

**HEAD OF "P" BRANCH**

(See Diagram Issue No. 39/42)

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

# ADMIRALTY FLEET ORDERS

ADMIRALTY, S.W.1,

24th September, 1942.

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

A list of these Orders is enclosed.

By Command of their Lordships,

*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 revised Admiralty Fleet Order Volume Instructions—A.F.O. 4544/41, paragraph 10.

Head of "P" Branch *30*

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Head of "P" Branch

## ADMIRALTY FLEET ORDERS

No. Subject.

24th September, 1942.

## SECTION 1.—ADMINISTRATION OF THE FLEET, CEREMONIES, FOREIGN PORT REGULATIONS, ETC.

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 4577. Conduct of Minesweeping Trawlers when Encountering a Convoy.  
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 4599. Admiralty Surgeons and Agents.  
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 4601. Temporary Chaplains—Grant Towards Cost of Providing Portable Altar, Communion Table, Sacramental Vessels, etc.  
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 4605. Instructional Films—Requests for Copies and Return of Copies No Longer Required.  
 4606. Interviews with Naval Personnel and Unofficial Stories of Experiences at Sea.  
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 4610. Navy Meal Order (D.N.A. Form 899)—Completion.  
 4611. Purchase of Books at Concessional Rates by Naval Units.  
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 4618. Trafalgar Day Orphan Fund, 1941.  
 4619. W.R.N.S.—Convalescent Hospital at Elton Hall, Huntingdonshire.  
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*(Gunnery.—(Guns, Mountings, Ammunition, Turrets, Directors, Fire Control, Diving Apparatus, Magazines, etc., and Stores.)*

4620. Director Firing Gear—Armoured Hoods, Training Shafts to be Examined for Defects—A and A.  
 4621. Director Firing Gear—Type "H" Gyro Sights—Verifying Telescopes and Holders—Supply.

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

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

4622. Guns, B.L. 14-in. Mark VII—Implements Lock No. 1—Allowance.  
 4623. Guns and Breech Mechanisms, Q.F. 5.25-in., Mark I—Replacement of Enots Lubricating Nipples by Tecalemit Lubricators.  
 4624. Guns, Q.F. 4-in., Mark IX (U.S.A.) De-Coppering Charges in Practice Ammunition.  
 4625. Guns, Q.F., 6-pdr. Hotchkiss—Modification to Crank Handle.  
 4626. Gun Mountings, 2-pdr., Mark VII—Safety Firing Gear, and 710° Training Stops.  
 4627. Guns, Q.F. 2-pdr., Mark XIV—Modification to Pressure Gauge Adapter to Provide an Air Filter.  
 4628. Guns, Machine, 20 mm. Oerlikon—Failure of American Made Magazines.  
 4629. Guns, Machine, 0.5-in. Vickers, Mark III—Revised Nomenclature.  
 4630. Gun Ammunition and Depth Charges—Notes on Care and Maintenance in Tropical Weather.  
 4631. Ammunition Supply Arrangements.  
 4632. Bombs, Depth Charges—Stretcher, Bomb Loading—Use for Loading 500-lb. Bombs and Depth Charges.  
 4633. Rifle—Calibre Automatics—Inspection.  
 4634. Naval Aircraft Guns, etc.—Inspection.  
 4635. Sights—Eyeshooting Sights and Telescopes—Securing Clips for Rubber Eyepieces.  
 4636. P.A.Cs.—A.D., Type D; Main Container, Type C—Modification to Explosive Link Fittings.
- Torpedo.—(Torpedoes, Tubes, Mines and Minesweeping, Depth Charges, Paravanes, Electrical Equipment, Anti-Gas, Aircraft Torpedoes, etc., and Stores.)*
4637. Torpedoes, 21-in., Mark VIII\*\*—Fitment of Disc, St. No. 8674, in the Safety Valve Afterbody Access Door.  
 4638. Blowing Heads, 18-in., Mark XII Type—Revised Allowance.  
 4639. Bow Protector Paravanes—Towing Ropes—Splicing.  
 4640. Multiplane Kite—Otters, Pattern 8711—Modification.  
 4641. Torpedo Stores—Mirror, St. No. T.352—Issue.  
 4642. Torpedo Stores—Washers, Air Blast Gyro, Frame, St. No. 5735.  
 4643. Watertightness of Electrical Switchgear.
- Navigation.—(Navigation Stores, Sextants, Compasses, Charts, Anchors, Sails, etc.)*
4644. Safe Compass Distances.
- Engineer.—(Main and Auxiliary Engines, Boilers, other Machinery in Charge of the Engineer Officer, including Catapults, Coal and Oil Fuel, and Engineering Stores.)*
4645. Mercurous Grease—not to be used with Brasses and Bronzes.
- Signals.—(W/T and V/S Apparatus, R.D.F., D.F., S.R.E., Wa/T and Stores.)*
4646. R.D.F. Sets, Types 241, 290, 291, 286 P/PQ, 79M and 279M—Introduction of Improved Diode Valve.  
 4647. R.D.F., Type 252—Adjustments Required.  
 4648. Type 273 or 271M, R.D.F. Aerial Enclosure—Tufnol Bolts.  
 4649. W/T and R.D.F. Apparatus—Technical Inspection.  
 4650. Hailing Equipment, Type 431.  
 4651. Type 62X—Resilient Mounting of Panel 8T and Transmitter 7T—A. and A.
- Naval Aircraft.—(Technical.)*
4652. Cartridges, Electric, Engine Starter—Introduction and Use With Aero Engines.  
 4653. Taurus Aero-Engines—Rough Running.
- General.—(Hull, Armour, General Equipment and Fittings, etc., and Orders affecting two or more Departments.)*
4654. Fire Control—Evershed's Target Bearing Indicator System—Duplication of Needham's Shaker Equipment.  
 4655. Diesel-driven Portable Pumps—Additional Suction Hose for Ships with High Freeboard.  
 4656. Reduction of Topweight—Landing of Bollard Hoist—A. and A.  
 4657. Tanks for 18-in. Duplex Pistols.  
 4658. Alterations and Additions.  
 4659. Additional Naval Stores for R.M.Ls.  
 4660. Berthing Wires.  
 4661. Boom Defence Concrete Mooring Clumps.  
 4662. Kite Balloons Equipment—Fitting.  
 4663. Cinema Projectors, Pattern 7501—Carbon Brushes for Blower Motor.  
 4664. Compressed Asbestos Fibre Rings—Supplies from Messrs. Beldams Asbestos Co., Ltd.  
 4665. Cooking and Heating.  
 4666. Copper Hot Water Boilers and Fresh Water Pumps—Conservation of Tin.

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

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

- 4667. Firefighting Facilities—Allowances of Hoses.
- 4668. Hoses, Bronze, Flexible Suction—Allowances.
- 4669. Midship Awning—Fitting—A. and A.
- 4670. Recovery of Polythene from Scrapped or Redundant N.H.F. Cable—REPORTS.
- 4671. Replace Machinery—Spare Parts for Continental Diesel Engines.
- 4672. Salvage Pumps—Supply, Maintenance, etc.—A. and A.
- 4673. Squirt St. No. 1380—Modification to Spindle.
- 4674. Tool Kits for Artificer Branches.
- 4675. Wire Guards for Protector Frames of Water Gauges.
- 4676. Wrist Watches for Naval Flying Personnel.

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

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

- 4677. Blood Transfusion.
- 4677a. Purchase of Clothing for Theatrical Use—Issue of Coupons.
- 4678. Cap Ribbons.
- 4679. Loan Clothing.
- 4679a. Cloth and Diagonal Serge Suits.

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

- 4680. Amendments to Books.
- 4681. A.M.S.Is.
- 4682. Personnel Borne in Tenders—Correspondence to Parent Ships.
- 4683. B.R.366/42—Minesweeps, Surveying Sweeps, Paravane Equipments, etc.—Issue.
- 4684. B.R. 379—Establishment of Naval Stores.
- 4685. B.R. 637—Merchant Ships' Signal Book, Volume I. (Revised Edition)—Distribution.
- 4686. Range Tables—Revised Pages—Issue.
- 4687. Range Tables—Revised Pages—Issue.
- 4688. Errata to the Establishments of Naval Stores and List of Particulars.

## SECTION 6.—SHORE ESTABLISHMENTS

- 4689. Balance of Civil Pay—Service Emoluments, etc.
- 4690. The Essential Work (General Provisions) Orders, 1942—Scheduling of Admiralty Establishments.
- 4691. Travel Between Great Britain and Northern Ireland—Permit Regulations for Civilians.
- 4692. Women in Industrial Establishments—Withdrawal of Certain Grades.
- 4693. Fire Fighting Equipment Issued by Ministry of Works and Planning.
- 4694. H.M.S. "Cabot" and H.M.S. "Cabbala"—Transfer.
- 4695. Royal Fleet Auxiliary Officers on Passage to or From the United Kingdom—Advances.

(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.

## 4576.—Consular Appointments

(M. 3252/42.—24.9.1942.)

The British Vice-Consulate at Mossamedes, Portuguese West Africa, has again been closed.

2. The address of the British Consulate-General, New Orleans (U.S.A.), and of the Consular Security Officer is now :—

1022, Canal Building,  
210, Baronne Street,  
New Orleans, La.

(A.F.Os. 2458/41 and 3900/41.)

## 4577.—Conduct of Minesweeping Trawlers when Encountering a Convoy

(D.M.S./N.L. 9149/42.—24.9.1942.)

A.F.O. 1189/40 is cancelled.

## 4578.—Waste—Salvage of Rubber and Rubber Materials

(W.P.O. 1083/42.—24.9.1942.)

Attention is drawn to the Salvage of Waste Materials (No. 4) Order, 1942, made by the Minister of Supply, which is reproduced below. The need for rubber is vital, because 90 per cent. of the natural rubber resources in the world are now in enemy's hands.

The existing procedure for ensuring the strictest economy in the use of the materials referred to—and the routine of collecting and disposing of waste arisings will be found in C.A.F.O. 119/42, A.F.Os. 1860/42, 3469/42, 3291/42 and 4222/42.

*The Salvage of Waste Materials (No. 4) Order*

Whereas it appears to the Minister of Supply to be necessary for maintaining supplies and services essential to the life of the community and expedient that this Order should be made :

Now, therefore, the Minister of Supply in exercise of the powers conferred on him by Regulation 55 of the Defence (General) Regulations, 1939, hereby orders as follows :—

1. No person shall, except under the authority of and in accordance with a licence granted or a special or general direction issued by the Minister of Supply—

- (a) destroy any waste rubber,
- (b) throw away or abandon any waste rubber,
- (c) put any waste rubber in a refuse bin or other receptacle used for domestic or trade refuse, or
- (d) cause or permit any waste rubber awaiting or in the course of collection or sale to be or become mixed with any material or article other than waste rubber.

Provided that nothing in this Order shall prohibit or restrict the destruction of any waste rubber if and so far as necessary in the course of any process of manufacture, or for the purpose of saving property from immediate danger of destruction or damage by fire.

2. (1) The holder of any licence granted under this Order shall comply with any conditions contained or incorporated in the licence.

(2) If any licence so granted is revoked by the Minister of Supply, the holder of the licence shall forthwith deliver up the licence to the Minister or as directed by him.

## 3. In this Order :

"rubber" includes reclaimed rubber, liquid latex, gutta percha and balata, and

"waste rubber" means any worn-out, disused, discarded or waste material or article of the classes or descriptions specified in the Schedule to this Order, but does not include any material or article which is injurious to health or otherwise offensive.

4. This Order shall come into force on the 7th day of September, 1942, and may be cited as the Salvage of Waste Materials (No. 4) Order, 1942.

Dated this 31st day of August, 1942.

*The Schedule*

(a) Articles or materials of any of the following descriptions made wholly or partly of rubber :—

Balloons.	Horse-shoes and pads.
Balls—sport and toy.	Hosing and tubing.
Bathing-caps.	Hot-water bottles.
Beds—inflated and sponge.	Jar-rings.
Bulbs—horn, surgical, etc.	Mats and matting.
Carpet underlay.	Mattresses—inflated and sponge.
Catapult strip.	Milking, rubbers.
Corks and closures.	Pedal rubbers.
Corsets—all rubber.	Radiator hose.
Crepe-soled footwear.	Rollers.
Cushions—inflated and sponge.	Soles and heels.
Doorstops.	Sponge-backed flooring.
Draught excluders.	Sponges.
Ear plugs.	Squeegees.
Elastic cord and thread.	Stair treads and nosings.
Electric cable and wiring.	Stopper-rings.
Football bladders.	Teapot spouts.
Footwear, including Wellingtons and gum-boots.	Teats and soothers.
Flooring and tiling.	Tobacco pouches.
Gloves.	Tubing.
Goloshes.	Tyres—pneumatic (covers, tubes and flaps), solid and cushion of all types.
Grips, handlebars, etc.	Upholstery.

(b) Articles or materials of any other description made wholly or mainly of rubber.

(C.A.F.O. 119/42 ; A.F.Os. 1860/42, 3291/42, 3469/42 and 4222/42.)

**Section 2.—PERSONNEL, PAY, SERVICES, DISCIPLINE, etc.****4579.—Insignia, Decorations and Medals—Presentation by H.M. The King**

(H. & A. 555/42.—24.9.1942.)

The King has been graciously pleased to approve that officers and men of the same ship should receive their insignia, decorations and medals from him at Buckingham Palace at the same ceremony, when a number of awards have been made for any particular service, and such procedure is practicable.

2. This procedure has already been used for H.M.S. "Torbay" and is specially suited to the submarine service, but it is not to be limited to this service.

3. Commanding Officers should submit the names of those of their officers and men whom they propose to send to the same ceremony, which must be an "Investiture" and not a "Presentation of Medals."

(A.F.Os. 215/42, 976/42, 2466/42.)

**\*4580.—Honours and Awards—"London Gazette" Supplement of 15th September, 1942**

(H. & A.—24.9.1942.)

CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD,

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

15th September, 1942.

The KING has been graciously pleased to approve the award of the GEORGE CROSS for great gallantry and undaunted devotion to duty to :  
Temporary Lieutenant George Herbert Goodman, M.B.E., R.N.V.R.

The KING has been graciously pleased to give orders for the following appointments to the Most Excellent Order of the British Empire :

*To be an Additional Officer of the Military Division of the said  
Most Excellent Order*

Lieutenant-Commander Cecil Hamilton Holmes, R.N.

For skill and seamanship in rescuing survivors from a torpedoed Merchantman, when serving in H.M.S. "Witch".

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

Temporary Surgeon Lieutenant James Ambler Smart, M.B., B.S., M.R.C.S., L.R.C.P., R.N.V.R.

For skill and devoted service in the care of wounded after H.M.S. "Hermes" had been sunk by enemy air attacks in the Indian Ocean.

The KING has been graciously pleased to approve the award of the George Medal for gallantry and undaunted devotion to duty to :

Petty Officer William Brook Filer, P/JX.140118.

Painter Archibald John Russell, C/MX.62997.

The KING has been graciously pleased to approve the award of the British Empire Medal for bravery and seamanship in rescuing survivors from a torpedoed Merchantman, when serving in H.M.S. "Witch", to :  
Petty Officer Stanley Curtis Craggs, D/JX.131443.

ADMIRALTY,

Whitehall,

15th September, 1942.

The KING has been graciously pleased to give orders for the following Appointments to the Distinguished Service Order, and to approve the following Awards :—

For courage and skill in successful submarine patrols in H.M.S. "Turbulent" :

*To be a Companion of the Distinguished Service Order*

Commander John Wallace Linton, D.S.C., R.N.

*The Distinguished Service Cross*

Lieutenant Roy Bowmaker Foster, R.N.

Lieutenant (E) Peter Francis Noel Parker, R.N.

*The Distinguished Service Medal*

Chief Petty Officer William Kerly Hadley, P/J.107992.

Chief Petty Officer Sydney Cecil Kay, D/J.94705.

Chief Petty Officer George Harold Wilkes, C/JX.125656.

Engine Room Artificer 1st Class Philip Eustace King, D/MX.60476.

Electrical Artificer 1st Class Frederick Charles Morris, C/M.38173.

Stoker Petty Officer William Edward Sharp, D/K.66108.

Leading Seaman Robert Raymond Ivan Feasey, C/JX.141258.

Acting Leading Telegraphist William Richardson, P/JX. 154518.

*Mention in Despatches*

Sub-Lieutenant John Anthony Rose Troup, R.N.

Chief Petty Officer Albert Roy Lyfield, P/J. 91592.

Engine Room Artificer 3rd Class Arthur Stanley Crowston, D.S.M., P/MX. 54553.

Petty Officer William Hogg, D/J. 102496.

Acting Yeoman of Signals William Carton Peebles, D/JX.142798.  
 Acting Stoker Petty Officer Christopher Albert Lloyd, D/KX82609.  
 Temporary Petty Officer Cook (S) Tom Gardner, P/MX.49964.  
 Acting Leading Stoker Frank Thomas Wheeler, C/KX.94979.  
 Acting Leading Stoker William Leonard Sutton, P/KX.79453.  
 Leading Seaman Henry Frederick Walker, C/JX.129550.  
 Able Seaman William Arthur Glester, C/SSX.32771.  
 Stoker 1st Class Walter James Dye, P/KX.90571.

For bravery and skill in action against enemy aircraft while serving in H.M.S. "Wild Swan".

*To be a Companion of the Distinguished Service Order*

Lieutenant-Commander Claude Edward Lutley Sclater, R.N.

*The Distinguished Service Cross*

Lieutenant David Haigh Revill, R.N.R.

*The Distinguished Service Medal*

Acting Leading Seaman David Scott, P/JX.150146.

Able Seaman John George Fisher, P/SSX.21571.

*Mention in Despatches*

Lieutenant Kenneth Talbot Holland, R.N.  
 Temporary Sub-Lieutenant Owen Sidney Pugh, R.N.V.R.  
 Chief Petty Officer Steward Hiram Wyndham Morgan, P/L.14753.  
 Petty Officer Arthur Wells, P/JX.126158.  
 Acting Leading Seaman Alexander McLeod, P/JX.134063.  
 Able Seaman Leslie Dennis Amos, P/SSX.26583.  
 Able Seaman Harold Reuben Pearce, P/SSX.30650.

For bravery and determination in action against the enemy while serving in H.M. Ships "Cornelian" and "Ruby".

*The Distinguished Service Cross*

Temporary Lieutenant Sydney Gorrell, R.N.R.

*Mention in Despatches*

Temporary Lieutenant Charles Frederick Unwin, R.N.V.R.  
 Acting Petty Officer Thomas Richard Chandler, D/X.7898C, R.N.R.  
 Seaman Alec Wilkinson, LT/JX.192131, R.N.P.S.

For skill and resource.

*Mention in Despatches*

Mr. Albert John Nolan Hawkins, D.S.C., Commissioned Engineer, R.N.  
 Chief Engine Room Artificer Charles Leonard Martin, D/M.37218.  
 Chief Stoker Edward Stewart Moore, D/KX. 77857.

For courage and skill in action against enemy aircraft while serving in H.M. Motor Launches.

*The Distinguished Service Cross*

Temporary Sub-Lieutenant Thomas Bevan Gwenlan, R.N.V.R.

*The Distinguished Service Medal*

Ordinary Seaman Richard Pavier, C/JX.300408.

*Mention in Despatches*

Motor Mechanic Lionel John Martin, C/MX.69280.

For distinguished services.

*The Distinguished Service Cross*

Temporary Sub-Lieutenant Daniel Lomenech, R.N.V.R.

For bravery and sustained devotion to duty in many air operations from Malta.

*To be a Companion of the Distinguished Service Order*

Lieutenant-Commander Arthur John Talbot Roe, R.N.

*The Distinguished Service Cross*

Lieutenant The Honourable Walter Arnold Crispian Keppel, R.N.

Lieutenant Martin Ernest Lashmore, R.N.

Lieutenant Ransford Ward Slater, R.N.  
 Temporary Sub-Lieutenant (A) Reginald Walter Elliott, R.N.V.R.  
 Temporary Acting Sub-Lieutenant (A) John Alexander Cramp, R.N.V.R.

*Mention in Despatches*

Temporary Lieutenant William Neil Paton, D.S.C., R.N.V.R.  
 Temporary Lieutenant (A) Sydney Michael Patrick Walsh, R.N.V.R.  
 Temporary Acting Lieutenant Brian Groome Smith, R.N.R.  
 Temporary Lieutenant (A) William Dickson Winterbottom, R.N.V.R.  
 Temporary Sub-Lieutenant (A) Cyril Ernest Davison, R.N.V.R.  
 Temporary Sub-Lieutenant (A) Harry Horrocks, R.N.V.R.  
 Temporary Sub-Lieutenant (A) William Gray Aitken Shepherd, R.N.V.R.  
 Temporary Acting Sub-Lieutenant (A) John James Bromfield, R.N.V.R.  
 Temporary Acting Sub-Lieutenant (A) Cyril Richard Casey, R.N.V.R.  
 Temporary Acting Sub-Lieutenant (A) Alfred Graham Cross, R.N.V.R.  
 Temporary Acting Sub-Lieutenant (A) David James Hanson, R.N.V.R.

