey"
V. W. Wilson, D.S.C.	"Osprey"
C. D. Daniel	"Osprey"
J. S. Lawrence	"Echo"
A. H. Cherry	"Pembroke"
G. W. le Gallais	"Alca"
W. H. Gibbs	"Grampian"
G. I. Evans	"Vernon"
I. D. Greenwell	"Aurora"
E. Harris	"Dunluce Castle"
G. L. A. Jamieson	"Cochrane"
N. E. Mahon	Asst., B.R.L.O., San Francisco
C. Groves	"Victory"
G. M. Notley	"Afrikander III"
J. W. Stevens	"Adria"
John Arthur Marshall	"Tana"
C. A. Berry	"Warren"
G. H. Goodman, G.C., M.B.E. ...	"Drake"
C. Shippam (Act. Temp. Lt.-Cdr.) ...	"Proserpine"
P. H. B. Legge	"President" (O.D.)

Executive Officers (R.N.V.R.)—contd.

J. Macdonald	"Stag"
H. J. Patten	"President" (D.S.D.)
W. D. Brooks	"Leigh"
John Thompson (No. 1)	"Baldur"
J. H. S. Lucas-Scudamore	"Cochrane II"
G. L. Norton	"President" (D.N.E.(C.O.))
D. W. Child	"President" (D.N.I.)
O. S. MacLeay (Act. Temp. Lt.-Cdr.)	"Pembroke"
W. M. Mitchell (Act. Temp. Lt.-Cdr.)	"President" (N.A.2 S.L.)
H. S. Read	"President" (D.T.M.)
S. V. Flindt-Powell (Act. Temp. Lt.-Cdr.)	"Saunders"
A. F. Hixson	"Pembroke"
F. J. B. Henderson	"Cochrane"
F. G. Gregory (Act. Temp. Lt.-Cdr.) ...	"President" (D.U.B.D.)
B. W. Preston (Act. Temp. Lt.-Cdr.)	"Saker"
E. C. Trelawny	"Ukussa"
A. E. Gregory, M.B.E.	"Cochrane"
R. P. Watson	"Nile"
M. H. C. Peer-Groves	"President" (D.N.I.)
J. H. Clarke	"Baldur"
H. R. Hardy (Temp. Act. Lt.-Cdr.) ...	"President" (Flag Lieut. B. of A.)
E. P. Shaw	"Drake"
G. F. Mapp	"Orlando"
P. H. Brooke (Act. Temp. Lt.-Cdr.) ...	"Drake"
R. E. Wells	"Forte"
T. L. Lacey	"President" (D.S.D.)
J. M. Poyser	"Morgan"
M. O. Pelton	"President" (D.T.S.D.)
B. R. Waite	"Tower"
V. H. E. Langford	"Yeoman"
C. N. Boswell	"President" (D.H.W.D.)
The Rt. Hon. The Earl of Carrick	"Saker II"
(Act. Temp. Cdr.)	
L. P. C. Warren	"President" (S) (D.S.D.)
N. H. Smith (Act. Temp. Lt.-Cdr.) ...	"Wasp"
K. G. Poland	"President" (Asst. to Capt. i/c Rescue Tugs)
G. Ellingsworth	"Eaglet"
H. E. Goodchild	"Hannibal"
J. B. P. Miller, G.C. (Act. Temp. Lt.-Cdr.)	"President" (D.T.M.)
George William Smith (No. 1)	"Proserpine"
W. Jennings	"Heron"
B. P. Westwood	"President" (D.N.I.)
A. J. Catoni	"Stag"
A. A. Collins	"Beaver"
G. Buckingham	"Eaglet"
J. O. Hughes	"Baldur"
B. T. Riley, G.M. (Act. Temp. Lt.-Cdr.)	"President" (D.T.M.)
B. J. Jones	"Pembroke"
Jack Palmer	"Goldcrest"
H. P. Arkell	"Orlando"
C. H. Scott	"President" (D.N.O.)
K. M. McKenzie	"Eaglet"
E. Crowther	"Caroline"
E. Welsh (Act. Temp. Lt.-Cdr.) ...	"President" (D.N.I.)
F. S. Styles	"President III" (D.E.M.S., Malta)
G. F. Straker	"Trelawny"
G. N. Douglas	"President III" (D.E.M.S., Eastern Mediterranean)
K. Parkhurst	"Victory"
J. G. E. Mathews	"President III" (D.E.M.S., Algiers)

Air Branch, R.N.V.R.

H. E. S. Pritchett (Tempy. Act. Lt.-Cdr. (A))	"Merlin"
T. G. Stubbley (Tempy. Act. Lt.-Cdr. (A))	"Daedalus"
L. Gilbert (Tempy. Act. Lt.-Cdr. (A))	"Rajallya"
B. F. Cox (Tempy. Act. Lt.-Cdr. (A))	"Kilele"
C. R. Hodgson (Tempy. Act. Lt.-Cdr. (A))	"Heron"
L. C. Hilditch (Tempy. Act. Lt.-Cdr. (A))	"Ukussa"
W. F. C. Garthwaite (Tempy. Act. Lt.-Cdr. (A))	"Nightjar"
H. W. Bailey (Tempy. Act. Lt.-Cdr. (A))	"Nightjar"
D. A. Horton (Tempy. Act. Lt.-Cdr. (A))	"Condor"
A. F. E. Payen (Tempy. Act. Lt.-Cdr. (A))	"Jackdaw"
E. L. Galley	"Daedalus"
J. M. Waddell (Tempy. Act. Lt.-Cdr. (A))	"Grebe"
L. A. Hordern	"Heron"
T. B. Horsley (Tempy. Act. Lt.-Cdr. (A))	"President" (D.A.W.T.)
F. B. Gardner (Tempy. Act. Lt.-Cdr. (A))	"Goshawk"
W. C. J. Halford	"Kestrel"
I. J. Wallace	"Daedalus"
L. D. Goldsmith	"Daedalus"
J. P. Flood	"Saker"
F. P. B. Sanderson (Tempy. Act. Lt.-Cdr. (A))	"Saker"
I. Morgan	"Kestrel"
W. E. Davis	"Kestrel"
P. G. Lee	"Goshawk"
D. Holdsworth	"Condor"
A. F. Hetherington	"Canton"
R. F. Walker (Tempy. Act. Lt.-Cdr. (A))	"Indomitable"
T. E. S. Bell (Tempy. Act. Lt.-Cdr. (A))	"Daedalus"
E. R. Robertson (Tempy. Act. Lt.-Cdr. (A))	"Canada"
C. A. A. Rayner	"Kestrel"
R. A. Edmonds	"Goshawk"
D. G. Weil (Tempy. Act. Lt.-Cdr. (A))	"Goderich"
M. B. Stewart	"Kestrel"
P. F. Luxton	"Godwit"
G. B. Bates	"Vulture"

R.N.R.

H. P. Allingham (Tempy. Act. Lt.-Cdr.)	"Saker"
P. P. Pardoe-Matthews (Tempy. Act. Lt.-Cdr.)	"Vulture"
D. F. Hollins (Tempy. Act. Lt.-Cdr. (A))	"Condor"
A. I. Campbell Robertson	"Kipanga"
A. G. Woodward (Tempy. Act. Lt.-Cdr. (A))	"Heron"
C. Ferry	"Merlin"
W. A. J. Street	"Godwit"

Engineer Officers, R.N.

N. C. Mowforth (Tempy. Act. Lt.-Cdr. (E))	"Antelope"
J. T. MacLachlan	"Carlisle"
R. C. Whitehead	"Unicorn"
H. C. Tuffill	ex "Resource"
H. E. Barrett	"Despatch"
J. S. Belcher	"Prometheus"
A. L. Cramb	"Banff"
W. R. Coverdale	"Gregale"
G. Lowery (Tempy. Act. Lt.-Cdr. (E))	"Lanka"
J. L. Adams	"Victory"
R. Warington-Smyth	"Spartiate"
J. S. Woosley	"President" (E.A.P.)
O. M. Henzell	"Gregale"

Engineer Officers, R.N.R.

A. F. Sinclair	"Amazon"
J. P. Deane	"Reading"
R. R. Campbell	"Breda"
W. Thompson	"L.S.T."

Engineer Officers, R.N.R.—contd.

J. M. Crawford	"Ripley"
J. M. Caspersen, D.S.C.	"Haslemere"
A. Ellison	"L.S.T."
J. R. Witherow	"Buxton"
J. L. Cartwright	"White Bear"
J. E. Roberts	"Rothesay"
J. M. McNeish	"President" (E.-in-C. Dept.)
P. Scorer	"Stag"
A. L. Crane	"Pyramus"
P. Moore	"Fervent"
J. K. Stuart	"Cormorant"

Engineer Officers, R.N.V.R.

C. F. I. Coggins	"President"
L. L. Stokes (Tempy. Act. Lt.-Cdr. (E))	"President" (C.O.H.Q.)
C. Haslam, M.S.M.	"President" (E.-in-C., Bath)
R. M. Coulthard (Tempy. Act. Lt.-Cdr. (E))	"St. Christopher"
A. S. Turner	"Eland"
R. Mitchell	"Philante"
W. Hudson	"Quebec" (now "Copra")
B. M. Oliver (Tempy. Act. Lt.-Cdr. (E))	"Malta"
E. F. Truscott (Tempy. Act. Lt.-Cdr. (E))	"President"
P. D. LaTouche (Tempy. Act. Lt.-Cdr. (E))	"President" (C.O.H.Q.)
E. R. Houlford (Tempy. Act. Lt.-Cdr. (E))	"Bee"

Air Engineer Officers, R.N.V.R.

C. E. C. Mercer	"Canada"
A. J. Bridges	"Blackcap"
A. Lowe	"President" (M.A.P.)
B. D. Buckley (Tempy. Act. Lt.-Cdr. (A))	"Malagas"
F. R. Parker	"Wara"
C. G. Dodden	"Merlin"
J. H. Millar (Tempy. Act. Lt.-Cdr. (A))	"Saker"
G. E. Manley	"President" (D.A.M.R.)
A. W. L. Humphrey-Salwey	"President" (D.A.M.R.)

Electrical Officers, R.N.V.R.

B. H. Champion, M.B.E.	"Ferret"
L. N. Blackburne-Maze	"Forth"
K. A. Goudge	"Hannibal"
T. A. Frazer	"Maidstone"
W. G. Huggett	"Badger"
G. C. O'S. Lester	"Yeoman"
H. E. Nicholson	"President I" (B.A.T.M.)
J. P. Lissimore	"Vernon"
G. T. Jones	"Eland"
K. Cobb	"Gipsy"
Leonard Calland Smith	"Nile"
T. M. Brangwin	"Philoctetes"
S. Robinson	"Nile"
A. W. Manser	"President" (C.C.O.)
I. S. Smith	"Saker II"

Medical Officers, R.N.V.R.

R. E. King	"Eaglet"
W. E. Kershaw	"Lanka"
R. W. Smith	"Dartmouth"
C. A. St. C. Hiley	"Cochrane"
T. B. Snell	"Ramillies"
B. F. Jackson (Act. Surg. Lt.-Cdr.)	"Penelope"
M. C. Hood	"Drake"

Medical Officers, R.N.V.R.—contd.

W. Limont	"Proserpine"
S. M. Whitteridge	"Eaglet"
R. F. Wyatt	"Eaglet"
E. S. Foote	"Victory"
S. M. Davidson (Act. Tempy. Surg. Lt.-Cdr.)	"Biter"
D. C. S. Rendall	"Drake"
J. W. Buchanan	"Prince Leopold"
J. D. Hughes	"Nile"
E. Ashman	"Jackdaw"
M. Curwen	"Pretoria Castle"
D. S. Macphail (Act. Tempy. Surg. Lt.-Cdr.)	"President" (D.N.I.)
T. O. Mason	"Fortitude"
W. H. A. Picton	"St. George"
R. E. Ball... ..	"Lanka"
F. R. P. Pepper	"Excellent II"
J. H. Simpson	"Dolphin"
R. Leishman	"Pembroke"
M. R. J. Behrendt	"Saker"
R. P. Coldrey	"Unicorn"
M. A. Carpenter (Act. Tempy. Surg. Lt.-Cdr.)	"Durban"
N. H. R. McCallum	"Miranda"
B. Crawshaw, D.S.C.	"Victory IV"
R. W. Watts	"Bristol"
T. J. Bird	"Ukussa"
J. Sandilands	"Spurwing"
J. E. Tillotson	"Hasdrubal"
A. A. Robertson	"Hannibal"
E. C. Coaker (Act. Tempy. Surg. Lt.-Cdr.)	"Hawkings"
E. E. Kingsley Kilvert	"Menace"
H. P. Clark	"Illustrious"
N. A. C. Best	"Durban"
D. W. Wallace	"President"
R. B. Mayfield	"Ethiopian"
J. H. E. Summerhill	"Europa"
B. M. McOwan	"King Alfred"
F. R. Badenoch, M.B.E.	"Malabar"
H. Hart	"Asbury"
O. G. Lloyd	"St. Angelo"
C. A. Kilpatrick	"Proserpine"
R. Lawrie	"Exmouth"
D. Walton	"Glasgow"
W. Weir	"President"
J. H. A. Jewell	"Spartiate"
D. C. Brown	"Goldcrest"
J. R. Hassan	"Calliope"
Wm. E. Willis (Act. Tempy. Surg. Lt.-Cdr.)	"Bull"
R. G. B. Woollatt	"Ganges"
A. F. Davy	"Formidable"
A. E. A. Shaw	"Ferret"
J. L. Hill	"Ophir"
D. W. Geidt	"Foliot"
W. J. Drummond	"Formidable"
M. D. C. Hosford	"Drake"
M. W. Fletcher	"Trelawney"
D. V. John	"Mersey"
P. S. G. Campbell	"Europa"
J. P. Dewsbury	"Daedalus"
L. V. Gimson	"Thruster"
T. T. Schofield	"Forward"
H. M. Balfour	"Quebec"
E. E. T. Taylor	"Pembroke"
W. S. Larcombe (Act. Tempy. Surgn. Lt.-Cdr.)	"Striker"
E. T. Holman	"Victory"
A. J. Innes	"Raleigh"
J. P. G. Rogerson	"Cochrane"

Dental Officers, R.N.V.R.

T. Ireland	"Nile"
P. A. Crow	"Pembroke"
W. E. Starkey	"Flora"
D. Lennie	"Gosling"
O. M. H. Jones	"Valiant"
T. W. W. Evans	"Victorious"
B. J. O'Meara	"Euryalus"
J. R. S. White	"Cabot"
C. Ellison	"Pembroke"
M. Hattan	"Pembroke"
W. Nicol	"Grebe"
J. V. Goldie	"Squid"
P. J. F. Shepherd	"Sparrowhawk"
D. Laverick	"Norfolk"
E. R. J. Walmsley	"Malabar"
J. K. Donald	"Fortitude"
W. E. Morton	"Berwick"
W. E. Waite	"London"
E. S. Kench	"Rooke"
W. T. Athey	"Proserpine"
R. N. Hines	"Dipper"
G. A. McCallum	"Rodney"
J. Ryan	"Ceylon"
K. V. Shute	"Kenya"

Accountant Officers, R.N.R.

G. B. Hutchings	"Cormorant"
K. L. Judd	"Devonshire"
R. J. H. Slagg	"Mauritius"
K. T. Maidment	"Monck"
H. W. Hill	"Dido"

Accountant Officers, R.N.V.R.

F. A. K. Betty	"Wildfire"
R. Wickham	"Nile"
F. B. Mitchell (Act. Pay. Lieut.-Cdr.)	Consular Shipping Adviser, New York
J. A. H. Richards	"Excalibur"
P. J. Douglas	"Nelson"
J. D. Fox	"Cormorant"
G. M. Hodge	"Resolution"
E. C. Ellison	"Eaglet"
S. J. Sharpe	"Lanka"
O. R. Cross	"Lanka"
G. S. Harrison	"Glasgow"
N. J. Rowlett (Act. Tempy. Pay. Lt.-Cdr.)	"Landrail"
E. G. Lane	"Victory"
R. W. Jefferies	"President" (A.C.R.)
A. F. Woodhead	"Nile"
Viscount Craigavon	"Assegai"
G. S. Hall	"President" (C.C.O.)
G. Craven, D.S.C.	"President"
B. J. Gurney	"Elissa"
W. S. Jessop	"Hannibal"
C. Davenport	"Malabar"
J. N. Dickinson	"Bridgewater"
L. R. Southey	"Hannibal"
S. L. Clarke	"Badger"
J. W. Devonshire	"Vectis"
C. A. Robertson	"Lanka"
T. A. MacFarlane	"Wellesley"
S. C. Atkinson	"Pembroke IV"

Accountant Officers, R.N.V.R.—contd.

R. D. Fairbairn	"St. Andrews"
R. H. S. Thompson	"Forte"
J. A. Shelswell	"President" (A.C.N.S.(A))
P. J. P. Barker	"President" (Office of Second Sea Lord)
R. F. C. Butcher... ..	"Forth"

Special Branch Officers, R.N.V.R.

W. S. Date (Act. Lt.-Cdr. (Sp))	"Dipper"
G. M. Hines	"Afrikander I"
P. F. Whinney (Act. Tempy. Lt.-Cdr. (Sp.))	"President" (D.D.O.D.(I))
H. Lockett	"Cleopatra"
C. C. Breakell	"Valkyrie"
Frederick Denys Richardson (Act. Tempy. Cdr. (Sp.))	"President" (D.M.W.D.)
M. E. Clifford-Jones	"Europa"
A. M. S. Mackenzie (Act. Tempy. Lt.-Cdr. (Sp.))	"President" (D.N.I.)
Colin Richard Jones	"President" (D.A.S.W.)
C. J. Maddocks (Act. Tempy. Lt.-Cdr. (Sp.))... ..	"Volcano"
J. D. Wylson	"President"
L. H. MacA. Lane	"President" (I.a/a W & D.)
G. C. Evans	"President" (D.S.D. & D.N.I.)
E. L. Pope	"President" (D.M.S.)
D. E. Nye... ..	"President" (D.U.B.D.)
A. S. Fletcher, O.B.E.	"Dunluce Castle"
H. W. A. Botcher	"Calliope"
D. W. Carter	"Mercury"
N. A. Bacon (Act. Tempy. Lt.-Cdr. (Sp.))	"President" (D.N.I.)
C. G. V. Davies, M.B.E. (Act. Tempy. Lt.-Cdr. (Sp.))	"Orlando"
K. A. Baal	"Proserpine"
L. Hix	"President" (D.S.D.)
W. R. Hood	"Drake"
A. R. Read	"Beaver"
W. Shaw	"Drake"
J. F. N. Anstee	"Skirmisher"
B. A. Bacon (Act. Tempy. Lt.-Cdr. (Sp.))	"President" (D.N.I.)
T. Allen	"Eaglet"
J. Lauder	"Orlando"
R. W. Bowers (Act. Tempy. Lt.-Cdr. (Sp.))	"Jackdaw"
H. S. Gillespie	"President III" (D.E.M.S., Hull)
E. Allard	"Claverhouse"
E. H. Hindmarsh	"Lanka"
R. W. B. Izzard	"President" (D.N.I.)
C. W. Everett	"President" (D.N.I.)
C. F. Hopewell	"Glendower"
M. F. G. Brame	Consular Shipping Adviser
D. S. Ewart	"President" (D.O.D.(N))
E. V. Bowers (Act. Tempy. Lt.-Cdr. (Sp.))	"President" (D.S.D. Bath)
E. W. Tomlinson (Act. Tempy. Lt.-Cdr. (Sp.))	"President" (D.N.I.)
E. B. Seager	"Spartiate"
G. M. L. Williams	"Lanka"
C. Bancroft (Act. Tempy. Lt.-Cdr. (Sp.))	"President" (D.S.D.)
T. S. Worthington	"Valkyrie"
D. C. Quail	"Vernon"

Sea Transport Officers, R.N.R.

F. Scott (Act. Tempy. Lt.-Cdr.)	"Eaglet"
R. D. Stratton (Act. Tempy. Lt.-Cdr.)	"Fox"
C. J. Whittle (Act. Tempy. Lt.-Cdr.)	"Polar Bear"

Sea Transport Officers, R.N.R.—contd.

A. R. MacKewn (Act. Tempy. Cdr.)	"Stag"
A. MacPhee (Act. Tempy. Lt.-Cdr.)	"Hannibal"
J. G. Phillips (Act. Tempy. Cdr.)	"Stag"
T. K. Garrard (Act. Tempy. Cdr.)	"Excellent"
P. G. Leverett	"Stag"
R. Cockram (Act. Tempy. Lt.-Cdr.)	"Salsette"

Accountant Sea Transport Officers, R.N.R.

J. J. Glover (Act. Tempy. Pay. Lt.-Cdr.)	"Lucifer"
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Sea Transport, R.N.V.R.

A. D. Hart (Act. Tempy. Cdr.)... ..	"Stag"
W. F. Blandy (Act. Tempy. Cdr.)	"Stag"

Sea Transport Accountant Officers, R.N.V.R.

I. W. Freathy (Act. Tempy. Pay. Lt.-Cdr.)	"Hannibal"
N. R. N. Parry (Act. Tempy. Pay. Lt.-Cdr.)	"Spartiate"

Sea Transport Officers, R.N.V.R. (SP)

A. V. M. Cox	"Lanka"
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R.A.N.R.

H. D. Raffan	"Vasna"
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R.A.N.V.R.

F. H. Albert	"Asbury" additional for B.Y.M.S.
J. V. Lobb	"Victory"
R. K. Hart	"Ilfracombe"
J. N. Burgess	"Duneton"
T. W. C. Prentice	"Osprey"
E. T. Lees (Tempy. Act. Lt.-Com.)	"Malabar"
G. J. Cliff (Tempy. Act. Lt.-Com.)	"President" for D.T.M.
H. B. Brassey (Tempy. Act. Lt.-Com.)	M.L. "146"
O. C. McDonald	"Quebec"
K. P. Alliston	"Stella Carina"
R. McKauge (Tempy. Act. Lt.-Com.)	"Saunders"
A. Anderson	"Quebec"
A. M. Hooke	"Lanka"

R.N.Z.N.V.R.

W. A. E. Leonard	"Eaglet"
G. C. Julian	"M.L. 486"
N. G. Daysh (Tempy. Act. Lt.-Com.)	"M.L. 166"
A. B. Napper (Tempy. Act. Lt.-Com.)	"Victorious"

S.A.N.F. (V)

L. J. Maxwell	"Estrella D'Alva"
F. G. Hood (Tempy. Act. Lt.-Com.)	"Kongoni"
S. H. C. Payne	"Good Hope"

2. The above promotions appear in C.W. List of Appointments.

(A.F.O. 4240/42.)

