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# ADMIRALTY FLEET ORDERS

ADMIRALTY, S.W.1,  
7th October, 1943.

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

A list of these Orders is enclosed.

By Command of Their Lordships,

*J. V. Markham*

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

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

Head of "P" Branch

*30/12*

*Y. A. P. H.*

*P 1*

*P 2*

*P 3*

*P 4*

(04092)

## ADMIRALTY FLEET ORDERS

No. Subject.

7th October, 1943.

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## Section 1

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

## 4662.—Defence Regulations—The Merchant Ships (Passive Defence) Order, 1943

(N.L. 14797/43.—7 Oct. 1943.)

At the request of the Ministry of War Transport, Their Lordships have issued the Merchant Ships (Passive Defence) Order, 1943, which is reproduced below and which cancels the Merchant Ships (Passive Defence) Order, 1941. This Order provides that increased equipment must be carried on Merchant Ships to improve the standard of protection for passive defence purposes and the entire administration of the Order is carried out by the Ministry of War Transport officials who are authorised to grant exemptions on behalf of the Admiralty. Any enquiries in connection with this Order should be referred to a Principal Officer or Surveyor of the Ministry of Shipping.

*The Merchant Ships (Passive Defence) Order, 1943*

By Command of the Lords  
Commissioners of the Admiralty.

In pursuance of the powers conferred on them by Regulation 45 of the Defence (General) Regulations, 1939, the Lords Commissioners of the Admiralty hereby make the following Order:—

1. This Order shall apply to all British ships except ships of War and Dominion ships.

2. No vessel to which the provisions of this Order apply shall, except under permission granted by or on behalf of the Admiralty, proceed to sea from any port (whether within or outside the United Kingdom) unless she is equipped with civilian duty gas masks, suits of protective clothing, sets of decontaminating gear and bleach powder, in accordance with the following scale:—

Type of Ship	Sets of decontaminating gear (i)	Suits of protective clothing (ii) and civilian duty gas masks, including spares	Bleach powder (iii) and (iv)
	No.	No.	Wt.
Passenger ships over 12,000 G.T. ... ..	3	24	10 cwts.
Passenger ships from 8,000–12,000 G.T. ... ..	2	16	5 cwts.
Passenger ships from 5,000–8,000 G.T. and cargo ships over 8,000 G.T. ...	2	8	3 cwts.
Passenger ships from 1,000–5,000 G.T. and cargo ships from 1,000–8,000 G.T. ... ..	1	8	3 cwts.
Ships under 1,000 G.T. and not under 200 G.T. ...	1	3	3 cwts.

For notes (i) and (iv) see Schedule

3. This Order shall come into force forthwith and may be cited as The Merchant Ships (Passive Defence) Order, 1943.

4. The Merchant Ships (Passive Defence) Order, 1941, is cancelled.

By Command of Their Lordships,  
(Sgd.) H. V. MARKHAM.

Admiralty, S.W.1.

23rd September, 1943.

Schedule

Notes to paragraph 2 of the above Order.

(i) A set of decontaminating gear consists of:—

- 1 shallow tray.
- 1 metal container (bin) for contaminated clothing.
- 2 long-handled scrubbers.
- 2 buckets.
- 2 whitewash brushes.
- 10 gallons paraffin.
- Swabs.
- Sand (for mixing with bleach powder).

(ii) A suit of protective clothing consists of:—

- 1 pair rubber gum boots.
- 1 pair oilskin trousers.
- 1 oilskin jacket.
- 1 oilskin hood (only one of these need be provided for every two men).
- 1 pair oilskin gloves.
- 1 pair canvas overmittens.

(iii) The bleach powder which is recommended for use is that of the super-tropical quality (i.e., stabilized chloride of lime) (stabilized bleach powder) —(30 per cent. available chlorine). This, if suitably stowed, is not likely to deteriorate for a considerable time. Bleach powder should be packed in zinc-lined cases or strong iron or steel drums unless the vessel is trading only in a temperate climate, in which event the powder may be packed in sound wooden casks. It should in all cases be stowed in a cool, dry, well-ventilated place away from foodstuffs, living quarters, acids and turpentine.

(iv) For the decontamination of bare metals, paraffin or petrol should be used in lieu of bleach.

(A.F.O. 2582/43.)

4663.—Port Radar Officer—Short Title

(M./S.D. 05530/43.—7 Oct. 1943.)

In order to avoid confusion with P.R.O. and P.E.R.O., the short title for Port Radar Officer will in future be "PRADO". Similarly, short titles for Squadron and Fleet Radar Officer will be "SRADO" and "FRADO" respectively.

(A.F.O. 2924/43.)

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

\*4664.—Honours and Awards—"London Gazette" of 21st September, 1943

(H. & A.—7 Oct. 1943.)

The King has been graciously pleased to give orders for the following appointment to the Most Honourable Order of the Bath:—

To be an additional member of the Military Division of the Third Class, or Companions, of the said most Honourable Order:—

Captain (Acting Admiral) Lord Louis Francis Albert Victor Nicholas Mountbatten, G.C.V.O., D.S.O.

\*4665.—Honours and Awards—United States Navy

(H. & A. 694/43.—7 Oct. 1943.)

The King has been graciously pleased to approve the following Award for great gallantry and skill in rendering safe two high explosive weapons which had been hurled from an aircraft in a crash-landing in May, 1943:—

*The George Medal*

Ensign Milton L. Sanders, U.S.N.R.

2. This Award will not be gazetted.

4666.—Retired Officers of Flag Rank Re-employed—Pay and Allowances

(C.W. 37607/43.—7 Oct. 1943.)

A.F.O. 4401/43 is to be amended as follows:—

For " (A.F.O. 844/40, paragraphs 1 (i) and 1 (vii) are cancelled.) "

read " (A.F.O. 844/40, paragraphs 1 (i) and 2 (vii) are cancelled.) "

(A.F.Os. 844/40 and 4401/43.)

4667.—Officers Engaged on H/F D/F Duties—Rate of Pay

(C.W. 2023/43.—7 Oct. 1943.)

A.F.Os. 2097/45  
308/46 With reference to A.F.O. 1886/43, individual accounting instructions will be issued by the Director of Navy Accounts (Branch 4) in respect of all officers who are at present entitled to the higher rate of pay.

2. In future however all R.N.R. and R.N.V.R. officers actually appointed for H/F, D/F duties will be technically qualified and entitled to the higher rate. Non-qualified officers will not be so appointed.

(A.F.O. 1886/43.)

4668.—Officers Discharged, Invalided, Demobilised or Granted Special Unpaid Leave—Issue of Certificates

(C.W. 36948/43.—7 Oct. 1943.)

In future, Naval Officers (including Officers serving on T.124, etc., agreements) and Royal Marine Officers and Officers of the W.R.N.S. who are invalided, discharged, demobilised, reverted to the retired list or granted special unpaid leave for an indefinite period will be issued with a certificate by the Admiralty to the following effect:—

" This is to certify that (full name and rank) has been released from Naval service and may accordingly be registered under the National Registration Act, 1939, as from (date of discharge, etc.) "

2. This certificate will, on presentation to the local National Registration Office, enable the officer to obtain a National Registration identity card, together with a food ration book and clothing coupons to cover the unexpired portion of the current rationing year. (The local National Registration Office is always situated at the local Food Office.) The certificate will be retained by the Registration Officer. In the event of the officer having insufficient civilian clothes he may apply on Form C.R.S.C.1. for an issue of supplementary clothing coupons to the nearest Collector of Customs and Excise empowered to issue them. Form C.R.S.C.1., together with the address of the appropriate Collector of Customs and Excise to whom the completed form should be posted, can be obtained from any information centre or offices of a local authority.

3. The date inserted on the certificate will be that on which the officer is finally discharged, reverted to the retired list, placed on unpaid leave, etc. Where an officer is sent on leave prior to actual date of discharge, etc., it will be necessary for the Accountant Officer of his ship or establishment to issue him with service ration cards for the period of leave.