For bravery and devotion to duty in air operations in the Western Desert:

*Bar to the Distinguished Service Cross*

Lieutenant Douglas Richard Curry, D.S.C., R.N.  
 Sub-Lieutenant (A) Richard Edward Bradshaw, D.S.C., R.N.  
 Temporary Sub-Lieutenant (A) Basil Frank Sutton, D.S.C., R.N.V.R.

*The Distinguished Service Cross*

Captain (Temporary Major) Alan Charles Newson, R.M.  
 Lieutenant Paul Walter Compton, R.N.  
 Lieutenant Geoffrey Hamilton Gunner, R.N.  
 Temporary Sub-Lieutenant (A) Alexander Brunt, R.N.V.R.  
 Temporary Sub-Lieutenant (A) Sidney Louis Revett, R.N.V.R.

*Mention in Despatches*

Lieutenant Charles Henry Jeffery, R.N.  
 Temporary Sub-Lieutenant (A) Malise Angus Graham, R.N.V.R.  
 Temporary Sub-Lieutenant (A) William David Walker, R.N.V.R.  
 Leading Airman Patrick McMahon, FAA/FX.97066.

For skill and resource in action against enemy submarines in H.M.S. "Hyacinth":

*Bar to the Distinguished Service Cross*

Acting Temporary Lieutenant-Commander Frank Clifford Hopkins, D.S.C., R.N.R.

For bravery:

Commander Charles Edward Hamond, D.S.O., D.S.C., R.N.

For bravery in action against the enemy while serving in H.M. Motor Gun Boats:

*The Distinguished Service Cross*

Temporary Lieutenant Henry Patrick Cobb, R.N.V.R.  
 Temporary Lieutenant Allan Arthur Gotelee, R.N.V.R.  
 Temporary Sub-Lieutenant Lionel Henry Blaxell, R.N.V.R.

*Distinguished Service Medal*

Acting Petty Officer John McConaghie, D/JX.142908.  
 Telegraphist Eric Harold Hensey, C/JX.182888.  
 Able Seaman John Gwynne Price, C/JX.278467.  
 Able Seaman Arthur Harris, C/SSX.26581.

*Mention in Despatches (Posthumous)*

Able Seaman Thomas Edward Ginn, P/JX.273926.

For coolness in standing by his gun in the face of fierce enemy fire when it jammed, he tried to clear it from a completely exposed position, that he might continue to engage the enemy, but this devotion to duty cost him his life.

*Mention in Despatches*

Temporary Lieutenant George Dennis Anthony Price, R.N.V.R.  
 Acting Chief Motor Mechanic John Leslie Wilson, P/MX.67754.

For courage and skill in action against enemy trawlers which were badly damaged off the French Coast :

*The Distinguished Service Cross*

Lieutenant Richard George Lovell Pennell, R.N.

*The Distinguished Service Medal*

Engine Room Artificer Second Class Edward Norman Serridge, C/MX.50074.

For bravery and resource while on escort duty in H.M.T. "Ayrshire" :

*The Distinguished Service Cross*

Temporary Lieutenant Leo Joseph Anthony Gradwell, R.N.V.R.

*Mention in Despatches*

Temporary Lieutenant Richard William Hilary Elsdon, R.N.V.R.

Temporary Sub-Lieutenant John Francis Aylard, R.N.V.R.

Temporary Sub-Lieutenant Albert James Woods, R.N.V.R.

Acting Petty Officer John Morrison, X.7711C, R.N.R.

Leading Seaman James Alfred Gower, X.20044A, R.N.R.

For bravery in H.M. Motor Gun Boats in action against the enemy :

*The Distinguished Service Medal*

Leading Seaman Robert William Tate, P/JX.140289.

Able Seaman Ernest Wilfred Surridge, P/JX.237404.

*Mention in Despatches*

Temporary Lieutenant Peter Andrew Ruttan Thompson, D.S.C., R.N.V.R.

Temporary Lieutenant John Roff Finlay Best, R.N.V.R.

Temporary Lieutenant Edward Derek Walter Leaf, D.S.C., R.N.V.R.

Petty Officer Leslie Arthur Vinson Catt, C/JX.138813.

Able Seaman William Stanley Harvey, D/SSX.32774.

Ordinary Seaman John Butler, C/JX.301785.

For bravery while serving in Defensively Equipped Merchant Ships :

*The Distinguished Service Medal*

Leading Seaman Reginald Wilfred Lee, P/JX.203203.

Acting Able Seaman Francis Aylott, C/JX.313523.

Acting Able Seaman George Henry Griffin, P/JX.203179.

Acting Able Seaman Charles John Jickells, P/JX.311458.

Acting Able Seaman Sydney John Webber, D/JX.213416.

Bombardier Joseph Hull, 1644040.

For bravery :

*Mention in Despatches (Posthumous)*

Acting Leading Stoker Cyril Frederick Kitchen, A.1571, R.C.N.R.

For bravery in rescuing survivors from a torpedoed Merchantman while serving in H.M.S. "Witch" and H.M.C.S. "Niagara" :

*Mention in Despatches (Posthumous)*

Petty Officer William Trick, D/J.98434.

*Mention in Despatches*

Lieutenant Terence Leslie Janion, R.N.

Temporary Lieutenant Charles Petersen, R.C.N.R.

Sub-Lieutenant Christopher Henry Fothergill, R.N.

For bravery and devotion to duty when H.M.S. "Electra" was lost :

*Mention in Despatches*

Temporary Surgeon Lieutenant William Richard Dunham Seymour, M.B., B.Ch., R.N.V.R.

Able Seaman Benjamin Victor Roberts, C/JX.260209.

For good services in H.M.S. "Cornwall"

*Mention in Despatches*

Mr. William Henry Victor Loveless, Warrant Shipwright, R.N.

Mr. Frederick Charles John Wiseman, Warrant Electrician, R.N.

The KING has been graciously pleased to grant unrestricted permission to wear the decorations bestowed on the following Officers and Men of the Royal Navy by the President of the Czechoslovak Republic for their services in the withdrawal of Czechoslovak troops from France in 1940 :—

*Czechoslovak Military Cross*

Captain Quinten Dick Graham, R.N.

Captain Roy Neville Suter, D.S.O., R.N. (Retd.).

Commander James Chaigneau Colvill, R.N. (Retd.).

Lieutenant-Commander Edward Gavin Heywood-Lonsdale, D.S.C., R.N.

Lieutenant-Commander Edward Edgell Hone, R.N. (Retd.).

Lieutenant-Commander George Edward Mills, R.N.R. (Retd.).

Temporary Lieutenant-Commander Charles Waterland Read, D.S.C., R.N.R.

Lieutenant Thomas Frederick Hallfax, R.N.

Lieutenant Ronald John Hanson, R.N.

Temporary Lieutenant Arthur Leonard Higgs, R.N.V.R.

Chief Petty Officer William Phillip Grigg, P/J.32848.

Petty Officer James Wilfred Highmore, C/JX.129077.

Acting Petty Officer Telegraphist James Jack Burchell, C/J.59455.

Leading Seaman Thomas McKenzie, C/SSX.15785.

Acting Leading Seaman Henry George Megan, C/JX.126036.

Able Seaman Arthur Septimus Dewar, C/TD/X.2129, R.N.V.R.

**4581.—Meritorious War Service—Grant of Additional Seniority**

(C.W. 33802/42.—24.9.1942.)

In accordance with A.F.O. 1027/41, additional seniority has been granted to the following Officers :—

Lieutenant-Commander P. W. Gretton, O.B.E., D.S.C., R.N.	1 year
Lieutenant M. Le Fanu, D.S.C., R.N.	1 year
Lieutenant E. W. Rainey, R.N.	1 year
Lieutenant (E) J. F. Tucker, R.N.	1 year
Lieutenant J. Bitmead, D.S.O., R.N.	6 months
Lieutenant (E) M. A. L. Cooper, R.N.	6 months
Lieutenant C. Edgecombe, R.N.R.	6 months
Lieutenant A. R. Green, D.S.C., R.N.	6 months
Paymaster Lieutenant P. W. T. Hanmer, R.N.	6 months
Lieutenant E. D. G. Lewin, D.S.O., D.S.C., R.N.	6 months
Paymaster Lieutenant H. C. Lyddon, R.N.	6 months
Paymaster Lieutenant-Commander A. S. McLelland, R.N.V.R.	6 months
Paymaster Lieutenant-Commander C. D. Michelmore, R.N.R.	6 months
Paymaster Lieutenant-Commander D. A. C. Price, R.N.V.R.	6 months
Lieutenant (E) R. G. Raper, R.N.	6 months
Paymaster Lieutenant W. J. N. Rutherford, R.N.	6 months
Paymaster Lieutenant-Commander W. B. Speirs, R.N.V.R.	6 months
Paymaster Lieutenant G. W. D. Spriggs, R.N.	6 months
Paymaster Lieutenant-Commander G. B. Teale, R.N.	6 months
Paymaster Lieutenant-Commander G. P. Vollmer, R.N.V.R.	6 months
Paymaster Lieutenant C. K. T. Wheen, R.N.	6 months
Lieutenant P. J. Wyatt, R.N.	6 months
Paymaster Lieutenant N. S. Grant, R.N.	3 months
Paymaster Lieutenant H. S. Spittle, R.N.	3 months

(A.F.O. 1027/41.)

## 4582.—Compensation for Loss of Effects (Officers only)

(N.L.15794/42.—24.9.1942.)

Administrative difficulties and consequent delay in dealing with claims for loss of effects have been experienced owing to the absence of information as to the advances, if any, which have been made to officer survivors, particularly those who have left their station before local settlement of their claim can be effected.

2. In order to overcome these difficulties, so far as is possible, a certificate in the following form, which is self-explanatory, is in future to be handed to each officer survivor as soon as possible after landing:—

A.F.O. 4582/42.

*Form to be handed to Royal Naval or Royal Marine officers who have lost their effects as a result of a Service casualty and who intend to submit a claim for compensation*

.....Name  
.....Rank

The above-named officer having lost his effects in H.M.S. "....." as a result of a service casualty may be advanced by any Naval Accountant Officer such sums as may be reasonably necessary to provide himself with essential articles of uniform pending settlement of his claim for compensation. Amounts so advanced should be noted on the back hereof.

This form is to be retained in the possession of the officer until his claim for compensation is finally paid, when it should be surrendered to the "paying authority" (for attachment to the cash account voucher) whether advances of compensation have been made, and noted on the back of this form, or not.

If this form cannot be produced by the officer no final settlement is to be made without prior reference to the Admiralty.

.....Signature.  
.....Rank.  
.....Ship or Base.

.....19.....

The sum of the advances which may be paid to an officer who has sustained the loss of the whole of his kit should not, as a general rule, exceed half of the appropriate figure mentioned in paragraph 3 of A.F.O. 1676/41.

(A.F.O. 1676/41.)

## 4583.—Reserve Officers—Promotion to Acting Sub-Lieutenant and Sub-Lieutenant

(C.W. 31648/42.—24.9.1942.)

In order to reduce correspondence between ships and the Admiralty arising out of promotions of reserve officers to Acting Sub-Lieutenant and Sub-Lieutenant, it has been decided that these promotions will be promulgated by the Admiralty on the date on which the officer becomes qualified by age provided that his Commanding Officer has not previously informed the Admiralty that he does not intend to recommend the officer for promotion, and subject to previous reports being satisfactory. Otherwise it will be assumed that the officer is recommended and no recommendation need be forwarded.

2. As it will not be possible to revert officers promoted it is essential that commanding officers should warn the Admiralty in good time that they do not intend to recommend an officer for promotion.

3. This revised procedure will come into effect as from 1st December, 1942. Until that date recommendations of officers should continue to be forwarded.

(A.F.Os. 846/40, 3237/41, 2731/42, 2732/42.)

## 4584.—Royal Fleet Auxiliary Officers on Passage to or from the United Kingdom—Advances

(D.N.A.15628/42.—24.9.1942.)

When an officer is discharged to the United Kingdom from abroad the Master is to furnish him with a copy of the statement required to be forwarded to the Director of Navy Accounts in accordance with Article 75 of the "R.F.A. Handbook." The following additional information is to be given on the Officer's copy which should be signed by the Officer in the presence of the Master.

- (a) Rate of pay, including War Risk Money and Differential Payment.  
(b) Rate of Allotment.

2. On production of this statement by the Officer, Cashiers or Accountant Officers at ports at which the Officer may call en route to the United Kingdom may make advances to him, but such advances should be limited to the amount of subsistence payable in respect of the probable period of detention at the port, plus a reasonable advance of pay which normally should not exceed 50 per cent. of the amount accrued to the date on which the advance is made. The amounts so advanced are to be noted by the Cashier or Accountant Officer on the statement produced by the Officer (advances in respect of subsistence and pay being shown separately) and reported immediately by signal to the Director of Navy Accounts (Branch 5).

3. The statement is to be returned to the Officer, who on arrival in the United Kingdom should forward it immediately to the Director of Navy Accounts (Branch 5), Admiralty Bath.

4. In the case of an Officer leaving the United Kingdom for service abroad a similar procedure will be followed, the pay statement being issued by the Director of Stores.

5. The following *nightly* rates of subsistence are to be regarded as the basic rates payable to R.F.A. Officers when travelling abroad:—

Masters and Chief Engineers	...	...	...	23s. 9d.
All other Officers	...	...	...	20s. 0d.

## 4585.—Sea Transport Officers—Relations with Naval Authorities

(C.W. 21795/42.—24.9.1942.)

The following instructions are issued to clarify the position of the Sea Transport Officers in relation to Naval Authorities.

2. Although the Sea Transport Service is closely linked with the Royal Navy, it is nevertheless distinct from that service and its officers are responsible to another Government department and not directly to the Admiralty for the efficient performance of their duties. The staffing at ports is the responsibility of the Director of Sea Transport and it is not therefore open to Naval Authorities to alter the duties of Sea Transport officers and their staffs.

3. The Naval Service and the Sea Transport Service must obviously maintain the closest relations and it is mainly to facilitate this relationship that Sea Transport officers are granted Naval rank. As Naval officers, they are under the control of the Senior Naval Officer of the area to which they are appointed in respect of matters of discipline to the same extent as other Naval officers. All disciplinary questions, including proposals for the relief of Sea Transport officers on the grounds of misconduct, should be dealt with through the usual service channels and not direct with the Director of Sea Transport.

4. Although the position of Sea Transport officers involves them in a dual responsibility as Sea Transport officers and as Naval officers, in practice mutual co-operation between Naval officers and Sea Transport officers will prevent any difficulties arising.

**\*4586.—Warrant Wardmaster—Professional Examinations—Results**

(C.W. 33946/42.—24.9.1942.)

The following successful results were obtained at the examination held on 16th January, 1941, in addition to those set out in A.F.O. 3463/41:—

Establishment or Ship.	Rating.	Name.	O.N.	Marks.					Total Max. 900.
				Part I Max. 300.	Part II Max. 250.	Part III Max. 200.	Part IV Max. 150.		
H.M.S. "St. Angelo."	S.B.P.O.	W. J. Ward ...	P/MX.45955	255	240	191	138	824	
H.M.S. "Ganges"	S.B.P.O.	A. E. Masters...	C/MX.47114	225	180	145	135	685	

The following successful results were obtained at the examination held on 17th July, 1941.

H.M.S. "Euryalus."	S.B.P.O.	W. G. Saunders	C/MX.45812	235	175	130	85	625
H.M.S. "Lucia"	S.B.P.O.	G. H. Carter ...	D/MX.46226	225	150	145	75	595
H.M. Naval Base, Simonstown.	S.B.P.O.	J. S. Cottrell ...	D/MX.46434	210	150	100	85	545

The following successful results were obtained at the examination held on 15th January, 1942.

H.M.S. "Nile" ...	S.B.C.P.O.	R. A. Gale ...	D/M.38055	225	245	135	130	735
H.M.S. "Nile" ...	S.B.C.P.O.	G. W. Britten...	C/M.37276	200	230	130	120	680
R.N. Hospital, Chatham.	S.B.C.P.O.	W. A. Taylor...	C/MX.47115	195	205	140	130	670
ex H.M.S. "Bedouin"	S.B.P.O.	T. G. Rutherford	C/MX.45861	180	150	120	100	550
R.N. Hospital, Port Edgar.	S.B.C.P.O.	S. F. Milner ...	C/M.37714	185	125	125	85	520

(A.F.O. 3463/41.)

**\*4587.—Advancement of E.R.As**

(N. 14111/42.—24.9.1942.)

Their Lordships have had under consideration the advancement to Acting 4th Class of E.R.As., 5th Class who, owing to the large number of junior E.R.A. entries in the immediate past, have been unable to obtain the requisite sea service qualification for such advancement.

2. A.F.O. 3799/41 has already reduced the minimum period for advancement of recommended ratings from 12 months to 6 months' sea service for these ratings, and, whilst Their Lordships are not prepared to approve their advancement automatically without the necessary sea experience, they have decided to make the following further concession to those ratings who have been unavoidably delayed in commencing their sea service:—

(a) their date of advancement to Acting 4th Class E.R.A. is to be dated back by the period elapsed between the date of being available in Depot for draft and the actual date of draft to sea, or to the age of 21, whichever is the earlier.

(b) this ante-dating is to take place when the men have been to sea long enough to have obtained a recommendation for Acting E.R.A., 4th Class.

3. As authorities abroad will not be in possession of information as to when ratings would have been available in Depot, the following rules are to be adopted in determining the date of such availability:—

(i) Date of being rated E.R.A. (5th Class) in the case of ex-artificer apprentices.

(ii) six weeks after joining the Navy, in the case of E.R.As., 5th Class, who pass the normal direct entry trade test.

(iii) date of joining Depot from the London Polytechnic, M.T.E. Rosyth, A.T.E. Trevol (and any other establishment that may be used in the future) in the case of men who fail the entry trade test for E.R.A., 5th Class, but who subsequently pass that test on completion of the upgrading course at the establishment named. As these E.R.As. will have been borne on the books of H.M.S. "Victory V" (now H.M.S. "Shrapnel") in the case of men at the London Polytechnic, this date should prove an accurate guide in the case of Fitters and Turners. In the case of the M.T.E., Rosyth, the men will have been borne on the books of H.M.S. "Cochrane". As regards men upgraded in the A.T.E., Trevol, reference to Depot will be needed; the number involved will be very small as only coppersmiths, boilermakers and enginesmiths are upgraded in that establishment.

(iv) their date of transfer to E.R.A., 5th Class, in the case of men transferred from other ratings. Such men will have completed their disciplinary training prior to transfer, and, therefore, the six weeks' delay involved in (i) above will not be applicable.

4. These provisions are to take effect as from the date of this Order.

(A.F.O. 3799/41.)

**4588.—Air Artificers (O)—Advancement**

(N. 7280/42.—24.9.1942.)

The following amendment is to be made to A.F.O. 4090/42:—

*Substitute "Air Gunnery" officer for "Armament" and "Air Armament" officer.*

(A.F.Os. 1878/42 and 4090/42.)

**4589.—Flying Branch Ratings Recommended for Instructional Duties—Notation on Form S.239a**

(N. 19523/42.—24.9.1942.)

Column 14 of Form S.239a (Conduct Sheet) is to be completed in future for all C.P.Os., P.Os. and leading ratings of the Flying Branch who are considered by their Commanding Officers to be suitable in all respects for employment on instructional duties, irrespective of whether or not the rating is a volunteer for such duties. Acting Air Gunners, 3rd class, are not eligible for recommendation.

2. Form S.239a will be amended when next reprinted.

**\*4590.—Leading Air Fitters—Advancement to Petty Officer Rating**

(N. 18108/42.—24.9.1942.)

It has been approved that Leading Air Fitters (A), (E), (L) and (O) shall be eligible for advancement to Petty Officer Air Fitter (temporary) when they have attained one year's seniority in the leading rating.

2. All Leading Air Fitters will be eligible and there will be no restriction on the number made.

3. Advancement will be at the discretion of the Commanding Officer and will be conditional on the award of the certificate of capability to undertake supervisory duties as referred to in A.F.O. 2240/41, P.O. Air Fitter, Section (B).

4. Advancements to the permanent rating of Petty Officer Air Fitter will continue to be made from depot rosters under the usual rules.

5. Advancements made under paragraphs 1 to 3 of this Order are NOT to be dated before 1st December, 1942, even though some men have completed more than one year as Leading Air Fitter.

(A.F.O. 2240/41.)



**\*4591.—L.R.2 (S/M)—Introduction of New Non-Substantive Rate**  
(N. 12911/42.—24.9.1942.)

A new gunnery non-substantive rating of L.R.2 (S/M) is being introduced to carry out the duty of gunlayer and Captain of gun, of guns, 12-pdr., and above in submarines, at present carried out by an L.R.3.

2. *Selection.*—Men to be selected from Able Seamen, or Able Seamen passed for Leading Seaman who have served at sea (not necessarily in submarines) as an L.R.3, or Q.R.3, and who are recommended for a higher gunnery rating.

3. *Course.*—The course will be divided into two parts, Part I to be carried out in a Gunnery School and Part II in H.M.S. "Cyclops".

4. *Qualifying Firings.*—Qualifying firings from a submarine will be carried out during Part II of the course.

5. *Pay.*—On qualifying, the rating of L.R.2 (S/M) will be granted, carrying the non-substantive pay of 9d. per diem.