4531.—Examination for Paymaster Sub-Lieutenant, R.N.—May, 1943—Results

(C.W. 35217/43.—30 Sep. 1943.)

The following table shows an additional result of the examination for the rank of Paymaster Sub-Lieutenant, R.N., held in May, 1943 :—

Successful Candidate

Name	Ship's Office work	Captain's Secretary work	N.D.A. and C.M. procedure	Victualling and Naval Stores	Type-writing	Coding and Cyphering	Foreign Language	Optional Subject	Professional Report	Total	Class
Maximum marks ...	300	150	150	400	50	50	100	100	100	1,400	1—1000
Minimum marks ...	150	75	75	200	20	20	—	—	—	600	2—800 3—600
Johnstone-Burt, C. L.	212	91	113	200	42	34	50	49	83	874	Second

(A.F.O. 4048/43.)

4532.—Midshipmen, R.N.R.—Training Afloat—Reports

(C.W. 9149/43.—30 Sep. 1943.)

It is essential that Midshipmen, R.N.R., should be given training in navigation afloat in the same way as Midshipmen, R.N., and as from 1st February, 1944, Midshipmen, R.N.R., will not be promoted to Acting Sub-Lieutenant until they have reached the standard in navigation expected of Midshipmen, R.N., and have passed an equivalent examination.

2. Ships carrying Midshipmen, R.N.R., are to arrange for them to be trained accordingly and examined in the syllabus of navigation laid down in K.R. & A.I., Appendix XII, Part 1, and A.F.O. 2515/39 for Midshipmen, R.N., when they are approaching the age of 19½ and the results are to be reported to the Admiral Commanding Reserves; while they are required to attain the same standard as Midshipmen, R.N., they may use methods of computation other than those in use in the Royal Navy. Where facilities do not exist for examinations to be held on board, suitable arrangements are to be made by administrative authorities. Midshipmen, R.N.R., will, after the date given in paragraph 1 above, not be promoted to Acting Sub-Lieutenant until a report has been received that they have been examined and found satisfactory.

3. The above rule will not apply to Midshipmen, R.N.R., under training as or serving as Pilot or Observer in naval aircraft.

(K.R. and A.I., Appendix XII, Part 1.)

(A.F.O. 2515/39.)

4533.—Promotion of Retired Officers (ex Warrant Rank)

(C.W./P. 019484.—30 Sep. 1943.)

With reference to the conditions governing the promotion of retired Warrant Officers and above promulgated in A.F.Os. 1767/41, 4358/41 and 1099/42, paragraph 4 of A.F.O. 1767/41 and paragraph 5 of A.F.O. 4358/41 are cancelled. Their Lordships wish it to be understood that the arrangements for substantive promotion under these A.F.Os. are not intended to prevent recommendations for acting promotions in accordance with general naval practice.

(A.F.Os. 1767/41, 4358/41 and 1099/42)

*4534.—Canadians Serving as Officers in R.N.V.R. (Air Branch)—Transfer to R.C.N.V.R.

(C.W. 37604/43.—30 Sep. 1943.)

The Canadian Naval Authorities are prepared to consider applications for transfer to the R.C.N.V.R. from officers serving in the R.N.V.R. (Air Branch), who were domiciled in Canada at the outbreak of war. Applications from other officers who claim previous Canadian domicile will be judged on their merits.

2. Applications should be forwarded through the normal channels to the Admiralty for onward transmission to Senior Canadian Naval Officer (London) and Naval Service Headquarters, Ottawa.

3. Officers should forward with their application a medical certificate, signed by their medical officer, stating that they fulfil the medical standards demanded for service in their respective branches of the Fleet Air Arm.

4. If the transfer is approved by the Admiralty and the Canadian Naval Authorities, the Officers so transferred will remain on loan to the Royal Navy until such time as their services are required by the Royal Canadian Navy for Naval air purposes. Their pay and allowances will be the responsibility of the Canadian Government and will be subject to the conditions laid down in A.F.Os. 4657/40, 4036/41 and 3363/42.

5. Officers so transferred are to take the earliest opportunity of visiting a R.C.N. ship or establishment to be attested in the R.C.N.V.R.

(A.F.Os. 4657/40, 4036/41 and 3363/42.)

A.F.O. 5518/44

A.F.O. 5915/45

***4535.—Accountant Branch—Selection of Candidates for Permanent Commissions—Introduction of Admiralty Selection Board**

(C.W. 11656/43.—30 Sep. 1943.)

With reference to A.F.O. 1426/43, the reports of the Fleet Selection Boards have now been received. The number of candidates recommended is in excess of the number of commissions which can be granted.

2. Candidates selected by the 1943 Fleet Selection Boards are therefore to be interviewed by an Admiralty Selection Board which will finally determine which of them are to be nominated to undergo the special technical course in H.M.S. "President V". A similar procedure will be adopted in future years when the number of candidates recommended by the Fleet Selection Boards exceeds the number of vacancies for permanent commissions.

3. Failure to pass the Admiralty Selection Board will not debar a candidate from appearing before another Fleet Selection Board provided he is still eligible and is recommended by his Commanding Officer.

4. Instructions will shortly be issued concerning interview by the Admiralty Selection Board.

(A.F.Os. 409/40 and 1426/43.)

***4536.—Officers and Men Temporarily Released for Civil Employment—Issue of Free Travelling Warrants to Visit Homes Prior to Recall**

(N. 7441/43.—30 Sep. 1943.)

Officers and men temporarily released from service for civil employment may in certain circumstances be granted free travelling warrants to enable them to visit their homes prior to recall to Naval or R.M. service.

2. The concession is available only for officers and men who on or after 1st June, 1940, have been transferred to their present employment away from their homes by, or with the approval of, the Ministry of Labour and National Service.

3. When officers and men, other than those referred to in paragraph 4, are recalled to service they are to be informed that if they desire to apply for a travelling warrant from the area of employment to their home area, they should produce their Recall Notice and Naval Travelling Warrant at the Local Office of the Ministry of Labour and National Service, and that if eligible for the concession the Ministry will issue a warrant to the home area and amend the Naval Travelling Warrant to enable the individual to travel from home to the place where he is due to report for service. The amendment will be initialled by the Ministry of Labour official and impressed with the Local Office stamp.

4. The concession will not apply to officers and men released for Admiralty employment, for agricultural work under A.F.O. 2854/42 or on compassionate grounds.

5. To enable personnel to take advantage of this concession notices of recall to service should be issued wherever practicable at least 14 days before the officer or man is due to report for service.

6. Claims for loss of wages for periods during which men visit their homes before being recalled to service cannot be admitted as a charge to Admiralty funds.

(A.F.Os. 536/41 and 2854/42.)

4537.—Examination in Seamanship for Warrant Rank

(C.W. 26747/43.—30 Sep. 1943.)

Owing to the lack of opportunities that occur in certain ships under war time conditions for candidates for warrant rank to qualify in seamanship, any candidates who have completed a minimum of three years' sea service, and have obtained a strong sea-going recommendation from their Commanding Officers will be allowed to sit for the seamanship examination when a suitable opportunity offers.

2. The date of passing the seamanship examination will be regarded as 31st May or 30th November following the date on which the candidate completed four years' sea service.

3. K.R. and A.I., Article 307, clause 8(b) is amended accordingly as a war time measure.

(K.R. and A.I., Article 307, Clause 8(b)).

4538.—Warrant Wardmaster—Professional Examination, July, 1943

(C.W. 40472/43.—30 Sep. 1943.)

The following successful results were obtained at the examination held on 15th July, 1943.

Ship or Establishment.	Name.	Rating.	O.N.	Part	Part	Part	Part	Total
				1.	2.	3.	4.	
				Max.	Max.	Max.	Max.	
				300.	250.	200.	150.	900.
R.N. Barracks, Portsmouth.	Nuttall, J. T.	SBPO.	P/MX.48675.	270	210	150	110	740
H.M. Naval Base, Lamlash.	Austin, W.	SBPO.	P/MX.49937.	260	230	140	95	725
H.M.H.S. "Maine"	Knight, S. C.	SBCPO.	D/MX.48033	240	180	155	115	690
R.N. Hospital, Portland.	Davies, H. F.	SBPO.	P/MX.50877	180	200	140	90	610
R.N. Barracks, Devonport.	Forrest, P.	SBCPO.	D/MX.47387	180	180	145	75	580
H.M.S. "Greenwich"	Johnson, G. M.	SBCPO.	P/MX.47203	160	180	150	85	575
R.N. Hospital, Portland.	Davies, H. H.	SBPO.	P/MX.45173	180	160	140	80	560
H.M.S. "Norfolk"	Scoble, C. J.	SBCPO.	D/MX.39283	160	160	100	75	495

2. Results of candidates serving on eastern stations will be promulgated when papers are received.

4539.—Sick Berth Attendants Employed as Clinical Assistants to Neuropsychiatrists—Advancement

(N. 19850/43.—30 Sep. 1943.)

Sick berth attendants detailed for duty as clinical assistants to neuropsychiatrists may be advanced to Leading Sick Berth Attendant (Temporary) if recommended, after not less than six months' employment on their special duties.

4540.—Writer and Supply Ratings—Advancement

(N. 19120/43.—30 Sep. 1943.)

With reference to A.F.O. 4494/42, where a rating has been transferred to the Writer or Supply branch under A.F.O. 5627/41 and for service reasons it has not been possible for him to undergo the course at Highgate he shall from the date of this Order be eligible to take the professional examination for Leading rate after six months' total service in the probationary and confirmed rating. If successful he may be advanced after six months' service in the confirmed rate, or as from the basic date of the examination if that is subsequent to his completing six months' service in the confirmed rate.

(A.F.Os. 5627/41 and 4494/42.)

4541.—Advancement of Ratings in Permanent Naval Fire Party

(N. 17345/43.—30 Sep. 1943.)

With reference to A.F.O. 3153/43, the names of Stoker (F.F.) ratings considered suitable in all respects for advancement are to be forwarded to the appropriate Commander-in-Chief.

2. Arrangements should then be made for these ratings to undergo the appropriate course at one of the shore firefighting schools.

3. Where this cannot be arranged within a reasonable period, a provisional examination may be arranged.

4. The Chief Fire Officer on the staff of the Commander-in-Chief, or an R.N.F.F. Officer delegated by the C.-in-C., should conduct the provisional examination.

5. Ratings having successfully passed the provisional examination may be rated Acting Leading Stoker (F.F.), and should carry out the course for Leading Stoker (F.F.), at the earliest opportunity at one of the shore fire-fighting schools.

6. Subject to their qualifying on completion of this course, Acting Leading Stokers (F.F.) may be confirmed in accordance with paragraph 6 of A.F.O. 3153/43. Ratings failing to qualify are to revert to Stoker (F.F.).

7. Notations are to be made on service certificates of ratings passed provisionally and/or qualified Leading Stoker (F.F.), and the Commodore, R.N. Barracks, Devonport, informed.

8. The Commodore, R.N. Barracks, Devonport, is normally responsible that vacancies in the approved R.N.F.F., complements are filled, and no local drafting of R.N.F.F. ratings should take place without consultation with him, in order to ensure that the higher ratings are apportioned equitably.

(A.F.O. 3153/43.)

A.7.0.4074/45

*4542.—Dependants Allowance—Boy Ratings

(N. 26619/41.—30 Sep. 1943.)

In extending the dependants allowance scheme to include boy ratings one condition of eligibility for existing boy ratings was that they should have made a contribution to their dependants since entry of at least the qualifying rate of allotment. This requirement is now cancelled, and accordingly the words "and a contribution of at least the qualifying rate of allotment since entry" should be deleted from paragraph 3 of A.F.O. 1435/43.

2. Boy ratings hitherto ineligible because of the condition referred to above should apply for an allowance in the usual manner at once. Where applicable arrears of dependants allowance will be issuable from 31st December, 1942.

(A.F.O. 1435/43.)

4543.—Writer and Supply Staffs at Sea—Dilution

(N./D.P.S. 85/43/M/43.—30 Sep. 1943.)

In order to meet the requirements in new commitments, including new construction, it has been necessary owing to the shortage of senior writer and supply ratings to effect a measure of dilution of writer and supply staffs at sea.

2. The following table shows the scale of dilution at present in force, and it is important that adjustments in complement should be made by drafting authorities as soon as possible after they become due.

Class of Ship	Replace	By
(a) Battleships allowed 3 L.S.As.	2 Leading Writer ... 1 Sy. P.O., 1 L.S.A. ...	2 Writer ... 2 S.A. ...
(b) "Renown" and other battleships	2 Leading Writer ... 1 Sy. P.O., 2 L.S.A. ...	2 Writer ... 3 S.A. ...
(c) Fleet Carriers and "Furious"	1 P.O. Writer, 1 Leading Writer. 2 L.S.A. ...	2 Writer ... 2 S.A. ...
(d) "Argus"	1 L.S.A. ...	1 S.A. ...
(e) "Adventure"	1 Sy. P.O., 1 L.S.A. ...	2 S.A. ...
(f) "C" and "D" Class Cruisers (including A/A Cruisers).	1 Sy. P.O., 1 L.S.A. ...	2 S.A. ...
(g) Other Cruisers	2 L.S.A. ...	2 S.A. ...
(h) Flotilla Leaders (including "Tribals" and "Tribal" Divisional Leaders.	1 L.S.A. ...	1 S.A. ...
(i) "Tribal" Destroyers (Private Ships)	1 Leading Writer ... 1 L.S.A. ...	1 Writer ... 1 S.A. ...
(j) "A" to "I" Class Destroyers and Destroyers converted to A/A duties.	1 L.S.A. ...	1 S.A. ...
(k) "Hunt" Class Destroyers	1 L.S.A. ...	1 S.A. ...
(l) "J" and later Class Destroyers*	1 L.S.A. ...	1 S.A. ...

Class of Ship	Replace	By
(m) Sloops ...	1 L.S.A. ...	1 S.A. ...
(n) "Guardian", "Protector" and Fast Minelayers.	1 Sy. P.O. ...	1 L.S.A. ...
(o) Destroyer and Submarine Depot Ships, Repair Ships allowed 4 or more L.S.As.	2 L.S.A. ...	2 S.A. ...
(p) Destroyer and Submarine Depot Ships, Repair Ships allowed 3 L.S.As.	1 L.S.A. ...	1 S.A. ...
(q) "Maidstone", "Forth" ...	1 Leading Writer ...	1 Writer ...
(r) "Glengyle", "Glenroy" and "Glen-earn".	1 Sy. P.O., 1 L.S.A. ...	2 S.A. ...
(s) Admiral's Offices afloat—allowed 3 or less Leading Writers.	1 Leading Writer ...	1 Writer ...
(t) Admiral's Offices afloat—allowed 4 or more Leading Writers.	2 Leading Writer ...	2 Writer ...

* The alternative complement of Leading Writer or Writer is to be in abeyance and a Writer substituted.

3. In the case of new construction small ships, new entry Supply Assistants should not be drafted in lieu of Leading Supply Assistants.

4. The dilution in aircraft carriers is applicable to the ship's complement.

5. The dilution authorised in the table is not a reduction in complement, and consequently junior ratings carrying out the duties of senior ratings will be eligible for difference of pay under the terms of K.R. & A.I., Article 1591.

(A.F.Os. 1780/40, 3114/40 and 1041/43 are cancelled.)

4544.—Royal New Zealand Navy—Indulgence Passages for Wives and Children of Naval Officers and Ratings

(N.—30 Sep. 1943.)

The following is the text of New Zealand Navy Order No. 745, dated 9th February, 1943:—

"This Navy Order is applicable only to officers and ratings who marry outside of New Zealand. It is not applicable to:—

(a) officers and ratings serving in the Royal New Zealand Navy on loan from the Royal Navy, and

(b) officers and ratings who have married in New Zealand and whose wives and families leave New Zealand for residence elsewhere."

2. The wife, and children under the age of 18 years, of officers and ratings discharged from the Royal New Zealand Navy may, in terms of this Navy Order, be paid grants to assist them in meeting the cost of steamer passages to New Zealand of the wife and children, irrespective of the financial circumstances of the applicant.

3. The grant payable is computed on the basis of two-thirds of the minimum steamer fare to New Zealand from the port nearest the residence of the wife and family. The minimum steamer fare for the wives of service personnel for a passage from England to New Zealand is, at present, £55 (sterling). Thus, the grant for an adult fare for that journey would be two-thirds of £55, e.g. :—

Wife ... £37 (sterling).

Children ... On a *pro rata* basis according to age (e.g., if half fare, then £18 10s. 0d. (sterling) may be granted).

4. The amount of the grant will not be affected by the class of accommodation in which the wife and children travel. The excess fares will not be met from public funds.

5. Grants may be made only when the ultimate domicile of the officer or rating is decided on discharge.

6. Grants will be made only to wives and children who make application to travel to New Zealand within a period of twelve months from the date of cessation of hostilities. In special circumstances only will this period be extended.

7. The widow and dependent children under the age of 18 years of deceased officers and ratings may be granted free passages to New Zealand at minimum rates from the port nearest their place of residence.

(New Zealand Navy Order No. 745 of 9 Feb. 1943.)

4545.—Royal New Zealand Navy—Repatriation of Discharged Officers and Ratings

(N.—30 Sep. 1943.)

The following is the text of Royal New Zealand Navy Order No. 736 dated 29th January, 1943 :—

"Article 261 of the New Zealand Naval Regulations, 1939, provides that ratings loaned from the Royal Navy are entitled to free passages from and to the United Kingdom. The right to homeward passage, however, will be forfeited by a rating, *inter alia*, 'when finally discharged in New Zealand at own request'. The same principle is applicable to officers serving on loan from the Royal Navy to the Royal New Zealand Navy, and to officers and ratings serving on loan from the Royal New Zealand Navy to the Royal Navy."

2. Under present conditions, it is not always convenient or practicable for officers and ratings finally discharged from the Royal New Zealand Navy (that is, other than for reversion to the Royal Navy or Royal New Zealand Navy for further service), to return to their normal country of domicile.

3. It is therefore approved for officers and ratings finally discharged from the Royal New Zealand Navy (other than for reversion to the Royal Navy or Royal New Zealand Navy for further service), who prefer to defer their passage to their normal country of domicile, to be granted the privilege of a free passage and pay during passage when actually taken, provided that :—

(a) passage is taken within a period of twelve months from the date of cessation of hostilities; and

(b) no additional expenditure is incurred as a charge to public funds.

4. Officers and ratings who elect in terms of this Navy Order to defer their passage will be borne for pay on the books of H.M.N.Z.S. "Cook" (Navy Office), during the period of their passage when actually taken. Pay and allowances will be credited at the rates in force at the date of their discharge. Advances of pay made by the High Commissioner for New Zealand are to be communicated to Navy Office for charging against the pay account held in H.M.N.Z.S. "Cook".

5. Ratings permitted to take their discharge in New Zealand in terms of Navy Order 138 are to complete Form R.N.Z.N.34, in accordance with the New Zealand Naval Regulations, 1939, Article 261, except that the following words are to be added to paragraph 1 of the declaration: "If I do not take passage from New Zealand within a period of twelve months from the date of cessation of hostilities, and on the understanding that no additional expenditure will be met as a charge to public funds due to my passage being deferred".

(New Zealand Navy Order No. 736 of 29 Jan., 1943.)

A.F.O.

1054/45

*4546.—New Zealand Personnel serving on loan to R.N.—Home Leave for

(C.W./N. 14987/43.—30 Sep. 1943.)

The New Zealand Naval Board in consultation with the Admiralty have given consideration to a scheme of home leave for New Zealand Personnel serving on loan to the R.N.

2. It has been decided that officers who have completed two years' service away from New Zealand shall be entitled to a maximum of two months' leave in the Dominion.

3. It may be desirable to revert certain officers and ratings to service in H.M.N.Z. Ships and Establishments upon completion of leave, but it will not be possible for the New Zealand Naval Board to employ them all.

4. Officers who are eligible for consideration for leave should apply through normal service channels to the Secretary of the Admiralty (C.W. Branch) stating the date they left New Zealand. Their names will be kept on a roster by the New Zealand Naval Affairs Officer, New Zealand Government Offices, 415, Strand, W.C.2, and, as reliefs are provided, officers will be selected by the New Zealand Naval authorities in consultation with the Admiralty for return to the Dominion.

5. Ratings.—A separate Fleet Order is being issued regarding ratings.

A.F.O. *4547.—New Zealand Ratings serving with the Royal Navy—Home Leave for

(C.W./N.14987/43.—30 Sep. 1943.)

The following scheme for the granting of home leave to New Zealand ratings serving with the Royal Navy which has received the approval of the New Zealand Naval Board, is promulgated for information and guidance.

2. New Zealand ratings who have completed two years' away from New Zealand shall be entitled to a period of two months' leave in the Dominion.

3. Accordingly after completion of two years' absence from New Zealand, the names of New Zealand ratings should be reported to the Commandant, R.N. Barracks, Devonport, with a view to their being drafted to the Royal New Zealand Navy, or H.M. ships proceeding to New Zealand or to the Eastern Fleet.

4. The ratings' papers should be suitably marked in order that Drafting Authorities abroad may be aware of the period that they have been absent from New Zealand, and that they are on the roster for leave in that Dominion.

4548.—Combined Leave and Railway Tickets

(N. 19727/43.—30 Sep. 1943.)

Although attention was drawn by A.F.O. 1677/43 to the fact that some authorities were still issuing D.N.A. Form 800 instead of the Combined Leave and Railway Tickets, D.N.A. Forms 811 and 822, as provided for in A.F.O. 4263/42, the practice continues. If the authorised procedure is not observed and D.N.A. Forms 800 are presented the railway companies have the power to refuse to accept them.

2. Combined Leave and Railway Tickets are always to be used in the circumstances for which they are provided as set out in A.F.O. 4263/42 and the practice of issuing Nominal Rolls for such leave journeys is to cease forthwith.

(A.F.Os. 4263/42, 6013/42, 913/43 and 1677/43.)

*4549.—Travelling—Railway Concession Fares at Reduced Rates for Wives of Serving Personnel

(C.W. 28809/43.—30 Sep. 1943.)

The railway companies (with certain exceptions detailed below) have agreed that Wives of serving personnel of His Majesty's and Allied Forces who do not hold Allowance Books, may obtain tickets at the reduced concession fares for which they are eligible for themselves and their dependent children under 16 years of age accompanying them, by presenting to the booking clerk a special certificate, thus dispensing with the use of a separate concession voucher for each journey.

2. This facility is not available for :—

(a) Bookings on the system of the London Passenger Transport Board or the services of Messrs. MacBrayne, Ltd. (in Scotland), or in Eire; or

(b) the journeys of dependent children under 16 years of age travelling unaccompanied by their mothers.