4. The above arrangements do not apply to officers granted special unpaid leave for a definite period. These officers will retain their Naval identity cards and are to be given service ration cards by their ship or establishment.

Where their civilian clothing is insufficient to cover this period of unpaid leave they should apply to the Collector of Customs and Excise for supplementary clothing coupons under the procedure outlined in paragraph 2.

5. Officers are required to return their Naval identity cards to the issuing authority as soon as they have received a civilian identity card, if they have not previously surrendered their Naval identity card.

(A.F.Os. 1251/42 and 3679/43.)

4669.—Uniform—Working Dress for Naval Officers

(N.L. 14555/43.—7 Oct. 1943.)

As a war time measure His Majesty The King has approved a working dress as described below for wear by Naval Officers in other than hot climates.

**Material.**—Navy Serge (Serge, Blue, No. 4, Pattern T.76).

**Description.**

(a) **Blouse.**—Made on “battle-dress” lines (i.e., single breasted), unlined, with two outside breast pockets, and fitted with three uniform gilt buttons (9/10 in.) down the front and one plain button under the right lapel. Stand and fall collar. Body pleated with twelve pleats into a belt fitted with a buttonhole to fasten to one of three plain buttons. The flaps of the two outside breast pockets are  $\frac{1}{2}$  in. above the uppermost 9/10 in. gilt button. Each breast pocket measures  $6\frac{1}{2}$  in. in depth and 6 in. in width and is made to fasten with one uniform gilt button (13/20 in.). Sleeves have plain cuffs to fasten with a plain button.

(b) **Shoulder Straps.**—Shoulder straps are covered with Navy serge (to match the working dress) on a firm, waterproof foundation. The shoulder straps bear appropriate distinction marks of rank and branch and are fitted with a uniform gilt button (13/20 in.). Size  $5\frac{1}{2}$  in. long and  $2\frac{1}{4}$  in. wide.

Midshipmen (R.N., R.N.R., and R.N.V.R.) will wear a turnback with a notched hole of the appropriate colour and a corresponding button, on each side of the collar, as on the undress coat. Midshipmen of the Engineer, Accountant, Air, Electrical and Special branches will, in addition, wear shoulder straps with distinction cloth or letter “A” according to branch.

(c) **Trousers.**—Fitted with 2 side pockets, and 2 hip pockets, the latter closed with plain buttons. Buttons are provided for braces.

**Medal Ribbons** are not to be worn with the dress.

**Flying Badges** are to be worn above the left breast pocket of the blouse.

The dress is to be numbered “No. 5A”. It is to be known as “working-dress” and not “battle-dress”.

2. The dress will be optional and may be worn as follows :—

- (1) at sea and in aircraft at all times ;
- (2) in ships in harbour, Naval and dockyard establishments, Naval air stations and Naval air sections, during the working hours or non-ceremonial occasions, but not by duty-officers ;
- (3) It will not be worn on shore outside Naval establishments, or on long or short leave, nor by officers proceeding to or from their residences. It may be worn by armed landing parties or during active operations, if khaki is not worn, and on those occasions for which No. 9 dress is ordered for ratings, i.e., when doing arduous or dirty work ;
- (4) Subject to the above general instructions detailed orders for the occasions on which the dress may be worn are to be issued by Commanders-in-Chief and Flag Officers Commanding, who have discretion to vary the general rules in exceptional circumstances. Their Lordships wish to emphasize the necessity for officers maintaining a strict standard of smartness in dress and for confining the working dress to occasions proper to its function. It is felt that the introduction of the working dress should enable officers to maintain their undress uniform (No. 5 dress) in good condition.

3. The dress will be available for purchase through Accountant Officers ; it will be open to officers to purchase from Naval outfitters if they so choose, and to have it made in a superior serge. Working dress bought from service stocks in *sea-going ships* will be exempt from purchase tax in the same way as other items purchased through the Accountant Officer.

4. Sizes and measurements of working dress blouse obtainable from Naval stocks :—

Size No.	Measurements of Officer		
	Height	Chest	Waist
1	Ft. in. 5 3	in. 32—33	in. 28—29
3	to 5 4	36—37	31—32
4	5 5	34—35	30—31
6	to 5 6	38—39	33—34
7	5 7	35—36	30—31
9	to 5 8	39—40	34—35
10	5 9	36—37	31—32
12	to 5 10	40—41	35—36
13	5 11	38—39	33—34
15	to 6 0	42—43	37—38
16	6 1	39—40	34—35
18	to 6 2	43—44	38—39

5. Sizes and measurements of trousers obtainable from Naval stocks :—

Size No.	Measurements of Officer		
	Height.	Waist	Breech
1	Ft. in. 5 3	In. 28—29	In. 33—34
3	to 5 4	31—32	37—38
4	5 5	30—31	35—36
6	to 5 6	33—34	39—40
7	5 7	30—31	36—37
9	to 5 8	34—35	40—41
10	5 9	31—32	37—38
12	to 5 10	35—36	41—42
13	5 11	33—34	39—40
15	to 6 0	37—38	43—44
16	6 1	34—35	40—41
18	to 6 2	38—39	44—45

6. Steps are being taken to obtain supplies of shoulder straps for issue on repayment to Warrant Officers, Sub-Lieutenants, Lieutenants, Lieutenant-Commanders, Commanders and Captains (R.N., R.N.R. and R.N.V.R.) of the following branches:—

Executive	Accountant
Engineer	Air Branch
Medical	Electrical

Coloured turn-backs for Midshipmen (R.N., R.N.R., R.N.V.R.) will also be stocked for issue on repayment.

It is not proposed to stock shoulder straps for officers attached to the remaining branches of the R.N., R.N.R. and R.N.V.R., viz., Medical, Dental, Instructors and Schoolmasters, Special Branch, Shipwright, Wardmasters and Ordnance, nor for any officer above the rank of Captain, but arrangements are being made for shoulder straps which it is not intended to stock in bulk at Victualling Yards and Depots to be made up specially and supplied as required. Some slight delay in the supply of these shoulder straps will, in consequence, be unavoidable.

Shoulder straps and turnbacks will be supplied in pairs separately from the suits and officers will make their own arrangements for sewing them on the shoulders of the working dress blouse.

7. As soon as stocks of the officers working dress are available, details of the suuing prices and the addresses which patterns can be inspected will be promulgated in a Fleet Order.

8. A separate order will be issued later regarding working dress for Royal Marine Officers.

#### 4670.—Transfers of Cash between Accountant Officers

(D.N.A. 3432/43.—7 Oct. 1943.)

Under the pressure of war conditions it has been necessary to revise the system for checking in the Admiralty, transfers of cash between accountant officers. The plan now adopted consists essentially of "marrying" actual supply and receipt notes (Forms S.5 or S.5A). If both forms relating to the same transaction can be traced in accounts received it follows that the transfer has been correctly effected but if a supply note or receipt note remains unmatched after a suitable period enquiries will be made as necessary to obtain the missing document.

2. The following action is to be taken by accountant officers:—

- Strict attention to details already notified as necessary in A.F.O. 799/43.
- Receipt notes on Form S.5 or variant are invariably to accompany the cash account—signed by or on behalf of the Commanding Officer or accountant officer of the ship actually supplied without waiting for the return of receipts from distant parent ships.
- The name of the vessel actually supplied is to be endorsed at the head of both supply and receipt notes in block letters.
- Forms S.5 or S.5A are to be obtained and used wherever possible to the exclusion of all locally produced substitutes save in emergency. When the established form is not available and substitutes have to be used it is important that the size of the local form should correspond as closely as possible to the S.5 and especially should not be smaller.

3. To facilitate this scheme Forms S.5 and S.5A will be amended on the next reprint to provide forms on papers of different colours for supply and receipt notes and also to provide a space at the head of each form in which to insert the name of the ship actually supplied (i.e. as distinct from the ship or base normally responsible.)

(A.F.O. 799/43.)

#### \*4671.—Promotions from the Lower Deck to Permanent Commissions— (Air Branch)

(C.W. 36718/43.—7 Oct. 1943.)