6. *Badge.*—L.R.2s. (S/M) are entitled to wear an L.R.2s. badge.

7. *Reversion to General Service.*—A qualified L.R.2 (S/M) on reversion to general service is automatically to relinquish the non-substantive rating and to resume his previous rating of Q.R.3 or L.R.3.

8. *Status of Existing L.R.2s.*—Pending formal amendment of schemes of complement, one L.R.2 (S/M) is to be considered as allowed in lieu of one L.R.3 for each gun, 12-pdr., and above. Accordingly, until sufficient ratings have been qualified to fill these billets, Commanding Officers may grant the acting non-substantive rating in accordance with K.R. & A.I., Article 428, to men who are carrying out the duties. Men so rated may be ante-dated for pay to the date of commencing the duties, except that no payment may be made for any period prior to the date of this Order.

(K.R. & A.I., Article 428.)

**4592.—S.D. Ratings in Capital Ships—Relief**  
(N/A/S.W. 2297/42.—24.9.1942.)

S.D. ratings in all capital ships are to be relieved every 12 months, drafting conditions permitting and subject to ocean passages not being required.

**4593.—Seamen (P.S.) ex-Third Hands—Pay**  
(N. 15075/42.—24.9.1942.)

When the crews of unarmed A/P vessels on T.124 Agreement turned over to the R.N.P.S., instructions were issued to the effect that men described as Third Hands were to be entered as Seamen but could be paid as Leading Seamen and would be eligible for advancement in the usual manner. The authorised complements of the vessels concerned were amended to include one Leading Seaman in order to regularise this grant of difference of pay.

2. In the ordinary course of service, some of the affected ratings have been, and will continue to be, transferred to vessels in which they do not fill a vacancy for Leading Seaman in the authorised complement; but, owing to the fact that no time limit was set to the period during which the special arrangements were to apply, they continue to be paid as Leading Seamen.

3. These Seamen (ex-Third Hands) are now to be given an opportunity to qualify for Leading Seaman or Second Hand before 31st December, 1942, and those who fail to do so are to be paid as Seamen as from 1st January, 1943, unless they are drafted specifically to fill a vacancy for a higher rating.

**4594.—Transfer in Rating—Procedure for**  
(N. 19594/42.—24.9.1942.)

The Commodore Patrol Service Central Depot is hereby authorised to approve the transfer of H.O. ratings within the Patrol Service on the basis of the authority given to the Commodores, R.N. Barracks, Portsmouth, Devonport and Chatham, by paragraph 2(b) of A.F.O. 3970/42.

(Lowestoft, No. 239/214/M of 26.8.1942).  
(A.F.O. 3970/42.)

**\*4595.—Diving Non-Substantive Ratings**  
H.M.S. "Eland"  
(N./C.W. 32515/42.—24.9.1942.)

H.M.S. "Eland" should be added to paragraph 1 of A.F.O. 628/42.  
(A.F.O. 628/42.)

**4596.—Reports on Personnel During, and on Completion of, Working-up Period**  
*First Line Air Squadrons*  
(C.W. 27456/42.—24.9.1942.)

With reference to A.F.O. 1095/42 and K.R. & A.I., Article 865, Clause 12 (as amended by K.R. 2/42), when a first line Air Squadron which has been working-up is ordered to embark after having been borne for over 3 months on the books of the Naval Air Station at which it formed, the reports on Form S.206 on the officers of the Squadron are to be rendered by the Squadron Commander either (a) through the Commanding Officer of the Naval Air Station at which the Squadron is serving at the time, even though borne on the books of some other Establishment or (b) if it is attached to, or is to embark direct from a R.A.F. Station, through the Commanding Officer of the Naval Air Station on whose books the Squadron is borne.

2. All other reports, recommendations and assessments in respect of personnel of working-up Air Squadrons are to be rendered similarly during the working-up period.

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

(R.A.N.A.S., No. 4834/66/24, 22.7.42.)

(K.R. & A.I., Art. 865 (12).)

(A.F.O. 1095/42.)

**4597.—Advances of Pay to Men Granted Sick Leave**  
(M.D.G. 48108/42.—24.9.1942.)

Cases have occurred of apparent underpayment of ratings sent on sick leave from R.N. Medical Establishments, when they have considerable balances due to them.

2. Attention is drawn to A.F.O. 3498/42, paragraph 3.  
(A.F.O. 3498/42.)

**4598.—H.M.S. "Good Hope"—Training Establishment for Ratings Recommended for Temporary Commissions**  
(C.W. 17760/42.—24.9.1942.)

A new training establishment, H.M.S. "Good Hope," has been opened near Port Elizabeth, South Africa, to train C.W. ratings who are candidates for temporary executive commissions and who pass a Preliminary Selection Board while serving in the Eastern Fleet or on the Mediterranean or South Atlantic stations. The syllabus of training in H.M.S. "Good Hope" will be the same as that undergone by cadet ratings in H.M.S. "King Alfred" and at the end of the course of training as cadet ratings a Passing Out Board will be held and successful candidates will be granted temporary R.N.V.R. commissions.

2. Rear-Admiral, Training Establishments (R.A.T.E.), is responsible for the administration of H.M.S. "Good Hope" and for holding the Admiralty Selection Board prior to entry into H.M.S. "Good Hope". C.W. candidates who pass a Preliminary Selection Board on the Mediterranean or South Atlantic stations or in the Eastern Fleet are to be discharged to Durban for the Admiralty Selection Board. Copies of the Preliminary Selection Board report are to be sent to R.A.T.E. and to the Admiralty (C.W. Branch); ratings are to bring their full kit and are to be accompanied by their service certificates and Forms C.W.1.T. Reliefs, if required, should be obtained from R.A.T.E.

3. All ratings will be medically examined at Durban before appearing before the Admiralty Selection Board to ensure that they reach the medical standard for executive officers.

4. R.A.T.E. is to report the names of ratings passing the Admiralty Selection Board by signal to the Admiralty. At the end of each course H.M.S. "Good Hope" will inform Admiralty and Depots concerned by signal of the names of ratings who have passed out and are commissioned. Names of failures are also to be reported.

5. When a C.W. form is started for a rating serving on these three stations particulars of the rating and the amount of sea time he has carried out are to be reported to R.A.T.E. instead of to his Depot. Ships which join these stations are to render similar reports to R.A.T.E. on behalf of any C.W. ratings borne. R.A.T.E. will inform ships when C.W. ratings are eligible for a Preliminary Selection Board but Commanding Officers should not wait until they receive a reminder from R.A.T.E. since the number of C.W. candidates required can only be obtained if Preliminary Selection Boards are held promptly.

6. Officers from H.M.S. "Good Hope" will be appointed to replace casualties and as reliefs for officers on the Mediterranean and South Atlantic stations and in the Eastern Fleet and to meet approved new appointments. Commanders-in-Chief are to keep R.A.T.E. informed of their requirements. R.A.T.E. will inform Admiralty by signal of appointments made and the names of officers relieved. The names of officers not immediately required for station appointments are to be reported to the Admiralty for decision as to disposal.

7. At present the course in H.M.S. "Good Hope" is confined to C.W. ratings who are candidates for executive commissions.

#### †4599.—Admiralty Surgeons and Agents

*Letchworth and London District*

(C.E. 12196/42, C.E. 11860/42.—24.9.1942.)

Dr. W. B. Anderson, M.B., C.M., "Manzai", Broadway, Letchworth, Herts (Telephone No.: Letchworth 343), has been appointed Admiralty Surgeon and Agent for Letchworth.

2. Dr. D. F. Durward, M.R.C.S., L.R.C.P., The Cottage, 20, St. Peter's Square, London, W.6. (Telephone No.: Riverside 4002) has been appointed Admiralty Surgeon and Agent for the London District comprising Acton, Chiswick, Fulham, Hammersmith, Shepherds Bush, West Kensington, Earls Court and West Brompton, *vice* Dr. G. W. Garde.

#### 4600.—Officiating Ministers of Religion

(C.E. 55551/42, C.E. 56710/42, C.E. 57194/42.—24.9.1942.)

The following changes of Methodist Officiating Ministers have been approved, taking effect from 1st September, 1942:—

S.W. Essex Technical School, Walthamstow.	Rev. Eric R. Sarchet, 41, Beacontree Avenue, London, E.17. ( <i>vice</i> Rev. B. H. Reed).
Shoreham and Lancing ...	Rev. A. H. Tearle, Wesley House, Windlesham Gardens, Shoreham. ( <i>vice</i> Rev. W. A. Parrott).
R.N. Detention Barracks, Canterbury.	Rev. G. H. B. Brewin, 71, Whitstable Road, Canterbury. ( <i>vice</i> Rev. R. Bewick).
Sheerness (Nore Command and H.M.S. "Wildfire").	Rev. J. Upright, 10, Wheatsheaf Gardens, Sheerness. ( <i>vice</i> Rev. W. W. Vicary).
Deal and Walmer ...	Rev. W. I. Claydon, Epworth, Stanley Road, Deal. ( <i>vice</i> Rev. J. A. Heyes).
Barrow-in-Furness ...	Rev. F. Howcroft, 173, Greengate Street, Barrow-in-Furness. ( <i>vice</i> Rev. A. Robertshaw).

R.N. Hospital, Newton Abbot	Rev. A. E. Adams, 30, Devon Square, Newton Abbot. ( <i>vice</i> Rev. R. M. Carnson).
Teignmouth ...	Rev. A. J. Summerfield, Wesley House, Haldon Avenue, Teignmouth. ( <i>vice</i> Rev. H. Kidman, deceased).
Dartmouth ...	Rev. L. D. Brenton, 36, Victoria Road, Dartmouth. ( <i>vice</i> Rev. R. L. George).
Sandown ...	Rev. T. E. Deakin, Wesley House, St. John's Road, Sandown, I.O.W. ( <i>vice</i> Rev. M. W. Marsh).
Penarth and Sully ...	Rev. R. H. Hingley, M.A., 1, Victoria Avenue, Penarth. ( <i>vice</i> Rev. J. C. Gibson).
St. Mary's, Scilly Isles ...	Rev. Gwynfor Davies, c/o Mr. W. J. Shone, Sunleigh, St. Mary's. ( <i>vice</i> Rev. D. Pughe).
Highnam, Gloucester ...	Rev. E. H. Rowe, 1, Heathville Road, Gloucester. ( <i>vice</i> Rev. G. Vernon).
Holyhead ...	Rev. L. Palin Barnett, 6, Upper Park Street, Holyhead, Anglesey. ( <i>vice</i> Rev. K. E. Jinks).

2. The following appointments of Officiating Ministers have been approved:—

#### Methodist—

Fowey, Cornwall ...	Rev. W. Basil Bowyer, Wesley Manse, Tywardreath, Cornwall. ( <i>vice</i> Rev. A. R. Balman).
Newcastle-under-Lyme ...	Rev. David N. Francis, M.A., Ebenezer Manse, Newcastle, Staffs. ( <i>vice</i> Rev. G. Denman).

#### Church of England—

Poole ...	Rev. E. C. Harris, B.A., The Rectory, Poole, Dorset.
R.N.A. Hospital, Kilmacolm...	Rev. R. R. Beckitt, Kilmacolm.

#### Roman Catholic—

R.N.A. Hospital, Kilmacolm...	Very Rev. James Clune, St. Fillan's Rectory, Bridge of Weir.
Fort William and District ...	Rev. A. MacMaster, Catholic Church, St. Mary's, Fort William.
R.N.A. Hospital, Durdham Down, Bristol.	Rev. T. Hughes, Pro-Cathedral House, Clifton, Bristol.

The usual facilities are to be afforded.

#### 4601.—Temporary Chaplains—Grant Towards Cost of Providing Portable Altar Communion Table, Sacramental Vessels, etc.

(C.W. 2744/42.—24.9.1942.)

It is notified that a grant of £14 is payable to Temporary R.N. or R.N.V.R. Chaplains now serving, irrespective of denomination, towards the purchase, for their personal use, of a portable altar or communion table, hangings, and sacramental vessels, etc.

2. The conditions of payment are as follows:—

- for Chaplains appointed afloat, payable on application to the Director of Navy Accounts, subject to a certificate being rendered by the Commanding Officer that seemly and serviceable equipment has been provided.
- for Chaplains appointed ashore, payable on application to the Director of Navy Accounts, subject to a certificate being rendered by the Commander-in-Chief or Senior Naval Officer concerned that these accessories have been provided, and that the provision of them is in the interests of the Service.
- payment is subject to liability for refund under the conditions defined in A.F.O. 1170/41 for outfit and equipment allowances generally.
- this grant is payable on one occasion only, and no further payment under this Order can be made to Temporary Chaplains who have already received the grant.

(A.F.O. 1170/41.)

#### 4602.—Tool Kits for Artificer Branches

(N.S. 19034/42.—24.9.1942.)

Attention is drawn to A.F.O. 4674/42 in Section 3 of this issue.

#### 4603.—Blood Transfusion—REPORTS

(M.D.G. 44975/42.—24.9.1942.)

Attention is drawn to A.F.O. 4677/42, in Section 4 of this issue.

#### 4604.—Educational Tests Afloat—Supply of Papers without Demand

(N. 21072/42.—24.9.1942.)

The number of sets of question papers to be issued without demand in accordance with A.F.O. 1197/40 has been revised and will in future be as follows:—

	E.T.1			E.T.2	R.M.II	H.E.T.									
	Arithmetic	Technical	English	Groups I and II	General knowledge	English history	Geography	Navigation	Military topography	Practical mathematics	Mechanics	Magnetism and electricity			
Battleships and battle cruisers	20	20	40	20	6	20	5	10	5	5	20	5	5		
Aircraft carriers	40	10	50	10	6	12	3	5	5	3	12	3	3		
Cruisers...	20	10	30	10	6	12	3	5	5	3	12	3	3		
Destroyer and submarine depot ships and auxiliary aircraft carriers	12	-	12	6	-	8	4	4	4	-	8	4	4		
Armed merchant cruisers abroad and destroyers	10	-	10	-	-	4	2	2	2	-	4	2	2		
Administrative authorities*	30	18	48	18	20	20	10	10	10	10	20	10	10		

\* In sets of six or less.

2. In exceptional circumstances ships may have more candidates than the number of papers which are to be supplied. Extra copies may be obtained by supplementary demand from the Admiralty if time permits, from Administrative Authorities ashore, from ships in company who have no candidates or, in the last resort, by duplicating extra papers on board. If the latter course be necessary, Commanding Officers are to take special precautions that the papers are not compromised.

(A.F.O. 1197/40.)

(A.F.O. 2566/40 is cancelled.)

#### 4605.—Instructional Films—Requests for Copies and Return of Copies no Longer Required

(N./T.S.D. 1099/42.—24.9.1942.)

Demands for instructional films, in accordance with A.F.O. 3334/42, paragraph 8, should be made by letter, in triplicate, addressed to the Director of Training and Staff Duties Division, Admiralty. Lists of films should include the title, the size of film required (i.e. either 35-mm. or 16-mm.) and the serial number, thus:—

16-mm. Instructional Films Required on Permanent Loan

A.56—Eye Shooting (all parts).

A.61—Duties of Lookouts, etc.

2. Owing to labour and material restrictions, some delay may be experienced before copies of certain instructional films become available, and in order to ease the position all ships and establishments are requested to return any instructional films held which are not in use.

3. Such films should be sent to the Superintending Naval Store Officer, Britannia Yard, 54, Neasden Lane, London, N.W.10, marked "For Reallocation", and D.T.S.D., Admiralty, also informed when this is done.

(A.F.O. 3334/42.)

#### 4606.—Interviews with Naval Personnel and Unofficial Stories of Experiences at Sea

(N.L. 3968/42.—24.9.1942.)

Cases have occurred recently of Naval personnel disregarding the provisions of Article 17 of K.R. & A.I. by giving unofficial interviews to the Press without prior Admiralty approval.

2. Naval personnel are again warned that they must not give information of any description to the Press (directly or indirectly) without prior Admiralty approval. The circumstances under which interviews may be given to the Press are detailed in A.F.O. 1795A/40.

3. Disregard of these instructions is liable to be followed by severe disciplinary action.

(A.F.O. 1795A/40.)

#### \*4607.—Photographs Taken by Photographer Staff on Duty—Disposal

(N.—24.9.1942.)

With reference to paragraph 14 of C.A.F.O. 2398/41, attention is drawn to the fact that all photographs taken by the photographer staff when on duty are official photographs, and are to be treated, and disposed of, as such. The photographer should use the official camera unless there are good reasons for not doing so.

(C.A.F.O. 2398/41.)

#### \*4608.—Issue of Combined Leave and Railway Tickets for Free Leave Travel—Operative Date

(C.W. 22581/42.—24.9.1942.)

The new system under which D.N.A. Forms 811 and 822 are to be issued to personnel proceeding on free leave travel will become operative as from 1st October, 1942.

2. It is hoped to complete the despatch of the new forms within the next few days, but pending their receipt ships and establishments should continue to issue D.N.A. Form 800 for free leave travel.

3. Particular attention is invited to the necessity for rendering the returns called for in paragraphs 10-12 of A.F.O. 4263/42.

(A.F.O. 4263/42.)

#### 4609.—Naval Canteen Service—Pay

(N. 21487/42.—24.9.1942.)

The rates of pay shown in paragraph 5 of A.F.O. 2238/42 are not to be amended in consequence of the increase of War Bonus promulgated by A.F.O. 4500/42, as the total emoluments of the N.A.A.F.I. staff remain unaffected.

(A.F.Os. 2238/42 and 4500/42.)

#### 4610.—Navy Meal Order (D.N.A. Form 899)—Completion

(N. 21198/42.—24.9.1942.)

The space provided on Navy meal order forms for the name of the ship is not to be filled in.

(A.F.O. 352/40 is cancelled.)

#### \*4611.—Purchase of Books at Concessional Rates by Naval Units

(N. 21293/42.—24.9.1942.)

Books, either in single copies or in quantities, may be purchased at wholesale prices by ships, establishments, messes, libraries and other recognised centres only through:—

The Officer-in-Charge.

Services Central Book Depot,  
Finsbury Barracks,  
City Road, London, E.C.1.

Books will not be supplied to individuals.

2. The procedure must be as follows:—

(a) The Officer-in-Charge of the Services Central Book Depot is to be informed of the title, publisher, price (if known), and number of copies of the books required.

(b) The Officer-in-Charge of the Services Central Book Depot will report if the books are available and the price to be paid.

(c) The ship, establishment, etc., will then forward a crossed cheque for this amount payable to the Officer-in-Charge of the Services Central Book Depot. Cheques must be payable through a bank in Great Britain.

3. Books purchased through this scheme must not be resold to individuals and books cannot be obtained for individuals.

4. The scheme does not apply to paper-backed books of the "Penguin" type which are obtainable at concession rates under A.F.O. 3571/42.

5. Many popular books are out of print. The Services Central Book Depot, if requested, will endeavour to obtain second-hand copies if new copies are not available.

(A.F.O. 3571/42.)

#### 4612.—Orthoptic Training Centre—Institution of

(M.D.G. 4397/42.—24.9.1942.)

An Orthoptic Training Centre has been instituted at R.N. Air Station, Lee-on-Solent, for the treatment of errors of eye-muscle balance, at which the services of two qualified orthoptists will be available.

2. Whilst instituted primarily for use by Fleet Air Arm personnel, it is intended that the facilities afforded by the centre should also be available for the treatment of cases of defective muscle balance in serving personnel of other branches when this is considered by an ophthalmic specialist to be necessary.

3. Applications for this treatment, together with a brief summary of the condition, should be forwarded to the Rear-Admiral, Naval Air Stations,

#### \*4613.—Cloth and Diagonal Serge Suits

(V. 3924/42.—24.9.1942.)

It has come to notice that although double-breasted cloth and diagonal serge suits are no longer included either in the compulsory or in the optional kits, Class I and III, purchases of these suits continue to be made.

2. In view of the shortage of wool, allocations of cloth and diagonal serge have, since April last, ceased to be made to Naval outfitters for the manufacture of these suits and after 31st December, 1942, certificates issued in accordance with A.F.O. 1251/42, Section B, to ratings for the purchase of Class I and III suits are to specify that they are in respect of *single-breasted serge suits*.

3. Approval has been given for the introduction of Class I and III single-breasted suits of smarter cut than those at present stocked in the Victualling Yards. A further Order will be promulgated when stocks are available.

(A.F.Os. 3916/41 and 1251/42.)

#### 4614.—Purchase of Clothing for Theatrical Use—Issue of Coupons

(N/D.P.S. 634/42/P.—24.9.1942.)

Arrangements have been made with the Board of Trade under which a limited quantity of clothing may be purchased for theatrical purposes.

2. Ships and establishments which require to purchase such clothing are to make application to the Director of Personal Services, Admiralty, stating:—

(a) what garments or quantity of material are required;

(b) number of coupons required;

(c) name of trader.

3. On no account are officers or ratings to sign "chits" to cover the purchase of these costumes.

4. Costumes bought with coupons supplied for entertainment purposes must not be used for other purposes or sold without the authority of the Board of Trade.

5. It must be clearly understood that supply can only be made to ships and establishments for theatrical performances sponsored by Commanding Officers of such ships or establishments.