The appropriate concession voucher (Army Form O.1798 or D.N.A. Form 866) will continue to be necessary for such journeys.

3. The certificate has been approved as Army Form O.1798A (Railway Concession Fare Certificate for Wives and Children accompanying them) and will have validity of six months.

4. Personnel serving in home waters should apply for issue of the new certificate, addressing their applications as follows :—

(a) All R.N. and R.M. officers, including C.W. Branch (Casualties), Reserves (other than those on Queen Anne's Mansions, T.124 agreement or its variants), and New Zealand Naval personnel. St. James Park, S.W.1.

(b) Personnel serving with Dominions or Allied Forces (other than New Zealand personnel). To their appropriate headquarters.

(c) R.N. Ratings and other ranks—

- (1) Canteen ratings Manager, Naval Canteen Service.
 (2) Other ratings (excluding those on T.124 agreement and its variants). Port Division appropriate.
 (3) R.M. Commandants of the men's divisions or depot.
 (4) R.M. Band Superintendent, R.N. School of Music.
 (5) R.M. Engineers Commandant, Portsmouth Division, R.M.

5. Applications should contain the following particulars:—

- (i) Full christian names and surname of self and wife.
 (ii) Rank or rating.
 (iii) Official number (in case of ratings or other ranks).
 (iv) Ship.
 (v) Address of wife, if it is desired that the certificate be sent direct to her.

6. The wives of personnel serving abroad will be informed of the new facility in normal course on their application for concession vouchers for journeys other than those referred to in paragraph 2 above and will then be issued with Army Form O.1798A on application.

7. Immediately on receipt of the certificate, the wife should insert her National Registration Identity Card number and signature and note carefully the instructions printed thereon.

8. Further instructions will be issued in due course as regards personnel serving under T.124 agreement or its variants.

9. Supplies of Army Form O.1798A can be obtained from C.W. Branch (Casualties), Queen Anne's Mansions, St. James Park, S.W.1, by officers responsible for their issue. Demands should be restricted to the minimum.

10. Officers to whom pads of forms are supplied are responsible for their safe custody and correct issue. The forms are to be kept under lock and key, the general regulations relating to the care of railway warrants being observed. Counterfoils are to be retained for one year after the last form in the pad has been issued.

(A.F.O. 3843/42.)

A.F.O. 4550.—Grant of Leave to Naval Personnel Proceeding to Shetlands for Leave

(N. 19046/43.—30 Sep. 1943.)

Owing to the irregularity and frequent delays in sea transport to and from Shetland, Naval personnel proceeding there on leave should, if practicable, be granted leave on the basis of so many days "at home".

2. On arrival at Lerwick leave personnel will report to M.A.A., R.N. Base, Lerwick, who will inform them of the time and the date when they are to report for embarkation on the return journey. Liberty tickets will be endorsed accordingly.

3. Although, as stated in paragraph (1), delays will occur in returning personnel to their ships, every effort will be made by N.O.I.C., Lerwick, to despatch them by the first available means after the expiry of their leave. Where it is necessary for a rating to return from leave not later than a specific date in order to join a ship that is going overseas or for any other important reason, his Liberty Ticket should be endorsed to the effect that he must return to..... by.....(date). In such a case, a rating will be given instructions to report back at Lerwick in such time as will ensure that he will arrive on the required date, even if it entails his forfeiting a day or more leave.

4. In order to reduce travelling delays to a minimum, the following procedure is strongly recommended. Before sending Shetland personnel on leave, Commanding Officers should, if the exigencies of the Service permit, signal F.O.I.C., Aberdeen,

and N.O.I.C., Invergordon, requesting sailing date of next vessel to Shetland. Upon receipt of this information leave should be so arranged as to avoid any unnecessary delay at the port of embarkation. 5650/45

5. Any enquiries regarding Shetland personnel who are absent after the expiry of their leave period, should be made to N.O.I.C., Lerwick, and not to the local police.

(A.F.O. 6356/42.)

(A.F.O. 3702/41 is cancelled.)

4551.—Weekly Allotments—Distinguishing Notations in Pay Ledgers

(N. 20914/43.—30 Sep. 1943)

In order to assist in ensuring that weekly allotments qualifying for marriage allowance and dependants' allowance are increased or restored on the due dates, it has been decided that all weekly allotments are to be distinguished in ledgers and on all pay documents (including Pay and Identity Books—S.43a) by the following letters to be inserted after the rate of allotment:—

	<i>Distinguishing letter</i>
Allotments qualifying for marriage allowance and children's allowance, including special allowances to unmarried dependents living as wives	F
Allotments qualifying for dependants allowance, but not including special allowances to unmarried dependants living as wives	D
Allotments which do not qualify for the above allowances	X

2. With reference to paragraph 12 of A.F.O. 4257/42, the notation D is to be substituted for the present notation Q.A., which will no longer be used. Upon first declaration of allotments, those in favour of wives and guardians of children should be marked F forthwith. All other weekly allotments should initially be marked X pending receipt of Forms 501 where appropriate.

3. For existing allotments the insertion in the ledger of the above notations need not be made on any specific date, but should be made as soon as possible as opportunity offers. The means adopted is left to the discretion of the accountant officers concerned, but it is suggested that where the necessary information can be obtained from the ratings by interrogation at main payment this should be done, and that for ratings serving in tenders the tender should be instructed to note the information against the names of the ratings when rendering the forms used in connection with fortnightly payment.

4. It is emphasised that these notations are introduced with a view to assisting accountant officers and pay office staffs to exercise supervision to ensure, so far as possible, that alterations in rates of allotment are made as and when required, and to reduce correspondence. Their introduction does not in any way relieve Commanding and Divisional Officers of their responsibilities in the matter of allotments so far as they affect the welfare of the men under their command, nor does it relieve the ratings themselves of the onus of taking steps to increase their allotments to the qualifying rate as occasion requires.

(A.F.O. 4257/42)

4552.—Commissioned Rescue Tugs—Victualling Arrangements

(V. 3311/43.—30 Sep. 1943.)

The arrangement under which the crews of all commissioned rescue tugs receive special victualling allowance (A.F.O. 4719/42, paragraph 4) continuously is cancelled. As from a date to be fixed by the Base Accountant Officer concerned, the crews of these vessels operating from ports at which supplies of provisions can be obtained from service sources and from N.A.A.F.I. are to be credited with the normal zonal rate of victualling allowance, and are to be charged the normal fleet issuing prices without percentage addition for service articles.

2. At the discretion of the Base Accountant Officer concerned special victualling allowance may continue to be paid to the crews of any of these vessels permanently operating under such conditions that it is normally impracticable to obtain supplies from service sources, and special victualling allowance may also be paid for such period as is considered necessary by the Base Accountant Officer to the crews of commissioned rescue tugs temporarily employed under conditions which make it

normally impracticable to draw provisions from service sources. Should an opportunity occur of supplies of service provisions being made to personnel in receipt of special victualling allowance, such supplies are to be charged for at fleet issuing prices plus 33½ per cent. as at present.

(A.F.O. 4719/42, paragraph 4.)

4553.—Victualling Arrangements in Small Ships Without Accountant Officers—Introduction of a Modified Form of General Messing

(V. 5993/43.—30 Sep. 1943.)

The following addition is to be made to the classes of ships given in A.F.O. 1674/43, paragraph 1, in which the modified form of general messing will operate :—
Maritime Commission Frigates (P.Fs.).

(A.F.O. 1674/43.)

4554.—Wearing of Parachutes by Occupants of T.B.R. Aircraft

(A.N.L. 14081/43.—30 Sep. 1943.)

The attention of all air crews is to be directed to the following :—

An enquiry into a recent accident which led to the death of the observer of a T.B.R. aircraft, disclosed that the observer in question had been thrown out of the aircraft when it had got out of control owing to a violent air disturbance. It was also disclosed that the observer had not his parachute harness with him in the aircraft, contrary to the provisions of A.F.O. 3064/38, and was thus not secured to the aircraft.

(A.F.O. 3064/38.)

4555.—Discharge of Personnel Domiciled in the Colonial Empire

(N. 5154/43.—30 Sep. 1943.)

Except as stated in paragraph 3 below, the full names of ratings domiciled in any part of the Colonial Empire who are about to be discharged from the Royal Navy or Royal Marines are to be reported to the Admiralty in order that the Welfare Department of the Colonial Office may be informed.

2. The cause of discharge and the place of domicile are to be stated.

3. In cases of ratings for whose discharge Admiralty approval has been obtained (e.g., "Unsuitable," "S.N.L.R.", etc.), and in all cases of officers, the notifications will be made to the Colonial Office by the Admiralty at the time the discharge is authorised.

4556.—Admiralty Surgeons and Agents

(C.E. 12960/43.—30 Sep. 1943.)

The undermentioned appointments as Admiralty Surgeons and Agents have been approved.

Place	Name	Address	Remarks
Frome ...	Dr. Ethel M. Ogilvie, M.B., M.R.C.S., L.R.C.P.	Norton House, Frome, Somerset. (Telephone : Frome 425)	Temporarily ; in absence of Dr. Beddard.
Todmorden ...	Mr. H. Thorpe, M.B., Ch.B., M.R.C.S., D.P.H.	North View, Todmorden, Yorks. (Telephone : Todmorden 106)	—
R.N. Store Depot, Lumb Mill, Delph, Nr. Oldham.	Dr. Ann Hughes, M.B., Ch.B.	Dale House, Delph, Nr. Oldham, Lancs. (Telephone : Delph 266)	—
Kidderminster	Mr. R. F. Lurring, M.B., Ch.B.	22, Church Street, Kidderminster.	Vice Mr. E. Mitton.
Felixstowe ...	Mr. H. V. Edwards, M.B.	60, Leopold Road, Felixstowe. (Telephone : Felixstowe 262)	Re-appointed ; Vice Mr. Giuseppi.

4557.—Officiating Minister of Religion

(C.E. 57572/43.—30 Sep. 1943.)

Methodist

Madras Rev. J. O. Cochran, Methodist Mission, The Manse,
Poonamalee High Road, Vepery, Madras, India.

The usual facilities are to be afforded.

4558.—Financial Adjustment with other Government Departments during the War

(W.G.F./D.N.A. 3394/43.—30 Sep. 1943.)

It has been decided, for the period of the War, that financial adjustment shall cease as from 1st April, 1943, between the Admiralty and the Prison Commissioners in connection with manufacturing activities of prisons and Borstal institutions. Claims should, however, continue to be made for supplies, e.g. provisions, not connected with manufacturing activities.

2. Delivery notes in respect of materials supplied to the Commissioners for making up into manufactured articles should continue to show the Rate Book value of such materials, but should be endorsed to the effect that no financial adjustment will be made in respect of the supplies.

3. Similar arrangements should be brought into operation as regards Scottish prisons.

***4559.—Inventions and Suggestions**

(M. 1035/43.—30 Sep. 1943.)

In 1939, and again in 1942, an invitation was extended to all serving Officers and men to forward ideas and suggestions which might assist in the prosecution of the war. Such ideas and suggestions might vary from proposals for major operations to minor ruses de guerre, and from entirely new weapons of war to improvements to the smallest details of existing material.

2. There has been a considerable response to these invitations, and large numbers of ingenious and thoughtful suggestions have been received. Their Lordships trust that all officers and men will continue to forward suggestions which appear to have some value in the prosecution of the war ; and administrative authorities should give every encouragement to this end. Notions, which may appear fanciful, should not be excluded if they contain the germ of an idea which might be put to good account. All are welcome and will be carefully examined by experts.

3. Suggestions should be forwarded through the normal service channels and may, if convenient, be in manuscript. To avoid postal delay, they may be forwarded by the originator's immediate administrative authority at his discretion and, if desired, without comment.

4. Authors of inventions, which are adopted and used, will be eligible for awards under Article 16, K.R. & A.I., or for grants from the Naval Trust Efficiency Fund (A.F.O. 1277/30).

5. Originators of suggestions for operations or for new or improved weapons should constantly bear in mind the necessity for caution in discussing their ideas outside Service circles. The more original or valuable an idea, the more important is it that it should not become known to the enemy. The most valuable idea might become useless, if the enemy had learned to expect it.

6. In addition to bringing the foregoing invitations to the notice of officers and men, Commanding Officers of ships and establishments are invited to assist in the preliminary examination of ideas and suggestions submitted to them for transmission to the Admiralty. Proverbially, two heads are better than one ; and a proposal which not only appeals to its originator but convinces his shipmates, is more likely to prove valuable than one which has never been scrutinised by an impartial and friendly critic. In fact, experience in research shows that results by a single worker are comparatively rare and that progress normally results from discussion and criticism by a number of people.

7. It is suggested, therefore, that whenever practicable, ideas should be discussed and if necessary elaborated on board before being forwarded. Such discussion should be sympathetic and informed and should have for this purpose the elaboration and evaluation of ideas rather than destructive criticism alone. Ideas and suggestions of this type should invariably be forwarded to the Admiralty, if the originator so wishes.

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

(A.F.O. 4984/42 is cancelled.)

4560.—Unemployment Insurance—Adoption of Schedule System and Voyage Cards for Ships on Foreign-going Agreements
Royal Fleet Auxiliaries

(D.N.A. 15227/43.—30 Sep. 1943.)

The method of collecting Unemployment Insurance contributions from foreign-going seamen by means of stamping unemployment books will be replaced in the next insurance year by a Schedule and Voyage Card procedure of bulk payment, similar to that already in operation for the collection of Health and Pensions contributions. The new procedure will apply to all voyages beginning on or after the 5th July, 1943. The present procedure of stamping the unemployment books will, however, remain in force for every voyage beginning before the 5th July, 1943, no matter when or where it terminates. The new procedure of Schedules and Voyage Cards applies only to seamen serving on foreign-going ships, and does not apply to the collection of Unemployment Insurance contributions payable in respect of persons employed in home trade ships.

2. Under the new procedure a cash payment of the total amount of the Unemployment Insurance contributions due for the period of the voyage in respect of all the seamen concerned should be made to the Superintendent in the United Kingdom, or to the Consular or other Officer abroad before whom the crew are paid off, at the end of the voyage. The payment should be supported by Schedule U.I. 302 summarising particulars of the various contributions payable and by Voyage Cards U.I. 301 prepared in respect of each insurable member of the crew giving his name in full, date of birth, unemployment insurance book number, Dis. A. No., the period of the voyage, and the number and value of the contributions due. The procedure for the completion of the Schedule and Voyage Cards is generally similar to that already in operation in connection with the payment of Health and Pensions contributions. The rates of Unemployment Insurance contributions will remain unchanged.

3. The following points and differences in procedure between Unemployment Insurance and Health and Pensions payment should, however, be noted.

- (a) Notes of the procedure for completion of the Unemployment Insurance Schedule U.I.302 are given on the reverse of the schedule. It must be completed in duplicate, the copy being retained by the Master.
- (b) The Voyage Card should bear the seaman's Regular Unemployment Book No. as shown on his British Seaman's Identity Card (C.R.S.52 or C.R.S.53). If the Book No. is not so shown and the seaman does not know it he should be instructed to obtain C.R.S.69 from the Mercantile Marine Office and to present it at a Labour Office of the Ministry of Labour and National Service for the purpose of obtaining a new Unemployment Book.
- (c) Voyage Cards are *not* required in respect of Unemployment Insurance for foreign domiciled seamen, unless "liable" for insurance (see (d) below); seamen domiciled or resident in the Isle of Man or Eire; men aged 65 and upwards; though, for Health and Pensions insurance, Voyage Cards are still required for these classes of seamen except foreign-domiciled seamen. The contributions payable for these classes in respect of Unemployment Insurance should be shown on the U.I. Schedule (U.I.302) and *not* the Health Insurance Schedule (X.701) as heretofore.
- (d) The employee's share of the contribution should not be paid in the case of non-domiciled seamen, except where the man is in possession of a "liable" decision issued by the Ministry of Health.

- (e) Continuation sheets U.I.303 are available for continuation of the Schedule as required. All the new forms can be obtained from the Superintendent, Mercantile Marine Offices, in the United Kingdom, or from Shipping Masters at the Principal British Overseas Ports and from British Consular Offices at the principal foreign ports.
- (f) Schedules and Voyage Cards in respect of seamen on ruining agreements will be rendered in the manner prescribed for Health and Pensions Insurance.

4. Where the Master of a foreign-going ship on a voyage agreement after engaging the crew discharges one or more seamen before a Superintendent before the vessel finally leaves the United Kingdom, he should render a Schedule and Voyage Cards to the Superintendent, and pay the appropriate amount in respect of insurable seamen then being discharged and of all other insurable men who have ceased to be members of the crew. The Superintendent will endorse the agreement to the effect that a Schedule has been rendered in respect of these particular seamen in order that they may not again be included in a Schedule which is required to be rendered when the voyage agreement is closed.

5. The procedure for dealing with the seaman's Regular Unemployment Book under the new system will be as follows:—

- (a) On the seaman's engagement from the Pool for foreign-going service, his Book is sent to the Mercantile Marine Office together with his relative Pool forms.
- (b) The Mercantile Marine Superintendent hands the book to the Master who should forward it to the Director of Navy Accounts, Branch 5, Admiralty, who retains it until the ship returns or the crew is discharged.
- (c) At the termination of the voyage, the Director of Navy Accounts sends the Book to the Mercantile Marine Office at the port where the man is to be paid off and the Superintendent passes the Book to the relative Pool.
- (d) In the case of officers, the Master reclaims the Book and forwards it to the Director of Navy Accounts, Branch 5, Admiralty.

6. As a consequence of this new procedure of payment of Unemployment Insurance Contributions by Schedule, present copies of Schedule X.701 dealing with Health Insurance Contributions will require amendment by the deletion of the last column relating to Unemployment Insurance Contributions. Pending a reprint of Schedule X.701, this deletion should be carried out by hand on existing stocks of the Schedule.

7. Form R.F.A.16 b will be amended on reprint, but until existing stocks are exhausted, the present form should be used. The present column 6 should be used for Seamen's contributions, and an additional money column provided in the Remarks column for Admiralty contributions.

8. B.R.875, "R.F.A. Handbook," Article 91, will be amended in due course.
(A.F.O. 3091/40.)

4561.—Food Rationing—Household Milk Powder
(V. 6114/43.—30 Sep. 1943.)

Supplies of household milk powder will be made available to the general public and holders of Service ration cards at the rate of one tin for each period of eight weeks commencing 19th September, 1943, 14th November, 1943, and 9th January, 1944. The supply for the first eight-weekly period will be obtainable on and after 17th October, 1943.

2. This milk powder may be purchased by holders of Service ration documents as under.

3. *Holders of R.B.1/R.N.*—On presentation of the ration book to the retailer with whom the holder is registered for sugar.

4. *Holders of R.B.8X.*—On presentation of cards R.B.8R covering eight weeks to the retailer with whom the holder is registered for sugar (see note below).

5. *Holders of R.B.12.*—Personnel in receipt of provision allowance who normally hold ration cards R.B.12 because they are required to travel frequently in the course of their duties will be able to purchase one tin of milk powder at any shop by presenting at one time cards covering eight weeks.

Note.—R.B.8R and R.B.12 cards, the period of validity of which expired before 19th September, 1943, may not be used to obtain household milk powder.

6. *Holder of R.B.8A* will not be able to purchase household milk powder.

7. *Diabetic Ration Book and Card Holders*.—Diabetic personnel holding Ration books R.B.1/R.N. or cards R.B.8X, etc., should take them to the food office when the sugar pages of R.B.1/R.N. and page 4 of R.B.8X will be endorsed "not registered for sugar" and stamped with the food office stamp. The holders will then be able to purchase milk powder from any retailer. No special action will be necessary by diabetic holders of R.B.12 who if they hold these cards regularly will be able to purchase milk powder as in paragraph 5 above.

(A.F.O. 486/42 is cancelled.)

4562.—Senior Deputy Director of Stores (Eastern Theatre)—Change of Headquarters
(C.E. 12507/43.—30 Sep. 1943.)

Mr. W. Guy Luke, Senior Deputy Director of Stores, Eastern Theatre, has moved his headquarters from Durban to Colombo.

(A.F.O. 6366/42.)

4563.—Residential Nurseries under Government Evacuation Scheme of Children of Members and Ex-members of W.R.N.S.—Admission to

(N. 21439/42.—30 Sep. 1943)

Arrangements have been made with the Ministry of Health and the Women's Voluntary Service for the admission to residential nurseries, administered under the Government Evacuation scheme, of children of members or ex-members of the women's services, who wish to return to their units, and who are considered suitable for re-entry, or resumption of duty. These arrangements also apply to children of officer members of the W.R.N.S.

2. Children will be admitted at the age of six months. Application should be made through the Incorporated Soldiers', Sailors' and Airmen's Help Society, who will interview the mother, and recommend suitable cases to the W.V.S.

3. If the child admitted is entitled to Naval dependant's or children's allowance in respect of either the mother or the father, this allowance will be withheld while the child is in the nursery, and if the child is entitled to dependant's allowance but not to children's allowance the mother will be required to pay the appropriate qualifying allotment to the Ministry of Health.

4. Where widowed officer personnel are eligible for marriage and children's allowances under A.F.O.3539/43, children's allowance issuable in respect of the child admitted to the nursery, plus the marriage allowance in issue to the officer if she has no other children for whom she is in receipt of children's allowance, will be suspended while the child is in the nursery.

5. If the child is not entitled to any service allowance, the mother will be required by the Ministry of Health to contribute 10s. 6d. per week towards its maintenance.

6. Where the mother is in receipt of a dependant's or a child's allowance from the Admiralty the date of admission to and of discharge from a nursery of the child will be reported by the Incorporated Soldiers', Sailors' and Airmen's Help Society as follows:—

<i>When the mother is :</i>	<i>To</i>
(a) W.R.N.S. Officer who is a widow	The Director of Navy Accounts, Branch 4, Admiralty, Bath.
(b) Wife of an Officer in the R.N. or R.M.	
(c) W.R.N.S. rating who is a widow	The Director of Navy Accounts, Branch 9, Admiralty, Bath.
(d) Wife of a Naval rating or Royal Marine	
	The R.M. Division to which the R.M. belongs
	Naval ratings' wives.
	Royal Marines' wives.

7. The nurseries are under the care of a matron who is normally a State-registered nurse, and a skilled staff.

(A.F.O. 3539/43.)

4564.—Sensitisation Dermatitis caused by Local Application of Sulphonamide Compounds

(M.D.G. 43200/43.—30 Sep. 1943.)

Many cases of sensitisation dermatitis are occurring due to local application of the sulphonamide group of drugs to the skin. This, if it continues, may seriously compromise the use of these drugs in their proper function for certain conditions in which their action is life-saving or almost specific.

2. These drugs are therefore not to be applied to the skin unless there is some special and well-known indication for such use, and in any case local application must not be continued for more than five days.