With reference to paragraph 1 of A.F.O. 2348/43, the undermentioned promotions to the rank of Acting Sub-Lieutenant (A), R.N., have been made, to date 30th August, 1943:—

Bennett, Michael Vivian Marshall, A/P.O.Air. (Ty.), FX.77268.  
 Bevans, Bernard, A/P.O.Air. (Ty.), FX.77308.  
 Collings, Allan Terence, A/P.O.Air. (Ty.), FX.77179.  
 Hayman, Albert, P.O.Air., FX.80796.  
 Jackson, Robert, A.A.3., FX.78394.  
 King, Patrick Francis, L.A.M.(L), FX.75977.

(A.F.Os. 848/40, 1638/42, 3851/42 and 2348/43.)

#### \*4672.—Promotions from the Lower Deck to Permanent Commissions— (Executive Branch)

(C.W. 36718/43.—7 Oct. 1943.)

The undermentioned promotions to the rank of Acting Sub-Lieutenant, R.N., have been made, to date 30th August, 1943:—

Bezance, Ernest Vladimer, A/P.O. (Ty.), P/JX.163052.  
 Cane, William James, A/P.O. (Ty.), P/JX.161133.  
 Drummond, Alan Frederick, A/P.O. (Ty.), C/JX.156435.  
 Edwards, Montague Brian, P.O. (Ty.), P/JX.154229.  
 Edwards, William George, P.O. (Ty.), P/JX.157065.  
 Jagers, Eric William, A/P.O. (Ty.), C/JX.162192.  
 Jameson, Robert, P.O. (Ty.), C/JX.161018.  
 Jones, Sidney, P.O. (Ty.), D/JX.152294.  
 Langler, Paul John Mervyn, P.O., P/JX.148280.  
 McDonald, Alexander Smith, A/P.O. (Ty.), D/JX.158184.

(A.F.Os. 3289/40, 1638/42, 3851/42 and 5744/42.)

A.F.O.  
1043/45

#### \*4673.—Special Branch Cypher Officers, R.N.V.R.—Promotion of "H.O." Ratings

(C.W. 35505/43.—7 Oct. 1943.)

With reference to A.F.O. 1163/43, a considerable number of temporary officers are required, from time to time, for exclusive employment upon cyphering duties. The arrangements for the selection and promotion of ratings for this purpose will be as follows:—

2. It is uneconomical to commission large numbers of experienced writer and supply ratings for exclusive employment upon cyphering duties, as these duties bear no relation to their training and employment as accountant branch ratings. It is also imperative that the flow of suitable candidates for executive and special branch commissions should not be prejudiced by the introduction of this further category of officer. Although candidates for special branch cypher commissions may be drawn from all branches, commanding officers should bear these factors in mind, when making recommendations on Form C.W.1 (T), and selections should, therefore, be made mainly from the ~~coast~~ branch.

3. Candidates must be medically fit for sea and foreign service as they will only be required to fill appointments not considered suitable for W.R.N.S. cypher officers.

4. The procedure for the selection and promotion of candidates will be as laid down in Section V of A.F.O. 1163/43 for the selection and promotion of candidates for temporary commissions in the accountant branch, subject to the following modifications:—

- Candidates need not appear before a Preliminary Selection Board.
- The completion of three months sea time will not be regarded as an essential qualification, and candidates may be recommended on completion of two months service after leaving the new-entry training establishment.

(c) The provisions of paragraph 40 of the above Order which allow three appearances before the Admiralty Selection Board for accountant branch candidates do not apply to this category of officer.

(d) Candidates who are successful at the Admiralty Selection Board (accountant branch) will be drafted for cypher training as ratings, and on satisfactory completion will be appointed to a two weeks divisional course as special branch cypher officers in the R.N.V.R.

(A.F.O. 1163/43 and 1789/43.)

#### 4674.—Accelerated Promotion

(C.W. 41122/43.—7 Oct. 1943.)

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

##### Executive—

Petley, R. A.	...	...	"Lanka"	...	...	1st July, 1943.
Smith, G. R.	...	...	"Hornet" for M.T.B.	...	...	1st August, 1943.
			"84"			
Saul, W. E.	...	...	"Asbury" for Y.M.S.	...	...	1st September, 1943.
			"240"			
Baldry, G. R.	...	...	"Dulverton"	...	...	1st September, 1943.
Osborne, I. M.	...	...	"Grey Goose"	...	...	1st October, 1943.
McGill, J. F.	...	...	"Isis"	...	...	1st October, 1943.
Smith, Frederick Hayzen	...	...	"Irwell"	...	...	1st October, 1943.
Bremner, R. K.	...	...	"Haslemere"	...	...	1st October, 1943.
Juncker, R. C.	...	...	"Offa"	...	...	1st October, 1943.
Brown, William Gordon	...	...	"Asbury" for B.Y.M.S.	...	...	1st October, 1943.
			"73"			
Guilford, R.	...	...	"Forward" for M.M.S.	...	...	1st October, 1943.
			"64"			
Seymour, E. R.	...	...	"Quebec"	...	...	1st October, 1943.
Troughton, P. G.	...	...	"St. Christopher" for M.G.B. "603"	...	...	1st October, 1943.
Braine, J. V.	...	...	"St. Christopher" for M.L. "584"	...	...	1st October, 1943.
McLean, D.	...	...	"St. Christopher" for M.L. "1243"	...	...	1st October, 1943.
Boot, C. S.	...	...	"St. Christopher" for M.L. "1130"	...	...	1st October, 1943.
Hall, G. M.	...	...	"Northney"	...	...	1st October, 1943.

##### Flying—

Burton, F. P.	...	...	"Spurwing"	...	...	1st June, 1943.
Davies, D. A.	...	...	"Jackdaw"	...	...	1st September, 1943.
Shepherd, W. G. A.	...	...	"Daedalus"	...	...	1st October, 1943.
Mason, C. P.	...	...	"Indomitable"	...	...	1st October, 1943.
Brownlee, J. V.	...	...	"Indomitable"	...	...	1st October, 1943.
Godley, J. R.	...	...	"Daedalus"	...	...	1st October, 1943.
Myerscough, J.	...	...	"Formidable"	...	...	1st October, 1943.

##### F.A.A., Technical—

Romeril, J. G.	...	...	"Kestrel"	...	...	1st October, 1943.
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##### Engineering—

Greeves, J. E. B.	...	...	"Saker II"	...	...	1st September, 1943.
Monroe, K. R.	...	...	"Duke of York"	...	...	1st October, 1943.

##### Electrical—

Guy, P. D.	...	...	"Euphrates"	...	...	1st October, 1943.
Hobley, E. B.	...	...	"Cockatrice"	...	...	1st October, 1943.

##### Special—

Oakley, R.	...	...	"Unicorn"	...	...	1st August, 1943.
Law, F. M.	...	...	"Scylla"	...	...	1st October, 1943.
Willson, C. A.	...	...	"Aggressive"	...	...	1st October, 1943.
Ockelford, P. J. M.	...	...	"Canton"	...	...	1st October, 1943.
Beechey, S. E. F.	...	...	"President"	...	...	1st October, 1943.
Stone, D.	...	...	"Mercury II"	...	...	1st October, 1943.
Wates, B. N.	...	...	"Teviot"	...	...	1st October, 1943.
Lines, J. A.	...	...	"Orlando"	...	...	1st October, 1943.
Fysh, J. P. G.	...	...	"Midge"	...	...	1st October, 1943.

##### Special (S.A.N.F. (V))—

Bergman, E. E.	...	...	"Lanka"	...	...	1st October, 1943.
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##### Executive (R.N.Z.N.V.R.)—

Olphert, J. L.	...	...	"Dart"	...	...	1st September, 1943.
MacDonald, G. J.	...	...	"Beehive" for M.T.B.	...	...	1st October, 1943.
			"241"			

##### Flying (R.N.Z.N.V.R.)—

Parli, J. A.	...	...	"Illustrious"	...	...	1st October, 1943.
Hale, J. G.	...	...	"Indomitable"	...	...	1st October, 1943.