#### 4615.—Arrest and Temporary Detention of Members of U.S. Forces

(N.L. 14462/42.—24.9.1942.)

Their Lordships have made the following Order under Section I (5) of the Visiting Forces (British Commonwealth) Act, 1933, as applied by the United States of America (Visiting Forces) Order, 1942:—

WHEREAS a request has been made by the Government of the United States of America for the issue of general orders in pursuance of the powers conferred by Section I (5) of the Visiting Forces (British Commonwealth) Act, 1933, as applied with adaptations and modifications by the United States of America (Visiting Forces) Order, 1942,\* for the purpose of enabling the service courts and service authorities of the United States of America to exercise more effectively within the United Kingdom or on board any of His Majesty's Ships or aircraft their jurisdiction in relation to members of the American Forces.

NOW, THEREFORE, the Lords Commissioners of the Admiralty in pursuance of the said section do by this order authorise any member of the naval forces of His Majesty raised in the United Kingdom to arrest and to detain in custody any member of the American Forces alleged to have been guilty of an offence punishable under the law of the United States of America and to hand over any such member to the appropriate authorities of the American Forces.

2. If any member of the United States Forces is arrested in pursuance of the above authority the following procedure is to be followed:—

(a) If the unit or ship of the person arrested is known the Commanding Officer of that unit or ship is to be informed immediately and requested to send an escort to take charge of the person in

\* S.R. and O. 1942 No. 966.

question. In addition a telegraphic report is to be made immediately to the Admiralty (Naval Law Branch) to enable the headquarters of the appropriate United States Authorities to be informed.

- (b) If the unit or ship of the person arrested is not known a telegraphic report is to be made immediately to the Admiralty (Naval Law Branch) giving as full particulars as possible so as to enable arrangements to be made with the appropriate United States Authorities for an escort to be sent.

**\*4616.—Travel to Northern Ireland and Eire—Uniform Not to be Taken**

(N.L. 12134/42.—24.9.1942.)

With reference to A.F.O. 3219/42 it is notified that personnel proceeding to Eire on leave may not pack their uniform in their baggage. Uniform should be left in the ship or establishment of the individual concerned or at an address in Great Britain where it can be readily obtained on return from leave.

(A.F.O.s. 28/42, 2853/42 and 3219/42.)

**\*4617.—Travel to the Isle of Man—Sailings**

(N/E.F.O. 107/42.—24.9.1942.)

On and after Monday, 28th September, 1942, the amended services with embarkation times will be as follows:—

From Douglas to Fleetwood.—Sailings only on Mondays, Wednesdays and Fridays at 9 a.m.

From Fleetwood to Douglas.—Sailings only on Tuesdays, Thursdays, and Saturdays at 12.15 noon.

(A.F.O. 3982/42 is cancelled.)

**\*4618.—Trafalgar Day Orphan Fund, 1941**

(P.M. 2712/42.—24.9.1942.)

(Included in Notice Boards Issue only.)

**4619.—W.R.N.S.—Convalescent Hospital at Elton Hall, Huntingdonshire**

(M.D.G. 1901/42.—24.9.1942.)

Elton Hall Convalescent Hospital, Huntingdonshire, situated about seven miles from Peterborough, has been allocated by the Red Cross Society as a hospital for the three Women's Services and is available for the reception of Rating Members of the W.R.N.S.

2. Application for admission should be made to:—

The Regional Hospital Officer (Dr. McKenna),  
Ministry of Health Regional Offices,  
12, Queen Anne Terrace,  
Cambridge.

Telephone:—Cambridge 54461.

(A.F.O. 1759/42 is cancelled.)

**4619a.—Pay—Increase in Rates of Full Pay for Acting Sub-Lieutenants and Sub-Lieutenants and Relative Ranks—War Additions to Pay of Warrant Officers and Commissioned Officers from Warrant Rank.**

(E.F.O./C.W. 33856/42.—24.9.1942.)

The number of the A.F.O. under the above heading on page 20 of the A.F.O. issue dated 17th September, 1942, is to be amended to read **\*4482**.

(A.F.O. 4482/42.)

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

**4620.—Director Firing Gear—Armoured Hoods—Training Shafts to be Examined for Defects—A. and A.**

“R” class Battleships

(G. 013955/41.—24.9.1942.)

An instance of failure of a training shaft at the shoulder adjacent to the pinion has been reported from sea.

2. In order to prevent similar failures in other ships, Commanding Officers of all “R” class Battleships should insert the following item, Classification “A,” in their current list of As, and As. :—

- (a) To remove all training shafts and examine them for cracks with an electro magnetic crack detector or, failing this, with the best available means. Shafts which then show no signs of defects to be normalised and replaced.

- (b) To adapt bearings of these shafts for grease gun lubrication.

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

**4621.—Director Firing Gear—Type “H” Gyro Sights—Verifying Telescopes and Holders—Supply**

“Q”, “R” and “S” class Destroyers and R.A.N. and R.C.N. Tribals, and Portsmouth

(G. 06258/41.—24.9.1942.)

Verifying telescopes and holders are to be supplied to the above classes of destroyers.

2. The gear will be delivered to leaders, and is intended to be used for the training of director layers and trainers of the flotillas concerned.

3. Details of the supporting bracket are shown on A.F.O. diagram 245/42.

4. The fitting of the holders is to be carried out by ships' staffs, and involves the removal of the Aldis telescope and the substitution of the existing binocular securing screws by longer ones.

5. The necessary brackets are being manufactured by Portsmouth Yard, and will be issued to ships concerned together with the telescopes, Pattern G. 350.

6. Portsmouth Yard should arrange the distribution of telescopes and holders, the gear being retained at the Yard until the ships are completed.

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

**4622.—Guns, B.L. 14-in., Mark VII—Implements Lock No. 1—Allowance**

(A.S. 12183/42.—24.9.1942.)

Implements Lock No. 1 are required for use with B.L. 14-in., Mark VII guns and will be issued in the proportion of one per turret.

2. H.M. Ships concerned should demand these implements from the nearest R.N. Armament Depot.

3. The Naval Proportion Book will be amended.

**4623.—Guns and Breech Mechanisms, Q.F., 5·25-in., Mark I—Replacement of Enots Lubricating Nipples by Tecalemit Lubricators**

(A.S. 13478/42.—24.9.1942.)

The following modification is to be carried out as shown:—

Gun—	Q.F., 5·25-in., Mark I.
Parts affected—	(a) Levers breech mechanism. (b) Shaft actuating. (c) Breech ring.
Purpose—	To avoid breakage of protruding Enots nipples.

*Nature of modification*—(a) and (b) Tecalemit Lubricators No. 28—A.P. 4788 to be substituted for Enots lubricator nipples on the lever B.M. and shaft actuating.

(c) Five Enots lubricating nipples on the breech ring, viz., three (A.P.4147) for lubricating the actuating shaft and two (A.P.4148) for the recoil lug, to be replaced by Tecalemit lubricators, three No. 28—A.P.4788 and two No. 28—A.P.4789 respectively. The remaining two Enots lubricator nipples on the breech ring are protected by being fitted into recesses, and are not affected.

*By whom to be done*— Armament Supply Department.  
Tecalemit lubricators are to be obtained from the Naval Store Department.

*Degree of urgency*— Stores in service at the first opportunity; those in store before issue.

**4624.—Guns, Q.F., 4-in., Mark IX (U.S.A.)—De-coppering Charges in Practice Ammunition**

(A.S./G. 2933/42.—24.9.1942.)

To prevent coppering or to provide means for de-coppering Q.F. 4-in. Mark IX U.S.A. guns, arrangements are in hand to fit tinfoil to a portion of practice ammunition.

2. As supplies become available "foiled" rounds will be issued to the extent of 10 per cent. of the normal allowance for practice firings.

3. The use of foiled rounds is to be kept to a minimum owing to the restricted availability. The first round of each practice should be a foiled round and thereafter, every 10th round, where necessary.

**4625.—Guns, Q.F., 6-pdr., Hotchkiss—Modification to Crank Handle**

(A.S. 12083/42.—24.9.1942.)

The following modification should be carried out as shown:—

*Gun* ... .. Q.F., 6-pdr., Hotchkiss, Mark I, when fitted in H.A./L.A., Mark VI mountings.

*Part affected* ... .. Crank handle, Marks I and II.

*Purpose* ... .. (1) To prevent the lower arm of the crank handle fouling the training gear, and to permit the wedge being removed without dismantling the crank handle.  
(2) To allow for sufficient hand clearance between the upper arm and the nuts of the recoil spring guide.

*Nature of modification* ... Repositioning the arms of the crank handle by bending in accordance with N.O.D. 2182/2 dated 12.9.41.

*By whom to be done* ... Armament Supply Department.

*Degree of urgency* ... As soon as possible, if not already done.  
The mark of the modified handle is to be advanced to III, and the handle stamped accordingly.

**4626.—Gun Mountings, 2-pdr., Mark VII—Safety Firing Gear and 710° Training Stops**

*Ships concerned, Dockyards and Repair Establishments*

(G. 017386/41.—24.9.1942.)

With reference to A.F.O. 2377/42, paragraph 3, which states that all existing depression stops should be removed, this refers to the 0° depression stop fitted in destroyers and to any other improvised stop, and not to the 10° depression buffer stop, which must be retained.

2. With reference to the test referred to in paragraph 6 to avoid training into a dangerous bearing when guns are loaded, the gear should be tested by depressing the guns with a distance piece inserted between the cam and the roller of the safety firing gear.

(A.F.O. 2377/42.)

**4627.—Guns Q.F., 2-pdr. Mark XIV—Modification to Pressure Gauge Adapter to Provide an Air Filter**

(A.S. 9878/42.—24.9.1942.)

A.F.O. 2876/42 is to be amended by adding the following paragraph 3:—

The blank nut fitted to the adapter on the recuperator should be fitted to the union hose connection on the gauge adapter when checking recuperator pressure.

(A.F.O. 2876/42.)

**4628.—Guns, Machine, 20 mm. Oerlikon—Failure of American made Magazines**

(A.S./C.I.N.O. 8184/42.—24.9.1942.)

Some American made Magazines for use with 20 mm. Oerlikon machine guns have failed to seat properly on the breech casing of the gun. This is caused by the 4 mm. radius on the front corners of the mouthpiece adjacent to the trunnions not being maintained.

2. All such magazines in service and in store should be checked. Any found defective are to be adjusted in accordance with A.F.O. Diagram 247/42 by Ship's Staff if an Artificer is borne or by Base Staffs and Armament Supply Department. Ships not carrying an Artificer should land defective magazines.

3. Magazines in store are to be checked and modified, if necessary, before issue.

4. After check or adjustment, magazines are to be stencilled with letter "C" in white near mouthpiece trunnions. Boxes containing magazines which have been checked or adjusted are also to be stencilled with letter "C".

**4629.—Guns, Machine, 0.5-in., Vickers, Mark III—Revised Nomenclature**

(A.S. 14880/41.—24.9.1942.)

The revised nomenclature shown below is to be adopted in future for the various types of 0.5-in. Vickers, Mark III machine guns now in service:—

<i>Revised Nomenclature</i>	<i>Definition</i>
Gun, machine, 0.5-in., Vickers:—	
Mark III, No. 1, left hand	} Gun prepared for use in quadruple mounting or in twin Mark IV mounting.
Mark III, No. 1, right hand	
Mark III, No. 2, left hand	} Gun prepared for use in twin Mark V mounting.
Mark III, No. 2, right hand	
Mark III, No. 3, left hand	} Gun prepared for use in single pedestal, Mark VI, mounting or in scarf ring mountings.

2. The No. 2 and No. 3 guns differ from the No. 1 gun as shown below:—  
*No. 2 gun.*

Trigger bar lever and lanyard bracket complete are removed. In addition the height of the foremost rivet securing the trigger bar lever bracket is to be reduced in height to 0.1-in. if not already done. A special trigger bar lever for use with No. 2 guns is supplied as part of the gun-mounting, and is a Vote 8 store.

*No. 3 gun.*

Gun is fitted with A.A. sights, hand-firing gear and a shoulder piece, and lanyard bracket is removed. A setting line is also engraved on the rear face of the trunnion block of the gun to aid alignment of sights. These details are shown on drawings N.O.D. 3100/8 and N.O.D. 3100/358, Sheet 1. After guns are mounted, sights should be aligned with the bore on a distant object.

3. Guns are to be prepared as Nos. 1, 2 or 3 by R.N. Armament depots as necessary before issue to suit the type of mounting for which they are required.

4. Naval Proportion Book will be amended.

(A.F.Os. 4070/40 and 4391/41 are cancelled.)

#### 4630.—Gun Ammunition and Depth Charges—Notes on Care and Maintenance in Tropical Weather

*Small Ships and D.E.M.S.*

(M/S. 0214/42.—24.9.1942.)

Although there is, in general, no risk of gun ammunition exploding spontaneously at temperatures below 150° F. (see paragraph 4 (i) below) there is likely to be some falling off in performance particularly if the daily temperature range is great and, for this reason, as much protection as possible from both sun and bad weather, at all times, should be given to all ammunition at gun position by extemporised shelter (wet sword matting, canvas or wooden covers fitted to the lockers) capable of speedy removal. (N.M.E.R. Arts. 27 and 36.)

2. If gun ammunition is exposed to temperatures in excess of 120° F. it should be returned to the nearest Naval Armament Depot after six months.

3. The normal inspections laid down in N.M.E.R., Chapter V, should be carried out.

4. The following remarks apply to particular types of ammunition:—

(i) 0.303-in. B. IV-IV\*Z ammunition is liable to spontaneous combustion if its temperature exceeds 105° F. Instructions regarding this ammunition are in N.M.E.R. 269.

(ii) 2-pdr. 20-mm. and 0.5-in. should be kept greased with Cooper's grease and fired periodically as laid down in N.M.E.R., Art. 36 (7-14).

(iii) *Depth Charges*.—See N.M.E.R., Art. 293, for instructions as to the permissible temperatures for depth charges, etc., filled with T.N.T. or Amatol. Amatol expands slightly when heated past 32° C. (90° F.), and after several repeated cycles of heating and cooling the effect may be to split or bulge the casing of the depth charge; such depth charges are to be dumped in deep water. To avoid this trouble, depth charges in hot climates should be shielded from the direct rays of the sun as much as practicable by canvas screens or other suitable means. Depth charges are to be stowed so that their longitudinal seam on the outside of the case is visible and in the event of the weld splitting the charge is to be dumped, and a report forwarded, stating the number of the charge and the particulars of filling.

5. If any doubt exists as to the serviceability of the ammunition or its general stowage conditions the services of the local Naval Ordnance Inspecting Officer should be requested.

*Note*.—Rocket ammunition is subject to more severe temperature restrictions, which are laid down in the specific handbooks.

#### 4631.—Ammunition Supply Arrangements

*"Hunt" Class, 29-ft. Beam*

(G./D. 017595/42.—24.9.1942.)

With reference to A.F.O. 2833/41, item (d), as a compensation for top weight, it is approved *not* to fit the second 40-ft. pom-pom ready-use locker. Where already fitted in vessels of this class, these lockers should be landed.

2. Item (d) should be deleted accordingly.

(A.F.Os. 2833/41 and 4954/41.)

#### 4632.—Bombs, Depth Charges—Stretcher, Bomb Loading—Use for Loading 500-lb. Bombs and Depth Charges

(G./A.M. 5327/42.—24.9.1942.)

In order to increase the speed of loading bombs of 500 lbs. weight and depth charges, Mark VII, on to aircraft, either spread or folded, it has been found that stretchers, bomb loading, adjustable for 112-250 lb. bombs (Stores Ref. 4C/1283) are easier to use and quicker to handle than hoists and slings.

2. So that the heavier weight shall not cripple it the stretcher must be strengthened. The following method has proved suitable in one of H.M. aircraft carriers:—

Rivet to each side of the stretcher a strip of sheet steel  $\frac{3}{16}$ -in thick. Weld on to the stretcher two lifting handles of mild strip steel as shown on A.F.O. diagram 248/42 (1-2).

3. Aircraft carriers and Naval Air Stations may, if desired, modify stretchers as required on similar lines.

#### 4633.—Rifle—Calibre Automatics—Inspection

(G. 0446/40.—24.9.1942.)

Inspection by the Naval Ordnance Inspection Department of automatic guns, formerly confined to 0.5-in. and above, is extended to all automatic guns in the Naval service, including machine carbines (Thompson, Lanchester, Sten, and any similar that may be introduced into the service in future).

2. Rifles; carbines, self loading; pistols, revolver and self-loading, will continue to be inspected by the Armament Supply Department.

3. For details of occasions on which inspections are to be carried out see B.R. 291, revised Table "F", which is shortly being promulgated.

4. The services of Naval Ordnance inspecting officers are available for technical advice and assistance for these as for larger weapons. Inspection, when required, will normally be carried out in the first place on board. The sentence of the inspecting officer will indicate whether the gun is to be returned to a Naval Armament Depot or whether it can be repaired on board.

5. Any of the above weapons returned to Naval Armament Depots as unusable are to be put forward for inspection on receipt.

6. The special application of the foregoing to aircraft guns is dealt with in A.F.O. 4634/42.

(B.R. 291.)

(A.F.O. 4634/42.)

#### 4634.—Naval Aircraft Guns, etc.—Inspection

(G. 0446/40.—24.9.1942.)

Aircraft guns and signal pistols are subject to inspection by the Naval Ordnance Inspection Department, as follows:—

(a) In accordance with revised Table "F" of B.R. 291, which is shortly being promulgated.

(b) After return to a naval armament depot. If the guns are returned as unusable, they should be at once put forward for inspection, in order that defects due to bad material, bad design or bad maintenance, may be investigated; otherwise they should be taken on charge as repairable and inspected on repair in the usual manner.

2. Repairs by replacements, and minor approved modifications carried out by ships and air station staff, are not subject to this inspection, but failures of material should be reported on Form S.1148 (h), vide B.R. 291, Table F, Note (f).

3. Guns requiring inspection under paragraph 1 (a) should normally be exchanged and sent to the Supply Officer at a naval armament depot, but where the mounting or installation may be implicated, inspection on the spot should be arranged, if circumstances permit. Form S.1148 (h), which should be sent to the Supply Officer at the naval armament depot, the Inspecting Officer and Rear-Admiral, Naval Air Stations, at home, and administrative authority overseas, should indicate whether the guns are being returned or held *in situ* for inspection.

4. If the ammunition as well as the gun is suspected, or if it is not clear which is at fault, Form S.1148 (i) should be rendered as well as S.1148 (h).

5. Components of guns returned to naval armament depots will be dealt with as prescribed for guns under paragraph 1 (b).

6. Naval armament depots equipped to deal with aircraft guns are at Chatham, Priddy's Hard, Plymouth, Crombie, Kingswinford (Staffs), Lyness, Gibraltar,

Malta, Alexandria, Ceylon, Simonstown and Bermuda. Horizontal ranges for 0.303 in. guns are available at most depots, and for 0.5 in. at some. Local arrangements should be made for firing tests requiring other facilities.

7. The Inspecting Officers available for the services referred to above are shown in the appendix to this Order. They are available to visit ships or air stations if required by the Commanding Officer, and will periodically visit air stations and discuss local difficulties or troubles experienced. Their services should invariably be enlisted when defects involving guns or explosives occur.

## APPENDIX

*Naval Ordnance Inspection Department Outstations (Home and Abroad).  
Postal Addresses, Telegraphic Addresses and Telephone Nos.*

## Home.—

Barrow-in-Furness ...	Assistant Inspector of Naval Ordnance, 112, Duke Street, Barrow-in-Furness. (Telephone No. Barrow-in-Furness, 76.)
Bath ... ..	Naval Ordnance Inspecting Officer, Ensleigh Hutments, Lansdown, Bath. (Telephone No.—Bath, Tennyson 1000.)
Birmingham ...	Inspector of Naval Ordnance, Colonial Mutual Life Assurance Buildings, Great Charles Street, Birmingham, 3. (Telephone No.—Birmingham Central 8231.) (Telegraphic Address—Steeliness, Birmingham.)
Chatham ... ..	Naval Ordnance Inspecting Officer, H.M. Gun Wharf, Chatham, Kent. (Telephone No.—Chatham Dockyard 539.) (Telegraphic Address—Steeliness, Rochester.)
Crombie ... ..	Naval Ordnance Inspecting Officer, R.N.A. Depot, Crombie, Dunfermline. (Telephone No.—Dunfermline 333. N.O.I.O.—Ext. Crombie 91; Clerks—Ext. Crombie 21.) (Telegraphic Address :—Steeliness Dunfermline.)
Grimsby (H.F.) ...	Assistant Inspector of Naval Ordnance, Home Fleet, c/o Naval Officer-in-Charge, Grimsby R.N. Base, Lincs.
Glasgow (H.F.) ...	Assistant Inspector of Naval Ordnance, Home Fleet, c/o D.I.N.O., Glasgow, 14, Crown Terrace, Dowanhill, Glasgow, W.2. (Telephone No.—Glasgow Western 4160.) (Telegraphic Address—Steeliness, Glasgow.)
Home Fleet ... ..	Deputy Inspector of Naval Ordnance, Home Fleet, c/o Inspector of Naval Ordnance, Middlegate House, Royal Arsenal, Woolwich, S.E.18. (Telephone No.—Woolwich 2442, Ext. 8.) (Telegraphic Address—Steeliness, Woolwich, London.)
Kingswinford ...	Assistant Inspector of Naval Ordnance, Methodist Church School Rooms, Kingswinford Brierley Hill, Staffs. (Telephone No.—Kingswinford 157.)
Lincoln ... ..	Assistant Inspector of Naval Ordnance, 7, Lindum Terrace, Lincoln. (Telephone No.—Lincoln 1741.) (Telegraphic Address—Steeliness, Lincoln.)
Liverpool (H.F.) ...	Assistant Inspector of Naval Ordnance, Home Fleet, Room 541, Royal Liver Buildings, Liverpool, 3. (Telephone No.—Liverpool Central 8060.) (Telegraphic Address—Steeliness, Liverpool.)