3. Further information will appear shortly in the Naval Medical Bulletin.

*4565.—Council of Navy, Army and Air Force Institutes

(C.W. 32932/43.—30 Sep. 1943.)

Admiral Sir Noel I. Lawrence, R.C.B., D.S.O. (Retd.) has been appointed as one of the Admiralty representatives on the Council of the Navy, Army and Air Force Institutes in succession to Rear Admiral F. W. H. Goolden, C.B. (Retd.), who has relinquished the appointment.

4566.—Sports—R.N. and R.M. Sports Control Board—Donation

(N.—30 Sep. 1943.)

(Included in Notice Boards Issue only.)

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

4567.—Ammunition—4-in. to 6-in.—Cartridges

(G. 05094/43.—30 Sep. 1943.)

The heading of A.F.O. 4193/43 is to be cancelled and substituted by the heading hereon.

(A.F.O. 4193/43.)

4568.—Ammunition—Miscellaneous A.A.D. Weapons—Rockets U.2, Fuzes No. 720 in Cylinders No. 349, Mark II—Care in Unpacking

(G. 02363/42.—30 Sep. 1943.)

The heading of A.F.O. 4078/43 is to be cancelled and substituted by the heading hereon.

(A.F.O. 4078/43.)

4569.—Gun Mountings—6-in. Triple Marks XXII and XXIII, and 6-in. Twin Mark XXI—Reduction of Topweight—Removal of Overhead Rails for Shipping Sub-calibre Gun.

Ships and Dockyards Concerned

(G. 03141/43.—30 Sep. 1943.)

Consequent upon successful trials, using eyebolts for shipping the sub-calibre gun, the overhead lifting gear and rails complete should be removed from all turrets of the 6-in. twin and triple gun mountings, Marks XXI, XXII and XXIII, and in lieu, two in number tapped holes to take 1-in. dia. eyebolts should be drilled in the gunhouse roof, in line with the centre line of each gun at distances of 15 in. and 48 in. from the breech face, the eyebolts to act as supports for rope tackle blocks.

2. In addition, to facilitate shipment of the sub-calibre gun to and from its stowage position, a further 1-in. dia. eyebolt should be suitably placed in the roof, to that side of the gunhouse.

3. Three in number 1-in. dia. eyebolts should be provided per mounting.

4. All holes are to be fitted with preserving screws.

5. The work is to be carried out by ship's staff, and the redundant material returned to the nearest dockyard and brought to produce.

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

4570.—Gun Mountings—2-pdr. Marks VII*, VII*P and R.P.50 Mark VII*—Modified Lead of Cables to Barrel Heaters and Loading Indicator—As. and As.

Ships concerned, Depot Ships and Repair Bases

(G. 010902/43.—30 Sep. 1943.)

In view of the increased tendency for the ejected links to jam in the cradles of mountings where the barrel heater leads are secured to the existing cable conduits in accordance with A.F.O. 2101/43, Section VIII, paragraph 5 (b) (iv), and in mountings where an enlarged cable conduit accommodating all cables has been fitted by the manufacturers, it has been decided to remove all conduits and cables from the centre of the cradle.

2. A.F.O. Diagram 290/43 (G.R. 6399) shows the modified lead of cables for the barrel heaters and loading indicator, the cables being led to the cradle via the sight elevating arm.

3. The arrangement shown should be fitted to all 2-pdr. Marks VII*, VII*P, and R.P.50 Mark VII* mountings in service, the work involved, for ships not yet modified in accordance with A.F.O. 2101/43, Section VIII, paragraph 5, being covered by the original A. and A. item. For ships already modified or fitted with section box and enlarged conduit by the manufacturers, the work should be carried out by ships' staffs assisted as necessary by depot ships or repair bases.

(A.F.O. 2101/43.)

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

4571.—Gun Mountings—2-pdr., Marks V, VI and VII—Fitting of Blinker Plate to Sights

(G. 02553/43.—30 Sep. 1943.)

Experience at sea has shown that with pom-pom mountings not fitted with R.P.C. and following director pointers the gunlayers are tempted to look up from their pointers during attacks to see what traquets their mounting is engaging.

2. A.F.O. Diagram 289/43 shows a simple device which has been found effective for counteracting this tendency. It may be fitted, if desired, to any 2-pdr. Mark V, VI or VII mountings which still use pointer following. The necessary work is to be carried out by ships' staffs.

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

4572.—Gun Mountings—0.5-in., Mark V C and 20-mm. Twin, Mark V C—Modification to Rotating Service Joint

Ships concerned and Coastal Force Bases

(G. 012285/43.—30 Sep. 1943.)

The 0.5-in. Mark V C installation manual, and early copies of the 20-mm. Twin, Mark V C installation manual, show the hydraulic connections between the control valve and the rotating service joint of the above mountings incorrectly.

2. The correct method is as follows:—

(i) Low-pressure line, marked with the numeral 1 on the rotating service joint casting, should lead to the R.H. connection on the master valve, viewed from the gunner's seat.

(ii) High-pressure line, marked with the numeral 2 on the rotating service joint casting, should lead to the L.H. connection on the master-valve, viewed from the gunner's seat.

3. The method shown in the manuals referred to in paragraph 1 above results in exposure of the top gland of the rotating service joint to high-pressure supply, with the possibility of oil leakage flooding the electrical slip-ring assembly.

4. Ships and Coastal Force bases concerned are to examine the hydraulic connections in question, and change over the leads as necessary.

5. If leakage from the upper gland persists after correct connection of the hydraulic leads, four in number $\frac{1}{16}$ -in. diameter holes are to be drilled equidistantly through the triangular section ring supporting the synthetic rubber seals, in order to allow the oil free access to the back of the seal, and a $\frac{1}{4}$ -in. thick leather washer is to be fitted between the combined gland and thrust bearing, and the seal backing-ring.

4573.—Mortars, O.M.L. 3-in.—Memoranda of Inspection—Discontinuance Of Issue
(A.S. 10630/42.—30 Sep. 1943.)

Issue of Memoranda of Inspection for O.M.L. 3-in. mortars is to be discontinued and no further record of rounds fired from these weapons is to be maintained.

2. Memoranda at present held by ships, etc., are to be returned to C.I.N.O., Admiralty.

3. In future these mortars will be inspected annually and not after a prescribed number of rounds.

4574.—Small Arms—"Swift" Training Rifles—Issue to all New Naval Air Stations
(A.S./G. 4347/43.—30 Sep. 1943.)

Two "Swift" training rifles will be supplied without demand by Deputy Armament Supply Officer, "Kingswinford," to each of the undermentioned R.N. air stations not included in A.F.O. 4073/43:—

Abbotsinch.	Easthaven.
Belfast.	Eglington.
Burscough.	Grimsetter.
Campbeltown.	Henstridge.
Charlton Horethorn.	Inskip.
Crimond.	Machrihanish.
Dale.	Maydown.
Dunino.	

(A.F.O. 4073/43.)

(F.O.N.A.S. No. 5925/547/7, 5 Aug. 1943.)

4575.—Small Arms—Rifles, 0.303-in.—Limited Withdrawal of Older Types and Replacement by Rifles No. 4—REPORTS

Shore Establishments at Home

(A.S./G.D. 0514/43.—30 Sep. 1943.)

All Naval Shore Establishments at home are to render to Commanders-in-Chief a report stating the number of long M.L.M. and M.L.E. rifles (0.303 in.) at present held. Separation under marks is not required.

2. In summarising reports, which should be sent to Director of Armament Supply (Branch A), Admiralty, Bath, Commanders-in-Chief are to state how many of the old rifles are recommended for exchange. Up to 6,000 rifles, No. 4, will be available for this purpose.

3. Reports should also state, where applicable, the number of rifles, No. 1 or No. 4, which have been supplied in lieu of D.P. rifles. These then will be replaced by rifles relegated to D.P. from those surrendered in accordance with paragraph 2.

4576.—Torpedoes—21-in. Marks VIII*-VIII and IX*-IX**—Introduction of New Design of After Propeller Nut, St. No. 4290B**

(A.S. 11456/43.—30 Sep. 1943.)

The introduction under A.F.O. 773/42 of the after propeller nut with baffle plate, St. No. 4290A, for 21-in. Marks VIII*-VIII** and IX*-IX** torpedoes necessitates removal of the baffle plate and its securing screws when using the

standard tail eye bar for loading or withdrawing the torpedo from the tube. To avoid this necessity it had been hoped to introduce a new design of tail eye bar, as stated in paragraph 8 of A.F.O. 773/42, which could be used with the baffle plate in place.

2. The new design of tail eye bar has unfortunately not proved satisfactory for sea service and has been abandoned. The disadvantage of having to remove the baffle plate in order to attach the standard tail eye bar to the after propeller nut must therefore be accepted, but in order to reduce as far as possible the time and labour involved in this operation a new design of nut complete with baffle plate, St. No. 4290B, is being introduced for 21-in. Marks VIII*-VIII** and IX*-IX** torpedoes.

3. The new design nut which is shown in A.F.O. Diagram 291/43 embodies a bayonet type joint between the nut and the baffle plate. The four securing screws are permanently sweated into the nut and cannot therefore be removed or lost. The baffle plate is locked in position on the nut by a locking screw which also cannot be removed from the nut. The plate is unlocked by turning the locking screw clockwise as indicated by the arrow on the plate, i.e. screwing it further into the nut.

4. The new after propeller nut and baffle plate will be fitted to new 21-in. Marks VIII** and IX** torpedoes at the earliest possible date, during manufacture. Existing 21-in. Mark VIII*-VIII**, VIII*E, VIII** (41), IX*-IX**, IX** N.A. and IX** N.A.B. torpedoes will be modified as they pass through Torpedo Depots, but are not to be specially returned to depots for this purpose. No modification to existing torpedoes at sea need be carried out by ships' staffs.

5. Torpedoes fitted with the new nut are to be examined to see that when the baffle plate is locked in place the heads of the securing screws and locking screw are not proud of the rear face of the plate, since this would affect the clearance between the tail of the torpedo and the rear door of the tube. The heads of any screws that project in this way should be filed flush.

6. The new nut will be accounted for as follows :—

Section V.

Nut, Propeller Shaft (complete with keep screw and plate) : St. No. 4290B.

7. The corresponding Torpedo Depot Instruction is T.D.I. 1729.

(A.F.O. 773/42.)

4577.—Torpedoes—22·4-in. U.S.A., Mark 13 Mod. 1—Tool for Revolving Propellers

(A.S. 03496/43.—30 Sep. 1943.)

A.F.O. Diagram No. 292/43 gives details of a tool which has been found convenient for turning propellers of 22·4-in. U.S.A., Mark 13, Mod. 1 torpedoes during routines.

2. This tool will be accounted for as follows :—

Section II

Tools, revolving propellers St. No. T.598.

and will be included in the outfit of stores for 22·4-in. U.S.A., Mark 13 torpedoes as soon as supplies become available. If required before supplies are available the tool is to be manufactured to the dimensions specified by staffs of ships and Naval Air Stations concerned.

4578.—Torpedo Stores—Bars, St. Nos. T.260B and T.260C—Modification

(A.S. 11456/43.—30 Sep. 1943.)

In order to render unnecessary the use of a propeller clamp when loading or withdrawing torpedoes in tubes of submarines, etc., launching-in bars St. Nos. T.260B and T.260C are to be modified by the addition of a propeller locking bar, as shown in A.F.O. Diagram No. 295/43, which acts as a propeller clamp during loading operations.

2. The modification to existing bars is to be carried out as follows :—

(a) Place the bar on the tail of a 21-in., Mark VIII type torpedo in the loading position.

(b) Assemble the new locking bar with the face marked TOP uppermost and with the locating screw removed, on the vertical arm of the bar at the height shown on A.F.O. Diagram No. 295/43.

Adjust the angular position of the bar so that the driving faces of the forward and aft propeller blades contact the angles faces off the bar simultaneously. Tighten up the securing bolts and nuts when the bar is in the required position.

(c) Mark off and drill a 3/16-in. diameter hole 0·3 inch deep in the vertical arm of the loading bar using the hole in the new locking bar as a jig.

(d) Finally fit the locking screw in position.

3. The new locking bars will be supplied complete, and will be accounted for as follows, viz. :—

Section V

Bars locking Propeller, bars (St. Nos. T.260B and T.260C) ... St. No. 11790

4. Modification to existing Bars, St. Nos. T.260B and T.260C, on board submarines is to be carried out by the staffs of depot ships or bases for submarines under category C (A.F.O. 3169/43), as soon as bars, St. No. 11790 are received. Bars St. No. T.260C carried by cruisers and destroyers are also to be modified as detailed in paragraph 2 above. In such cases, however, the bars should be placed on the tail of a 21-in., IX type, torpedo.

5. The quantity of bars, St. No. 11790, required are to be demanded from the nearest torpedo depot and supply will be made on receipt from manufacture.

6. New manufacture bars, St. Nos. T.260B and T.260C, will be supplied fitted with the locking bar.

7. The introduction of a modified form of launching-in bar was foreshadowed in A.F.O. 773/42.

(A.F.Os. 773/42 and 3169/43.)

4579.—Torpedo Stores—Washers, Air Blast Gyro, Frame St. No. 5735

(A.S. 18638/42.—30 Sep. 1943.)

Washers, joint, A.B. gyro, frame St. No. 5735, are now supplied in one of two alternative materials :—

(a) dermatine Grade B.

(b) rubberised fabric Q.L. 7 ply.

and will be labelled as such on issue.

2. Dermatine washers of grades other than B, which is very hard and is supplied as a moulded washer only, are not to be used at sea. Washers of earlier grades, viz. N. (grey, soft and elastic) and X (black, harder than N. and less elastic) should by now have been scrapped or returned in accordance with A.F.O. 4642/42.

3. Washers, of "Q.L. 7 ply" rubberised fabric have been established by trials to be a satisfactory alternative to washers of dermatine, Grade B.

4. Washers, St. No. 5735, will in future therefore be accounted for as follows :—

Section IV.—Washers dermatine, Grade "B", or rubberised fabric, Q.L. 7 ply, joint gyro frame St. No. 5735.

5. It is essential that these joint washers, whether of dermatine Grade B or rubberised fabric Q.L. 7 ply, continue to be renewed on each occasion of fitting an A.B. gyroscope in a torpedo, in accordance with the existing instructions in the torpedo maintenance regulations concerned. Care must also be taken to keep these joint washers absolutely free from any trace of oil or grease, as this may cause the washer to fail when blasted in the torpedo.

(A.F.O. 4642/42 is cancelled.)

4580.—Cartridges, Impulse, Torpedo—Types and Services for which Required All Vessels Except "Town" Class Destroyers, M.T.Bs., Steam Gun Boats and Motor Launches Fitted with U.S.A. Tubes

(A.S. 02412/42.—30 Sep. 1943.)

With reference to paragraph 7 of C.A.F.O. 1921/43, A.F.O. 3404/42 is to be amended as follows :—

Delete existing Tables "A" and "B" and substitute the tables appended.

TABLE "A"

Cartridges, Impulse, Torpedo-filled Cordite
All Vessels except "Hunt" and "Town" Class Destroyers, M.T.Bs., Steam Gun Boats and Motor Launches Fitted with U.S.A. Tubes

Torpedo Tube	21 in. IX** or IX** N.A.B.		21 in. IX-IX*	21 in. VII-VIIC	21 in. IV-IV* type
	Action weight	Collision head weight			
T.R.II ...	—	—	—	—	21 oz. S.C. No. 19 primer
T.R.IV ...	23½ oz. S.C. No. 14E primer	22 oz. S.C. No. 14E primer	22 oz. S.C. No. 14E primer	—	21 oz. S.C. No. 19 primer
T.R.IV* ...	23½ oz. S.C. No. 14E primer	22 oz. S.C. No. 14E primer	22 oz. S.C. No. 14E primer	—	19 oz. S.C. No. 19 primer
T.R.IV** ...	23½ oz. S.C. No. 14E primer	22 oz. S.C. No. 14E primer	22 oz. S.C. No. 14E primer	—	19 oz. S.C. No. 19 primer
Q.R.I ...	—	—	—	—	21 oz. S.C. No. 19 primer
Q.R.II ...	22 oz. S.C. No. 14E primer	22 oz. S.C. No. 14E primer	22 oz. S.C. No. 14E primer	22 oz. S.C. No. 14E primer	—
Q.R.II* ...	22 oz. S.C. No. 14E primer	22 oz. S.C. No. 14E primer	22 oz. S.C. No. 14E primer	22 oz. S.C. No. 14E primer	—
Q.R.III ...	23½ oz. S.C. No. 14E primer	22 oz. S.C. No. 14E primer	22 oz. S.C. No. 14E primer	—	21 oz. S.C. No. 19 primer
Q.R.III* ...	23½ oz. S.C. No. 14E primer	22 oz. S.C. No. 14E primer	22 oz. S.C. No. 14E primer	—	21 oz. S.C. No. 19 primer
Q.R.IV ...	22 oz. S.C. No. 14E primer	22 oz. S.C. No. 14E primer	22 oz. S.C. No. 14E primer	22 oz. S.C. No. 14E primer	—
Q.R.V ...	23½ oz. S.C. No. 14E primer	22 oz. S.C. No. 14E primer	19 oz. S.C. No. 19 primer	—	16 oz. S.C. No. 19 primer
Q.R.VI ...	23½ oz. S.C. No. 14E primer	22 oz. S.C. No. 14E primer	19 oz. S.C. No. 19 primer	—	16 oz. S.C. No. 19 primer
Q.R.VI* ...	23½ oz. S.C. No. 14E primer	22 oz. S.C. No. 14E primer	19 oz. S.C. No. 19 primer	—	16 oz. S.C. No. 19 primer
Q.R.VII ...	23½ oz. S.C. No. 14E primer	22 oz. S.C. No. 14E primer	22 oz. S.C. No. 14E primer	—	21 oz. S.C. No. 19 primer
Q.R.VIII ...	23½ oz. S.C. No. 14E primer	22 oz. S.C. No. 14E primer	23½ oz. S.C. No. 14E primer	—	22 oz. S.C. No. 14E primer
Q.R.VIII* ...	23½ oz. S.C. No. 14E primer	22 oz. S.C. No. 14E primer	23½ oz. S.C. No. 14E primer	—	22 oz. S.C. No. 14E primer
Q.R.VIII** ...	23½ oz. S.C. No. 14E primer	22 oz. S.C. No. 14E primer	22 oz. S.C. No. 14E primer	—	21 oz. S.C. No. 19 primer
Q.R.VIII*** ...	23½ oz. S.C. No. 14E primer	22 oz. S.C. No. 14E primer	22 oz. S.C. No. 14E primer	—	21 oz. S.C. No. 19 primer
Q.R.IX ...	23½ oz. S.C. No. 14E primer	22 oz. S.C. No. 14E primer	21 oz. S.C. No. 19 primer	—	21 oz. S.C. No. 19 primer
Q.R.IX*-IX** ...	23½ oz. S.C. No. 14E primer	22 oz. S.C. No. 14E primer	22 oz. S.C. No. 14E primer	—	21 oz. S.C. No. 19 primer
Q.R.X ...	23½ oz. S.C. No. 14E primer	22 oz. S.C. No. 14E primer	22 oz. S.C. No. 14E primer	—	21 oz. S.C. No. 19 primer
Q.R.XI ...	22 oz. S.C. No. 14E primer	22 oz. S.C. No. 14E primer	22 oz. S.C. No. 14E primer	—	—
P.Q.R.I* ...	23½ oz. S.C. No. 14E primer	22 oz. S.C. No. 14E primer	21 oz. S.C. No. 19 primer	—	19 oz. S.C. No. 19 primer
P.R.II ...	23½ oz. S.C. No. 14E primer	22 oz. S.C. No. 14E primer	22 oz. S.C. No. 14E primer	—	21 oz. S.C. No. 19 primer
P.R.II* ...	23½ oz. S.C. No. 14E primer	22 oz. S.C. No. 14E primer	22 oz. S.C. No. 14E primer	—	21 oz. S.C. No. 19 primer
A.W. Fixed II*	—	—	22 oz. S.C. No. 14E primer	—	—

- (i) Above cartridges are all of cordite S.C. 140.
- (ii) Breech blocks of Q.R.I, II, III, III*, IV, VI torpedo tubes are to be modified by increasing the blow and protrusion of striker (C.A.F.O.2216/42) before cartridges fitted No. 14E primer or No. 19 primer can be used. Until these tubes have been modified the following cartridges are to be used viz. :-
 25½ oz. S.C. 140 No. 9 primer—in lieu of 23½ oz. S.C. 140 No. 14E primer.
 23 oz. S.C. 140 No. 9 primer—in lieu of 22 oz. S.C. 140 No. 14E primer.
 21 oz. S.C. 140 No. 9 primer—in lieu of 21 oz. S.C. 140 No. 19 primer.
 19 oz. S.C. 140 No. 9 primer—in lieu of 19 oz. S.C. 140 No. 19 primer.
 16 oz. S.C. 140 No. 9 primer—in lieu of 16 oz. S.C. 140 No. 19 primer.
- (iii) No. 9 primers are percussion primers; No. 19 and No. 14E primers are combined electric and percussion primers.
- (iv) Pending availability of supplies of cartridges impulse torpedo 23½ oz. and 22 oz. S.C. 140 No. 14E primer, 25½ oz. and 23 oz. cartridges fitted No. 19 primer are to be used in lieu subject to the provisions of note (ii) above.