##### Special (R.N.Z.N.V.R.)—

Leith, G. G.	...	...	"Hannibal"	...	...	1st October, 1943.
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2. With reference to A.F.O. 3899/43, the following sub-lieutenants have been promoted from the dates shown:—

##### Executive—

Davey, R. T.	...	...	"Mercury"	...	...	1st September, 1943.
Hastie, S.	...	...	"Helicon"	...	...	1st October, 1943.
Gibb, G. D.	...	...	"Leigh"	...	...	1st October, 1943.
Mathias, J. K.	...	...	"Quebec"	...	...	1st October, 1943.

##### Flying—

Bunyan, D. J.	...	...	"Heron"	...	...	1st October, 1943.
Dibb, D. H.	...	...	"Heron"	...	...	1st October, 1943.
Shipman, A. P.	...	...	"Merlin"	...	...	1st October, 1943.

3. The above promotions will appear in C.W. List of Appointments.

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

#### A.F.O. 4675.—Warrant Electricians and Above—Transfer to Warrant Aircraft Officer (C.W. 22643/43.—7 Oct. 1943.)

Electrical Lieutenants, Commissioned Electricians, Warrant Electricians and Temporary Warrant Electricians, R.N., who are employed with Naval aircraft, and have experience of aircraft maintenance work, may apply to transfer to their equivalent rank in the Warrant Aircraft Officer category, with their existing seniority.

2. Electrical Lieutenants will be transferred to the rank of Lieutenant (A) and Commissioned and Warrant Electricians will go on the general list of Commissioned and Warrant Aircraft Officers. They will have the same prospects of promotion as Warrant Aircraft Officers, who are considered for promotion to Commissioned Aircraft Officer when they reach the zone of 8-12 years' seniority, and are subsequently promoted to Lieutenant (A) in vacancies.

3. Commissioned and Warrant Aircraft Officers who are transferred from the Electrical Branch will be designated by the letter (L) in the seniority list. It is the intention to arrange conversion courses in aircraft ordnance to enable transferred officers to qualify in the combined trade qualification of (LO) as soon as the necessary facilities and personnel are available, but it is not anticipated that this will occur until after the war.

4. Applications for transfer should be forwarded, through the usual service channels, to the Secretary of the Admiralty (C.W.II Branch).

\*4676.—Warrant Electrician and Temporary Warrant Electrician, R.N.—“H.O.”  
 Ratings Eligible to Sit for March 1944, Examination, and Revised Regulations.

(C.W. 37983/43.—7 Oct. 1943.)

6255/45  
 5271/45  
 The next professional examination for Warrant Electrician will take place in March, 1944.

2. In order to meet the substantial requirements of Warrant Electricians certain changes have been made in the periods of qualifying service, as indicated below, and Electrical Artificers who have signed an engagement for the period of “Hostilities Only” will be eligible to compete at the examination.

3. For all candidates, whether continuous service or “Hostilities Only”, the period of qualifying service laid down in K.R. & A.I., Article 314, clause 2(b), will be reduced as a temporary war time measure, to the following:—

“Three years as Acting Electrical Artificer, 4th Class or above, of which two years must have been at sea.”

In addition, the provision in Article 314, Clause 2(d) of K.R. & A.I. which requires that a candidate must have passed finally or provisionally for Chief Electrical Artificer, 2nd Class, before he is eligible to take the professional examination for Warrant Electrician is waived until further notice, and the Captain of H.M.S. “Vernon” is authorised to nominate unsuccessful candidates at the annual professional examination for Warrant Electrician and Temporary Warrant Electrician as having “passed for Chief Electrical Artificer,” provided that a sufficiently high standard has been reached.

4. Candidates who possess the School or Higher School Certificate, or the Ordinary National Certificate, will be exempted from the educational test for warrant rank.

5. Successful candidates who are serving for the period of “Hostilities Only”, who are recommended for promotion, and who are medically fit for sea service, will be promoted to Temporary Acting Warrant Electrician, R.N. They will be eligible for confirmation as Temporary Warrant Officers with original seniority, on recommendation, after completing a year's service in warrant rank. They will receive the same rates of pay and allowances as permanent Warrant Electricians, R.N., but they will not be eligible for the special allowance of 2s. a day, which is applicable only to pensioner ratings who are promoted to Temporary Acting Warrant rank.

6. In all other respects the provisions of Articles 306 and 314, K.R. & A.I. will be applicable to promotion to Acting Warrant Electrician or Temporary Acting Warrant Electrician from this examination.

7. Although continuous service ratings and “Hostilities Only” ratings will take the same examination, the results will be published in separate lists so that each class of rating, provided that a sufficiently high qualifying standard is reached, may receive a reasonable proportion of vacancies.

8. The names of candidates are to be forwarded so as to reach the Captain, H.M.S. “Vernon,” c/o G.P.O., London, by 1st January, 1944.

9. Should doubt exist as to whether the names of candidates will be received in H.M.S. “Vernon” by 1st January, 1944, the names of such candidates are to be signalled.

10. Promotion of a limited number of pensioner ratings, and ratings within three years of pension, under A.F.O. 1614/40 to Temporary Acting Warrant Electrician will continue to be made, and recommendations should be forwarded in accordance with the existing practice to the Captain, H.M.S. “Vernon”,

(Articles 306 and 314, K.R. & A.I.)

(A.F.O. 1614/40.)

\*4677.—Warrant Officers (a) Provisionally Selected for Promotion to Lieutenant, Lieutenant (E) and Lieutenant (A)

(b) Selected for Promotion to Commissioned Officer

(C.W. 34893/43.—7 Oct. 1943.)

The following promotions have been approved in accordance with the procedure laid down in A.F.Os. 1874/42 and 1875/42.

2. Provisional selections for Lieutenant, Lieutenant (E) and Lieutenant (A) under A.F.O. 1874/42. Officers will be promoted on satisfactory completion of courses.

(a) To Lieutenant:—

T. N. Mayfield, Boatswain	J. C. Beattie, Gunner
M. J. Amos, Gunner	A. Mitchell, Boatswain
P. R. H. Walker, Gunner	L. S. Day, Gunner (T)
J. A. Macellan, Gunner (T)	F. W. Benoy, D.S.C., Gunner
G. Pitt, Gunner	C. S. Kent, Gunner
A. A. Cardwell, Boatswain	T. E. Goodwin, Gunner (T)
R. W. Clare, D.S.C., Gunner (T)	A. J. Gosling, Gunner
L. Robson, Gunner	C. F. H. Watson, Gunner (T)
S. Constable, D.S.C., Gunner (T)	W. Lilley, Gunner (T)
A. E. Burton, Gunner	A. S. Allsop, Boatswain A/S
D. J. Ansell, Gunner	H. E. T. Barter, Gunner
P. Goode, Gunner	F. Finlayson, Signal Boatswain

(b) To Lieutenant (E):—

R. W. Brown, D.S.C., Warrant Engineer	W. F. J. Brading, Warrant Engineer
A. J. T. Shering, Warrant Engineer	A. E. Day, Warrant Engineer
H. Hounsell, Warrant Engineer	J. W. Longbone, Warrant Engineer
R. G. Bastow, Warrant Engineer	V. J. Chown, Warrant Engineer
R. J. Clements, Warrant Engineer	W. F. Galletly, Warrant Engineer
R. G. Cross, Warrant Engineer	G. A. Austin, Warrant Engineer
G. V. Steel, Warrant Engineer	J. A. E. Weeks, Warrant Engineer
T. A. Kelly, Warrant Engineer	C. C. Rose, Warrant Engineer
T. R. J. Tidman, Warrant Engineer	A. L. Green, Warrant Engineer
J. W. Redfern, Warrant Engineer	W. G. Burden, Warrant Engineer
P. G. Whittle, Warrant Engineer	A. F. Budden, Warrant Engineer
R. J. Sutton, Warrant Engineer	W. H. Metherell, Warrant Engineer
H. S. Doggett, Warrant Engineer	L. N. Ryder, Warrant Mechanician
G. F. D. Dunn, Warrant Engineer	R. H. G. Neal, Warrant Mechanician
J. R. Short, Warrant Engineer	

(c) To Lieutenant (A):—

D. W. Wooller, Warrant Aircraft Officer	D. P. Ward, Warrant Aircraft Officer
B. F. Holloway, Warrant Aircraft Officer	

Special courses will be arranged for these officers shortly. It may not be possible for the courses all to take place concurrently or to terminate on the same date, but the ultimate seniority of these officers as Lieutenant or equivalent rank will not be affected by possible delays as their seniority will be assessed from the same basic date, viz. 1st October, 1943.