## APPENDIX—contd.

Manchester ... ..	Inspector of Naval Ordnance, "Beech Lawn," Dunham Road, Altrincham, Cheshire. (Telephone No.—Altrincham 3315/6/7.) (Telegraphic Address—Steeliness, Altrincham.)
Milford Haven ...	Naval Ordnance Inspecting Officer, R.N. Mining Depot, Milford Haven, Pembrokeshire. (Telephone No.—Milford Haven 478.) (Telegraphic Address—Steeliness, Milford Haven.)
Newcastle ... ..	Deputy Inspector of Naval Ordnance, Admiralty Inspection Offices, c/o Messrs. Vickers-Armstrongs, Ltd., Elswick Works, Newcastle-on-Tyne. (Telephone No. Newcastle 33911.) (Telegraphic Address—Steeliness, Newcastle-on-Tyne.)
Portsmouth ... ..	Deputy Inspector of Naval Ordnance, R.N.A. Depot, Priddy's Hard, Gosport, Hants. (Telephone No.—Portsmouth Dockyard 74571; Officers—Ext. 7641; Clerks—Ext. 7684.) (Telegraphic Address—Steeliness, Gosport.)
Plymouth ... ..	Deputy Inspector of Naval Ordnance, R.N.A. Depot, Bull Point, Devonport, Devon. (Telephone No.—Devonport Dockyard 531, Ext. 16.) (Telegraphic Address—Steeliness, Plymouth.)
Sheffield ... ..	Inspector of Naval Ordnance, Naval Ordnance Inspection Laboratory, Janson Street, Sheffield, 9. (Telephone No.—Attercliffe 42041.) (Telegraphic Address—Steeliness, Sheffield.)
South Wales ...	Inspector of Naval Ordnance, South Wales Area, Administration Buildings, Royal Ordnance Factory, Bridgend, Glam. (Telephone No.—Bridgend 640/1/2. I.N.O., Ext. 456; Clerks—Ext. 457, 478 and 479.) (Telegraphic Address—Steeliness, Bridgend.)
Scapa (H.F.) ... ..	Assistant Inspector of Naval Ordnance, Home Fleet, Scapa, Lyness Base.
Woolwich ... ..	Inspector of Naval Ordnance, Middlegate House, Royal Arsenal, Woolwich, S.E.18. (Tel. No.—Woolwich 2044; Ext. 1460, Sub. Ext. 4.) (Telegraphic Address—Steeliness, Woolwich, London.)
<i>Abroad.—</i>	
Auckland ... ..	Armament Supply Officer and Inspecting Officer, Naval Armament Depot, Kauri Point, Birkenhead, Auckland, New Zealand.
Bermuda ... ..	Naval Armament Supply Officer and Inspecting Officer, R.N.A. Depot, Bermuda.
Canada ... ..	Inspector of Naval Ordnance, British Admiralty Technical Mission, 58, Lyon Street, Ottawa, Canada.
Colombo ... ..	Deputy Inspector of Naval Ordnance, Royal Naval Armament Depot, Colombo.
Durban ... ..	Naval Ordnance Inspecting Officer, Royal Naval Armament Depot, Durban.
Esquimalt ... ..	Inspector of Naval Ordnance, H.M. Canadian Dockyard, Esquimalt, British Columbia.



<i>Abroad—contd.</i>	<i>APPENDIX—contd.</i>
Freetown ... ..	Deputy Armament Supply Officer and Inspecting Officer, R.N. Armament Depot, Freetown, Sierra Leone.
Gibraltar ... ..	Naval Ordnance Inspecting Officer, R.N.A. Depot, Gibraltar.
Halifax ... ..	Inspector of Naval Ordnance, H.M. Canadian Dockyard, Halifax, Nova Scotia.
Mediterranean ...	Deputy Inspector of Naval Ordnance, c/o Rear-Admiral, Alexandria.
Melbourne ... ..	Deputy Inspector of Naval Ordnance, Navy Office, Melbourne, Australia.
Sydney ... ..	Navy Ordnance Inspecting Officer, Naval Armament Depot, Sydney, Australia.
U.S.A. ... ..	D.I.N.O. British Advisory Repair Mission, 908, G Street, N.W., Washington, D.C., U.S.A. ( <i>B.R. 291.</i> )

**4635.—Sights—Eyeshooting Sights and Telescopes—Securing Clips for Rubber Eyepieces**

*Ships and establishments concerned*

(G. 3158/42.—24.9.1942.)

Owing to the shortage of rubber it is necessary to take every precaution against loss or damage to rubber eyepieces.

2. Experience shows that eyepieces can easily become detached from the holder. To prevent this a small metal clip should be made and fitted to all eyepieces fitted to eyeshooting sights and telescopes.

3. A suitable type of clip is shown in A.F.O. diagram No. 249/42.

4. The work should be carried out by ships' staffs at the first opportunity.

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

**4636.—P.A.Cs.—A.D. Type D, Main Container Type C—Modification to Explosive Link Fittings**

(G. 08592/42.—24.9.1942.)

A.F.O. Diagram 244/42 shows the modification which should be made to the explosive link fittings to the main container Type C of P.A.Cs. Only one securing wire, either top or bottom, is required.

2. The work of modifying the containers in ships' outfits should be carried out as follows:—

H.M. Ships ... .. by ships' staff.

D.E.M.S. ... .. by base staff.

Future supplies will be modified before issue.

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

**4637.—Torpedoes, 21-in., Mark VIII\*\*—Fitment of Disc St. No. 8674 in the Safety Valve Afterbody Access Door**

(A.S.—24.9.1942.)

Some 21-in. Mark VIII\*\* torpedoes with the engine-room bulkhead type relief valve have had the afterbody safety valve completed with a hard red fibre disc. These discs do not in all cases provide a satisfactory joint and are to be replaced by disc St. No. 8674 as soon as possible.

2. Supplies of discs St. No. 8674 are now available and, contrary to the instructions given in paragraph 2 of A.F.O. 2261/42, torpedoes on board are to be examined and dealt with in accordance with paragraph 1 above.

(*A.F.O. 2261/42.*)

**4638.—Blowing Heads, 18-in., XII Type—Revised Allowance**

*Aircraft Carriers*

(A.S. 02419/42.—24.9.1942.)

Revised allowances of blowing heads have been approved, as a temporary war-time measure, as follows:—

*Aircraft Carriers.*

3 Squadron ship—12 plus 6 spare.

2 Squadron ship—12 plus 3 spare.

1 Squadron ship—9 plus 3 spare.

*Aircraft Carrier with 9 Aircraft.*

6 per ship.

2. Blowing heads, 18-in. XII B, when clear for issue, will be supplied on the basis of 50 per cent. of total blowing head allowance.

3. Aircraft Carriers concerned are to adjust to the above allowances at the earliest opportunity. Any blowing heads on board surplus to revised allowances are to be landed at the nearest Torpedo Depot.

**4639.—Bow Protector Paravanes—Towing Ropes—Splicing**

(T. 2590/42.—24.9.1942.)

Examination of paravane towing ropes which have failed at or near the splice shows that in some instances the eye and the splice have been made with two strands of the rope only. Further, the splices have been served with wire instead of spun yarn as laid down.

2. As the strains set up in these ropes are greatly in excess of those to which ropes of a similar size for other services are subjected, the attention of all concerned is drawn to the necessity for splicing these ropes exactly to the specification quoted in O.U. 5511/39, paragraphs 143 and 337. The reference to "the two strands" in paragraph 337 (ii) will be amended to read "two of the strands".

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

**4640.—Multiplane Kite-Otters, Pattern 8711—Modification**

(N.S. 10843/42.—24.9.1942.)

Contracts have been or are being placed for the modification of all stocks of square-edged Multiplane Kite-Otters, Pattern 8711, reported by Yards, Depots and Bases in accordance with A.F.O. 203/42.

2. Future deliveries from contractors of these Kite-Otters will have the exposed edges rounded off; no further issues of square-edged Kite-Otters are to be made and any returned to store are to be sent to contractors for modification.

(*A.F.O. 203/42.*)

**4641.—Torpedo Stores—Mirrors St. No. T.352—Issue**

*Depot Ships and Bases for Submarines*

(A.S. 12715/42.—24.9.1942.)

An allowance of 3 mirrors St. No. T. 352 has been approved for each Depot Ship and Base for Submarines.

2. Ships, etc., concerned are to demand to complete to this allowance from the nearest Torpedo Depot.

**4642.—Torpedo Stores—Washers, Air Blast Gyro, Frame, St. No. 5735**

(A.S. 0534/41.—24.9.1942.)

Investigation has shown that "Washers, dermatine, joint, air blast gyro, frame, St. No. 5735" vary considerably in hardness and that the softest are liable to blow out. These washers have hitherto been made from three grades of dermatine, viz:—

Grade N—grey, soft and elastic.

Grade X—usually black, much harder and less elastic.

Grade B—very hard—supplied as a moulded washer only.

2. All future manufacture Washers St. No. 5735 will be Grade "B" made of dermatine or rubberised fabric. It is possible that the service life of these washers may be found to be greater than that of washers of the earlier grades of dermatine, but pending further experience on this point Grade "B" washers are, for the present, 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.

3. Ships and vessels concerned are to demand the quantities of Grade "B" washers required to replace Grade "N" and "X" washers on board from the nearest Torpedo Depot.

4. Grade "N" washers must *not* be used in future and any on board are to be scrapped forthwith.

5. On receipt of supplies of Grade "B" washers on board, all Grade "X" washers are to be returned to the nearest Torpedo Depot.

6. Any washers of doubtful grade are to be regarded as Grade "N" and scrapped.

7. Care should be taken to keep washers St. No. 5735 absolutely free from any trace of oil or grease as this may cause the washer to fail when the gyro is blasted in the torpedo.

8. Grade "B" washers will be labelled on issue.

(A.F.Os. 774/42 and 2892/42 are cancelled.)

#### 4643.—Watertightness of Electrical Switchgear

All ships fitted with ring main systems. Dockyards and Overseers concerned

(D. 11397/42.—24.9.1942.)

In view of the serious effects of leakage of water into ring main switchgear, attention is directed to the necessity of rigidly adhering to the instructions for packing cable glands in electrical apparatus, sealing cover joints and vacuum testing watertight apparatus as laid down in Standard Electrical Specification No. 1.

2. In order to ensure that water does not enter ring main and control cables, the instructions governing the fitting of sealing ends to the cables and subsequently testing are to be carefully followed.

3. If it is necessary to renew sealing ends for paper insulated single core cables which were supplied by the manufacturers of the switchgear, the new sealing ends should if possible be obtained from the manufacturers. If the sealing ends have to be made in a Dockyard, they are to be manufactured strictly in accordance with the drawing of the sealing ends and the material used for the insulators must comply with Standard Electrical Specification No. 12.

4. The attention of ships' officers in vessels affected is directed to the need for carrying out periodic vacuum tests on all apparatus which is required to be watertight.

5. In the case of fuse release switches this is to be done when carrying out the six-monthly renewal of fuse elements.

(A.F.O. 4064/39.)

#### 4644.—Safe Compass Distances

Converted Trawlers, Whalers, Drifters and Yachts

(D.N.C./C.D. 385/42.—24.9.1942.)

Numerous reports have been received of magnetic material, including protection for bridge personnel, having been placed within the safe compass distance, thus making it impossible to correct the compasses and in some cases impracticable to fit corrector coils.

2. Attention has been drawn in A.F.O. 3748/40, C.A.F.O. 962/42, A.L. P/C.D. 335/40 and C.D. Pamphlet No. 11, to the necessity for observing the prescribed safe distances, and it is desired to emphasize the importance of this requirement. It should be noted that if faults are avoided in the first instance considerable time, expense and labour is saved in rectifying these errors when brought to light. Examples reported recently include the following:—

#### Standard Compass.

- (i) Sheet iron wind deflectors fitted on upper bridge.
- (ii) Steel rails round upper bridge.
- (iii) Asdic operators seat made of magnetic material.
- (iv) Steel wire jackstay round upper bridge.
- (v) Iron radiator in asdic shelter fitted close to standard compass.
- (vi) Lewis gun mounted close to standard compass.
- (vii) Magnetic voice pipe 3 ft. from standard compass.

#### Steering Compass.

- (viii) Steel plate over passage between generator house and fore end of bridge only 3 ft. from steering.
- (ix) Steel spindle guard over steering gear about 3 ft. from compass.
- (x) Echo sounding machine less than 4 ft. from compass.
- (xi) Helmsman's shelter less than 4 ft. from compass.
- (xii) Protective steel plating around outside of the wheelhouse.
- (xiii) Movable gun shield within 4 ft. of compass.
- (xiv) Steel voice pipe in contact with steering binnacle.
- (xv) Deck above wheelhouse constructed of steel plating.
- (xvi) Steel steering wheel fitted.

3. In addition to the above, the use of non-magnetic protective plating (for the smaller converted vessels) has been rendered ineffective by the following:—

- (xvii) Fitting magnetic beading round non-magnetic helmsman's shelter.
- (xviii) Magnetic bolts, lugs, etc., used in construction of the non-magnetic shelter.

4. Commanding Officers concerned should forward items for the rectifying of any faults similar to the above in the next defect list so that when next in hand, these errors may be remedied to the satisfaction of the Port Compass Officer.

(A.F.O. 3748/40 ; C.A.F.O. 962/42.)

#### 4645.—Mercurous Grease—Not to be Used with Brasses and Bronzes

(D. 11786/42.—24.9.1942.)

Examination of a destroyer propeller which was cracked through both keyways and well down into the boss revealed that the defect was due to a mercurous grease being used on the bore and keyways.

2. It should be borne in mind that greases containing mercury must not be used in conjunction with any brass or bronze articles subject to stress owing to the tendency of mercury to develop season cracking in them.

#### 4646.—R.D.F. Sets, Type 241, 291, 290, 286 P/PQ, 79 M and 279 M—Introduction of Improved Diode Valve

(S.D. 894/42.—24.9.1942.)

A new diode valve, Type CV8 (E.1356), will shortly be introduced which will be suitable for use with all R.D.F. sets fitted with common aerial systems and diode switches.

2. These valves are externally similar to the present CV8 valve (E.1248) but will have serial numbers higher than 10,000.

3. Additional heater current is required by the new valves, and to ensure that no excessive voltage drop is caused, transformer and rectifier units Patterns W3170, W2442 and W3734 are to be modified by the replacement of the existing pattern 7699 cable, connected between the transformer and rectifier unit and the diode switch, by Pattern 6058 cable. This lead must not exceed 4 ft. in length and units must be repositioned if necessary to comply with this restriction.

Provision of the necessary Pattern 6058 cable is being arranged at bases.

4. In order to enable the Pattern 6058 cable to be fed through the gland in the diode switch the braiding should be removed and the rubber slightly greased. The minimum amount of grease should be used and the cable must be wiped clean immediately afterwards.

5. The Pattern 6058 cable should be connected as follows:—

In diode switch	... .. White to bias negative. Black to heater and bias positive. Red to heater.
In transformer and rectifier unit.	White to 4-volt D.C. negative. Black to 6.3-volt A.C., which must be internally connected to 4-volt positive. Red to 6.3-volt A.C.

All connections must be made to the terminal strips and not at any other points.

6. This modification (which does not preclude the use of CV8 valves (E.1248) is to be carried out by ships' staffs at the first opportunity in anticipation of the introduction of the new valves. The assistance of a qualified R.D.F. officer or radio mechanic should be obtained if necessary.

7. Until this modification has been made valves with serial numbers higher than 10,000 must NOT be used, nor must these valves be fitted in diode switches taking their power supply from the Type 286 receiver. In the latter case a transformer and rectifier unit Pattern W3170 must first be fitted.

#### 4647.—R.D.F., Type 252—Adjustments Required

(S.D. 03036/42.—24.9.1942.)

R.D.F., Type 252.—Set inoperative unless control unit is adjusted to 24 volts when warmed up.

2. Aerial junction box W.3574 sometimes defective when wet. Replace metal lid by  $\frac{1}{8}$ -in. paxolin.

(Admiralty Message 295A is cancelled.)

#### 4648.—Type 273 or 271M R.D.F. Aerial Enclosure—Tufnol Bolts

(S.D. 0452/42.—24.9.1942.)

Tufnol bolts as indicated on drawing D.N.C. 2A/200 are required for securing the horizontal stiffening battens in the above-mentioned aerial enclosures. A stock of these bolts is now available and for first fitting 36 in No. should be demanded from S.N.S.O., Haslemere, *i.e.* 32 in No. to cover actual requirements and 4 in No. to be carried by ship as spares.

2. Ships already fitted with aerial enclosure as above but without Tufnol bolts should, if further strengthening to resist gun blast is considered necessary, also forward demands; the work of fitting being carried out by ship's staff.

#### 4649.—W/T and R.D.F. Apparatus—Technical Inspection

(S.D.—24.9.1942.)

A.F.O. 3539/42 is to be amended as follows:—

##### Definition of Responsibility

(K.R. & A.I., Article 663.)

Delete paragraph 2 and substitute:—

“Emergency Repairs and Refits.

2. Where ships are undergoing refit or emergency repair, this technical inspection is carried out by the Port W/T and Port R.D.F. Officers on the staff of the local Flag or Senior Officer.

Defects.

3. The responsibility for the inspection of W/T or R.D.F. defects made good, rests with the Commanding Officer.”

Renumber remaining paragraphs of the Order accordingly.

(A.F.O. 3539/42.)

#### 4650.—Hailing Equipment, Type 431

(S.D. 668/42.—24.9.1942.)

With reference to A.F.O. 453/41, it has been decided to supply Hailing Equipment, Type 431, to “C” Class M.G.Bs, “D” Class M.T.Bs. and “D” Class M.G.Bs.

2. Supply of the equipments is being arranged.

(A.F.O. 453/41.)

#### 4651.—Type 62X—Resilient Mounting of Panel 8T and Transmitter 7T—A. and A.

(S.D. 01846/42.—24.9.1942.)

It has been found necessary to mount panels 8T and transmitter 7T of type 62X on shock absorbing mountings.

2. Commanding Officers of ships concerned are therefore to insert an item Classification “A” in their next list of “As. and As.”, to fit panels 8T and transmitter 7T of type 62X on resilient mountings in accordance with Admiralty Signal Establishment's drawings Nos. :—

28884A (Issue 7), Type 62X— ... Modified positions of instruments and details.

28867A (Issue 5), Type 62X ... Modified wiring diagram.

3. Fitting-out authorities concerned are to apply to the Captain Superintendent, Admiralty Signal Establishment, for copies of the above drawings when the work of fitting the resilient mountings is taken in hand.

#### 4652.—Cartridges, Electric, Engine Starter—Introduction and Use with Aero Engines

(A/ADP. 197/42.—24.9.1942.)

In future cartridges, engine starting, will be known as cartridges, electric, engine starter. This nomenclature will be followed by the weight of the cartridge in grammes, the type number and mark.

2. In accordance with paragraph 1 the types of cartridge, electric, engine starter and their stores reference numbers are now:—

Cartridges, Electric, Engine-Starter		Stores Reference Number
20 grammes, No. 1, Mark I	... ..	12D/304.
20 grammes, No. 1, Mark II	... ..	12D/276.
25.5 grammes, No. 2, Mark II	... ..	12D/277.
30 grammes, No. 3, Mark I	... ..	12D/435.
48 grammes, No. 4, Mark I	... ..	12D/503.
57 grammes, No. 5, Mark I	... ..	12D/504.
“A” } American Type	... ..	12D/N.I.V.
“B” }		

3. Cartridges authorised for use with the aero engines fitted in Naval aircraft are shown below:—

Aircraft	Engine	Cartridge (normal)	Cartridge (cold weather)
Skua } Roc }	... Perseus XII	... { 20 grammes, No. 1, Mark II	20 grammes, No. 1, Mark II.
Albacore	... Taurus II, XII	... 20 grammes, No. 1 Mark II.	25.5 grammes, No. 2, Mark II, below minus 5° C.
Fulmar I, II	... Merlin VIII, 30	... 20 grammes, No. 1 Mark II.	25.5 grammes, No. 2, Mark II, below plus 5° C.
Martlet III (ex Greek only)	Twin Wasp, ... S3C4G.	... 20 grammes, No. 1 Mark II.	25.5 grammes, No. 2, Mark II, below plus 5° C.
Martlet IV	... Cyclone G205A	... 20 grammes, No. 1 Mark II.	25.5 grammes, No. 2, Mark II.