TABLE "B"

Cartridge, Impulse, Torpedo-filled Cordite
"Hunt" Class Destroyers and Steam Gun Boats

Torpedo Tube	Torpedoes, 21 in. IX** or IX** N.A.B.		Torpedoes, 21 in. IX-IX*	Torpedoes, 21 in. IV-IV*	Torpedoes, 21 in. VIII** type
	Action weight	Collision head weight			
"Hunt" class destroyers :-					
D.R.VI (A)	23½ oz. S.C. 140 No. 14E primer	22 oz. S.C. 140 No. 14E primer	22 oz. S.C. 140 No. 14E primer	21 oz. S.C. 140 No. 19 primer	—
D.R.VI (B)	23½ oz. S.C. 140 No. 14E primer	22 oz. S.C. 140 No. 14E primer	22 oz. S.C. 140 No. 14E primer	21 oz. S.C. 140 No. 19 primer	—
D.R.VI (E)	23½ oz. S.C. 140 No. 14E primer	22 oz. S.C. 140 No. 14E primer	19 oz. S.C. 140 No. 19 primer	16 oz. S.C. 140 No. 19 primer	—
D.R.VI (F)	23½ oz. S.C. 140 No. 14E primer	22 oz. S.C. 140 No. 14E primer	19 oz. S.C. 140 No. 19 primer	16 oz. S.C. 140 No. 19 primer	—
D.R.VI (G)	23½ oz. S.C. 140 No. 14E primer	22 oz. S.C. 140 No. 14E primer	23½ oz. S.C. 140 No. 14E primer	22 oz. S.C. 140 No. 14E primer	—
D.R.VII (A)	23½ oz. S.C. 140 No. 14E primer	22 oz. S.C. 140 No. 14E primer	22 oz. S.C. 140 No. 14E primer	21 oz. S.C. 140 No. 19 primer	—
D.R.VII (E)	23½ oz. S.C. 140 No. 14E primer	22 oz. S.C. 140 No. 14E primer	19 oz. S.C. 140 No. 19 primer	16 oz. S.C. 140 No. 19 primer	—
D.R.VII (F)	23½ oz. S.C. 140 No. 14E primer	22 oz. S.C. 140 No. 14E primer	19 oz. S.C. 140 No. 19 primer	16 oz. S.C. 140 No. 19 primer	—
D.R.VII (I)	23½ oz. S.C. 140 No. 14E primer	22 oz. S.C. 140 No. 14E primer	21 oz. S.C. 140 No. 19 primer	19 oz. S.C. 140 No. 19 primer	—
T.R.V. (power trained)	23½ oz. S.C. 140 No. 14E primer	22 oz. S.C. 140 No. 14E primer	21 oz. S.C. 140 No. 19 primer	19 oz. S.C. 140 No. 19 primer	—
Steam gun boats :-					
21 in. L.C.II*	—	—	—	15 oz. S.C. 150 No. 19 primer (a)	15 oz. S.C. 150 No. 19 primer

- (a) These cartridges are also suitable for discharge of 21 in. V M.T.B.T. torpedoes.
- (b) Breech blocks of D.R.VI (A), D.R.VI (B), D.R.VI (E), D.R.VII (E) torpedo tubes are to be modified by increasing the blow and protrusion of striker (C.A.F.O. 2216/42) before cartridges fitted No. 14E primer or No. 19 primer can be used. Until these tubes have been modified the following cartridges are to be used, viz. :-
 25½ oz. S.C. 140 No. 9 primer—in lieu of 23½ oz. S.C. 140 No. 14E primer.
 23 oz. S.C. 140 No. 9 primer—in lieu of 22 oz. S.C. 140 No. 14E primer.
 21 oz. S.C. 140 No. 9 primer—in lieu of 21 oz. S.C. 140 No. 19 primer.
 19 oz. S.C. 140 No. 9 primer—in lieu of 19 oz. S.C. 140 No. 19 primer.
 16 oz. S.C. 140 No. 9 primer—in lieu of 16 oz. S.C. 140 No. 19 primer.
- (c) No. 9 primers are percussion primers; No. 19 and No. 14E primers are combined electric and percussion primers.
- (d) Pending availability of supplies of cartridges impulse torpedo 23½ oz. and 22 oz. S.C. 140 No. 14E primer, 25½ oz. and 23 oz. cartridges fitted No. 19 primer are to be used in lieu subject to the provisions of note (b) above.

(A.F.O. 3404/42, C.A.F.Os. 2216/42 and 1921/43.)

4581.—Controlled Mining—Bituminous Paint for Primer Head Boxes, Pattern 16886—L Mark III Mines

(T. 2272/43.—30 Sep. 1943.)

Certain primer head boxes, Pattern 16886, of early manufacture have proved to be slightly porous.

2. This defect should be guarded against by painting the boxes inside and outside with bituminous paint, which is already supplied for protecting the armouring wires in puddings.

3. The paint must be applied evenly, to provide an effective covering, care being taken that none is allowed to remain on the machined faces. As much time as possible should be allowed for drying before fitting.

4. Primer head box, Pattern 16886, will in future be issued already painted, but this should be checked on receipt. Any boxes that have not been painted, as well as those now in stock, must be painted as directed in paragraphs 2 and 3.

5. Addendum No. 1 to C.B. (R) 4213 will be amended in due course.

4582.—Depth Charge Pistols, Marks VII, VIII and IX—New Testing Procedure

(T. 02653/43.—30 Sep. 1943.)

A.F.O. 3290/43 is to be amended as follows:—

Paragraph 9. *After* "re-cock" *add* :—

"Replace the detonator carrier. Set the pistol to a firing depth adjacent to one of the 'safe' positions and repeat the test."

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

4583.—Indicating Lamp Fitting—Screens for—Pattern 17046 for D.G. Circuits

(N.S. 21819/43.—30 Sep. 1943.)

The type of lettering on screens, Patterns 17051, 17052, and 17053, for use with indicating lamp fitting for D.G. circuits, Pattern 17046, will be revised.

2. These Admiralty pattern screens have been made obsolete, and are being replaced by the following:—

Pattern	Description
17051A	Translucent synthetic screen lettered F.P.Q.P.
17052A	Translucent synthetic screen lettered A.1.
17053A	Translucent synthetic screen lettered F.I.Q.1.

3. In addition, two new screens for use as may be required with lamp fittings, Pattern 17046, have been added to the Authorised List of Naval Stores under Subhead F.2.B, as follows:—

Pattern	Description
17098	Translucent synthetic screen (F.1.)
17099	Translucent synthetic screen (Q.1.)

4. For contract built ships, fittings, Pattern 17046, are a shipbuilder's liability, but purchase has been arranged of a supply for dockyard requirements.

5. The screens are to be fitted as specified in the latest revision of the appropriate specifications for D.G. installations.

4584.—Interconnector Cable Test

"Rotherham" Class and later Classes of Destroyers

(T. 01369/43.—30 Sep. 1943.)

With the supply system fitted in "Rotherham" Class and later classes of destroyers the interconnector cables are normally "dead".

2. Damage resulting in failure of supply to one switchboard may also involve damage to the interconnector cables with the result that the "live" switchboard may be closed on to a fault when making the interconnector cable switches to obtain a supply to the "dead" switchboard.

3. A ready means of test of the condition of the interconnector cables before closing the interconnector switches is shown on A.F.O. Diagram No. 294/43.

In the event of a short circuit existing on the interconnector cables when the test push is operated the fuses protecting the bus bar indicating lamp will blow. Should operation of the test push, therefore, result in failure of the bus bar indicating lamp the interconnector switch on that side of the board should not be closed. The test should, however, be carried out on the other side of the board as the interconnector cables on that side may be in good condition.

4. Commanding officers of all destroyers of "Rotherham" Class and later classes of destroyers not so fitted before completion should demand D.P. pushes pattern 7000A with 5 lbs. spring and arrange for the modifications to switchboards to be carried out by ships staff.

5. The pushes should be mounted as close as possible to the interconnector cable switches of each switchboard with an instruction plate, worded as follows, fitted alongside each push.

BEFORE CLOSING INTERCONNECTOR SWITCH

PRESS TEST PUSH

Failure of Bus Bar Alive Lamp Indicates—
DAMAGED CABLES, DO NOT CLOSE SWITCH

4585.—Oiling at Sea—Supply of Equipment to Tankers on Admiralty Freighting Service

(N.S. 018129/43.—30 Sep. 1943.)

With reference to A.F.O. 4177/41, the introduction of buoyant rubber fuelling hose for oiling at sea over the stern from commercial tankers has rendered the use of metallic hose for the trough method of fuelling destroyers and other small vessels obsolete, and supply of these metallic outfits will be discontinued.

2. The Masters of commercial vessels having this type of outfit on board are to be instructed to land it when equipped with rubber fuelling hose, and arrangements should be made for it to be then returned to the nearest naval store depot.

3. The instructions contained in O.U. 6389 have been incorporated in C.B. 4080/42 (R).

(A.F.O. 4177/41 is cancelled.)

4586.—Rudder Centring Gear

Battleships and Aircraft Carriers

(D. 019445/43.—30 Sep. 1943.)

The rudder of one of H.M. ships, fitted with rudder centring gear, became hydraulically locked by the inadvertent movement of the main steering cylinder switch cocks. This was due to pressure building up in the remote control system of these fittings.

2. It is accordingly essential that the vent valves of the remote control system shall be open when the rudder centring gear is not in use and, in order to safeguard against unauthorised closing of these valves, suitable gags are to be fitted by ship's staff, e.g., "U" pieces fitted and pinned beneath the handwheels.

(C.in.C., H.F., 26 Jul. 1943, No. 1090/H.F. 725/6.)

4587.—Used Aluminium Brass and Cupro Nickel Condenser Tubes—Services for

(N.S. 18944/43.—30 Sep. 1943.)

Used aluminium brass and cupro-nickel condenser tubes suitable for further service are returned to store from time to time.

2. These tubes have been entered as "For Harbour Service," but in future the designation "2nd Quality" condenser tubes is to be used.

3. The tubes may be accepted for the following services:—

All depot and repair ships except for turbo generator condensers.
Harbour service craft of all kinds.

Tugs.
 Armed yachts.
 Minesweepers (except fleet minesweepers).
 Other similar craft operating exclusively in the locality of dockyards and bases.

They are on no account to be used in any sea-going fighting ships other than those mentioned.

4. If the tubes are found to be scaled, they should not be used for any of the above services, but offered to the Director of Economy as described in paragraph 5. If any of the tubes are "necked" or showing signs of inlet end erosion, the affected area should be cut from the tube before use.

5. If this extension of the approved use for these tubes is insufficient to use up stocks within a reasonable time, any surplus tubes, after all needs for second quality tubes have been met, should be offered to the Director of Economy (Ministry of Supply) for transfer without financial adjustment.

4588.—Courses for Officers in Adjustment of Magnetic Compasses

(C.D. 540/43.—30 Sep. 1943.)

With reference to A.F.O. 2473/43, long and short courses in the adjustment and maintenance of magnetic compasses and in the special use of compass corrector coils will be held at the Admiralty Compass Observatory, Ditton Park, Slough, on the following dates in the first part of 1944 :—

Long Courses—

7th February to 4th March.
 27th March to 22nd April.
 15th May to 10th June.

Short Courses—

24th January to 29th January.
 13th March to 18th March.
 1st May to 6th May.
 19th June to 24th June.

2. The long course from 1st November to 27th November, 1943, referred to in A.F.O. 2473/43, is cancelled.

(A.F.Os. 4170/41, 4015/42, 5790/42, 1778/43 and 2473/43.)

4589.—Intermediate Signalling Lanterns, Pattern W2174, with Front, Dispersing, Pattern W.9098—Supply

(E.F.O./S.D. 01308/43.—30 Sep. 1943.)

A.F.O. 4207/43 is to be amended as follows

Paragraph 3. *Delete and substitute :—...*

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

(A.F.O. 4207/43.)

4590.—Radar Types 282M(3)/M(4)/P(1)/P(2), 283, 284/5M(3)/M(4)/P(3)/P(4) Aerial Outfits A.S.E., A.S.F. and A.S.G.—Addition of Dermatine and Steel Washers to Lead Wool Packed Glands

(S.D. 03182/43.—30 Sep. 1943.)

Experience has shown that the lead wool packed glands used in aerial outfits A.S.E., A.S.F. and A.S.G. are not watertight, with the result that the glands and connections have to be parted, dried out, and remade at frequent intervals.

2. To overcome these difficulties, all lead wool packed glands are to be modified to incorporate a dermatine washer; this, in turn, will necessitate an additional steel washer and a new gland sleeve.

3. Ships concerned are to demand from S.N.S.O., Haslemere, quoting this order as authority, one of the following bags of fittings, as appropriate, for each aerial outfit A.S.E., A.S.F. and A.S.G. fitted :—

Pattern W9292	...	...	Bag of fittings for outfit A.S.E.
Pattern W9293	...	...	Bag of fittings for outfit A.S.F.
Pattern W9294	...	...	Bag of fittings for outfit A.S.G.

The correct number and pattern of gland sleeves and steel, and composition washers for each aerial outfit is contained in the respective bag.

4. In ships already fitted, the necessary modifications are to be carried out by ships' staffs, assisted as required by depot ship's staff. In ships fitting, the work is to be carried out by the dockyards or contractors concerned.

5. The instructions in paragraph 6 below refer to the junction boxes marked with an asterisk on Fig. 1, A.F.O. Diagram 293/43 (1), Fig. 1 (A.S.E. drawing 35470). Glands on other apparatus are to be similarly modified, observing that—

- (i) It may be necessary to remove a filling compound from the apparatus; this should be renewed when the cable has been replaced.
- (ii) The method of freeing the conductor will vary, e.g. the conductor, in some cases, will need unsweating from another, or unscrewing from a terminal block.
- (iii) The gland sleeve, Pattern W7812, must be drilled to suit the cable for which it is required; drilling dimensions are shown on Fig. 1.

6. When carrying out the following instructions, great care must be taken not to damage the conductor. Also, it is essential that the cable is *not* cut in any way :—

- (i) Remove the bolts which secure the gland sleeve, see Fig. 2, A.F.O. Diagram 293/43 (2) (A.S.E. drawing 35419).
- (ii) Slide the gland sleeve back along the cable.
- (iii) Chalk a mark on the cable sheath, opposite to the face of the gland.
- (iv) Pull the cable out of the junction box. (This will require a strong pull as the cable is held into the box by the lead wool packing and a resilient plug).
- (v) Remove all lead wool from the cable and interior of the gland.
- (vi) Slide the gland sleeve off the cable; this is no longer required.

The cable and junction box are now ready to be fitted with the new gland sleeve and additional washers.

(vii) Slide the new gland sleeve, dermatine washer and steel washer on to the cable in the sequence shown in Fig. 3, A.F.O. Diagram 293/43 (2) (A.S.E. drawing 35419).

(viii) Smear the face of the polythene with vaseline.

(ix) Push the cable into the gland body until the resilient plug enters the sleeve within the junction box, and the chalk line on the cable sheath is opposite the face of the gland body.

(x) To ensure the firm contact necessary between the resilient plug and the internal sleeve, the cable must be pressed well into the gland and the contact so produced, checked, by then attempting to pull it out again—this should prove a stiff pull.

(xi) Should the cable be readily removable the fact that the plug did enter the sleeve must be ascertained and if so the plug must be slightly opened to form a firmer contact with the internal sleeve.

(xii) Re-pack the gland with lead wool, Pattern W4625. This is to be done by winding the lead wool loosely around the cable and pushing it down into the gland body with appropriate pattern article packing tool. It is essential that the lead wool be used by wrapping 12 to 20 long strands together around the cable, lumps or bunches must be avoided.

(xiii) This process is continued until the distance from the gland face to the face of the lead wool, after packing tightly, as described above, is approximately $\frac{1}{16}$ -in. longer than the neck of the gland sleeve, i.e., the part which enters the gland body. The surface of the lead wool packing must be made as smooth as possible.

(xiv) Slide the steel washer and dermatine washer into the gland body, then push the gland sleeve into position and replace the fixing bolts. These bolts must be pulled up tight enough to compress the dermatine washer

and to ensure that the bolts will not slacken off due to vibration. The finished position of the gland should be one in which the flange face is approximately $\frac{3}{16}$ -in. removed from the face of the gland body. (Fig. 3, A.F.O. Diagram 293/43 (2) (A.S.E. drawing No. 35419).

- (xv) The letter A is to be added to the pattern number except in the case of Pattern W4112 which remains the same after modification.

4591.—Wa/T Type 409 and 410

(S.D. 875/43.—30 Sep. 1943.)

The following warning telephone equipments have been introduced.

- Wa/T Type 409 ... Flight deck broadcast equipment, manufactured by Messrs. Standard Telephone & Cables Co., Ltd., to be fitted in approved aircraft carriers.
- Wa/T Type 410 ... A small warning telephone equipment manufactured by Messrs Standard Telephone & Cables Co., Ltd., to be fitted in approved H.M. ships.

4592.—W/T—A.C. Supply Outfit D.T.C.—Completion of Installation—As. and As.

(S.D. 01347/43.—30 Sep. 1943.)

Owing to the shortage of supply, only one motor alternator, Pattern W891 or W892, together with one of the appropriate starters, Patterns W4340/W3743 or W4339/W3742, will be supplied with each A.C. supply outfit DTC in lieu of duplicate machines and starters, unless the outfit is being fitted in aircraft carriers (all classes) and fighter direction ships.

2. The Commanding Officers of ships so fitted are to insert an item in their next list of As. and As., classification "B," to complete the installation of A.C. supply outfits D.T.C. when stores are available, quoting this order as authority.

3. The method of fitting A.C. supply outfit D.T.C. is described in Specification B240/43.

4. Stores comprised in A.C. supply outfit D.T.C. are included in Establishment List No. E601, dated 9 Apr. 1943.

4593.—W/T Transmitting Sets—Types 52FHV/FH/OFH, 57C/CR, 57D/DR, 57CM/CMR, 57DM/DMR, 60FV, 60FW and 60D—Replacement of Switches, Magnetic, Patterns X/W576A, X/W577 and X/W1182, with Switches of Modified Design.

(S.D. 853/43.—30 Sep. 1943.)

Paragraphs 5 and 6 of A.F.O. 1466/43 are to be amended to read as follows:—

"5. When the above changes have been effected all switches, Pattern X/W577, are to be returned to S.N.S.O. (H) for reduction to produce.

6. As soon as Pattern W.1182A and W.576B switches are received, all stocks of Pattern X/W577 switches at present held in storing yards are to be returned to S.N.S.O. (H) for reduction to produce."

(A.F.O. 1466/43.)

4594.—Aircraft—Condition on Issue to First Line A.R. or Transfer Abroad

(A.M.R. 756/43.—30 Sep. 1943.)

When aircraft are allotted from a Royal Naval Air Station or Repair Yard to a packing unit for shipment abroad, the Air Station or Repair Yard is responsible for ensuring that the aircraft is in such a state that the next major inspection is not due for at least 120 hours' flying time, or on a time basis for at least six months. The engine is to have at least 120 hours' available flying time before becoming due for a complete overhaul.

2. If the provisions of paragraph 1 cannot be complied with within seven days, the fact is to be reported to Admiralty (D.A.E.) by signal giving an estimate of the time required for compliance.

3. When instructions are received for the issue of aircraft to first line from A.R. or from first line to A.R., a minor inspection is to be carried out if more than half the minor inspection period on a time or flying hours basis has elapsed since the last minor inspection.

4. If the provisions of paragraph 3 cannot be complied with, the fact is to be reported to the administrative authority and instructions requested.

(A.F.O. 1946/43 is cancelled.)

4595.—Albacore Aircraft—Tail Oleo Strut—Collapse of Filler Pipe Body

(A.M.R. 2345/43.—30 Sep. 1943.)

Cases have occurred of the collapse of the filler pipe body, Part No. D.51582, of the Albacore tail oleo strut. This collapse may also cause damage to the top of the filler tube, shearing of filler pipe body boss and cracking of the sweated joint where the steel tubes pass through the filler pipe body and diaphragm.

2. Pending modification action, examination for these defects is to be carried out at each major inspection. A note to this effect and referring to this order is to be made against operation Ta.1802 in the Airframe Section of the Inspection Schedule, A.P. 1665A, Vol. II, Part 2, which will be amended in due course.

4596.—Proctor Aircraft—Precautions to Avoid Damage to Fuel Pipes when Spreading Wings

(A.M.R. 2524/43.—30 Sep. 1943.)

A forced landing has resulted from the flexible fuel pipe being crushed in the neighbourhood of the main plane hinges during the operation of spreading wings.

2. Particular attention is to be given to ensure that these lengths of pipe are clear of the structure during this operation, and special inspection at the points concerned is to be carried out in operation Pp.35 of the Inspection Schedule, Section 2B of A.P. 1708A, B and C, Vol. II, Part 2, in which a note is to be made referring to this order. Any protective bindings at these points are to be removed from the pipes for this inspection.

4597.—Alterations and Additions—Procedure

"B.A.M." and "A.M.100" Class Fleet Minesweepers

(D. 023460/43.—30 Sep. 1943.)

Alterations and additions for Fleet minesweepers of the "B.A.M." and "A.M.100" class will be dealt with by class list, the co-ordinating authority for which will be the Squadron Engineer Officer, Fleet Minesweepers, Port Edgar, to whom all correspondence concerning alterations and additions for these ships is to be forwarded.

4598.—Aircraft—Clips, Locking—Ref. 5D/1060

(N.S. Air 4909/43.—30 Sep. 1943.)

The undermentioned item has been introduced for Swordfish, Barracuda, Albacore and Walrus aircraft and will be allowed to ships and services in accordance with the following scales:—

Ships (except repair ships) as shown in B.R. 378 (A), B.R. 378 (B), B.R. 378 (E), B.R. 378 (Z).

Shore establishments and repair ships:—Swordfish, Barracuda, Albacore and Walrus aircraft.

Consumable.

Ref. No.	Description.	De-nom.	R.N. Air Stations.				R.N. Aircraft Repair Yards.		Repair Ships.
			Class "A".		Class "B".		Class "A".	Class "B".	
			Main Store.		Main Store.				
1060	Clip, locking	No.	5	4	12	18	6		

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

3. Deliveries from contractors are expected immediately, and supplies to ships and services should begin forthwith.

4. Arrangements will be made for the necessary quantities to be despatched to yards abroad to cover the requirements of ships and services attached to foreign stations. Details of the quantities to be supplied will be forwarded direct to (S) naval store officers concerned.

4599.—Aircraft—Links Fuze Setting Control

(N.S. Air 6307/43.—30 Sep. 1943.)

The undermentioned items have been introduced for Swordfish, Barracuda, Albacore and Walrus aircraft, and will be allowed to ships and R.N. Air Stations in accordance with the following scales :—

Ships—as shown in B.R. 378(A), B.R. 378(B), B.R. 378(E) and B.R. 378(Z).

Shore Establishments—Swordfish, Barracuda, Albacore and Walrus aircraft.

Consumable

Ref. No.	Description	Denom.	R.N. Air Stations	
			Class "A"	Class "B"
			Main Store	
<i>Section 11A</i>				
2570	Short flexible fuzing links ...	No.	200	100
683	14½-in flexible fuzing links ...	No.	200	100

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

3. Deliveries from contractors are expected during September 1943, and supplies to ships and R.N. Air stations should ensue immediately after receipt of stores.

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

4600.—Aircraft Radio TR.1196—Failure of Suppression Condenser

(A.C.R.D. 1061/43.—30 Sep. 1943.)

It has been found in service that the suppression condenser, Type 3362 or 386 (C.2 in Fig. 5 of A.P.1186, Vol. 1, Sect. 2, Chap. 8) in the chassis assemblies of the T.R.1196 equipment is liable to failure due to fracture of the connecting leads caused by vibration.

2. The breakage of the leads can be prevented by binding the condenser to the tag strip from which it is suspended.

3. The following modification should be made to those instruments bearing serial numbers from 2001 to 5249 and 20946 to 21800 inclusive.