3. Warrant Air Officers (O) are eligible to participate in these promotions to Lieutenant (Executive) and Commanding Officers should ensure that their claims are not overlooked by sending in S.206 reports on suitable officers within the age limits, in accordance with paragraph 5.

4. Promotions to Commissioned Officer from Warrant rank to date 1st October, 1943, under the scheme promulgated in A.F.O. 1875/42.

To Commissioned Gunner and Commissioned Gunner (T):—

R. A. Nivison, Gunner	E. Moore, Gunner
G. H. Stevens, Gunner	T. E. Tomkins, Gunner (T)
W. J. Marshall, Gunner (T)	J. Fidler, Gunner
L. C. C. Eades, Gunner	

To Commissioned Boatswain:—

A. C. Clisby, Boatswain	C. J. Halloran, Boatswain
P. R. Shephard, Boatswain	R. B. Price, Boatswain

To Commissioned Telegraphist:—

E. F. Evans, Warrant Telegraphist	A. J. Peachey, Warrant Telegraphist
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To Commissioned Signal Boatswain:—

E. Caplin, Signal Boatswain	A. J. Condon, Signal Boatswain
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To Commissioned Ordnance Officer:—

S. W. Dobinson, Warrant Ordnance Officer	F. G. Burden, Warrant Ordnance Officer
T. E. Chadwick, Warrant Ordnance Officer	W. J. Deacon, Warrant Ordnance Officer
H. B. Simmonds, Warrant Ordnance Officer	



## To Commissioned Electrician :—

L. A. V. Lawrence, Warrant Electrician S. R. J. Pitman, Warrant Electrician  
D. A. O'Meara, M.B.E., Warrant Electrician

## To Commissioned Engineer :—

F. W. Barrett, Warrant Engineer J. W. Galer, Warrant Engineer  
W. J. Sims, Warrant Engineer W. R. Williams, Warrant Engineer  
E. C. Webb, Warrant Engineer A. J. S. Bennett, M.B.E., Warrant Engineer

## To Commissioned Aircraft Officer :—

W. F. M. Davies, Warrant Aircraft Officer F. S. Cocking, Warrant Aircraft Officer

5. Reports on officers for the April, 1944, promotions must reach the Admiralty (C. W. Branch) by 1st February, 1944.

† Acting Lieutenant while holding present appointment in "Grebe".

(A.F.Os. 1874/42 and 1875/42.)

**\*4678.—Advancement to Petty Officer (Submarines)**

(N. 16807/43.—7 Oct. 1943.)

With reference to A.F.O. 2932/43, it has been decided that the wearing of Class III uniform by confirmed Petty Officers (Submarines) is to be entirely optional.

2. Men electing to wear Class III uniform with gilt buttons and gold cap badge on confirmation as P.O's (Submarines) must provide it at their own expense; such ratings would also have to re-equip themselves with Class II uniform at their own expense on reversion to general service. Outfit gratuity will not be paid.

3. Time spent in the ratings of Petty Officer (Submarines) and Temporary L.S. (N.Q.) will reckon for pension purposes on the terms laid down in A.F.O. 262a/43 for all other special war advancements "while so employed, etc".

(A.F.O's 262a/43 and 2932/43.)

**\*4679.—Advancement of Ratings Medically Unfit for General Service or Over Age—Position of Non-Substantive Ratings**

(N. 18034/43.—7 Oct. 1943.)

Their Lordships have had under consideration the application of A.F.O. 2241/43 to non-substantive advancement.

2. Payment of non-substantive pay is dependent upon a rating being competent to perform the specialised duty and not on whether he actually carries it out; men employed on shore service because of age or on medical grounds, should not, therefore, relinquish their non-substantive rating unless they are incompetent.

3. Provided there are shore billets available for a particular non-substantive rating, a man already qualified is not to be debarred from non-substantive advancement by medical unfitness for sea, unless he is also medically unfit to carry out the duties of the higher non-substantive rating in question.

4. Men, however, who are medically unfit for sea will not be included in courses for higher non-substantive rating, excepting the course for A/Q.R.1(S.V.) or any similar course of training designed solely for duties ashore.

(A.F.O. 2241/43.)

**\*4680.—Ratings Employed on N.D. Duties—Drafting and Advancement**

(N./ND. 57/43.—7 Oct. 1943.)

The following general arrangements which have been approved for the drafting and advancement of ratings employed on N.D. duties are promulgated for information and guidance.

2. *General.*—Superintendent N.D. Admiralty is the authority for the drafting and advancement of all ratings whilst employed on N.D. duties, as detailed in paragraphs 4 and 6.

3. *Ratings to be Employed.*—Any ratings dressed as seamen may be drafted by Commodores of Depots for N.D. duties provided they are physically fit for the hard work involved, and are capable of going aloft.

All ratings employed remain General Service ratings and are liable to be drafted as such by the Commodore of their manning depots at his discretion.

The following rules regarding drafting and advancement apply while the ratings are employed on N.D. duties.

4. *Drafting.*—(a) Ratings required to make up the total of the approved complements of the various N.D. depots will be detailed by the Commodore of the manning depot on request from Superintendent N.D.

They will be drafted to the N.D. Sub. Depot, Lennox Garage, Southsea, for training; while under training they are borne in H.M.S. "Victory III". On completion of training, Superintendent N.D. will issue the necessary drafting instructions, their accounts being transferred to the base ship of the port concerned.

(b) *Discharges and Reliefs.*—(i) Ratings may be withdrawn from N.D. duties in two ways :—

Either by the Commodore of their depot (as stated in paragraph 3), who should forward the draft order to Superintendent N.D., or by Superintendent N.D. (with the concurrence of the Commodore), in the case of ratings generally or medically unsuitable for N.D. duties.

(ii) In all cases Superintendent N.D. will be responsible for informing the Commodore of the Manning Depot when reliefs are required to be sent to Lennox Garage for training.

(iii) All internal drafting between N.D. depots will be arranged by Superintendent N.D.

5. *Discipline.*—All questions of administration, discipline, welfare, etc., are to be submitted to the Flag Officer-in-Charge through the usual service channels, Superintendent N.D. being informed where necessary. N.D. officers in charge of depots are authorised to communicate through Chief Inspector N.D. of the Area with Superintendent N.D., Admiralty, on questions of technical training and conditions of service peculiar to N.D. work.

6. *Advancement.*—In order that ratings employed on N.D. duties shall not be prejudiced by reason of their employment in these specialised duties and to provide an adequate supply of higher ratings trained in these duties, the following special qualifications governing advancement have been approved :—

(a) *Naval Ratings*

(i) For advancement from Ordinary Seaman to Acting A.B., see A.F.O. 5250/42. Ratings must be recommended by the N.D. Officer-in-Charge. Advancement to be authorised by Superintendent N.D. At discretion of Superintendent N.D. advancement may be made retrospective.

(ii) Advancement from A.B. or A/A.B. to Temporary Acting Leading Seaman.

To be recommended by N.D. Officer-in-Charge, through Chief Inspector N.D. of the Area. Advancement to be authorised by Superintendent N.D. May be reverted to A.B. or A/A.B. on the authority of Superintendent N.D.