Aircraft	Engine	Cartridge (normal)	Cartridge (cold weather)
Chesapeake (fitted single breach starter).	Twin Wasp, Jr. SB4G.	American Type "B"†	American Type "B"†
Chesapeake (fitted multi- breach starter).	Twin Wasp, Jr., SB4G.	20 grammes, Mark II.	20 grammes, Mark II.
Barracuda ...	Merlin 30 or 32...	20 grammes, Mark II.	25.5 grammes, Mark II, below plus 5° C.
Firefly ...	Griffon ...	48 grammes, Mark I.	57 grammes, Mark I, below plus 10° C.
Kingfisher ...	Wasp, Jr., R.985	American Type "A"†	American Type "B"†

*Notes.*—The cold weather cartridge should only be used when temperature conditions are so low that the normal cartridge is not capable of producing the necessary speed of rotation to effect a start and after the engine has been "loosened" by the use of a normal cartridge.

† Where American type "A" or "B" cartridges are not available, 20 grammes No. 1, Mark II, cartridges from which 6 or 4 pellets respectively have been removed, in accordance with A.P.1181/D3-W, may be used.

20 gramme, No. 1, Mark I, cartridges may replace 20 gramme, No. 1, Mark II, when the latter are not available.

4. The cartridges are classified for storage in Explosive Group VI. After each opening of the metal container the lid is to be replaced and re-sealed with adhesive tape; it is essential that the cartridges be kept quite dry.

5. A standard method of packing is being introduced to simplify stowage. Each type of cartridge is packed in a tin box to hold 20 cartridges. These tin boxes are of similar cross sectional dimensions, but vary in length depending on the length of cartridge.

A standard wooden box is provided with external dimensions of 8 in. × 6½ in. × 30½ in., and holds the following number of cartridges:—

Type 1 ...	8 tins ...	160 cartridges.
Type 2 ...	7 tins ...	140 cartridges.
Type 3 ...	7 tins ...	140 cartridges.
Type 4 ...	6 tins ...	120 cartridges.
Type 5 ...	5 tins ...	100 cartridges.

Prior to the introduction of the wooden box, cartridges have been supplied in various types of boxes as available. American Type "A" and "B" will probably be provided in their packages.

6. The wooden box and the tinplate containers, when empty should be returned to the nearest Naval Armament Depot for re-use.

7. The relevant Air Publications will be amended.  
(A.F.O. 5413/41 is cancelled.)

#### 4653.—Taurus Aero Engines—Rough Running

(A.M.R. 2194/42.—24.9.1942.)

Recent investigations carried out on Taurus engines due to reported rough running make it clear that the importance of careful maintenance of the ignition system on these engines is not fully appreciated.

2. In several cases the contact breaker gaps have been found to be widely divergent from the correct gap of 0.012 in. This has resulted in the timing of the ignition being up to 10 degrees from the designed figure, which will cause rough running and overheating.

3. Great attention must also be paid to the condition of sparking plugs and harness since detonation may occur in any cylinder in which only one of the sparking plugs is firing. This will result in overheating and possible seizure of the sleeve on the junk head.

4. Similarly, seizure may occur due to local heating of the junk head due to leakage of gas past the joint washer between the sparking plug and the junk head or past the internal joint washer between the sparking plug body and the centre electrode.

5. The attention of all maintenance personnel is to be drawn to the importance of these points and the relevant Air Publications.

#### 4654.—Fire Control—Evershed's Target Bearing Indicator System—Duplication of Needham's Shaker Equipment

(G. 010751/42.—24.9.1942.)

A.F.O. 2913/42 is to be amended as follows:—

Add "Scylla" to paragraph 7.

(A.F.O. 2913/42.)

#### 4655.—Diesel Driven Portable Pumps—Additional Suction Hose for Ships with High Freeboard

*Cruisers and above*

(N.S. 27178/42.—24.9.1942.)

Experience has shown that the present allowance of 30-ft. of suction hose supplied with diesel driven portable pumps may be insufficient for vessels having a high freeboard, when the pump is required for use with the ship under way.

2. Vessels concerned, having a freeboard of more than 20-ft. in the light condition, should demand from their storing yards one 8-ft. length of suction hose, Pattern 3131 (Subhead B.S.E.) for each diesel pump supplied.

(A.F.O. 5303/41 and C.A.F.O. 336/42.)

#### 4656.—Reduction of Topweight-Landing of Bollard Hoists—A. and A.

*"P" Class Destroyers*

(D/P. 13553/42.—24.9.1942.)

The bollard hoist, originally fitted for the supply of 4-in. ammunition in "P" Class destroyers in which the 4-in. gun has been replaced by the after set of torpedo tubes, is to be landed, and arrangements are to be made by leading blocks to use the after port winch for hoisting depth charges from the torpedo head magazine.

2. The bollard hoists are to be returned to the ship's storing yards, where they are to be held readily available for refitting in the event of the 4-in. gun being replaced.

3. The alteration is to be carried out at the first opportunity or alternatively an item, Classified "B" is to be included in the lists of As. and As. for the ships concerned.

(A.S. C.B.S., 4/8/42, No. 113/8.)

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

#### 4657.—Tanks for 18-in. Duplex Pistols

(D. 014384/42.—24.9.1942.)

A simplified design of R.U. tank to hold three 18-in. Duplex pistols is now in production.

2. For new construction, refits and emergency repairs of all vessels carrying 18-in. aircraft torpedoes, these tanks will be supplied by the Admiralty where other arrangements have not already been made.

3. The decision above also applies to all Naval Air Stations.

4. Supplies to date have been arranged as follows:—

- 4 to S.N.S.O., Rosyth (for job D.5063).
- 7 to N.S.O., Greenock (for job E.R.1484).
- 16 to R.N. Air Station, Cape.
- 10 to R.N. Air Station, Kilindini.

- 20 to R.N. Air Stations, Ceylon.  
 4 to R.N. Air Station, Elswick.  
 10 to R.N. Air Station, Fearn.  
 10 to T.E.O., Simonstown, for retention against a future requirement.  
 10 to R.N. Air Station, Crail (for M.T.M.U. No.3).  
 30 to S.N.S.O., Chatham  
 30 to S.N.S.O., Portsmouth  
 30 to S.N.S.O., Devonport  
 29 to S.N.S.O., Rosyth

(A)

5. Purchase of the tanks has been dealt with under Vote 8.II, B.3, and the contractors' invoices for all supplies will be forwarded to the S.N.S.O., Park Royal, for accounting purposes.

6. Authorities concerned are to demand these tanks when requirements arise from the Director of Stores, Admiralty, S.W.1.

(A) To be retained at the yards named for emergency stock pending further instructions.

#### 4658.—Alterations and Additions

*Fairmile "B" Class M.Ls.*

(D. 014017/42.—24.9.1942.)

The following modifications have been approved for "B" Class M.Ls. and Commanding Officers are to include items for these in their next lists of As. and As. for all boats now in service in which these modifications have not already been fitted:—

- The starboard side of the cable locker is to be boarded in with boarding fitted in portable sections.
- A cupboard 20½-in. deep and 23½-in. wide is to be built in the in-board corner of the Officers' washplace to accommodate clothing for a Third Officer or for use as an airing cupboard.
- Extra shelving is to be fitted in the tiller flat over the steering gear to provide stowage and to protect the steering gear. The necessary parts (J.107) can be obtained from the Fairmile Marine Co. on demand.
- The Vegetable lockers are to be re-positioned as follows:—
  - In M.Ls. fitted with torpedo tubes, lockers are to be fitted each side of the coachroof abaft the tubes.
  - In M.Ls. not fitted with torpedo tubes lockers are to be fitted on each side abreast the bridge.
- The present type Bogey stoves fitted for heating the mess decks and the Officers' quarters are to be removed and replaced by Courtier stoves. In boats which are only in hand for a short time these stoves are to be fitted in the position already occupied by the present stoves. The stoves are to be demanded from the Fairmile Marine Co., demands being passed through R.A.C.F. If any boats are paid off for repairs which will take a reasonable time to execute the opportunity is to be taken to fit the mess deck stove on the centre line about mid-length of the mess. The necessary drawings and other particulars can be obtained from the Fairmile Marine Co. on demand. A similar modification of stoves is also to be carried out by Base staffs in M.Ls. when approved by R.A.C.F.

(R.A.C.F. 1.7.42, No. 1135. M/185 (i).)

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

#### 4659.—Additional Naval Stores for R.M.Ls.

(N.S. 22508/42.—24.9.1942.)

The following additional naval stores are to be supplied to each R.M.L. :—  
*Pattern.*

100 Buckets, wrought iron, enamelled	...	...	1	} For use in Sick Bay.
54 Cases, torch	...	...	2	
55 Batteries for torches	...	...	4	
56A Bulbs for torches	...	...	4	

2. Demands as necessary to complete R.M.Ls. in commission should be forwarded to storing yards by each base concerned. Supply to R.M.Ls. under construction should be arranged by storing yards.

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

#### 4660.—Berthing Wires

*"L" and "M" Class Destroyers*

(D. 10016/42.—24.9.1942.)

Experience in "L" Class destroyers indicates that 2½-in. F.S.W.R. berthing wires are unsuitable for destroyers of this class.

2. Worn or defective 2½-in. berthing wires of "L" and "M" Class destroyers in service are to be replaced by 3-in. F.S.W.R. berthing wires.

3. Vessels of the above classes, under construction, are to be equipped with seven 3-in. F.S.W.R. berthing wires.

4. Rigging warrants are to be amended accordingly.

(F.O.C. Force "F," 29.5.42, No. 53/251.)

#### 4661.—Boom Defence Concrete Mooring Clumps

(B.D. 01265/42.—24.9.1942.)

The drawings and Specifications shown in A.F.O. diagram 246/42 are issued for guidance when arranging local manufacture for these stores.

(A.F.O. 3908/42.)

#### 4662.—Kite Balloons Equipment—Fitting

*D.E.M.S., R.F.As. and M.F.As.*

(A.S. 02781/42.—24.9.1942.)

The following precautions are to be taken to obviate the risk of damage to vessels and cargoes, in the event of an electric storm whilst kites or balloons are being flown.

2. The sheaves through which the steel cable passes between the winch and the balloon, and the winch itself, should be definitely earthed to the ship's structure, if of steel. Tests should be made at frequent intervals to ensure that the earth connections are maintained.

3. In the event of the ship being of wood or fabricated construction, the sheaves and winch must be bonded together and connected to a submerged earth plate by the most direct path, due regard being given to the proximity of store ammunition.

4. The flying of kites and balloons from vessels employed as A.S.I.S. or A.S. Carriers should in any case be avoided unless considered absolutely essential.

5. Kites and balloons are never to be flown above the cloud base, and during thunderstorms are to be hauled down as low as practicable.

#### 4663.—Cinema Projectors, Pattern 7501—Carbon Brushes for Blower Motor

(N.S. 20132/42.—24.9.1942.)

Spare carbon brushes have been introduced for use in the blower motors of cinema projectors, Pattern 7501.

2. The brushes, which are consumable articles, have been allocated pattern number 7558, and will be dealt with under Subhead F.3.A.

3. Purchase has been arranged of the quantities shown below to the Yards indicated and Ships and Establishments requiring the carbon brushes should render demands to the appropriate Storing Yards.

Devonport	...	50 pairs
Portsmouth	...	250 pairs
Chatham	...	100 pairs
Rosyth	...	100 pairs

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

**4664.—Compressed Asbestos Fibre Rings—Supplies from Messrs. Beldams Asbestos Co. Ltd.**

(N.S. 9583/41.—24.9.1942.)

With reference to A.F.O. 3189/41, Messrs. Beldams Asbestos Co. Ltd. will be again invited to tender for the supply of C.A.F. rings, Patterns 2340-2347, and future deliveries of these rings by this firm should be issued to ships.

(A.F.O. 3189/41.)

**4665.—Cooking and Heating**

*Auxiliary and Small Craft*

(N.S. 14319/42.—24.9.1942.)

With reference to A.F.O. 807/42, purchase of the undermentioned stoves, cookers and radiators has been arranged, under the contracts indicated:—

Description	Contract							Contract
	<i>SNSO</i>	<i>SNSO</i>	<i>SNSO</i>	<i>NSO</i>	<i>SNSO</i>	<i>NSO</i>	<i>ANSO</i>	
	<i>Rosyth</i>	<i>Chatham</i>	<i>Ports-mouth</i>	<i>Preston</i>	<i>Severn Area</i>	<i>Greenock</i>	<i>Newcastle-on-Tyne</i>	
Clyde cookers No. 1 (dimensions 24 in. by 10 in. by 10 in. high) ... No.	150	150	150	75	75	100	50	A (see below)
Stoves for fitting in Clyde cookers (complete with two burners) ... No.	300	300	300	150	150	200	100	B
Primus stoves No.	150	150	150	75	75	100	50	C
Camp or A.R.P. model "Ottest" heaters No.	75	75	75	50	75	100	50	D

Any requirements for Devonport should be obtained from Superintending Naval Store Officer, Portsmouth.

A—CP7E/43382/42, dated 26.5.42. Messrs. Simpson-Lawrence, Ltd.

B—CP7E/43382/42, dated 26.5.42. Messrs. Monitor Engineering & Oil Appliances, Ltd.

C—CP7E/43381/42, dated 18.5.42. Messrs. Charles Twigg & Co., Ltd.

D—CP7E/43382/42, dated 11.8.42. The Interoven Stove Co., Ltd.

2. These are being provided for supply to small Auxiliary Coastal Force Craft, which have been taken up for service from private sources, and are not for supply to M.T.Bs., M.Ls., M.G.Bs., or to Coastal Force craft which are designed, or built specifically to Admiralty requirements, for which special stoves will be needed.

3. It is *not* anticipated that complete deliveries will be made for several weeks in view of the length of time required by Contractors for manufacture.

4. Demands for these stoves should be subject to confirmation by Naval Officers-in-Charge that any existing equipment already provided in lieu of Calor gas stoves (vide A.F.O. 807/42) is in need of replacement; also that the Clyde cookers (dimensions as shown above) are suitable.

(A.F.O. 807/42.)

**4666.—Copper Hot Water Boilers and Fresh Water Pumps—Conservation of Tin**

(D.N.C./C.P. 55062/42.—24.9.1942.)

In view of the necessity to restrict the use of tin, it has been decided as a wartime measure, to discontinue the tinning of the copper hot water boilers on firehearths and fresh water pumps.

2. The manufacturers of these fittings are being informed accordingly.

**4667.—Firefighting Facilities—Allowances of Hoses**

*Flotilla Leaders and Destroyers*

(N.S./D. 012482/40.—24.9.1942.)

The allowances of canvas delivery hoses, No. 3 × 40 ft., promulgated in A.F.O. 2779/42, are *exclusive* of the three hoses of this size at present allowed for fresh-water purposes.

2. The allowances to "Hunts" of branch pipes, Pattern 1520, and canvas hoses, No. 2 size by 20 ft., as shown in A.F.O. 2779/42, are to be amended as follows:—

	<i>Branch Pipes</i>		<i>Hoses, canvas</i>
	<i>Pattern 1520</i>	<i>No. 2 × 20 ft.</i>	
"Hunts" —			
Type I ...	29-ft. beam ships ...	13	20
Type II ...	31-ft. 6-in. beam ships ...	14	20
Types III and IV ...	1940 "Hunts" ...	15	20

3. Ships concerned, in commission, should adjust their stocks of branch pipes and hoses to agree with the revised allowances promulgated by A.F.O. 2779/42 as amended by this order, demands being forwarded to storing yards or bases as necessary for items needed to complete. Supply to ships of new construction should be arranged by storing yards in the usual manner.

4. The Sea Store Establishment will be amended.

(A.F.O. 2779/42.)

**4668.—Hoses, Bronze, Flexible Suction—Allowances**

*"Hunt" Class Destroyers concerned*

(N.S. 25087/42.—24.9.1942.)

The four additional leather suction hoses allowed by A.F.O. 1957/41 to certain "Hunt" class destroyers in which the three section pumping system is fitted are to be replaced by four 6-ft. 6-in. lengths of No. 2 size bronze flexible suction hoses—made up in the dockyard of 1½-in. internal diameter bronze tubing (Subhead B, Item 8, Part B) fitted with bayonet joint couplings, Pattern 4033 (Subhead B, Item 9, Part B). These hoses are to be kept permanently rigged.

2. Demands for the bronze hoses from vessels concerned in commission should be forwarded to storing yards. On receipt of the bronze hoses, the four leather suction hoses should be surrendered. Supply to ships under construction should be arranged by storing yards on receipt of demands, Forms D.501, from the Overseers.

3. The establishment of naval stores (B.R.373) will be amended by the deletion of the leather suction hoses referred to above. The flexible metallic hoses should be accounted for in shipwrights' lists of portable fittings and spare gear.

(S.N.S.O. Portsmouth, Postal message 29.6.42, No. 3584.)

(A.F.O. 1957/41 is cancelled.)

**4669.—Midship Awning—Fitting—A. and A.**

*"Bangor" Class Minesweepers*

(D. 9232/42.—24.9.1942.)

The forecastle deck awnings in "Bangor" class minesweepers are to be removed and midship awnings are to be fitted in lieu.

2. The extent of the awnings on the boat deck will be limited by boats and other fittings.

3. An item, Classification "A", is to be inserted in the list of As. and As. to ships concerned to cover the work involved.

(S.O. 14th M/S.F., message 8/8/42, timed 0712.)

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

**4670.—Recovery of Polythene from Scrapped or Redundant U.H.F. Cable—REPORTS**

(N.S. 27118/42.—24.9.1942.)

Owing to the acute shortage of polythene it has now become essential that all quantities of polythene contained in scrapped and redundant U.H.F. cables should be recovered.

2. All quantities of the above cable available for return for the recovery of the polythene should be forwarded to the Superintending Naval Store Officer, Stanley Mills, Stroud, who should report on the last day of each month to the Director of Stores (NS6B), Admiralty, London, the total weight on hand.

#### 4671.—Replace Machinery Spare Parts for Continental Diesel Engines

*All Dockyards and Repair Authorities*

(D./C.P. 71717/42.—24.9.1942.)

The following is promulgated for information in obtaining replace machinery spares for diesel engines of Continental design :—

“Precision” spares.

Replacements may be ordered from the undermentioned firms :—

- (a) Simms Motor Units, Ltd.,  
Oak Lane,  
East Finchley,  
London, N.2.

(This firm may be regarded as a principal supplier for such spares.)

- (b) The Amery Fuel Equipment, Ltd.,  
Tat Bank House,  
Tat Bank Road,  
Oldbury,  
Worcester.

- (c) The Bryce Fuel Injection, Ltd.,  
Lagonda Works,  
Staines,  
Middlesex.

- (d) The E-H Engineering, Ltd.,  
Fairford House,  
Great West Road,  
Brentford.

- (e) Messrs. Rosser and Russell, Ltd.,  
London.

“Non-precision” spares.

Where authorities have difficulty in placing orders for such spares, assistance may be sought from the Assistant Director of Merchant Shipbuilding (A.D.M.B.), Room 326, St. Enoch Hotel, Glasgow, C.1, Telephone, Glasgow Central 8700, Extension 146, who has arranged on receipt of enquiries, to give advice as to the firms likely to undertake orders, based on experience obtained in connection with similar types of engines fitted in merchant vessels. Priority in supply will also be undertaken on behalf of the Admiralty by A.D.M.B.

Where drawings or other details are not available for despatch to the manufacturers, patterns of parts required are to be sent, from which manufacture may be arranged.

#### 4672.—Salvage Pumps—Supply, Maintenance, etc.—A. and A.

*Trawlers and Bases Concerned*

(D. 8323/42.—24.9.1942.)

Approval has been given for the supply under Vote 8 III of portable pumps, complete with suction hoses and strainers, for salvage purposes in trawlers. These will be of 3-in. size, self-priming, petrol-driven and having a capacity of 27 tons per hour. Distribution will be arranged from pools to be set up in various areas by Administrative Officers concerned and will generally be in the proportion of two pumps for one ship in every ten. If, however, it is considered necessary by the administrative authorities concerned, each escort or other special duty trawler may be supplied with two pumps.

2. Arrangements are to be made at the various bases for the maintenance and occasional operation of the pumps to ensure that they are kept in good working order and ready for immediate transfer to the vessels requiring them. On return of the vessels to their bases, the local authorities are to decide whether the pumps and gear should be deposited in the maintenance store for overhaul, remain on board, or be transferred to other trawlers.

3. Vessels transferred from one base to another are to leave their pumps at the original base.

4. Stowage is to be arranged on each ship selected by the administrative authority concerned, whether supplied with pumps or not, for the following :—

- (a) Two pumps. These are to be stowed in a sheltered position, such as under the fore-castle deck, and protected from spray by canvas coverings. The dimensions of the pump are : Length 3 ft., breadth 1 ft. 7 in., height 2 ft., and each pump weighs approximately 160 lb.
- (b) Three 15-ft. lengths of suction hose complete with couplings ; one length for each pump and one spare.
- (c) Two suction strainers.
- (d) Two 20-ft. lengths of No. 3 size delivery hose complete with 2½-in. instantaneous couplings.

*Note.*—These hoses should be demanded from the nearest (Super-intending) Naval Store Officer by the administrative authority, under Vote 8/II, Subhead B, item 8, full consignment details being indicated in the demand.