- (i) Remove the centre cover plate from the chassis assembly.
- (ii) Identify the .1μF condenser, Type 3362 or 386, which is underneath and connected to the tag strip.
- (iii) Bind the condenser tightly to the tag strip by means of two whippings each of five or six turns of suitable thread bound round between the second and third tags at each end.
- (iv) Replace the cover on the chassis assembly.

4601.—Ammeters and Voltmeters—Introduction

(N.S. 25652/43.—30 Sep. 1943.)

The following instruments have been added to the Rate Book of Naval Stores under subhead F, item 1C, part III, and will be included in Schedule C.827 :—

Voltmeter—Moving coil—rectangular type—5-in. scale with illuminated coloured dial—
Pattern No. 12519—180–280 volts—projecting mounting.

Ammeters—Moving coil—Rectangular type—5-in. scale with illuminated coloured dial—

Pattern No. 12520—0–2,400 amperes—projecting mounting—long shunt.

Pattern No. 12521—0–2,700 amperes—projecting mounting—long shunt.

2. These instruments are for use at the dynamo position of ships fitted with relay control switchboards.

3. They will be fitted in "Tiger" class and later vessels, and are not applicable to existing ships.

4. It is not proposed to make provision for stock at present, since it is not anticipated that the new instruments will be in service until October, 1944.

4602.—Buzzer, Pattern 12518—Introduction

(N.S.23153/43.—30 Sep. 1943.)

The introduction of Telephones, Patterns 13343 and 13344, and of Key Boxes, patterns 13348 and 13588, in connection with "Operational Groups" of Fighter Directing Systems, necessitates the provision of spare buzzers for maintenance, and these have now been added to the Rate Book of Naval Stores under F1C, part 3 (page 36 of Demand), as follows :—

Pattern	Description
12518	Buzzer (150 ohms), for use in Key Boxes, Patterns 13348 and 13588, and Telephones, Patterns 13343 and 13344.

2. Initial purchase has been arranged on C.P.82967/43 dated 3rd July, 1943, for delivery as follows :—

Stroud 100, Mossley 100, Portsmouth 50, Devonport 50, Chatham 50, Rosyth 50, Glasgow 50, Gateshead 50.

3. It is not anticipated that delivery will commence before January, 1944.

4. The buzzers should be dealt with as "permanent" stores, the allowance being 2 to each of the following classes of vessels when fitted with Fighter Directing Office equipment: Fleet Aircraft Carriers, Light Fleet Carriers, Escort Carriers, A.A. Ships, Capital Ships, Cruisers, Monitors, Minelayers and Repair and Depot Ships.

5. Ships concerned, in commission, should forward demands to their Storing Yards or depots as necessary. Supply to ships of new construction should be arranged by Storing Yards or depots in the usual manner.

6. B.R. 359—Establishment of Naval Stores for Electrical and Torpedo Purposes will be amended.

4603.—Cables, Electric, to Admiralty Standard and G.D.E. Specifications—Elimination of Tinning from Polyvinyl-Chloride Insulated Conductors

(N.S./D.10366/43).—30 Sep. 1943.)

Owing to the necessity for conserving tin, cable manufacturers have been informed that, for all supplies of Polyvinyl Chloride (P.V.C.) insulated cables, the conductors shall be untinned, except in the case of single conductors, 0.036-in. diameter and smaller, and stranded conductors composed of wires, 0.018-in. diameter or smaller.

There is no interaction between copper and P.V.C. as there is between copper and vulcanised rubber.

4604.—Chests of Drawers for Officers borne Additional to Complement

Flotilla Leaders and Destroyers

(N.S. 19221/43.—30 Sep. 1943.)

Where officers are borne in flotilla leaders and destroyers additional to complement, and in excess of the cabin accommodation provided, a chest of drawers, Pattern 726B, or equivalent, is to be allowed for the use of each such officer.

2. B.R. 332A and B.R. 373—Establishment of Naval Stores—will be amended.

4605.—Drums for Chlorosulphonic Acid Mixture, Stannic Chloride and Titanium Tetrachloride—Return for Re-filling—REPORTS

(N.S. 29119/43.—30 Sep. 1943.)

Difficulties are being experienced in meeting the large requirements of C.S.A. mixture and titanium tetrachloride owing to sufficient quantities of empty drums not being forthcoming. All serviceable empty drums which have contained chlorosulphonic acid mixture, stannic chloride and titanium tetrachloride should, therefore, be returned by H.M. ships and naval establishments at home and abroad to the nearest dockyard or R.N. store depot for re-filling.

2. The number of empty drums available at Alexandria, Bombay, Colombo, Durban, Simonstown, and other bases in the Eastern Theatre, should be reported by message to Director of Stores, Admiralty. Other yards and bases abroad should return the drums to the United Kingdom at the earliest possible date as freight opportunities occur.

3. An A.F.O. will be issued shortly regarding the precautions to be exercised in the care of these drums, and H.M. dockyards and R.N. store depots at home should ensure that the drums returned from all services are in good condition, and are sent for re-filling (and cleaning if necessary) without delay.

4. Titanium tetrachloride drums of 730 lb. capacity should not be sent for re-filling without prior Admiralty approval.

4606.—Floats and Sinkers—Allowances

Fairmile Craft

(N.S. 24285/42.—30 Sep. 1943.)

The present allowance to each Fairmile craft of two elliptical floats, Pattern 8717, and two concrete sinkers, Pattern 8798, is withdrawn.

2. Arrangements should be made by bases for all floats and sinkers from Fairmile craft to be returned to the nearest dockyard or naval store depot.

3. Warrant and supplying yards and depots should arrange for the cancellation of any demands outstanding for vessels under construction, and for the return to store of floats and sinkers issued to such vessels.

4. The flotilla allowance of eight sinkers and eight floats is not affected by this order as the items are required for the eight sets of dan buoy gear allowed to bases per flotilla.

4607.—Ink, Lithographic, for Colouring Bullets used in Air Firing Exercises

R.N. Air Stations

(N.S. Air 4745/43.—30 Sep. 1943.)

Ink, lithographic, for colouring bullets is allowed for use in air firing exercises as follows:—

Section and Ref. No.	Description.	Denom.	Class "A" Station.	Class "B" Station.	Remarks.
33C/736	Ink, lithographic (blue)	Pints.	(A)	(A)	(A) For colouring
33C/737	Ink, lithographic (green)	Pints.	(A)	(A)	bullets for firing
33C/738	Ink, lithographic (red)	Pints	(A)	(A)	practice. To be demanded as and when required.

2. Services concerned should forward demands to their appropriate dockyards (abroad) and storing depots (home).

3. The Aircraft Stores Establishment for R.N. Air Stations will be amended in due course; meanwhile all existing establishments held by R.N. air stations and store depots should be amended in manuscript.

(A.F.O. 1181/42 is cancelled.)

4608.—Lamps, Electric, Patterns 16070—16076

(N.S. 28919/43.—30 Sep. 1943.)

The issue of the following electric lamps, originally introduced for use in "Town" class destroyers, should now be extended to all ships as requisite, on demand:—

Pattern	Rated Voltage	Rated Watts	Description
16070	115	25	Gasfilled, internally frosted E.S. cap (E.27/35).
16071	115	40	Vacuum, internally frosted, E.S. cap (E.27/35).
16072	115	60	Vacuum, internally frosted, E.S. cap (E.27/35).
16073	115	100	Gasfilled, internally frosted, E.S. cap (E.27/35).
16074	115	150	Gasfilled, internally frosted, E.S. cap (E.27/35).
16075	115	200	Gasfilled, clear, E.S. cap (E.27/30).
16076	25	25	Gasfilled, internally frosted, E.S. cap (E.27/35)
16077	115	40	Vacuum, clear, E.S. cap (E.27/35 × 23).
16078	20	10	Vacuum, clear, candelabra screw cap (E.12/16).
16079	6	6	Gasfilled, candelabra, screw cap (E.12/16).

2. The numerals in brackets are the designations of lamp caps adopted by the British Standards Institution.

(A.F.O. 283/42.)

4609.—Leather Suction Hoses—Revised allowances

Capital ships, aircraft carriers, cruisers, repair and depot ships, sloops, minesweepers ("Aberdare," "Halcyon" and "Algerine" classes), frigates, L.S.T. (class I), tugs (Diesel rescue "Impetus" and "Assurance" classes)

(N.S. 14246/43.—30 Sep. 1943.)

As a result of the present shortage of stocks of leather suction hoses, the allowances to the above classes of ships have been revised, as shown in the appendix hereto. The allowances of leather suction hoses to these ships have been hitherto on an "as required" basis with the proviso that wire wound canvas hose could be drawn in lieu of half the total requirement of No. 3 size leather hose.

2. The allowances of leather hoses and wire wound canvas hoses are now shown, however, as fixed quantities, and represent the total quantities required for all services *except* for ventilation and for use with semi-rotary pumps, the existing allowances for these latter services remaining unchanged. The existing allowances to other classes of ships also remain unaltered.

3. In cruisers and larger ships, No. 4 size flexible bronze hoses are supplied for pumping oil residue and should be available for the service for which leather suction hoses are provided in other vessels, namely for pumping out bilges of machinery spaces by fire and bilge pump. The following lengths of bronze hoses are to be provided for each vessel, any lengths already on board being regarded as in part satisfaction of these quantities:—

Cruisers and depot and repair ships

Eight lengths of No. 4 size by 10 ft. flexible bronze hose (six of these lengths should already be available on each cruiser).

Two lengths of No. 2 size by 20 ft. flexible bronze hose for each engine room, boiler room and auxiliary machinery space.

Aircraft carriers

Two lengths of No. 2 size by 20 ft. flexible bronze hose for each engine room, boiler room and auxiliary machinery space.

The bronze hoses are accounted for as "portable fittings" but for ships in commission, additional requirements on the above basis should be met by the use of leather suction hoses already on board (*see* paragraph 4 below). Provision for ships of new construction will be made in the building specifications, and overseers are to arrange for supply by the main machinery contractors of the revised quantities of bronze hose in the case of ships at present under construction.

4. Ships concerned in commission should return to the nearest dockyard all leather or wire wound canvas suction hoses at present held on board in excess of the revised allowances, except that ships for which the quantities of bronze hose have been increased (*see* paragraph 3 above) should retain sufficient leather suction hose in lieu of the additional lengths of bronze hose. Supply to ships of new construction should be adjusted by the warrant and storing yards.

5. The sea store establishments concerned will be amended.

APPENDIX

Class of Ship.	Allowances of leather suction hoses and wire wound canvas hose for purposes other than for ventilation and use with semi-rotary pumps.		
	Leather suction hose, No. 2 size × 6½ ft.	Leather suction hose, No. 3 size × 6½ ft.	Wire-wound canvas hose in 12-ft. lengths.
Capital ships ...	Nil	Nil	Nil
Aircraft carriers ...	Nil	Nil	96 ft. × No. 4 size
Cruisers ...			
Repair and depot ships			
Sloops ...	3	10	72 ft. × No. 3 size
<i>Minesweepers</i>	2	12	84 ft. × No. 3 size
“Algerine” ...			
“Halcyon” and “Aberdare” classes			
<i>Frigates</i>	Nil	15	96 ft. × No. 3 size
(“River” class) ...			
L.S.T. Class I (“Boxer” class)	Nil	10	72 ft. × No. 3 size
<i>Tugs</i>	Nil	Nil	Nil
Diesel rescue “Assurance” class, “Impetus” class			

4610.—Metallic Paper for Dobbie McInnes Pressure Velocity Recorders for Torpedo Tubes

H.M.S. “Vernon” Submarine Depot Ships and Submarines

(N.S. 19540/43.—30 Sep. 1943.)

The metallic paper used with Dobbie McInnes Pressure Velocity Recorder for Torpedo Tubes has been allocated Pattern number 4104 and added to the Rate Book of Naval Stores under Subhead B, Item 9A.

2. The undermentioned quantities have been requisitioned for purchase for delivery as follows:—

Denom.	Chatham	Ports-mouth	Devon-port	Rosyth		Mersey Area	Severn Area
				R	L		
Rolls (11 ft. long).	1,000	5,000	1,000	8,000	8,000	8,000	7,000

3. Shipment of the following quantities is to be arranged as shown:—
Severn Area

N.S.O. Bermuda	N.S.O. Simons-town	S.N.S.O. Durban	S.N.S.O. Ceylon	H.M.S. “Wuchang”	H.M.S. “Adamant”
500	500	1,000	2,000	1,000	1,000

Mersey Area

S.N.S.O. Alexandria	N.S.O. Malta	N.S.O. Gibraltar	H.M.S. “Medway II”	H.M.S. “Pigmy”	H.M.S. “Maidstone”	H.M.S. “Talbot”
1,000	1,000	1,000	1,000	1,000	1,000	1,000

4. Supply of the undermentioned quantities is to be arranged as follows:—

S.N.S.O. Rosyth					S.N.S.O. Portsmouth	
H.M.S. “Vernon”	H.M.S. “Forth”	H.M.S. “Elfin”	H.M.S. “Cyclops”	H.M.S. “Ambrose”	H.M.S. “Vernon”	H.M.S. “Dolphin”
9,000	1,000	100	1,000	500	3,000	1,000

5. A minimum stock of 500 rolls is to be maintained on board the submarine depot ships mentioned above (except “Elfin” which is to maintain a minimum stock of 100 rolls).

6. It is anticipated that supplies will not be available for some time.

7. B.R.363—Establishment of Naval Stores for Submarines of “Oberon” and later classes—will be amended.

4611.—Radio Officers’ Cabins—As. and As.

“Assurance” Class Rescue Tugs

(D./T.D. 1655/43.—30 Sep. 1943.)

It has been approved to fit additional drawers under the settees in radio officers’ cabins in vessels of the “Assurance” class.

2. The Commanding Officers of vessels concerned are to insert an item, classification “B,” in their next lists of As. and As. to cover the work involved.

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

4612.—Reduction of Unnecessary Fittings—Escutcheons

H.M. Ships

(N.S./C.P. 74571/43.—30 Sep. 1943.)

In view of the provisions of C.A.F.O. 82/43, List A, Item 15, no further purchases of the undermentioned escutcheons are to be made during the period of hostilities:—

Pattern 243—Escutcheons, flat.
 Pattern 245—Escutcheons, flat.
 Pattern 246—Escutcheons, flat.
 Pattern 262—Escutcheons, thread.
 Pattern 263—Escutcheons, thread.
 Pattern 264—Escutcheons, thread.
 Pattern 265—Escutcheons, thread.

2. A stock of 5 per cent. only of the normal expenditure of Patterns 229 and 1793 is to be maintained for use on doors where there is a danger of lights showing outboard.

(C.A.F.O. 82/43.)

4613.—Rubber Economy—Hubbards Rubberised Felt and Felt Treated with R.D. Solution

All Yards, W.P.S.'s., P.S.O.'s., P.E.R.O.'s. and E.R.O.'s.

(D. 9542/43.—30 Sep. 1943.)

Messrs. Hubbard, Felt Manufacturers, of Regent Street, Luton, Beds, have brought to notice felt, of their manufacture, rubberised, and also felt treated with R.D. solution. Samples have been tried at Portsmouth, and these materials are approved for the following services:—

- (a) Felt of channel section with outer surface rubberised for use with illuminators on side scuttles, as a war-time measure in lieu of rings, india-rubber, for glass illuminators for side scuttles, channel shaped, patterns 782 and 790-799, 801-807 and 814-816.
- (b) Rings, felt; treated with R.D. solution in lieu of rings, india rubber, for voice pipes, patterns 812 and 813.

(A.S., Portsmouth, 10 Jul. 1943, No. 5638.)

4614.—Sea Stores—Additional Allowances—

Boom Working Vessels

(N.S. 24533/42.—30 Sep. 1943.)

The following additional items of sea stores for engineering purposes have been approved for boom working vessels:—

Consumable Stores

<i>E.6</i>	Pattern 114—Nitrate of silver	6 ozs.
<i>E.7</i>	Pattern 780—Phenol phthaline	6 ozs.
<i>E.11</i>	Pattern 598—Bottle, glass, for nitrate of silver	1 No.
	Pattern 597—Bottles, glass, for phenol-phthaline	2 No.
	Pattern 297—Tubes, test	6 No.

2. Vessels in commission should forward demands to their storing yards for bases as necessary. Supply to ships of new construction should be arranged by storing yards or depots in the usual manner.

3. B.R. 371—Establishment of Naval Stores for Boom Working Vessels—will be amended.

4615.—Sound-powered Telephones—Tools for Servicing—Introduction

Cruisers and Larger Ships and Coastal Force Bases

(N.S. 24704/41.—30 Sep. 1943.)

To enable instructions for the servicing of sound-powered transmitter and receiver units to be carried out in accordance with A.F.O. 2891/42, the following article has been introduced and is being added to the Authorised List of Naval Stores under subhead F, item 1C:—

Pattern	Description
13748	Tool box complete with tools, feeler gauges and instructional pamphlet, for repair of sound-powered units.

2. One of these tool boxes is therefore to be allowed to each cruiser and larger vessel fitted with sound-powered telephones.
3. Coastal force bases are now authorised to carry out the servicing of sound-powered telephones fitted in attached craft, and details of allowances of tool boxes to these bases will be promulgated later.

4. The contents of each box are as follows:—

1 Box spanner 0.093-in.	Pattern 12532
1 Flat spanner 0.093-in.	Pattern 12533
6 Feeler gauges 0.006-in. blade (non-magnetic)... ..	Pattern 12534
6 Feeler gauges 0.004-in. blade (non-magnetic)... ..	Pattern 12535

2 Feeler gauges 0.006-in. hook blade (steel)	Pattern 12536
2 Feeler gauges 0.004-in. hook blade (steel)	Pattern 12537
1 Screwdriver, $\frac{3}{8}$ -in.	Pattern 12538
1 Screwdriver, $\frac{1}{4}$ -in.	Pattern 12539
1 Pair tweezers	Pattern 12540
1 Pair flat-nosed pliers	Pattern 12541
1 Instructional pamphlet.	

5. A first purchase of 50 tool boxes from the Telephone Manufacturing Co., Ltd., was arranged under contract dated 10th April, 1943, C.P./4C/34018/42/F, for delivery to dockyards and naval store depots as follows:—

Rosyth	} 10 each	Portsmouth	} 5 each
Mossley		Chatham	
Stroud		Devonport	
	Gateshead		

In order to meet the requirements of coastal force bases, a further purchase of 80 boxes is now being arranged for delivery of 10 to each of the yards and depots named above, and 10 to Superintending Naval Store Officer, Clyde Area.

6. Ships concerned in commission which are not already supplied with these tool boxes should forward demands to the appropriate Storing Yards and depots. Supply to ships of new construction should be arranged by the Warrant and Storing Yards and Depots.

7. B.R. 359—Establishment of Naval Stores for Electrical and Torpedo purposes will be amended.

(A.F.O. 2891/42.)

4616.—Steam Jacketed Boiling Coppers—As. and As.

(D.3859/43.—30. Sep. 1943.)

An accident resulting in the death, by scalding, of a Naval Rating, has recently occurred in one of H.M. ships, through the boiling over of a steam jacketed boiling copper.

2. In new construction, vent pipes, to prevent an accumulation of steam pressure, are fitted to the top plate of the boiling coppers, but in some ships these safety precautions may not be fitted or working efficiently.

3. Commanding Officers of H.M. ships are to include an item in their next lists of As. and As. for vent pipes to be fitted to boiling coppers not at present fitted, if the work is beyond the capacity of the ship's staff.

4. A number of steam jacketed boiling coppers with balanced lids and no clips are fitted in shore establishments. With this type of boiling copper no accumulation of steam pressure should be possible, and the fitting of vent pipes is not therefore to be carried out. With other types of steam jacketed boiling coppers, vent pipes are to be fitted.

5. The modification required is shown on A.F.O. Diagram 288/43.

6. These coppers are not to be filled higher than six inches below the edge of the cover, and this instruction is to be stated on a label plate secured to the outside of the boiler in sight of the rating.

7. The notice embodying detailed instructions regarding precautions to be taken prior to opening of steam chests (in accordance with the second paragraph under the heading "Steam Chests" on page 15 of B.R. 5) is to be extended to include the instructions in paragraph 6 above, and directing attention to the danger of releasing the clips of the lid of a copper while the water inside the copper is boiling.

(F.O. i/c Liverpool, 8 Nov. 1942, No. 2755/2565.P.)

(A.S. Portsmouth, 22 Mar. 1943, No. 2668.)

(B.R. 5.)

(A.F.O. 190/43 is cancelled.)

4617.—Storm Handrails

45-ft., 61½-ft., 75-ft. and 90-ft. M.F.Vs.; 45-ft. Motor Passenger Launches;
45-ft. Motor Picket Boats; 52½-ft. and 60-ft. Harbour Service Launches;
25-ft., 30-ft., 35-ft. and 45-ft. Fast Motor Boats

(D./P. 14477/43.—30 Sep. 1943.)

Special care is to be given to the construction, fastening and positioning of handrails fitted as stormrails on deck in all types of motor fishing vessels, and the other craft mentioned above.

2. The handrails are to be connected to the superstructure to which they are attached by through-bolts and the superstructure is to be stiffened in wake of fastenings as necessary. The superstructure is to be securely bolted to the hull structure.

3. A typical sketch of wood handrail and securing arrangements is shown on drawing D.N.C. No. 28B/A/522.

4. The arrangements in vessels in service are to be examined and modified when the vessels are next in hand for repair or refit. The work is to be dealt with as a defect.

4618.—Target Towing Gear—Withdrawal of Allowance

Frigates ("River" Class)

(N.S. 25275/43.—30 Sep 1943.)

The allowance to frigates ("River" class) of the undermentioned stores for towing targets, Pattern V, has been withdrawn :—

B.4

Shackles, joining, 7/16-in. 1
Swivel pieces for cables, 7/16-in. 1

B.5

Rope, steel wire, flexible, 1½-in. 300 fms.
Reel (Pattern 7) 1

2. Frigates in commission should arrange for this gear to be returned to the nearest dockyard. In the case of ships building, overseers should inform ship-builders concerning the non-fitting of the reel, etc., and overseers demands (Form D.501) on the warrant yards, should be adjusted accordingly.

3. B.R. 368—Establishment of Naval Stores—will be amended.

4619.—Trolleys for Transport of Bombs, Torpedoes, ammunition, etc.—Allowances

"Fiji," "Uganda" and "Dido" Class Cruisers

(N.S. 20729/43.—30 Sep. 1943.)

The allowance of trolleys, Pattern 46 (modified), fitted with chocks for the transport of 250-lb. S.A.P. and 100 lb. A.S. bombs, to "Fiji" and "Uganda" class cruisers, if fitted with catapults, is two. As these trolleys may also be used (without chocks) for other purposes such as transporting warheads, ammunition, etc., no allowance of the ordinary Pattern 46 trolley is necessary.