Will be reverted to A.B. or A/A.B. on ceasing N.D. duties. Advancements will be limited to complement vacancies.

(iii) Advancements from Temporary Acting Leading Seaman to Temporary Acting Petty Officer.

To be recommended by N.D. Officer-in-Charge, through Chief Inspector N.D. of the Area.

Advancement to be authorised by Superintendent N.D.

May be reverted to Temporary Acting Leading Seaman on the authority of Superintendent N.D.

Will be reverted to his General Service substantive rating on ceasing N.D. duties.

Advancements will be limited to complement vacancies.

(b) *W.R.N.S. Ratings*

(i) W.R.N.S. (N.D.) as in C.A.F.O. 1028/43.

(ii) Other W.R.N.S. ratings—under the normal regulations.

(A.F.O. 5250/42 and C.A.F.O. 1028/43.)

**4681.—White and Tropical Uniform—Ratings**

(V. 01072/43.—7 Oct. 1943.)

Reports continue to be received of ratings drafted abroad and in ships arriving on foreign stations not being in possession of white suits and tropical clothing.

2. Attention is drawn to the necessity for strict compliance with A.F.O. 2823/43 unless otherwise specially authorised by Admiralty.

(A.F.O. 2823/43.)

(Admiralty General Message, No. 688A, 28 Sep. 1943 is cancelled.)

**4682.—Personnel Repatriated from Italy in the Jeddah Exchange—Liability for Further Active Service**

(N.I.D. 05969/43.—7 Oct. 1943.)

Their Lordships have received a number of enquiries concerning the status of the Naval and Royal Marine personnel who were repatriated in March, 1943, from Italy in exchange for the return to Italy of certain Italian Naval and Merchant Service personnel then interned in Saudi Arabia and the Yemen. As there were no suitable British equivalents interned on neutral soil who could be exchanged for the Italians, H.M. Government asked for the return of an equivalent number of *fit* British prisoners of war, to which the Italians agreed.

2. The prisoners of war involved in this exchange were not sick or wounded men to whose repatriation the provisions of the Convention relative to the Treatment of Prisoners of War (Geneva 1929) apply, nor was it a condition of the exchange that they should not fight again. They are therefore strictly liable for drafting under the ordinary rules on their return to the United Kingdom. Such personnel should, however, on return from leave be drafted in the first instance to billets where strenuous active service is not anticipated and as a general rule they should not be regarded as liable to draft abroad or on active service afloat until six months after their return to the United Kingdom.

3. The above personnel, if recaptured, are entitled to be treated as prisoners of war in just the same way as if they had not been captured previously.

**4683.—W.R.N.S. Classifiers—Conditions of Service**

(N. 17404/43.—7 Oct. 1943.)

W.R.N.S. classifiers constitute a specialised category and are employed at certain shore establishments on work in connection with the observation or analysis of W/T phenomena.

2. *Qualifications.*—Recruits for this category must have reached school certificate standard with credit in mathematics; a credit in physics is also desirable. Accuracy in figure work is essential.

*Eyesight* :—Vision standard 3.

Near vision. D = 0.6 with both eyes together and with the aid of spectacles, if worn.

3. *Entry and Training.*—Training courses are made up by the Director, W.R.N.S., and generally consist of new entries. Transfers from other categories may be allowed subject to the conditions of A.F.O. 1179/43. Selected ratings are entered at a W.R.N.S. Central Training Depot where they undergo the usual general and disciplinary training. On completion of this initial training, they are transferred to the I.S.I.B., Great Baddow, Chelmsford, for technical training lasting eight weeks, on successful completion of which they are considered to have qualified as classifiers. The date of qualifying is to be noted on Service certificates and conduct sheets.

4. *Pay* is subject to the conditions laid down in A.F.O. 1180/43, paragraph 5(a).

5. *Advancement* to fill approved complement vacancies will be made from a central roster maintained by the Superintendent, W.R.N.S., Nore. In accordance with A.F.O. 1180/43, paragraph 7(a), the date of award of the lower specialised rate of pay is the basic date for advancement of ratings who entered or were transferred to the category on or after 25th March, 1943. For ratings who entered or

were transferred to the category before that date, the basic date is the effective date of enrolment in or transfer to the category as the case may be. Recommendations are to be made in accordance with the normal procedure and there are no technical examinations as qualification for advancement.

6. *Drafting* is carried out by the Superintendent, W.R.N.S., Nore, in consultation with the Director of Signal Department.

7. *Badges.*—See A.F.O. 5702/42.

8. The specialised section of the Appendix to A.F.O. 1901/43 is to be amended to read as follows :—

Column 1. Classifiers.  
Column 2. Mobile.  
Column 3. No.  
Column 4. Eight weeks.  
Column 5. Chatham.

(A.F.Os. 2938/42, 5702/42, 1179/43, 1180/43, 1901/43, 2133/43 and 3402/43.)

**4684.—W.R.N.S.—Pay on Reclassification of Duties**

(N. 21575/43.—7 Oct. 1943.)

In cases where approval is given for the institution of a new specialised W.R.N.S. category and serving Wrens who have been employed on the duties in question are already on the higher un-specialised rate of pay, such ratings are not to be placed on the lower specialised rate of pay but are to "mark time" on the higher un-specialised rate until they become eligible by service in the category and recommendation for the higher specialised rate of pay.

2. The above provisions are retrospective and apply to the following specialised categories which have recently been authorised :—

Boat driver (Admiralty Letter N. 26256/42 of 28th July, 1943.)  
Gardener (Admiralty Letter N. 17046/42 of 5th August, 1943.)  
Submarine Attack Teacher (A.L. N. 13100/43 of 20th September, 1943.)  
Gunnery Control (A.F.O. 2944/43.)  
M.Q. (A.F.O. 1438/43.)

(A.F.Os. 1180/43, 1438/43, 1666/43 and 2944/43.)

**4685.—W.R.N.S.—Ratings' Liability to Overseas Service—Procedure**

(N. 23330/43.—7 Oct. 1943.)

With reference to A.F.O. 4419/43, paragraph 2, it is now considered unnecessary for requests for exemption from draft overseas on the part of mobile W.R.N.S. ratings to be sent to the Director, W.R.N.S., and the procedure to be adopted is detailed in paragraph 3 below.

2. For the purpose of applying the new procedure, probationers who were already in the training depots on 23rd September, 1943, or who were called thereto on 29th September, 1943, are to be dealt with in all respects as though they were serving ratings on the earlier date. Instructions have accordingly been issued to the appropriate authorities to postpone use of the amended form of enrolment until 14th October, 1943.

3. *Procedure.*—(a) Serving mobile ratings wishing to claim exemption are to sign and date the following statement within the periods laid down in A.F.O. 4419/43, paragraph 2 :—"I desire to claim exemption from overseas service under A.F.O. 4419/43, paragraph 2".

(b) Claims for exemption are to be countersigned by the W.R.N.S. officer in charge of the unit and attached to the ratings' Conduct Sheets. At the same time, the notation "O.S. Exempt, A.F.O. 4685/43, with date, is to be made on the Conduct Sheet as indicated below :—

New Form—Below Note 4 on the face.

Old Form—Below vaccination particulars on the reverse.

(c) If a rating who has claimed exemption subsequently volunteers to serve abroad, she is to make the following declaration, which is also to be countersigned

and dated by the W.R.N.S. unit officer, on the original statement:—"I withdraw my claim to exemption from overseas service". The notation on the Conduct Sheet is to be ruled through, the deletion being initialled and dated.

(d) Commanding Officers are to forward to the appropriate W.R.N.S. drafting authority nominal lists of ratings in their establishments who have claimed exemption.

(e) At the expiration of two months from the date of this order a summary is to be prepared by W.R.N.S. drafting authorities and forwarded to the Director, W.R.N.S., showing the numbers and rates in each category in respect of which exemption has been claimed.