- (e) Two 5-gallon drums of petrol, one for each pump, i.e. enough for 15 hours' continuous running for two pumps. These are to be stowed so that in the event of an outbreak of fire on the ship, they can easily be thrown overboard. They are to be protected, if in an exposed position, from M/G fire by housing in a locker constructed of 20 lbs. D.I.H.T. plating and large enough to accommodate both drums. Adequate locking arrangements are to be provided and the locker should be clearly marked “petrol stowage”.

5. The pumps are to be tried out at least once a week.

6. The pumps will be mounted on skids with handles arranged for transporting, and it is considered the total weight of pump and skids is within the lifting capacity of two men. Arrangements are also being made to enable the pump to be slung from a derrick, and lifted from one vessel to another.

7. Books of operation and maintenance instructions, and complete sets of spare gear, will be supplied to the respective operational bases.

The ship's engineer officers are to be made acquainted with the working of the pumps.

8. Fire extinguishers are to be demanded from the nearest (S) N.S.O. and stowed as stated in A.F.Os. 65/42 and 3799/42, viz. :—

One pattern 4726 foam extinguisher	...	} To be stowed near each pump.
One pattern 4723 Pyrene extinguisher	...	
One pattern 4726 foam extinguisher	...	

9. Administrative authorities are to instruct Commanding Officers of ships concerned to insert items, Classification “B,” in their next lists of As. and As. for the provision of stowages for the pumps, hoses, strainers and petrol lockers, and for the fire extinguishers in the vicinity of each pump stowage position, the work to be carried out when the vessels are next in hand for refit.

(A.F.Os. 65/42 and 3799/42.)

#### 4673.—Squirt St. No. 1380—Modification to Spindle

(A.S.—24.9.1942.)

In order to facilitate production of Squirts St. No. 1380, it has been decided to replace the 0.4375 dia., 2/11 lead, 1/11 pitch double thread on the spindle and top cap by an ordinary thread 0.5 dia., 8 thds. per inch, in all future manufacture.

2. Squirts fitted with this type spindle will bear the same stamp number as existing spindles, and cap will be interchangeable in supply with the existing design.

## 4674.—Tool Kits for Artificer Branches

(N.S. 19034/42.—24.9.1942.)

With reference to A.F.O. 2974/42, H.O. Artificers entered on or after 1st November, 1942, will receive a tool kit *free of charge*, and the following quantities have been purchased by the Director of Hand Tools from the British Tool and Engineering Co., Ltd., for distribution as shewn in the Appendix to this Order:—

*Tool Kits for Engine-room Artificers—*

Fitter or Fitter and Turner	750 kits
Moulder	15 kits
Patternmaker	15 kits
Coppersmith	120 kits
Smith...	30 kits
Boilermaker	180 kits

*Tool Kits for Ordnance Artificers* ... 900 kits*Tool Kits for Electrical Artificers* ... 900 kits

Deliveries are now commencing. Copies of the Contract will be furnished later.

2. These kits are to be supplied as a personal issue *but will remain the property of the Crown*.

3. Articles lost, broken or worn out will be replaced from the Naval store, subject to the value of any tools lost or damaged by misconduct or neglect being recovered in accordance with K.R. & A.I., Article 1936. On death, or discharge from Naval service of the rating, the kit is to be returned to store for despatch to the Superintending Naval Store Officer of the nearest dockyard, Form S.331 being used.

4. All issues of tool kits are to be noted on the rating's service certificate.

5. H.O. ratings entered before the date in paragraph 1 may be supplied *on loan* with any essential tools included in these kits that they have been unable to obtain from other sources, but kits in stock are not to be broken up for this purpose.

6. Ships should accordingly demand, as necessary, from storing yards, additional tools to allow for this if the articles are not available on board.

## APPENDIX.

*Tool Kits for Engine Room Artificers*

Each box to be marked on inside of lid to indicate the type of kit contained, e.g., E.R.A. (Fitter or Fitter and Turner).

*Fitter or Fitter and Turner* ... 750 Kits

Each kit comprising:—

Box for tools, 18-in. × 7-in. × 8-in. deep inside measurements, made of wood, $\frac{3}{4}$ -in. with lock and hinges	1
Depth Gauge	1
Steel rules, 12-in. to 6-in.	2
Callipers, outside, 6-in.	1
„ inside, 6-in.	1
Feelers (set)	1
Centre punches	2
Square, 6-in.	1
Scriber, straight	1
Pin punches, $\frac{1}{8}$ -in. to $\frac{3}{16}$ -in. to $\frac{1}{4}$ -in. (set)	1
Screw thread gauge	1
Scissors, 8-in.	1
Spring dividers, 6-in.	1
Screwdriver, 4-in.	1
Chisels, small (assorted)	6
Hammer (1 lb.)	1

*Moulder* ... 15 Kits

Each kit comprising:—

Tool box, 18-in. × 7-in. × 8-in. deep inside measurements, made of wood, $\frac{3}{4}$ -in. with lock and hinges	1
2-ft. rule	1
Trowels	4

*Moulder* ... 15 Kits

Each kit comprising:—

Cleaners, $\frac{3}{4}$ -in., $\frac{5}{8}$ -in., $\frac{1}{2}$ -in., $\frac{1}{4}$ -in., $\frac{3}{16}$ -in. (steel)	5
Small hearth trowel	1
Spoon tools	2
Pipe sleakers	3
Upsets (assorted)	5
Wood screws for drawing patterns	2
Sleakers, half round (large and small)	2
Small hammer	1
Flange tools (large)	3
Flange tools (medium)	1
Egg smoother	1
Square corner sleake (large)	1
Square corner sleake (small)	1
Fillet tools	2
Bottom tools	2
Boss tools (assorted)	4
Callipers, 3-in., and 8-in., outside	2
Callipers, 3-in., and 8-in., inside	2
Steel rules, 12-in., 6-in., 3-in.	3
Bend tools (assorted)	8
Screwdrivers (large, small, medium)	3
Trammels (small)...	1

*Patternmaker* ... 15 Kits

Each kit comprising:—

Tool box, 18-in. × 7-in. × 8-in. deep inside measurements, made of wood, $\frac{3}{4}$ -in. with lock and hinges	1
Block plane	1
Rabbit plane, $\frac{3}{4}$ -in. wide	1
Thumb plane, round bottoms, various curves	1 set
Squares, 3-in., Starrett's combination	1
Hammer, light	1
Pincers (small)	1
Screwdrivers (small), 4-in.	1
Bevel (small)	1
Marking gauges	2
Depth gauges, 6-in.	1
Tenon saw (small)	1
Compasses...	1
Dividers (Starrett's), springs (small)	1
Trammels	1
Callipers, combined (in and out)	1
Scriber	1
Long paring gouges, set, various curves	10
Chisel, long, paring, $1\frac{1}{2}$ -in. or $1\frac{1}{4}$ -in. wide	1
Spokeshave (small)	1
Curved gouges for various curves	6
Bent gouges for various curves	6
Oil stone, slip tapes	1
Pliers, round nose	1
Cramps	4
Hermaphrodites	1
Centre square, 8-in.	1
Spoon gouges	6
Rules, steel, 12-in., 6-in....	2

*Coppersmith* ... 120 Kits

Each kit comprising:—

Tool box, 18-in. × 7-in. × 8-in. deep inside measurements, made of wood, $\frac{3}{4}$ -in. with lock and hinges...	1
Taper punches, $\frac{1}{8}$ -in. to $\frac{3}{16}$ -in. to $\frac{1}{4}$ -in.	3
Steel rule, folding, 2-ft.	1
Hammers planishing (assorted)...	3
Pliers, round nose	1
Compasses, 6-in.	1



<i>Coppersmith</i> ... .. .	120 Kits
Each kit comprising:—	
Callipers, outside, 6-in. ... .. .	1
Callipers, inside, 6-in. ... .. .	1
Hollow punches for rivets, $\frac{1}{8}$ -in. to $\frac{3}{16}$ -in. to $\frac{1}{4}$ -in. ... .. .	3
Rivet snap, $\frac{1}{2}$ -in. to $\frac{3}{8}$ -in. to $\frac{1}{4}$ -in. ... .. .	3
Single seaming tools, $\frac{1}{4}$ -in. to $\frac{3}{8}$ -in. ... .. .	2
Scriber, straight ... .. .	1
Hammers, hollowing ... .. .	1
Hammers, pane ... .. .	1
Hammers, thinning and raising ... .. .	1
Hammers, billets ... .. .	1
Pliers, side cutting ... .. .	1
Chalkline and reel ... .. .	1
Centre punches ... .. .	2
Feelers (set) ... .. .	1
Pin punches, $\frac{1}{8}$ -in. to $\frac{3}{16}$ -in. to $\frac{1}{4}$ -in. ... .. .	3
Tinman's snips ... .. .	1
<i>Smith</i> ... .. .	30 Kits
Each kit comprising:—	
Tool box, 18-in. $\times$ 7-in. $\times$ 8-in. deep inside measurements, made of wood, $\frac{3}{4}$ -in., with lock and hinges ... .. .	1
Rules, steel or brass, folding, 2-ft. ... .. .	1
Callipers, double ... .. .	2
Callipers, outside, 6-in. ... .. .	1
Callipers, inside, 6-in. ... .. .	1
Square, 12-in. ... .. .	1
Bevel, 8-in. ... .. .	1
<i>Boilermaker</i> ... .. .	180 Kits
Each kit comprising:—	
Tool box, 18-in. $\times$ 7-in. $\times$ 8-in. deep inside measurements, made of wood, $\frac{3}{4}$ -in., with lock and hinges ... .. .	1
Rule, steel, folding, 2-ft. ... .. .	1
Depth gauge ... .. .	1
Thread gauge ... .. .	1
Feelers (set) ... .. .	1
Chalkline and reel ... .. .	1
Thickness gauge ... .. .	1
Centre punches ... .. .	2
One third of each quantity shown to be delivered to the following:—	
(1) The Commodore, R.N. Barracks, H.M. Dockyard, Chatham.	
(2) The Commodore, R.N. Barracks, H.M. Dockyard, Portsmouth.	
(3) The Commodore, R.N. Barracks, H.M. Dockyard, Devonport.	
<i>Tool Kits for Ordnance Artificers</i> ... .. .	900 Kits
Each kit comprising:—	
Tool box, 18-in. $\times$ 7-in. $\times$ 8-in. deep inside measurements, made of wood, $\frac{3}{4}$ -in., with lock and hinges ... .. .	1
12-in. steel rule marked on two edges, 16th, 32nd and 64th, and 20th, 50th and 100th ... .. .	1
Pair outside callipers, Starrett's, No. 1557, 4-in. ... .. .	1
Pair inside callipers, Starrett's, No. 1558, 4-in. ... .. .	1
Spring dividers, 6-in. ... .. .	1
Vices (hand), 4 $\frac{1}{2}$ -in. ... .. .	1
Pair side-cutting pliers, 7-in. ... .. .	1
Pair gas pliers, improved 2, hole 9-in. ... .. .	1
Footprint wrench, 9-in. ... .. .	1
Centre punch, 4-in. ... .. .	1
Scriber, 4 $\frac{1}{2}$ -in. ... .. .	1
Square, 4-in. blade ... .. .	1
Ball pane hammer, $\frac{1}{2}$ -lb. ... .. .	1
Serewdriver, 8-in. ... .. .	1
Serewdriver, 8-in., 4-in. and 2-in. ... .. .	3
Cold chisel, $\frac{1}{2}$ -in., 6-in. in length ... .. .	1
Cold chisel, crosscut ... .. .	1

<i>Tool Kits for Ordnance Artificers</i> (contd.) ... .. .	900 kits.
Each kit comprising:—	
Punches, $\frac{3}{32}$ -in. to $\frac{1}{16}$ -in. ... .. .	3
Depth gauge, 4-in. ... .. .	1
Steel feeler or thickness gauge, 1 $\frac{1}{2}$ to 15/1,000ths ... .. .	1
Screw pitch gauge (Whitworth, 4 to 60 threads per 1-in.) ... .. .	1
Set of scrapers, half-round H.R., curved flat and triangular... .. .	1
To be delivered as follows:—	
300 kits to the Captain, H.M. Gunnery School, Chatham.	
300 kits to the Captain, H.M. Gunnery School, Portsmouth.	
300 kits to the Captain, H.M. Gunnery School, Devonport.	
<i>Tool Kits for Electrical Artificers</i> ... .. .	900 Kits
Each kit comprising:—	
Tool box, 18-in. $\times$ 7-in. $\times$ 8-in. deep inside measurements, made of wood, $\frac{3}{4}$ -in., with lock and hinges... .. .	1
Centre punch, 4-in. ... .. .	1
Chisels, crosscut, $\frac{1}{8}$ -in. ... .. .	1
Chisels, crosscut, $\frac{3}{16}$ -in. ... .. .	1
Chisels, flat, $\frac{1}{2}$ -in. ... .. .	1
Chisels, round nose ... .. .	1
Hammer, cross pane, $\frac{1}{2}$ -lb. ... .. .	1
Lamp, blow (small) for mouth ... .. .	1
Steel rule, 3-in., graduated in $\frac{1}{16}$ -in., $\frac{1}{10}$ -in. and metric ... .. .	1
Scriber, steel ... .. .	1
Screwdriver, 4-in. ... .. .	1
Scraper, flat ... .. .	1
Scraper, half-round ... .. .	1
Scraper, three-square ... .. .	1
Pliers, side-cutting ... .. .	1
Saw, brass-backed, 8-in., for cutting brass ... .. .	1
Vice, hand ... .. .	1
Callipers, outside, Starrett pattern, 4-in. ... .. .	1
Callipers, inside, Starrett pattern, 4-in. ... .. .	1
Dividers, spring, Starrett pattern, 6-in. ... .. .	1
Gauge feeler, 1 $\frac{1}{2}$ to 15/1,000ths ... .. .	1
Rule and depth gauge combined ... .. .	1
Square, 4-in. ... .. .	1
Screw pitch gauge, Whitworth, 4 to 60 threads ... .. .	1
To be delivered as follows:—	
600 kits to the Commanding Officer, H.M.S. "Vernon" (R), Brighton.	
300 kits to the Commanding Officer, H.M.S. "Defiance," Devonport.	
Invoices for all kits supplied to dockyards will be sent to the Superintending Naval Store Officer at the pertinent yard. Invoices for kits supplied to H.M.S. "Vernon" (R) and H.M.S. "Defiance" will be sent to the Superintending Naval Store Officers, Portsmouth and Devonport respectively.	
(A.F.O. 2974/42.)	
<b>4675.—Wire Guards for Protector Frames of Water Gauges</b>	
(D. 2411/42.—24.9.1942.)	
With reference to paragraph 5 of A.F.O. 1783/42, the undermentioned patterns of wire guards are those which will be dispensed with. No further purchases will be made but existing stocks should be issued until exhausted:—	
Subhead B. Item 8B, Pattern Nos.:—3320, 3321, 3322, 3323, 3324, 3325, 3326, 3327, 3329 and 3330.	
2. Provision of these articles made in 5th War Demands, Subhead B, Item 8B, should now be considered as cancelled.	
(A.F.Os. 1538A/39 and 1783/42.)	

**4676.—Wrist Watches for Naval Flying Personnel**

(N.S. Air 1730/42.—24.9.1942.)

The allowances of wrist watches, stores reference 6B/159, promulgated by A.F.O. 5312/41, are cancelled by the allowances of Beacon watches, H.S.4, introduced by C.A.F.O. 1675/42.

2. No further supplies of watches, 6B/159, will be made, but those at present held by ships or stations may be retained until the receipt of the Beacon watches, when they are to be returned to the nearest Dockyard or R.N. Store Depot, for disposal.

All outstanding demands for watches, 6B/159, are to be cancelled.

3. The appropriate Aircraft Stores Establishments will be amended.

(A.F.O. 5312/41, C.A.F.O. 1675/42.)

**Section 4****OTHER STORES—NAVAL STORES, VICTUALLING STORES,  
MEDICAL STORES, CONTRACTS****4677.—Blood Transfusion—REPORTS**

(M.D.G. 44975/42.—24.9.1942.)

These instructions state the present position as to blood transfusion arrangements and replace former instructions issued by A.F.O.

**BLOOD, SERUM AND PLASMA TRANSFUSION  
SERVICE AFLOAT**

*Fresh Blood.*—"Taking" and "giving" sets of apparatus for fresh blood transfusion are supplied as part of the medical stores for all ships where a medical officer is borne.

*Dried Serum.*—A limited quantity of dried serum, with the necessary "giving" sets, will be supplied on demand to all ships where a medical officer is borne. As larger stocks become available it is hoped to increase the current scale.

*Wet or Frozen Serum and Plasma.*—In certain areas local arrangements are in force by which ships and establishments may draw supplies of these products through the local naval medical authorities. Medical officers are to be responsible for ensuring that the bottles are in usable condition and that deteriorated samples are returned or exchanged.

**NAVAL MEDICAL ESTABLISHMENTS ASHORE**

*Fresh Blood.*—The medical officer-in-charge must be responsible for making arrangements adequate to meet routine and emergency requirements for fresh blood transfusion, the donors being obtained from the staff of the establishment, from nearby naval establishments or by co-operation with the local transfusion services as convenient. The organisation should constantly be reviewed to ensure that it is adequate to meet the current situation.

*Wet Serum.*—Limited quantities of wet serum can be supplied on demand to cover routine requirements.

An emergency stock of wet serum is maintained at the Royal Naval Blood Transfusion Central Laboratory, Royal College Street, Camden Town, London, N.W.1. Telephone: Euston 1653/4. Supplies from this emergency pool can be delivered at short notice to any naval medical establishment in the United Kingdom and if necessary the services of a medical officer and team for resuscitation purposes can also be made available in extreme emergency.

*Dried Serum.*—At present stocks of dried serum must be reserved for issue to the service afloat and to naval medical establishments abroad. Dried serum is not to be demanded or used for routine purposes in medical establishments at home.

**BLOOD GROUPING**

2. At least ten per cent. of personnel in ships and establishments should be grouped and lists of volunteer donors maintained.

Whenever possible blood grouping should be carried out by a pathologist experienced in this work.

Blood groups are to be recorded in both Moss and International nomenclature as follows:—

Officers	...	...	On Naval Identity Card (S. 1511).
Ratings	...	...	On Medical History Sheets and Pay and Identity Book (S. 43a).

**VOLUNTEER DONORS**

3. Volunteer donors will not receive payment.

When travelling directly to and from hospital or other place for the purpose of giving blood they are to be regarded as on duty. Any necessary travelling expenses will be allowed as a charge to public funds.

It is important that, when a donor is used, the date of bleeding and the amount of blood taken are recorded on the M.H.S. Special certificates are no longer to be issued and a Hurt Certificate is not to be granted.

In the unlikely event of a permanent disability resulting from the gift of blood for transfusion purposes, such disability will be regarded as attributable to naval service, provided that it is not due to negligence or misconduct upon the part of the donor.

Experience has shown that the granting of leave after a donor has been bled is unnecessary. Abstention from hard physical exertion for the rest of the day is a sufficient precaution in the ordinary case.

**DEMANDS FOR SERA AND APPARATUS**

4. *Blood Transfusion Apparatus.*—The "Shucksmith" Transfusion apparatus is included in the scale of medical stores for the Service Afloat, and will normally be provided with each unit issued. When required, demands from medical officers of H.M. ships should be forwarded to the nearest Service Afloat Medical Depot.

*Dried Serum and "Giving Sets."*—Demands for dried serum, saline (physiological solution) and "giving" sets should be made by medical officers of H.M. ships on the nearest Service Afloat Medical Depot. Replenishment of stocks for issuing depots ashore should be made by demand upon the Medical Department. Demands should not be forwarded direct to the R.N. Blood Transfusion Depot.

*Wet Serum and "Giving Sets."*—This material should be obtained by direct demand on the R.N. Blood Transfusion Depot, Royal College Street, Camden Town, N.W.1.

"Giving Sets" can be supplied also if required.

*Blood Grouping Sera.*—Blood grouping sera in fluid form should be demanded only by establishments at home in which large numbers of personnel are to be grouped at one time.

All ships, establishments abroad, and all smaller establishments at home should demand grouping serum in a dried form, which is issued in the following form:—

- Ampoules of the dried powder from 1 c.c.m.
- Bottles of the dried powder from 10 c.c.m.

The number of tests that can be made from 1 c.c.m. varies considerably with the experience of the person grouping and technique. At least twelve tests to 1 c.c.m. should be obtained and with experience as many as fifty. These figures will enable officers demanding supplies to estimate the quantity they will require. The 10 c.c.m. containers should be demanded when it is proposed to group large numbers of personnel at one time.

A note on non-specific agglutination reactions will be issued with all supplies of grouping serum, and with each ampoule of the dried form a card of instructions on the method of reconstitution will be provided. Officers of medical depots demanding supplies for re-issue should state the number of copies of the notes on reactions and cards of instruction needed.

Small quantities of dried blood grouping sera can be supplied to H.M. ships from the nearest Service Afloat Medical Depot.

Requests for large quantities of dried serum, and, when required, fluid serum, should be made to:—

The Galton Laboratory Serum Unit,  
Department of Pathology,  
University of Cambridge,  
Cambridge.