2. "Fiji" and "Uganda" class cruisers, not fitted with catapults, are allowed two trolleys, Pattern 46, i.e., ordinary pattern, without bomb chocks.

3. The present allowance of four trolleys, Pattern 46, for the transport of warheads, ammunition, etc. to "Dido" class cruisers has been reduced to two per ship.

4. Ships concerned in commission should arrange for the number and type of trolleys at present on board to be adjusted to conform with the allowances given in paragraphs 1, 2 and 3 above. Trolleys now rendered surplus should be returned to the nearest dockyard or naval store depot. Supply to ships under construction should be adjusted accordingly by warrant and supplying yards.

5. B.R. 359—Establishment of Naval Stores for Electrical and Torpedo Purposes—will be amended.

Section 4**OTHER STORES—NAVAL STORES, VICTUALLING STORES, MEDICAL STORES, CONTRACTS****4620.—Aircraft Gloves, Rubber—Reference 22G/952 and 22G/955**

(N.S. Air 4810/43.—30 Sep. 1943.)

The undermentioned items which have been introduced for the use of W.R.N.S. Air Personnel when charging batteries for aircraft, will be allowed as follows :—

Ref. No.	Description	Denom.	R.N. Air Stations		R.N. Aircraft Repair Yards	
			Main Store.		Main Store.	
			Class "A"	Class "B"	Class "A"	Class "B"
<i>Section 22G</i>						
952	Gloves, rubber, L.H., size 6½ ...	No.	5	5	5	5
955	Gloves, rubber, R.H., size 6½ ...	No.	5	5	5	5

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

3. Deliveries from Contractors are expected in December, 1943 and supplies to services should begin January 1944.

4. Arrangements have been made for the necessary quantities to be despatched to yards abroad to cover the requirements of services attached to foreign stations. Details of the quantities being supplied are being forwarded direct to (S) Naval Store Officers concerned.

4621.—Towing Hawasers—Care and Maintenance of

Rescue Tugs (Home Bases)

(N.S./T.D. 1786/42.—30 Sep. 1943.)

With reference to A.F.O. 2547/43, paragraph 4, which states that hawsers landed north of the Humber should, by arrangement with the nearest (Superintending) Naval Store Officer, be forwarded to the Gourcock Ropework Co., Ltd., the address of the firm's offices was given in error. The hawsers should be forwarded to the Gourcock Ropework Co., Ltd., Port Glasgow.

2. A recent report from Rosyth indicates that in some instances the Superintending Naval Store Officer was not consulted before a hawser was forwarded to the Contractor. It is essential that the (Superintending) Naval Store Officer concerned should be informed whenever a hawser has been landed or forwarded, so that he may take any necessary action.

(A.F.O. 2547/43.)

Cancelled by 4622.—Cleaning Cloth Service—Economy

Dockyards, Depots, and Naval Establishments at Home

(N.S./C.P. 19312/43.—30 Sep. 1943.)

As a measure of national economy, a contract, No. 296/DC/1 (Con. 19D) of 30th July, 1942, has been arranged by the Ministry of Supply with Messrs. Allied Industrial Services, Ltd., of Lidget Green, Bradford, for the operation of the company's cleaning cloth service in Government establishments. The service has already been successfully adopted in dockyards and certain other naval establishments, and it is essential in the national interest that the use of the service should be extended as widely as possible.

2. The contract provides that the contractor shall—
- Supply, on loan and free of charge, sufficient cloths of either No. 1 or Super 3 quality to meet the requirements of the establishment.
 - Collect the soiled cloths and deliver them satisfactorily cleaned either weekly or fortnightly.
 - Provide the necessary metal containers and instruction cards free of charge.
 - Replace worn-out cloths with serviceable cloths.
 - Make half-yearly a leakage allowance at the annual rate of 15 per cent. of the total number of cloths lent during the preceding period of six months.

The cloths remain the property of the contractor.

3. Payment to the contractor should be made locally. The rate charged for cleaning is dependent on the aggregate number of cloths cleaned. Bills are rendered direct to establishments in respect of four-weekly periods, and a statement is submitted by the contractor to the Directorate of Contracts, Ministry of Supply, Mark Lane, Leeds, 1, showing (a) the number dealt with for each establishment during the four-weekly period, (b) the average weekly number, and (c) the appropriate rate of charge per 100. The Officer-in-Charge of the establishment is able to verify from his records the number of cloths cleaned and charged, and the Directorate of Contracts is in a position to check the accuracy of the rate charged. The latter is prepared to examine the four-weekly statements submitted by the contractor, and to notify each establishment of the rate per 100 payable in respect of each four-weekly period.

4. If not already done, officers-in-charge of establishments in which the service can be successfully adopted are to render a report to this effect to their departmental heads at the Admiralty at an early date.

4623.—Aluminium Mess Gear

(V. 5/5876/43.—30 Sep. 1943.)

It has been ascertained from the Light Metals Control that the aluminium supply position has now sufficiently improved to make it unnecessary to hand over to the M.A.P. serviceable or repairable articles of aluminium mess gear returned by H.M. ships and establishments. Such items are therefore to be retained for re-issue.

2. The instruction contained in paragraph 4 of A.F.O. 4079/42 is to be regarded in future as only applying to *unserviceable* aluminium articles which are beyond repair.

(A.F.O. 4079/42.)

4624.—Boots for Cook Ratings

(V. 3178/43.—30 Sep. 1943.)

With reference to A.F.O. 1475/43, it has been reported that cooks' boots wear out more quickly on steel decks fitted with tread strips than on bare steel decks or decks fitted with tiles.

2. The shortage of sole leather prohibits an increase in the free issue of cooks' boots under B.R. 93, Chapter XI, Section I, but where galley decks are fitted with tread strips any cook rating who wishes may be supplied with a pair of stokehold boots on loan for wear in the galley. The stokehold boots are to be withdrawn when the rating leaves the ship.

3. Attention is directed to the fact that the special pattern boots supplied to cooks should only be renewed after 12 months if they have become unserviceable.

(B.R. 93, Manual of Victualling, Chapter XI, Section 1.)

(A.F.O. 1475/43.)

4625.—Clothing—Toilet Articles—Grant in Lieu of Initial Issue to New Entries, R.N. (V. 3988/43.—30 Sep. 1943.)

New entries R.N. will be invited on joining for service to bring with them the following privately owned toilet articles:—

Brush, hair.
Comb, hair.

2. The free initial issue of the above toilet articles to new entries R.N. with their kit will cease from 1st October, 1943, from which date individuals will be credited with the value of the articles at current issuing prices, at present 3s. 3d., and will be required to take them up on repayment from service stocks if they do not bring them with them.

4626.—Commissioned Rescue Tugs—Victualling Arrangements

(V. 3311/43.—30 Sep. 1943.)

Attention is drawn to A.F.O. 4552/43 in Section 2 of this issue.

4627.—Engine Spares and Replacement Parts—Discounts applicable to Government Orders

(C.P. 55064/43.—30 Sep. 1943.)

An agreement has been entered into by the Ministry of Supply and the Internal Combustion Engine Manufacturers' Association for supply by members of the Association to Government Departments of engine spares not sold with or as an initial supply for engines replacement parts, at a discount of 10 per cent. from the lowest commercial price—this arrangement to apply to orders placed before the end of December, 1943, which have not yet been paid for.

2. Latest schedule of discounts (including the 10 per cent. discount referred to above) allowed by some of the firms who are parties to the above agreement is given below:

Firm	Lowest commercial prices	Discount for Government Orders
Ailsa Craig, Ltd. ...	List prices plus 40% less 20%.	List prices plus 40% less 20% less 10%.
Allen, W. H. ...	List prices plus 27½% less 20%.	List prices less 7½%.
British Auxiliaries ...	List prices.	List prices less 10% (except bought out).
Coventry Climax ...	List prices less 25%.	List prices less 25% less 10%.
Davey Paxman ...	List prices plus 10% to 45% less 33½%.	List prices plus 10% to 45% less 33½% less 10%.*
Gleniffer Engines... ..	List prices less 15%.	List prices less 15% less 10%.
McLaren, J. & H. ...	List prices plus 20% less 15%.	List prices plus 20% less 15% less 10%.
National Gas	List prices plus 27½% less 20%.	List prices plus 27½% less 20% less 10%.
Perkins	List prices.	List prices less 50% as arranged by M.A.P.
Petters	List prices.	List prices less 33½% as arranged by M.A.P.
Ruston & Hornsby ...	List prices less 25%.	List prices less 25% less 10%.
Stuart	List prices less 20%.	Same, i.e. list prices less 20%.
Tangyes	List prices less 25%.	List prices less 25% less 10%.

* After allowing the 10% discount from their lowest commercial prices, the net discounts from Messrs. Davey Paxman's list prices for Government orders are as follows:—

4633.—First Aid Envelopes—Issue to Personnel of Fleet Air Arm

(M.D.G. 31516/43.—30 Sep. 1943.)

First Aid Envelopes, 2 No., in the form of gloves for treatment of burns of the hand, are to be issued to all flying personnel of the Fleet Air Arm in addition to the first aid outfit supplied.

2. Medical officers issuing should ensure that all those supplied with the gloves are instructed on the method of use. In particular it should be emphasised that anti-burn jelly is not to be used in conjunction with the glove.

4634.—Medical Stores—Addition*Coastal Force Craft*

(M.D.G. 39050/43.—30 Sep. 1943.)

The following addition is to be made to the scale of contents of No. 7 and No. 8 Medicine Chests supplied to Coastal Force Craft:—

Sodium bicarbonate solution pellets, gr. 30—100 No.

2. These solution pellets are being supplied for the first aid treatment of "acid burns". Six pellets added to half a pint of cold water and well shaken will make a suitable solution.

3. Demands for the solution pellets should be made by vessels on the nearest medical depot.

Section 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE**4635.—Amendments to Books**

(E.F.O.—30 Sep. 1943.)

The undermentioned amendments (A.F.Os. P.564—567/43) to B.R. and O.U. books are available for issue from the R.N. Store Depot, Elveden Road, Park Royal, N.W.10, in accordance with A.F.O. 1268/39, paragraph 3.

Demands from shore establishments in the Portsmouth Command should be sent to the Portsmouth Book Office, 54, Bedford Street, Leamington Spa, Warwickshire, and from those in the Plymouth Command, to the Devonport Book Office, R.N. Port Library, Devonport. Demands from other shore establishments at home should be sent to the 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.564/43.—B.R. 785—Handbook for 2-pdr., Mark VIII Gun on Marks VIA and VA Mountings, 1943—Amendment No. 1.

P.565/43.—B.R. 258(41)—Handbook and Drill Book for the 2-pdr. Q.F., Mark VIII Gun on the single Mark VIII* Mounting—Amendment No. 8.

P.566/43.—B.R. 632C—Gunnery Training Manual, Volume III—Amendment No. 5.

P.567/43.—B.R. 816 (formerly C.B. 3070(43)) Handbook for the 2-in. Rocket, Mark II (P) Pillar Box Mounting, 1943—Amendment No. 3.

(A.F.O. 4496/43.)

4636.—A.M.S.Is.

(E.F.O.—30 Sep. 1943.)

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

(A.F.O. 4497/43.)

4637.—Corvettes, Nore Command—Designation

(M. 2568/43.—30 Sep. 1943.)

The First A/S Striking Force will in future be known as the "First Corvette Flotilla". Correspondence should be addressed accordingly.

4638.—Merchant Aircraft Carriers—Designation

(M.010111/43.—30 Sep. 1943.)

In order that grain and tanker merchant ships which have been converted to operate aircraft as well as carrying on with their normal merchant ship duties may be readily distinguishable when mentioned by name in signals and correspondence, they are always to be prefixed with the signification "M.A.C. Ship".

(A.G.M. 651A of 22 Sep. 1943 is cancelled.)

4639.—Torpedoes and their Accessories—Procedure for Reporting Defects

(T.09062/43.—30 Sep. 1943.)

Defects discovered in torpedoes and their accessories are at present reported by all ships, shore bases and R.N. air stations:—

(a) On Form S.1161 in accordance with A.F.O. 222/43. This form is forwarded to the Secretary of the Admiralty (D.T.M.) through the Administrative Authority concerned, with direct copies to the Captain, H.M.S. "Vernon" (W), and if the torpedo is returned to a torpedo depot, to the torpedo Engineer Officer concerned.

(b) On Form O.414C, a copy of which is received with each torpedo issued from a torpedo depot and is returned after completion by the ship or establishment receiving the torpedo to the Torpedo Engineer Officer of the depot concerned.

2. Defects in new torpedoes and their components are also reported by destroyers and submarines and their depot ships and shore bases in accordance with Admiralty Letter T.08702/43 dated 14th May, 1943, to the Secretary of the Admiralty (for D.T.M.), with copies to the Administrative Authority and the Captain, H.M.S. "Vernon" (W).

3. Experience has shown that the information called for in the reports referred to in paragraph 2 above is adequately covered by the Form S.1161. These reports are therefore to be forwarded in future on Form S.1161 in accordance with the instructions given on the form, and Admiralty Letter T.08702/43, dated 14th May, 1943, is to be regarded as cancelled. This alteration in procedure will result in a considerable reduction of labour in the case of certain ships.

4. The information returned to the issuing torpedo depot on Form O.414C is to be confined to details of:—

(i) any parts missing from the torpedo on receipt and not already explained by the depot on the reverse of the form O.414C.

(ii) any damage received during transit.

5. The amended procedure for reporting defects is now therefore as follows:—

(a) missing parts or external damage found in torpedoes on receipt from a torpedo depot to be reported to the torpedo engineer officer of the depot on Form O.414C.

(b) All defects, other than those in (a), found in new or old torpedoes and their accessories, and omissions of any approved modifications, to be reported by all ships, shore bases and R.N. air stations on Form S.1161 in accordance with the "instructions for rendering" given on the form.

(A.F.O. 222/43.)

(Admiralty Letter T.08702/43, dated 14 May, 1943, is cancelled)

4640.—C.Bs. and O.U. Books—Declassification

(Sta./G.D. 0780/43.—30 Sep. 1943.)

The books of the C.B. and O.U. series, shown in the Appendices to this Order, have been declassified to the books of reference series, and allotted the B.R. numbers shown.

2. It is not the intention to increase the number of copies of any book declassified, as reprinting can only be carried out at the present time at the expense of the printing of new books urgently required at sea. Demands for additional copies should therefore not be made, and care is to be taken to ensure that the copies at present held are not lost.

APPENDIX I.—C.Bs. DECLASSIFIED

C.B. No.	B.R. No.	C.B. No.	B.R. No.
1850	900	4028(1)	913(1)
1886/38	901/38	4028(2)	913(2)
1886/34(1)	901/34(1)	4028(2) (1)	913(2) (1)
1886/34(2)	901/34(2)	4028(3)	913(3)
1886/38(4)	901/38(4)	4028(4)	913(4)
4072	902	4028(5)	913(5)
1807A	903A	4028(6)	913(6)
1807B	903B	4028(7)	913(7)
1798A	904A	4028(8)	913(8)
1798A(1)	904A(1)	4028(9)*	913(9)
1798A(2)	904A(2)	4028(10)*	913(10)
1798B	904B	4028(11)*	913(11)
1938/37	905/37	1953	914
4067	906	4108	915
4017	907	4167	916
4017(1)	907(1)	4070	917
4113	908	4087(40)	918(40)
1877	909	4056	919
1975	910	4056A	919A
4083A	911A	4056B	919B
4083B	911B	4056C	919C
1925(1)	912(1)	4056D	919D
1925(1) (A)	912(1) (A)	4056E	919E
1925(2) (40)	912(2) (40)	4056F	919F
1925(3)	912(3)	4056(1)	919(1)
1925(4)	912(4)	4056(2)	919(2)
1925(5)	912(5)	4056(3)	919(3)
1925(6)	912(6)	4056(4)	919(4)
1925(6) (1)	912(6) (1)	4056(5)	919(5)
1925(7)	912(7)	3078	920
1925(7) (1)	912(7) (1)	4085	921
1925(8)	912(8)	4154	844
1923(9) (40)	912(9) (40)	3065	843
1925(10)	912(10)	3104	924
1925(11)	912(11)	4146	925
1925(11) (1)	912(11) (1)	4145	926
1925(12)	912(12)	3089	927
1925(13)	912(13)	3063	862
1925(14)	912(14)	3113*	863
1925(15)	912(15)	3105	864
1925(16)	912(16)		

* Not yet issued.

Note.—C.B.1925 (G.B. & I.) and C.B.4028 (G.B. & I.) should be retained for new confidential books in these series. A separate Guard Book and Index for each of the B.R.912 and 913 series will be supplied.

APPENDIX II.—O.U. BOOKS DECLASSIFIED

O.U. No.	B.R. No.	O.U. No.	B.R. No.
5521	928	6226	957
5522	929	6227	958
5527	930	6214	959
6316	931	6214A	959A
5463	932	6214(1)	929(1)
6192	933	6214(2)	929(2)
6192(1)	933(1)	6358A	960A
6127	934	6358B	960B
6127(1)	934(1)	6359A	961A
6127(2)	934(2)	6359B	961B
6125	935	6359A(1)	961A(1)
6125A	935A	6360	962
6365	937	6212	963
6196	938	6212A	963A
6196A	938A	6172	964
6196B	938B	6235	965
6196C	938C	6235(1)	965(1)
6196D	938D	6306	966
5379	939	6362	967
5429	940	5352	968
5424	941	5514	969
5418	942	5483	970
5456	943	6357(2)	847
5488	944	6302	971
5515	945	6302(1)	971(1)
5435	947	5465	972
5501	948	6246	973
5509	949	5437	974
5543	950	5362A	632A
5520	953	5362B	632B
5523	954	5459	976
5503	955	5467	977
6213	956	5439	978
6213A	956A	6090	980
6213B	956B	6090A to Z	980 A to Z
		incl.	incl.
5491(1)	860(1)	6066	981
5491(2)	860(2)	6066A	981A
5491(3)	860(3)	6043	870
5484	860(4)	6043(1)	870(1)
5341	860(5)	6043A	870A
5408A	862A	6043B	870B
6394	871		

4641.—S.D.0201 (IFF, Mark II) and S.D.0205, Chapters 1, 2 and 12 only (ASV, Mark II)—De-grading

(M. 010309/43.—30 Sep. 1943.)

S.D. 0201 (IFF, Mark II) and S.D. 0205, Chapters 1, 2 and 12 only (ASV, Mark II) are now down-graded to "Restricted Official Use", and where held are to be removed from registered charge forthwith. Existing copies are to be amended accordingly. S.D.0201 will in future be known as AP 2543 and S.D. 0205, Chapters 1, 2 and 12, as AP 2544.

4642.—B.R. 4—Naval Storekeeping Manual

(N.S. Air 873/42.—30 Sep. 1943.)

Copies of Chapter IX of B.R. 4, Part II, have been distributed to services in accordance with the allowances detailed in A.P. (N) 1.

2. The instructions contained therein are to be regarded as superseding those contained in Appendix X to B.R. 4, Part I, which is now cancelled.

4643.—B.R. 161 and 161 (1)—Revision of Establishment

(Sta. 15986/43.—30 Sep. 1943.)

The establishment of B.R. 161, Royal Naval Handbook of Small Arm Courses for H.M. Fleet, with Addendum No. 1—B.R. 161 (1)—has been revised, and is now as follows. Copies in excess of these allowances are to be returned to the R.N. Store Depot, Edgware Road, Cricklewood, N.W.2, through distributing authorities, forthwith.

Battleships, battle cruisers and cruisers	5
Destroyer depot ships and bases	5
Submarine depot ships and bases... ..	5*
Flotilla leaders, repair ships, destroyers, sloops, ocean boarding vessels, and landing craft carriers	2
Frigates, corvettes, mine destructor vessels, minelayers, minesweepers, and surveying vessels	1
Monitors and armed merchant cruisers	2
Trawlers, tugs manned with Naval crews, coastal force bases, armed boarding vessels, port war and war signal stations, Naval W/T (including D/F) stations, and Boom, boom working and boom gate vessels.	1
Contraband control bases	1†

* Plus one copy for submarines.

† Plus one copy per guardship.

4644.—B.R. 768—Drill for 4-in. Mark XIX Gun on C.P. Mark XXIII Mountings—Issue

(G. 5665/42.—30 Sep. 1943.)

A.F.O. 1143/43 is to be amended as follows:—

Delete "Frigates" and "A/S Trawlers" and substitute:—

Frigates ("River" Class)	4 copies
Corvettes ("Flower" Class and "Castle" Class)	2 copies if fitted
A/S Trawlers (Military Class)	2 copies
Other H.M. ships fitted	2 copies
Defensively equipped merchant ship fitted	1 copy.

(A.F.O. 1143/43.)

4645.—Form D.66—Invoice of Naval Stores—Revision

(N.S. 300/43.—30 Sep. 1943.)

Form D.66 (Invoice of Naval Stores) has been revised to meet requirements of Naval Store Depots where stores are sent from or to an address different from the Headquarters address of the Depot.

2. The old forms should continue to be used for inter-Home Yard and Home and Foreign Yard transactions until stocks are exhausted.

3. Supplies of the revised forms are now available at Park Royal.

4646.—Form M.6—Weekly Sick Report—Training Establishments—Establishment of

(Stationery 16141/43.—30 Sep. 1943.)

The weekly Sick Report (Training Establishments) hitherto rendered in manuscript and on locally produced forms has now been established as Form M.6.

2. Issue will be made on demands addressed to the Superintending Naval Store Officer, R.N. Store Depot, Elveden Road, Park Royal, N.W.10, when supplies become available.

4647.—Form O.6—Ammunition Labels—Instructions Regarding Certain Obsolete Labels

(A.S. 13185/43.—30 Sep. 1943.)

Certain ammunition labels in the "N" series are now obsolete though not yet deleted from the established list (Form O.6).

2. The serial numbers of these labels are as follows and in order that supplies be not printed unnecessarily it is specially important that these labels be not demanded from Wolverhampton unless required for a definite purpose.