(f) Overseas Boards are to be arranged as necessary, under the authority of the Director, W.R.N.S., by Superintendents of Commands (Chief Officers, Orkneys and Shetlands and Dover) with the object of ensuring that (i) only suitable candidates are selected for overseas service and (ii) cases of hardship are considered under paragraph 4 of A.F.O. 4419/43. The number and situation of the Boards will be at the discretion of the Superintendents of Commands, who may delegate authority to chief officers to hold them. Sufficient Boards must be held, however, to ensure that overseas drafts are not delayed because ratings have not been before a Board.

(g) Serving ratings who have not claimed exemption within the allotted periods may subsequently request deferment of overseas draft on grounds of undue hardship if their circumstances have changed. Similarly, ratings who enter the service with an obligation to undertake overseas service may also request deferment on such grounds if and when they are summoned to an Overseas Board. Such applications, if considered reasonable by the Board, are to be forwarded to the Admiralty through the normal channels, together with the rating's Conduct Sheet and corroborative evidence, including, where necessary, a medical certificate. Pending the Admiralty's decision, the rating concerned is not to be removed from her post.

(A.F.O. 4419/43.)

A.F.O. 4426/45 4686.—W.R.N.S.—Transfer Between Steward (G) and Steward (O)

(N. 17092/43.—7 Oct. 1943.)

With reference to A.F.Os. 1179/43 and 1180/43, the conditions under which transfers are permitted between the categories of Steward (G) and Steward (O) are amended as follows.

2. Where it is approved in any individual case for a Wren Steward (G) to transfer to Wren Steward (O), or vice versa, the transfer will be allowed with retention of seniority.

3. In the case of transfer between Leading and P.O. rates, retention of seniority and rating will also be allowed provided that ratings of the Steward (G) category wishing to transfer to the Steward (O) category can satisfy the conditions of A.F.O. 2128/43, paragraph 9.

4. Transfers between Chief Wren Stewards (G) and (O) will not normally be permitted with retention of the Chief rate.

5. Command Superintendents, W.R.N.S., may approve transfers between Leading or Wren Stewards (G) and (O) but requests for transfer of Chief and P.O. ratings are to be referred to the Admiralty.

(A.F.Os. 1179/43, 1180/43 and 2128/43.)

4687.—Schemes of Complement—Amendment

Coastal Craft

(N. 14684/43.—7 Oct. 1943.)

The following amendment is to be made to the scheme of complement of H.M. Coastal Craft (manned on a General Service basis) issued with Admiralty Letter N.12684/43 (formerly D.P.S. 157/42/M) of 8 Mar. 1943:—  
M.G.Bs., M.T.Bs. (except 55-ft., 45-ft. and 40-ft. Types) and M.Ls. (except R.M.Ls.)—

Delete: Notation (e) from against Ordinary Signalman.

Insert: (e) Leading Signalman.

S.G.Bs.—

Insert: Notation (d) against Ordinary Signalman.

—(d) Leading Signalman.

Amend: Notes (d) and (e) to read as follows:—

(d) In the Senior Officer's vessel of a Flotilla,  
Reduce: 1 Tel. or Ord. Tel. and Ord. Sig. and

Add: 1 Ldg. Tel. and 1 Ldg. Sig.

(e) In the Senior Officer's vessel of a Flotilla,  
Reduce: 1 Tel. or Ord. Tel. and

Add: 1 Ldg. Tel. and 1 Ldg. Sig.

4688.—Schemes of Complement—Amendment

Escort Carriers

(N. 18728/43.—7 Oct. 1943.)

The following amendment is to be made to the Schemes of Complement:—

H.M. Escort Carrier "Activity" (Admiralty Letter N./D.P.S. 1013/41/M of 28 May 1942).

H.M. Escort Carriers "Nairana" and "Campania" (Admiralty Letter N. 20524/42 of 2 Dec. 1942).

H.M. Escort Carrier "Pretoria Castle" (Admiralty Letter N. 8351/42 of 20 Nov. 1942).

H.M.S. "Pretoria Castle" (As Trials Carrier) (Admiralty Letter N./D.P.S. 60/43/M of 17 May 1943).

H.M. Escort Carriers of "Archer" and "Avenger" Classes (Admiralty Letter N./D.P.S. 573/41/M of 15 Nov. 1941).

H.M. Escort Carriers of "Tracker" Class (Admiralty Letter N./D.P.S. 304/42 of 25 Jun. 1942).

Add 1 Leading S.B.A.

4689.—Officiating Ministers of Religion

(C.E. 57737/43.—7 Oct. 1943.)

The following appointments have been approved:—

Church of England—

Gibraltar ... .. Very Rev. W. Ashley Brown,  
The Deanery,  
Gibraltar.  
(vice Rev. Canon J. Johnston, M.A.)

Rev. Canon J. Johnston, M.A., The Cathedral, Gibraltar, has been reappointed as Honorary Officiating Minister to R.N. personnel.

H.M.S. "Gadwall" ... Rev. J. Barry, M.A.,  
6, Denorton Park, Belfast.

Roman Catholic—

H.M.S. "Fervent" ... Rev. A. McArdle,  
St. Augustine's Abbey, Ramsgate.  
(As from 1st July, 1943.)

H.M.S. "St. Barbara" }  
and } Very Rev. O. Hagan,  
R.N. School of Photo- }  
graphy, Felpham. } Servite Priory, Clarence Rd, Bognor Regis.

Church of Scotland—

Tullichewan Castle, Balloch. Rev. M. B. MacGregor,  
The Manse, Jamestown, Dumbartonshire.

Methodist—

H.M.S. "Dipper" (Henstridge and Charlton Hawthorn). Rev. C. G. Dawson,  
Wesley Manse, Milborne Port,  
Sherborne, Dorset.

The usual facilities are to be afforded.

#### 4690.—Carriage of Arms by Personnel of Naval Medical Formations and Establishments

(M. 08880/43.—7 Oct. 1943.)

The following rules are to be observed regarding carriage of arms by members of Naval medical formations and establishments.

2. The only such personnel who may carry arms are Naval Medical Officers, Dentists and Sick Berth ratings. To these the Naval Form M.190 has been issued under Article 9 (1) of the International Convention of 1929 for the Amelioration of the Condition of the Wounded and Sick of Armies in the Field.

3. The only arms which may be carried by the above personnel are personal weapons for defensive purposes. The use of these weapons is to be restricted to use for personal protection against an immediate threat to the life of the bearer or of any patient left in his care. They may not be used for the defence of ships, hospital ships or medical establishments ashore.

#### 4691.—Clothing Rationing—Nursing Sisters, Q.A.R.N.N.S., and V.A.D. Nursing Members—Issue of Towels on Repayment

(V. 3356/43.—7 Oct. 1943.)

As towels are not included in the list of items which may be purchased by nursing sisters, Q.A.R.N.N.S., and V.A.D. nursing members from civilian sources, it has been decided that sisters and V.A.D. nursing members serving with the R.N. may be allowed to take up towels on repayment as follows:—

When not accommodated in service quarters 2 towels a year.

When accommodated in service quarters ... 1 towel on one occasion only to enable them to take a towel with them when proceeding on leave.

2. The towels should be charged for at prices including purchase tax (*see* A.F.O. 514/42). The issues are to be noted in the pay books (S.43A) of V.A.D. nursing members. A separate record is to be kept of issue of towels to nursing sisters and particulars are to be shown on transfer sheets.

(A.F.Os. 514/42, 210/43 and 416/43.)

#### 4692.—Instructional Film "Ratekeeping"—Serial Number A.134

(T.S.D. 2282/43.—7 Oct. 1943.)

The instructional film "Ratekeeping"—serial number A.134—has now been completed and will be distributed as follows, without demand:—

Authority or Library  
(A.F.O. 4251/43 refers) to  
whom copies will be supplied.

Allocation of copies supplied.

Number of  
copies.  
35mm. 16mm.