#### CARE AND MAINTENANCE OF APPARATUS AND PRODUCTS

5. (a) *Liquid Plasma*.—Should be kept in a cool room at 23°–25° C. in the dark and not in the “cold” room of a refrigerator. If liquid plasma is stored at a temperature below 23° C. it will clot and be unfit for use. This product should be examined periodically and any showing clouding, precipitate or scum should be returned to store. This product is unlikely to be fit for use after 5–6 months storage.

(b) *Liquid Serum*.—The serum should be kept either at room temperature or in a refrigerator. Under these conditions the serum should remain fit for use for at least four or five months from the time of filtration, but after this period has elapsed it will become cloudy due to the separation of lipoids and in this state is unfit for use without further filtration. Bottles stored under these conditions should be examined monthly and if showing any precipitate, should be returned to the R.N. Blood Transfusion Central Laboratory for re-filtration.

If it is found possible to keep the serum in a frozen state, *i.e.* at a temperature of –10° C. to –15° C., it will remain fit for use for probably two years. In this state, however, the serum tends to separate into two layers, the upper composed of water and the lower composed of concentrated serum. It is essential, therefore, before administering serum which has been frozen, to thaw it out thoroughly and shake well so as to mix the serum and water layers together.

Serum, if frozen solid, should be rapidly thawed out in warm water at a temperature of 50° C. If thawed out at room temperature the serum, although clear, will be found to contain shreds of fibrin. These are quite harmless providing the filter of the transfusion apparatus is satisfactory but might cause trouble due to plugging needles, etc.

The seals of all bottles should be examined periodically and if found broken or defective in any way, should be returned to the above address for re-sealing.

(c) *Liquid Grouping Sera*.—This product deteriorates rapidly when stored at ordinary temperatures; it should therefore be used within a very short period of being received. If, however, facilities are available for keeping it stored frozen solid, *i.e.* at temperature of –10° C. to –15° C. it can be relied upon for two to three months.

(d) *Dried Serum, Dried Plasma and Dried Grouping Serum*.—All these products should be stored in as cool a place as possible (the best temperature being 23°–25° C) in the dark and providing the sealing of their containers remains intact they should keep satisfactorily under these conditions for years. Bottles of dried human serum showing defective seals should be returned to store for re-sealing. Periodical examination of the seals should be carried out. Bottles sealed with seals other than the blue seals are most liable to develop defects.

(e) *Saline*.—Bottles should be stored at room temperature and periodical examination of the seals as directed for dried serum should be made. Bottles showing defective seals should be returned to store and replaced. Those bottles with seals other than the red seals are most liable to show defects.

(f) *Transfusion “Giving Sets”*.—These are supplied in sealed tins, sterilized and ready for use. The tins should be stored in as cool and dry a place as can be found, if possible at 23°–25° C. One tin should be opened after a year and examined to make sure that the rubber tubing has not perished or become otherwise unfit for use. If found satisfactory, the remaining sets may be retained but if unsatisfactory, all sets should be returned to store and replaced. Periodical examination of sets after one year should be made at intervals of three months.

#### 6. RETURNS

6. In view of the difficulties of making a fair allocation of the limited supplies of apparatus and products available, it is essential that the Medical Director-General should be kept informed as to the position in ships and establishments.

A return of stocks and expenditure of apparatus and products is to be rendered to the Medical Director-General.

- (1) By establishments ashore in United Kingdom quarterly.  
(2) By ships ... .. } Six monthly.  
(3) By establishments abroad }

A copy of these returns should be forwarded to:—

The Officer-in-Charge,  
Royal Naval Blood Transfusion Central Laboratory,  
Royal College Street,  
London, N.W.1.

(B.R. 110.—M.R.C. War Memorandum No. 1. “The Treatment of Wound Shock”.)

(B.R. 22.—War Office Booklet. “Resuscitation—equipment, organisation, training and procedures”.)

(A.F.Os. 3417/40 and 4209/41.)

(A.F.Os. 1375/39, 2355/39, 957/40, 2963/40, 1846/41, 4671/41, 74/42, 2691/42 are cancelled.)

#### 4677a.—Purchase of Clothing for Theatrical Use—Issue of Coupons

(N./D.P.S. 634/42/P.—24.9.1942.)

Attention is drawn to A.F.O. 4614/42, in Section 2 of this issue.

#### \*4678.—Cap Ribbons

(V. 4073/42.—24.9.1942.)

The issue in the Fleet of cap ribbons lettered with Ships' names or with special lettering of any kind has been discontinued for the period of the war and only ribbons lettered “H.M.S.” will be supplied from the Victualling Yards and Depots.

2. The scale of issue will be two ribbons on entry to ratings dressed as seamen, and one on joining a fresh ship or establishment subsequently.

3. No cap ribbons bearing the names of sea-going ships are to be worn on shore.

4. Until 31st March, 1943, ribbons lettered other than “H.M.S.” may continue to be worn *except on shore*, but after that date only ribbons lettered “H.M.S.” may be worn by any rating, afloat or ashore.

5. The utmost economy in the use of cap ribbons is necessary and replacements should be reduced to a minimum.

(K.R. and A.I., Article 1868, Cl. 7.)

(A.F.O. 3916/41.)

(C.A.F.O. 64/40, A.F.Os. 1085/40, 4430/40 and 1586/42 are cancelled.)

#### 4679.—Loan Clothing

Vessels of the High Speed Target Service

(V. 2695/42.—24.9.1942.)

The establishment of loan clothing for vessels of the High Speed Target Service is as follows:—

Weatherproof protective suits	...	1 per officer or man.
Frocks, white	... ..	2 per officer or man.
Gloves, fleece lined	... ..	1 pair per man of the deck complement.
†Oilskin jackets	... ..	Six sets per vessel, or one set for every two persons in the complement, whichever is the less.
†Oilskin trousers	... ..	
Oilskin sou'westers	... ..	1 pair per man.
Shoes, gymnastic	... ..	1 pair per man.
Boots, sea	... ..	2 pairs per man.
Gloves, Oilskin, anti-gas	... ..	2 pairs per man.
Curtains, Oilskin, anti-gas	... ..	1 for every steel helmet carried.

† Oilskin coats may be substituted for oilskin jackets and trousers, if desired.

2. The weatherproof protective suits are of the type referred to in A.F.O. 4538/41, and demands for them should be forwarded only to the Victualling Yards and Depots mentioned in that Order. These suits are expensive and difficult to produce and special care is to be taken in their handling and stowage.

(C.-in-C., Portsmouth, No. 4113/8112/25 of 20.7.42.)

(A.F.O. 4538/41.)

**4679a.—Cloth and Diagonal Serge Suits.**

(V. 3924/42.—24.9.1942.)

Attention is drawn to A.F.O. 4613/42 in Section 2 of this issue.

**Section 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE**

**4680.—Amendments to Books**

(E.F.O.—24.9.1942.)

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

*Distributing authorities abroad have been advised and requested to report requirements by telegram.*

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

*Amendments required for personal copies of the main books should be obtained from Distributing Authorities abroad, and from Park Royal when the Officer or rating is serving at home.*

**A.F.O. P.416/42.**—B.R. 246—Pamphlet on the Hand Grenade—Amendment No. 1.

**P.417/42.**—B.R. 265 (41)—Notes on the 0.3-in. Marlin Machine Gun—Amendment No. 1.

**P.418/42.**—B.R. 270 (41)—Maintenance of Torpedo Tubes in Submarines with Low Pressure Firing Gear—Amendment No. 2.

**P.419/42.**—B.R. 274/41—Handbook and Drill for 20-m.m. Oerlikon Machine Gun, Marks I, IIA and IIIA Mountings—Amendment No. 1.

**P.420/42.**—B.R. 317 (9)—Mining Drill Book—Preparation of the Mark XV and Mark XVII\* Sinker—Amendment No. 1.

**P.421/42.**—B.R. 317 (10)—Mining Drill Book—Preparation of the Mark XVII\*\*\* and Mark XVII\*\*\*\* Sinker—Amendment No. 1.

**P.422/42.**—O.U. 5225 (3)—Home Dockyard Regulations—Addendum No. 3—Amendment No. 13.

**P.423/42.**—O.U. 5428—Handbook of the Torpedo Gyroscope—Amendment.

**P.424/42.**—O.U. 6326—Training of Naval Flying Personnel—Syllabus of Courses—Amendment No. 1.

**P.425/42.**—O.U. 6342—Drill for 18-in. and 21-in. L.C. Tubes Mounted in M.T.Bs.—Amendment No. 5.

(A.F.O. 4558/42.)

**4681.—A.M.S.Is.**

(E.F.O.—24.9.1942.)

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

**A.M.S.Is. 276-281/42.**

(A.F.O. 4559/42.)

**4682.—Personnel Borne in Tenders—Correspondence to Parent Ships**

(M. 3410/42.—24.9.1942.)

In correspondence addressed to parent ships regarding personnel borne in tenders, the name of the tender in which the officer or rating is serving should always be stated, as the omission of this information causes a considerable amount of unnecessary work in the pay offices in tracing the officer or rating concerned.

(R.A.(D) No. 909/HD419 of 9.9.1942.)

**4683.—B.R. 366/42—Minesweeps, Surveying Sweeps, Paravane Equipments, etc.—Issue**

(N.S. 15598/42.—24.9.1942.)

A new edition of B.R. 366 is being printed and will be available for distribution shortly.

2. Chapters III and VI have been printed separately. Demands should be forwarded by Superintending Naval Store Officers to the R.N. Store Depot, Park Royal, as vessels are taken up for minesweeping duties or fitted with paravane equipment. Supply should be made, without demand, to vessels already fitted, distribution being arranged as follows :—

Sloops—"Grimsby" Class to "Bridgewater" Class, fleet minesweepers, trawlers, paddle steamers and drifters, fitted for minesweeping duties. (Not vessels fitted for electric or magnetic sweeping only.)	} 1 Copy of Chapter III each.
D.E.M.Ss., F.Ls., A.M.Cs., R.F.A.s, and other vessels (except merchant ships) fitted with P.V. bow protection gear.	

3. Copies of the complete book have been printed for distribution, without demand, as follows :—

	No. of Copies
Flag Officers ... ..	1
Battleships, battle cruisers, cruisers, aircraft and seaplane carriers, depot and repair ships, sloops ("Black Swan" class), tugs ("Brigand" class), "Adventure," "Protector," "Guardian," minelayers ("Abdiel" class) ... ..	1
Flotilla leaders and destroyers of T.S.Ds., fitted flotillas ...	1
P.O. Box No. 10, Edinburgh, for distribution to N.E.Os. (T)...	30
"Defiance" ... ..	3
Chatham Torpedo School ... ..	1
<i>Dockyards, etc.—</i>	
Chatham, Portsmouth, Portland, Devonport, Rosyth, Sheerness, Clyde Area, Mersey Area, Severn Area, Midland Area, Alexandria, Ceylon, Durban, Gibraltar, Simonstown, Bermuda, Deputy Director of Stores, New York ... ..	4
Admiral Superintendent of Contract-Built Ships ... ..	1
Warship Production Superintendents, Emergency Repair Overseers ... ..	2
The Official Secretary, Office of the High Commissioner for Commonwealth of Australia, Australia House, Strand, W.C.2 ... ..	2
The United Kingdom Representative, Office of the High Commissioner, Canadian Department of Munitions and Supply, 28, St. James's Square, S.W.1 ... ..	4
The Secretary, Office of the High Commissioner for the Union of South Africa, Africa House, Trafalgar Square, W.C.2 ...	2
The Director-General, India Store Department, Blackpool...	6
H.M.S. "Philomel," Auckland, New Zealand ... ..	4
Naval Store Officer, H.M.C. Dockyards, "Esquimalt" and "Halifax" ... ..	2
Director of Stores, Admiralty (for distribution to departments)	20

4. Extra copies, if required, should be demanded by Administrative Authorities.

(A.F.O. 3675/40 is cancelled.)

## 4684.—B.R. 379.—Establishment of Naval Stores

105-ft. Wooden Motor Minesweepers

(N.S. 2364/42.—24.9.1942.)

The "Establishment of Naval Stores for 105-ft. Wooden Motor Minesweepers" has been assigned number "B.R. 379" in the Catalogue of Books of Reference (B.R.1), and stock has been transferred to the R.N. Store Depot, Park Royal.

2. Arrangements will be made at Park Royal for a copy of this establishment to be issued to each 105-ft. Wooden Motor Minesweeper later than No. 272, on commissioning. Ships in commission have already been supplied and copies have been supplied to stores for boats under construction up to and including M.M.S. 272.

## 4685.—B.R. 637—Merchant Ships' Signal Book, Vol. I (Revised Edition)—Distribution

(S.D. 02151/42.—24.9.1942.)

Distribution of a revised edition of "Mersigs", Vol. I, B.R. 637, has now commenced.

2. This edition includes all amendments to O.U. 5539 already promulgated and in addition a number of new signals and visual signalling instructions which are considered necessary in the light of further war experience of the requirements of merchant shipping.

3. B.R. 637 will be issued to all British and Allied vessels of over 500 tons; to neutral merchant vessels of over 500 tons when trading in British or Allied interests; and to all merchant vessels of under 500 tons sailing in convoy.

4. Initial distribution will be made without demand to H.M. ships and establishments and to distributing authorities. N.C.S.Os. will be responsible for issue to merchant ships on the same basis as for O.U. 5539, and distribution is to commence on receipt of supplies. The receipt at the beginning of the book is to be completed by each master to whom a copy of the book is issued, and is to be retained in the Naval Control Service Office.

5. When B.R. 637 is brought into force O.U. 5539 will be rendered obsolete. Detailed instructions regarding cancellation of O.U. 5539 and its subsequent disposal will be issued as and when B.R. 637 comes into force.

(Also issued as A.F.O. S. 254/42.)

## 4686.—Range Tables—Revised Pages—Issue

(G. 2995/42.—24.9.1942.)

Range Table No.	Page No.	Date of existing Page	Date of superseding Revised Pages
O.U.6090 (K) { 245 (Q.F., 4-in., Marks V and XVI). 358A } 358B } 361 }	(Q.F., 4-in., Mark V).	11	January, 1932 ...
		15	February, 1937 ...
		16	March, 1941 ...
		9	November, 1934 ...
			} April, 1942

2. Revised pages, as detailed in column 2 above, of the Range Tables enumerated in column 1 are now in the press and copies will be issued to all holders of these Range Tables without demand by the Superintending Naval Store Officer, R.N. Store Depot, 307, Elveden Road, Park Royal, London, N.W.10, when supplies become available.

3. When copies of the revised pages, dated April, 1942, are received, copies of the pages dated as in column 3 should be disposed of in accordance with the instructions in Form O.U.2A—O.U. catalogue.

## 4687.—Range Tables—Revised Pages—Issue

(G. 4687/42.—24.9.1942.)

Range Table No.	Page No.	Date of Existing Page.	Date of Superseding Revised Page.
O.U.6090 (K), 438 (Q.F., 4-in., Mark XVI)	1	April, 1939	} July, 1942
O.U.6090 (X), 399	1	August, 1939	
402B } (Q.F., 4.5 in.,	1	August, 1941	
402C } Marks I and III.	1	August, 1941	

2. Revised pages, as detailed in column 2 above, of the range tables enumerated in column 1, are now in the press and copies will be issued to all holders of these range tables, without demand, by the Superintending Naval Store Officer, Royal Naval Store Depot, 307, Elveden Road, Park Royal, N.W.10, when supplies become available.

3. When copies of the revised pages, dated July, 1942, are received, copies of the pages dated as in column 3 should be disposed of in accordance with the instructions in Form O.U.2A—O.U. catalogue.

## 4688.—Errata to the Establishments of Naval Stores and List of Particulars Trawlers, Corvettes ("Flower" Class) and Boom Working Vessels

(N.S. 20414/42.—24.9.1942.)

List of Errata No. 1 to B.R. 371—Establishment of Naval Stores for Boom Working Vessels—has been prepared and will be distributed from R.N. Store Depot, Park Royal, to services concerned.

2. List of Errata No. 2 to the List of Particulars (Form D. 116) will also be distributed for Boom Working Vessels and for Trawlers and "Flower" Class Corvettes to which it also applies. No corresponding list of errata to the establishment for Trawlers and Corvettes ("Flower" Class) (B.R. 347) will be issued, as a reprint of the establishment itself will shortly be distributed. This reprint will include all amendments affecting these vessels which are dealt with in List of Errata No. 2 to the List of Particulars.

3. Three copies of the list of errata to Form D. 116 will be required to complete each copy of the "List of Particulars" already supplied to ships under construction and these should be supplied without demand by the appropriate warrant yard. Authorities (other than warrant yards) concerned with preparing the lists should *not* demand the lists of errata from R.N. Store Depot, Park Royal.

4. One copy of List of Errata No. 1 to B.R. 371 will be supplied with each new establishment issued from Park Royal. Similarly each copy of Form D. 116—List of Particulars (1941 Reprint)—when supplied from Park Royal (normally to warrant yards only) will be accompanied by *three* copies of List of Errata No. 2 to that form. (Amendments promulgated in List of Errata No. 1 are incorporated in that reprint.)

### Section 6.—SHORE ESTABLISHMENTS

#### 4689.—Balance of Civil Pay—Service Emoluments, etc.

(C.E. 4967/42.—24.9.1942.)

The following alterations in the rates of family and dependants' allowances payable to members of the Forces below commissioned rank are notified. These increases are effective from the service pay days nearest to the 31st March, 1942:—

(a) *Contributions from pay.*—The minimum allotments from the pay of ratings and other ranks which are a condition of the grant of family or dependants' allowances, are reduced by 3s. 6d. a week in the case of men (2s. 4d. a week in the case of women), the difference being made good to the family or dependant by the Exchequer.

(b) *Allowances in respect of children.*—An increase of 1s. a week for each dependant child, making the revised weekly rates 8s. 6d. for the first child, 6s. 6d. for the second and 5s. for each other child.

(c) *Ordinary dependants' allowance.*—A similar increase of 1s. a week, making the revised weekly rates 8s. 6d., 14s., 19s. and 22s. 6d.

Account should be taken of these increases in assessing the balance of civil pay issuable to civil servants serving with the Forces.

2. *Post-war Credit.*—As from the 1st January, 1942 there will be set aside for all ratings and other ranks a sum of 6d. per man (4d. in the case of the Women's Forces) in respect of every day of paid service, the sums so set aside to be accumulated and made available to the individuals concerned after the war and after discharge from the Forces. This credit will benefit certain civil servants serving with the Forces, but it has been decided that it should be disregarded for balance of civil pay purposes.

(A.F.O. 2212/42.)

#### 4690.—The Essential Work (General Provisions) Orders, 1942—Scheduling of Admiralty Establishments

(L. 9186/42.—24.9.1942.)

The following amendment is to be made to A.F.O. 3947/42:—

In Appendix III *add* "R.N. Aircraft Repair Yard, Fleetlands," to the list of Admiralty Establishments scheduled under the Essential Work Orders.

(A.F.O. 3947/42.)

#### 4691.—Travel Between Great Britain and Northern Ireland—Permit Regulations for Civilians

(N.L. 13313/42.—24.9.1942.)

It is notified that the concession published in A.F.O. 4342/42 will come into force on the 1st October, 1942.

(A.F.Os. 840/41, 4849/41, 4264/42 and 4342/42.)

#### 4692.—Women in Industrial Establishments—Withdrawal of Certain Grades

(L. 8931/42.—24.9.1942.)

Certain categories of part-time women industrial employees, and certain grades of whole-time "ancillary" women workers (e.g. telephone switchboard operators, messengers and cleaners) in the 1920–22 age classes, who are being dealt with under the National Service Acts, may be withdrawn by the Ministry of Labour and National Service from employment in Admiralty establishments for enlistment in the Women's Auxiliary Services or for employment on vital war work elsewhere.

2. Officers-in-Charge who consider that any women employed in their establishments are likely to come within the groups mentioned in paragraph 1, should obtain particulars as to the exact position of these employees from the manager of the local employment exchange.

3. Immediate efforts should be made to train other women as substitutes for women whose withdrawal is probable.

#### 4693.—Fire-fighting Equipment Issued by Ministry of Works and Planning

(D. 9754/42.—24.9.1942.)

Fire-fighting equipment supplied by the Ministry of Works and Planning to services which are financed from Navy Funds remains a final charge against that Ministry.

2. Supplies of such equipment since April, 1941, are to be taken on charge without financial adjustment; supplies on Vote 8 charge should be dealt with as follows:—

Vote 8/II—Receive under E part I, Item 6.

Vote 8/III—Receive under E part II, Item 6.

Vote 8/II/K—Receive under a notation heading of account 22 part II or part IV as special stores.

#### 4694.—H.M.S. "Cabot"—Transfer

(M. 011056/42.—24.9.1942.)

The Training Establishment at Bristol, H.M.S. "Cabot", was transferred to Thorpe Arch, Wetherby, Yorks, on the 15th September, 1942. The buildings at Bristol (Mullars Orphanage) have been handed over to the War Office.

#### 4695.—Royal Fleet Auxiliary Officers on Passage to or from the United Kingdom—Advances

(D.N.A. 15628/42.—24.9.1942.)

Attention is drawn to A.F.O. 4584/42 in Section 2 of this issue.