N. 2	N.116	N.294	N.456	N.549	N.710
3	126	308	457	550	711
8	127	309	458	551	716
9	128	318	459	552	717
15	146	319	460	553	722
16	147	320	461	554	732
17	148	321	462	555	749
18	149	322	463	556	750
21	150	331	464	573	751
26	151	358	474	574	752
31	152	364	476	575	761
32	155	365	478	576	762
33	178	381	480	586	792
40	179	389	481	587	793
42	183	391	482	593	800
47	184	393	483	594	816
49	190	395	484	595	826
50	192	410	485	596	840
51	193	411	486	597	
52	194	427	487	598	
61	195	428	492	599	
64	197	429	522	600	
66	198	430	532	601	
67	203	434	541	602	
68	204	436	542	603	
70	212	439	543	604	
71	218	446	544	656	
73	219	448	545	664	
97	223	450	546	675	
103	228	451	547	676	
105	229	455	548	685	

3. Form O.6 at Naval armament depots etc., should be endorsed accordingly.

4. The following labels are now obsolete and are to be deleted from Form O.6 viz:—

N.1	N.182	N.337	N.383	N.744	N.757
19	199	338	698	745	758
20	202	372	737	746	759
100	220	373	738	747	760
106	286	374	739	748	798
107	287	375	740	753	
143	288	376	741	754	
144	289	381	742	755	
181	290	382	743	756	

4648.—Forms S.423 and S.423A—Monthly Returns of Air Work

Ships fitted with Catapults or Accelerators

(A. 188/43.—30 Sep. 1943.)

Monthly returns of air work on Forms S.423 and S.423A are frequently incorrectly completed under the entries of "Total No. of launches since ropes were renewed" and "Date of renewal of ropes".

As it is from the information given in these forms that the working life of accelerator and catapult ropes is assessed, it is of importance that correct returns are rendered.

2. The date of renewal of ropes is the date of renewal of the acceleration or retardation ropes. If only one has been renewed then this should be stated. If the ropes have not been renewed since the installation of the catapult or accelerator in the ship, then the date of final acceptance trials of the gear after installation in the ship should be inserted.

4649.—Form S.507 (W)—Half Yearly Return of Ratings, etc. Recommended for Advancement in the W.R.N.S.

(N. 21109/43.—30 Sep. 1943.)

The following amendments to Form S.507 (W) have been approved and existing forms are to be amended in manuscript :—

Column 5.

Delete Date of Commencement of Efficiency (Av. or A.A.)

Substitute Date passed professionally (where applicable).

Column 6.

Amend to read Date of commencement of "Very Good" Conduct.

4650.—Form S.1183—Report of Defective Radio Equipment or Component

(S.D./Sta. 14032/43.—30 Sep. 1943.)

The following amendment is to be made to A.F.O. 4136/43 :—

Paragraph 2, line 2. After "equipment" *add* "(except airborne radio)".

(A.F.O. 4136/43.)

4651.—Concession Telegrams

(M. 010221/43.—30 Sep. 1943.)

The following amendment is to be made to A.F.O. 1457/42 (as amended by A.F.O. 5478/42) :—

For paragraph 1 (i), Section II, *read*—

"(i) Present name of ship, squadron or unit, rating or rank of sender must not be mentioned.

It will, however, be permitted to notify changes of address, provided that strict censorship is instituted on the station to ensure that anticipated moves of special shore establishments and important units are not thereby disclosed, either locally or to any person to whom the message is addressed. In any case, if necessary to mention the name of a major war vessel or confidential matter of any kind, the telegram must be coded. Messages sent by officers of Lieutenant rank and above must also be coded."

(A.F.O. 1457/42 and C.A.F.O. 2123/43.)

(A.F.O. 5478/42 is cancelled.)

4652.—R.N. Air Station, Grimsetter—Telegraphic Address

(A. 01178/43.—30 Sep. 1943.)

The correct telegraphic address of R.N. Air Station, Grimsetter is "CONAS TANKERNESS".

A.F.O. 4378/43 is to be amended accordingly.

(A.F.O. 4378/43.)

Section 6.—SHORE ESTABLISHMENTS

4653.—Civil Servants Serving with the Forces—Returns

(C.E. 12993/43.—30 Sep. 1943.)

Establishments are reminded that a further return, showing the position as at 1st October, 1943, is to be rendered of Civil Servants—non-industrial and industrial—who have been released for service with H.M. Forces or the Civil Defence Forces, and who are eligible to receive balance of civil pay, whether in receipt of it or not.

2. The return is to be in the form set out in A.F.O. 3127/39 and is to be forwarded to the Admiralty (C.E. Branch II, Bath), *not later than 10th October, 1943*.

3. It should be observed that when any draughtsmen are included in the return, the number of such officers whose grades are basically industrial should be stated.

(A.F.O. 3127/39.)

4654.—Income Tax—Revision of Deductions on Marriage of Single Women

(D.N.A. 14896/43.—30 Sep. 1943.)

Where a single woman whose earnings are £250 per annum or less marries during the income tax year and claims that her liability to tax is affected, a variation of deductions (provisional or otherwise) may be made in accordance with the scale given below, pending receipt of a precise charge from D.C.B.

2. The reductions shown are approximate only and are explained by the fact that there are two separate income tax assessments, one on the woman as a single person to date of marriage and the other on the husband from date of marriage.

Month of marriage	Amount by which charges for the year may be reduced						
	£						
April	—
May	5
June	10
July	15
August	20
September	26
October	26
November	20
December	15
January	10
February	5
March	—

3. If the amount of the charge for the year is less than the amount of the appropriate reduction shown above then the effect is to reduce the tax payable for the year to nil.

4. If at the date of marriage tax deductions have already exceeded the amount due for the year, computed by reference to the scale, refund of the excess should not be made until a corrected charge has been received from D.C.B.

4655.—Factories (Canteens) Order, 1943—Organisation and Management of Canteens for Industrial Workpeople

(L. 7331/43.—30 Sep. 1943.)

The following *amendment* is to be made to A.F.O. 3515/43 :—

Paragraph 2 (a)—

For "250 industrial Admiralty employees" *read* "25% industrial Admiralty employees".

(A.F.O. 3515/43.)

4656.—Minor Cash Duties—Responsibility for

(C.E. 11363/43.—30 Sep. 1943.)

Under present conditions it is often necessary in the smaller offices and establishments, where cash work is not a normal function, for the responsibility for holding public money for the payment of salaries, wages, etc., and for payment from contingent accounts to be delegated to members of the staff who would not be required to carry out such duties under normal conditions.

2. The officers-in-charge of such offices and establishments should make it their duty to satisfy themselves that these minor cash duties are being correctly and properly carried out and where arrangements to this end are not already in force, they should be instituted forthwith.

**4657.—Admiralty Stores in Transit by Rail—Loss of or Damage to
Commutation of Claims**

(N.S. 586/42.—30 Sep. 1943.)

Arrangements have been made with the Railway Executive Committee for the commutation of all claims made against the railway companies for the loss of, or damage to, Admiralty stores and equipment consigned on Form D.80, whether despatched by goods or passenger train, and no further claims in this respect are to be made by naval establishments.

2. All claims for loss or damage made against the railway companies up to 30th June, 1943, and still in correspondence are to be settled locally, payment being made by the railway companies of 12½ per cent. of the amounts claimed.

3. Commencing with the July, 1943, goods and passenger accounts, Director of Navy Accounts is to deduct each month 0.03 per cent. of the amounts charged for railway carriage in lieu of claims against the railway companies for loss of, or damage to, Admiralty stores.

4. All salvage and goods found by the railway companies without account, which are known to be Admiralty property, are to be handed back without payment.

5. The railway companies will continue to give proof of delivery in particular instances when requested, or make special enquiries as may be necessary having regard to the nature of the traffic involved.

6. A record is to be kept of all losses of Admiralty stores, etc., and such losses are to be reported immediately (without claim) to the local railway officials to enable enquiries to be instituted with a view to tracing the missing stores.

7. In the event of any material increase in the number of losses, or of damage of a recurring nature, particulars are to be reported to the Admiralty, *e.g.*, Director of Stores, Director of Armament Supply, or Director of Victualling, as appropriate.

8. Stores consigned direct to and from Northern Ireland and all coal and coke traffic are excluded from this arrangement.

**4658.—Cables, Electric, to Admiralty Standard and G.D.E. Specifications—
Elimination of Tinning from Polyvinyl-Chloride Insulated Conductors**

(N.S./D. 10366/43.—30 Sep. 1943.)

Attention is drawn to A.F.O. 4603/43 in Section 3 of this issue.

4659.—Ferrous and Non-Ferrous Scrap—Disposal of

(A.S./N.S. 29972/43.—30 Sep. 1943.)

The following amendment is to be made to A.F.O. 2455/43:—

Paragraph 4. *Insert* at end:—

“In addition plugs are to be removed from all empty shell, bomb casings, etc., before despatch to scrap merchants”.

(A.F.O. 2455/43.)

4660.—Motor Transport Vehicles—Spares—Major Assemblies and Tyres

See AFO 6147/46
6390/46
6594/46
 (N.S.M.T. 2256/43.—30 Sep. 1943.)

Stocks of M/T spares for Admiralty vehicles are maintained at yards and depots shown below, and demands from Admiralty establishments within the areas indicated should be forwarded to the respective Superintending Naval Store Officers:—

(Areas (Counties of).	Storing Yard
Kent, Essex, Suffolk, Norfolk, Cambridge, Huntingdon, Northampton, Rutland, Leicester, Nottingham, Lincoln and East Yorkshire.	Superintending Naval Store Officer, H.M. Dockyard, Chatham.
Sussex, Hampshire, Surrey, Wiltshire, Dorset.	Superintending Naval Store Officer, H.M. Dockyard, Portsmouth.
Cornwall, Devon, Somerset, Gloucester, Monmouth, Hereford, Glamorgan, Brecknock, Radnor, Cardigan, Carmarthen, Pembroke and Worcester.	Superintending Naval Store Officer, H.M. Dockyard, Devonport.
Cumberland, Westmoreland, Lancashire, Cheshire, Flint, Denbigh, Caernarvon, Merioneth, Montgomery, Shropshire, Stafford, Warwick, Derby, West Yorkshire, Isle of Man, and all Counties in Northern Ireland.	Superintending Naval Store Officer, (Mersey Area), Royal Liver Buildings, Liverpool.
All Scottish Counties, Orkneys, Shetlands, Northumberland and Durham.	Superintending Naval Store Officer, H.M. Dockyard, Rosyth.
London, Middlesex, Hertford, Bedford, Buckingham, Oxford, Berkshire. (Superintending Naval Store Officer, Park Royal, will also meet overseas requirements.)	Superintending Naval Store Officer, (Park Royal), R.N. M/T Depot, 35B, Wellesley Road, Chiswick.

2. *Information required on Demands for M/T Spares.*—Demands, which may, in the case of remote Establishments, provide for a small reserve of fast-wearing parts, should contain the following information:—

- The make, R.N., chassis and engine No. (including serial letter, if any) of the vehicle concerned.
- The correct name and part No. of the item as given in the vehicle maker's spares part list or catalogue. Where the part needed does not appear in the maker's list or the latter is not available, demands are to indicate as much information as possible to assist in ready identification.
- The contract No. of the vehicle. This contract No. (which applies to vehicles *ex* the Ministry of Supply, the War Office, and/or the Air Ministry) is stamped on a brass plate usually to be found either on the dashboard of the vehicle or inside the bonnet. Vehicles of American and Canadian manufacture similarly carry a plate bearing a SPLY/MECH. No. which is the contract No.

3. *Action where defects occur within 12 months of the supply of a new vehicle.*—Under war-time conditions, vehicle manufacturers no longer give firm guarantees, but should a defect occur to a new vehicle within 12 months, a statement should be sent to the appropriate Superintending Naval Store Officer showing:—

- The nature of the defect;
- The apparent cause of the defect; and
- The mileage run by the vehicle.

Local action should be taken by the Superintending Naval Store Officers with the manufacturer to obtain replacement parts free of charge, and should the defect be found to be due to faulty workmanship or material, Establishments demands for spares under this category should be endorsed “for defect which has occurred within 12 months”.

4. *Major assemblies for Admiralty vehicles.*—Complete replacement major assemblies, i.e. engines, gear boxes, front and rear axles, for standard makes of vehicles in Admiralty service, are available at the storing yards and should be demanded when an assembly is worn or damaged to such an extent that local repair is not practicable or cannot be executed speedily. In such cases the worn or damaged unit is to be returned to the storing yard for re-conditioning and return to stock.

5. *Spares for Admiralty vehicles obtained by local purchase.*—(a) Orders may continue to be placed by Establishments with manufacturers' local agents (if they hold the parts in stock), for small quantities of M/T spares required for an urgent service, provided supply is not readily available from the storing yards. The usual discounts on list prices should be obtained in such purchases which should never be made direct from manufacturers.

(b) Twenty-one days is considered a reasonable time for delivery. If delivery cannot be made within 21 days, a "Spares Shortage Certificate" (see Appendix A) should be completed, quoting at (4) the Establishment order number, and forwarded in duplicate to:—

Ministry of Supply, V.S.I.O.,
Colquhoun House,
Broadwick Street, London, W.1.

6. *Repairs through commercial facilities.*—(a) Repairs to Admiralty vehicles beyond the resources of the establishment, should whenever possible be undertaken by an authorised service station or agent for the make of vehicle concerned. Care is to be taken that so far as possible only fittings standard to the make of vehicle are supplied, and detailed estimates should be obtained in all cases. Where the estimate is £50 or less and it is considered satisfactory, the work may be completed by local order, but where the estimate for a vehicle exceeds £50, such estimate is to be referred to the Director of Stores (M/T Section), London for recommendation as to acceptance.

(b) The following procedure is required to be followed for hastening the supply of any spares which have been ordered by the local repairer for an R.N. vehicle:—

A "Certificate of Need" (supplied by the garage) must be completed immediately. The civilian garage will forward this certificate with the order for spare parts to the manufacturer or his agent. If delivery of the spare parts requested cannot be obtained within 21 days, a "Spares Shortage Certificate" (see Appendix A) should be completed by the R.N. establishment concerned, quoting at (4) the order number, date, name and address of the garage, agents, or distributors placing the actual order with the manufacturer of the spare parts required and forward in duplicate to:—

Ministry of Supply, V.S.I.O.,
Colquhoun House,
Broadwick Street, London, W.1.

7. *M/T Spares for private cars engaged on Admiralty Service.*—The procedure for obtaining spares required for the repair of a privately-owned car which is being used on Admiralty service either under a "G" Licence or an ordinary Licence, for which petrol coupons are issued by the Admiralty, is as follows:—

(a) When the car is sent to a garage for repair a "Certificate of Need" supplied to the garage, must be completed immediately. The garage will send the Certificate with the order for spare parts to the manufacturer.

(b) If the garage advises that delivery of the spare parts cannot be effected within twenty-one days, application for assistance in obtaining parts, in the form of a letter, should be made by the owner of the private car to:—

The Regional Maintenance Officer,
c/o The Regional Transport Commissioner,
Ministry of War Transport,
.....Area (see Appendix B for address).

(c) The name and address of the garage, agents or distributors placing the order with the manufacturer and the number and date of that order must be given. Information supplied by letter to the Regional Maintenance Officer must be complete, showing the engine and chassis numbers of the vehicle with full particulars of the parts required to complete the repair.

(d) The application should be endorsed by a Senior Officer of the establishment or Department on whose service the private car is being used, certifying that the car is employed on Admiralty services.

8. *Tyre and wheel demands for Admiralty vehicles.*—(a) Establishments should as far as possible anticipate tyre requirements two months ahead and should demand in accordance with paragraph 1 above, giving the R.N. number, type and make of vehicle concerned, and the size and type of tyre required.

(b) Demands for wheels should be made similarly, but the maker's part number for the wheel should, whenever possible, also be given.

(c) Certain reconditioned tyres will in future bear a marking "Grade II" immediately preceding the "Rebuilt" serial number. Tyres with such markings are suitable only for use in the U.K. and not for service overseas.

9. *In view of the acute shortage of rubber, spare wheels and tyres will not be supplied for Admiralty vehicles engaged on local work in R.N. M/T pools.*

10. *Tyre requirements for private cars used on Admiralty Service.*—(a) Naval and civilian personnel using their cars for official journeys and supplied with "E" petrol coupons by Admiralty Issuing Authorities are entitled to apply for replacement of tyres as necessity arises.

(b) Applications will require to be made on Ministry of Supply forms T.F.B.1, obtainable from Admiralty Issuing Authorities. Supplies of Form T.F.B.1 have been forwarded to issuing authorities who should demand subsequent requirements from the Superintending Naval Store Officer, Park Royal.

(c) The form, after being completed by the applicant, is to be certified by the head of the department or establishment and forwarded to the Regional Petroleum Officer for the area in which the applicant resides (see Appendix II of A.F.O. 3001/40). The form should be accompanied by the applicant's car registration book.

(d) The Regional Petroleum Officer will then forward to the applicant a form T.F.A.2 which will bear a serial number, and date of issue and which will be valid for a period not exceeding two months.

(e) This form T.F.A.2, after completion by the applicant, should be taken with the applicant's car to the nearest Ministry of Supply authorised tyre depot, where the existing tyres on the car will be inspected. If replacements are considered essential, the tyre (or tyres), if in stock, will be fitted. If the required size of tyre is not in stock the form will be retained by the tyre depot, who will advise the user when a suitable tyre (or tyres) is (or are) available for issue. No charge for fitting will be made.

(f) Worn tyres replaced will be required to be surrendered to the tyre depot, no allowance being made to the applicant. The applicant will be required to pay cash for new tyres fitted.

(g) Replacement tyres will be new, retreaded, or partly worn, and will be supplied at controlled prices.

(h) In the event of an applicant being refused a tyre by the tyre depot, i.e. because existing tyres are considered to be serviceable, the form T.F.A.2 may be retained by the applicant and presented to the same tyre depot later, within the validity period of two months. If no tyre is supplied by the end of this period, the form must be returned by the applicant to the Regional Petroleum Officer.

(i) In view of the acute shortage of rubber, heads of departments and establishments are to limit applications from Naval and civilian personnel to absolute essential Service needs.

(j) Applicants who receive an allowance of "E" supplementary petrol coupons from a Regional Petroleum Office as well as from an Admiralty Issuing Authority, are required to apply direct to the Regional Petroleum Office, if the Petroleum Office allowance is greater than the Admiralty allowance. In such circumstances, applications should be made direct to the Regional Petroleum Office, supplying the supplementary petrol coupons, on Form T.F.A.1 obtainable from any Post Office.

(k) Motor bicycle and pedal bicycle tyres are not included in the above arrangements and will continue to be available in limited quantities from the usual sources of supply.

(l) The term "tyre" referred to in this order relates to both covers and tubes.

APPENDIX "A"
Spares Shortage Certificate

Serial No.....RN/S.....

From Admiralty
Establishment.....

To Ministry of Supply (V.S.I.C.),
Colquhoun House, Broadwick Street, London, W.1.

I certify this vehicle to be owned by the Admiralty and that it is immobilised.

Signed.....

Rank

Date.....

1. Particulars of Motor Vehicle or Motor Cycle.

(a) Make.....

(b) Horse Power or Type.....

(c) Year of Make.....

(d) Chassis No.

(e) Engine No.

(f) Regn. No..... Service No.....

2. Spare Parts required.

Description of Part	Part No.	Description of Part	Part No.

3. Name and Address of Local Repairer.....
or Motor Agent (if applicable).....

4. Number and date of order placed with
Manufacturer of Spare Parts either
by repairer direct, or by manufac-
turer's accredited Agents or distri-
butor. (Yards ordering direct are to
give details of Yard order on Manu-
facturer.

Order placed by.....
.....
On

No.
Date

Note.—The Spares Shortage Certificate should be quarto in size and in the exact form set out above. Attention is directed to the following:—

- All details must be filled in.
- The certificate should be signed by a Senior Officer of the Establishment.
- Establishments are to prefix the symbol "RN/S" with the name of the Establishment applying for assistance followed by the appropriate serial number from one upwards.
- At (4) "Number and date of order placed on Manufacturer of Spare Parts", it will be appreciated that as the Ministry of Supply takes action at the manufacturer's end, it is essential that the order number, name and address, etc., should be that of the actual order placed with the manufacturer. If the part has not been ordered direct, but through an agent, the agent's order number must be obtained and quoted with the agent's name and address and date of order.

APPENDIX "B"
Ministry of War Transport Regional Offices

Northern Region	41-45, Grey Street, Newcastle-upon-Tyne, 1. (Newcastle 20353-4.)
North Eastern Region	44, The Headrow, Leeds, 1. (Leeds 29734-5.)
North Midland Region	Grosvenor House, Friar Lane, Nottingham. (Nottingham 44371-2-3.)
Eastern Region	Sussex House, Hobson Street, Cambridge. (Cambridge 3211-2.)
Metropolitan Region	Romney House, Tufton Street, London, S.W.1. (Abbey 4403-9.)
Southern Region	Chiltern Court, St. Peter's Avenue, Caversham, Reading. (Reading 72691/2.)
South Western Region	Beacon House, Queen's Road, Bristol, 8. (Bristol 34081-2.)
South Wales Region	Graham Buildings, Newport Road, Cardiff. (Cardiff 1554.)
North Wales	"Holmleigh", St. David's Road, Caernarvon. (Caernarvon 462.)
Midland Region	York House, Great Charles Street, Birmingham, 3. (Birmingham Central 7442-4.)
North Western Region	Arkwright House, Parsonage Gardens, Deansgate, Manchester, 3. (Manchester Blackfriars 6866-9.)
South Scotland Region	44-46, Palmerston Place, Edinburgh, 12. (Edinburgh 22184-5.)
North Scotland	14, Crown Terrace, Aberdeen. (Aberdeen 4918.)
South Eastern Region	Mount Ephraim House, Mount Ephraim, Tunbridge Wells. (Tunbridge Wells 3416-7-8.)

(A.F.Os. 3001/40, 3190/42 and 2001/43.)

(A.F.Os. 3068/40, 4905/41, 315/42, 1858/42 and 2689/42 are cancelled.)

4661.—Pulmonary Tuberculosis—Mass Radiography

(L. 164/43.—30 Sep. 1943.)

Under a scheme prepared by the Ministry of Health, arrangements have been made for the distribution to certain Local Authorities of radiographical units for the detection of pulmonary tuberculosis. X-Ray examination under the scheme is free and voluntary, and the Local Authorities concerned will no doubt in due course ask for the co-operation of Heads of Establishments in making the scheme known and in facilitating the attendance of those Admiralty employees who wish to have the benefit of this examination.

2. Assistance and co-operation should be afforded accordingly, and employees encouraged to take advantage of the scheme. It is probable that at large establishments arrangements will be made to bring the unit into the establishment, thereby reducing the loss of working time to a minimum, but in any case, whether the unit is on the premises or at a distance, employees attending for examination will be allowed pay at time rates for the period during which they are absent from work in order to attend the radiographical unit.

3. Suitable arrangements are to be made through the Local Authority, either by "appointment cards" or by nominal rolls to check attendances and times of arrival and leaving the unit, and employees should be informed that in order to qualify for the concession specified in paragraph 2, arrangements for their attendance must be made through their Departments.