Scapa	R.A. (D) Home Fleet	2	5
	C-in-C., Home Fleet	3	—
Glasgow	F.O.I.C., Greenock	2	2
	Cdre (D), Londonderry	2	2
	Cdre., Western Isles	2	1
	F.O.I.C., Northern Ireland	1	—
Rosyth	Capt. (D), Rosyth	—	2
	C-in-C., Rosyth	1	1
Liverpool	F.O.I.C., Liverpool	—	2
	C-in-C., W.A.	2	3
Chatham	R.N. Gunnery School, Chatham	2	1
	C-in-C., Nore	1	3

Authority or Library  
(A.F.O. 4251/43 refers) to  
whom copies will be supplied.

Allocation of copies supplied.

Number of  
copies.  
35 mm. 16 mm.

Portsmouth	H.M.S. "Excellent"	2	1
	C-in-C., Portsmouth	2	3
Devonport	H.M. Gunnery School, Devonport	2	1
	C-in-C., Plymouth	2	3
F.O.C., Gibraltar	H.M. Ships	2	3
Cdre., Algiers	H.M. Ships	1	2
C-in-C., Mediterranean	H.M. Ships	3	5
V.A., Malta	H.M. Ships	1	2
R.A., Alexandria	H.M. Ships	1	2
C-in-C., Levant	H.M. Ships	2	3
C-in-C., S.A.	R.N. Gunnery School, Durban	2	1
	H.M. Ships	1	2
F.O.C., W.A.	H.M. Ships	1	1
S.B.N.O., Western Atlantic	H.M. Ships	2	3
	H.M.S. "Asbury"	1	2
F.O., Ceylon	H.M. Ships	2	3
C-in-C., E.F.	H.M. Ships	3	5
H.M.I.S. "Himalaya"	R.N. Gunnery School	2	1
F.O.C.R.I.N.	..	1	1
A.C.N.B.	..	..	..
N.Z.N.B.	..	..	..
N.S.H.Q., Ottawa	..	..	..
B.A.D., Washington	..	..	..

Duplicating print.

2. The film is intended to supplement practical training in Ratekeeping for Destroyers, and should be shown to Destroyer Rate Officers and ratings.

3. The film consists of three reels and covers the following points:—

Reel 1.—Shows the need for good ratekeeping, simple examples of inclination and alterations of course by the enemy and how the trend of the fall of shot aids the rate officer.

Reel 2.—Shows the "not apply" procedure and how the matching receiver can be an "aid to rate".

Reel 3.—Gives pictorial examples of warships at varying inclinations, and includes alterations of course.

4. Ships and Establishments should make application for loan of copies of this film to the libraries and authorities referred to in paragraph 1 above in accordance with A.F.O. 4251/43.

(A.F.O. 4251/43.)

#### 4693.—Naval Fire Parties—Volunteers for

(N. 5162/43.—7 Oct. 1943.)

Further volunteers for transfer to the Royal Naval Fire Force are still urgently required and any ratings eligible under A.F.O. 5516/42 or under the revised conditions stated below, should be encouraged to transfer.

2. The following amendments are to be made to A.F.O. 5516/42:—

(a) The age limit for the class of men referred to in paragraph 1 (c) is lowered to 30.

(b) Men certified to be medically unfit for sea service for a period of six months or more, may join the *permanent* element irrespective of age, subject to the concurrence of a medical officer. They will remain in the Stoker (F.F.) Branch, whether or not they become fit for sea service at a later date.

3. In particular, men suffering from stomach complaints necessitating a careful diet, but who are otherwise physically active, should be considered for the Fire Force. When applications for the transfer of this type of rating are forwarded to the Commodore, R.N. Barracks, Devonport, they should indicate the men's

disabilities, and whether they are suitable for employment only in establishments where they can obtain regular meals and special diet, and where a medical officer is borne. When such men are accepted, the Commodore, R.N. Barracks, Devonport will make arrangements for them to be drafted accordingly.

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

#### 4694.—Private Photography in H.M. Ships and Establishments

(N.L./Press 1120/43.—7 Oct. 1943.)

Paragraph 6 of A.F.O. 2139/43 lays down that films exposed with private apparatus in the circumstances referred to in the Order are not to be handed to commercial firms for development but are to be developed and printed either on board or in a Naval establishment.

2. Their Lordships have decided that once the film has been developed and printed either on board or in a Naval establishment, further prints may be made from the negative by commercial firms, provided that :

- (a) the original prints have been released for private circulation and duly stamped in accordance with paragraph 7 of the above Order.
- (b) in cases where the negative is sent by post to the commercial firm it must be accompanied by a print stamped in the above manner.

3. In no case does this relaxation in the instructions previously given apply to subsequent prints of any photograph which has been retained for historical or propaganda purposes, or for publicity for the activities of the Navy and dealt with in accordance with paragraph 9 of the above Order.

4. All holders of private cameras are to notify the "Authorised Officer" who is to keep a record of these including a signed statement that each holder fully understands the orders contained in A.F.O. 2139/43 and subsequent amending Orders.

(A.F.O. 2139/43.)

#### 4695.—Personnel of Royal Fleet Auxiliaries—Payment of Contributions to the National Union of Seamen

(D.N.A. 15478/43.—7 Oct. 1943.)

As from 1st July, 1940, and for the duration of the war, facilities have been granted to the National Union of Seamen for the collection of subscriptions which have been deducted from men's wages on their behalf.

2. Masters will be supplied direct from the Union with :—

- (a) a list of men authorising the deduction of subscriptions from their pay ;
- (b) the forms signed by the men authorising payment of weekly contributions ;  
and
- (c) a supply of blank forms.

The original list and forms should be retained on board as the authority for deductions from pay, and the blank forms should be used as indicated in paragraphs 7 and 8 below.

3. Payment of arrears of contributions may be made on signing on by the use of a split advance note, *i.e.*, a man may be issued with two advance notes of approximately the combined value of the one he would normally receive. One of these split notes would be for his personal use, and the other for immediate transmission to the National Union of Seamen. The value of these advance notes will be shown on the Board of Trade Mercantile Marine Agreement (E.N.G. 1 or E.N.G. 4), and also on the copy of the agreement, and are to be charged in the "Other Charges" column of Form R.F.A. 15 or in the "Remarks" column of Form R.F.A. 14, on whichever form wages are recorded. The note received by the Union will be forwarded to the Admiralty for payment after the expiration of three days from the date of sailing from the United Kingdom in the case of crews leaving for foreign waters, or when sufficient pay has accumulated to balance the charge in the case of crews on Home Trade agreements. In the event of any member of the crew to whom an advance note has been issued failing to join the vessel, or if in any other way the conditions governing payment of the note have not been fulfilled, the circumstances, together with the seaman's name, rating and the number and amount of the note, are to be reported by telegraph to the Director of Navy Accounts (Branch 5).

4. To meet current contributions, deductions from pay of 1s. 0d. per week should be made, commencing on the first Monday a man is borne for pay and continuing for each Monday so borne until he is paid off. The number of weeks charged should normally agree with those reckoned for insurance purposes. These deductions are to be shown in the "Other Charges" column of Form R.F.A. 15 or in the "Remarks" column of Form R.F.A. 14.

5. All members of the National Union of Seamen are also liable for Old Age Contributions, and deductions of 1s. 0d. per quarter should be made in this respect from the pay of all men who have authorised weekly deductions of 1s. 0d. to be made from their pay.

6. As an alternative to the arrangements referred to in paragraph 3 above, payment of arrears of contributions may be made by a block deduction from pay. The block deduction should be charged in one sum, but recoveries may be spread over the first four weeks in the case of weekly paid personnel and within the period of the Form R.F.A. 15 in the case of monthly paid personnel. The block deductions should be shown separately from the weekly deductions.

7. A copy of the contribution list should be forwarded as an enclosure to Form R.F.A. 15 or R.F.A. 14, and a further copy should be retained on board with the duplicate cash account.

8. The total amount of the deductions which have been charged in the "Other Charges" column of Form R.F.A. 15, or in the "Remarks" column of Form R.F.A. 14, is to be forwarded quarterly, and on paying off, to the Director of Navy Accounts (Branch 5A) by means of a remittance list (Form S.66). When remitting, the Master should claim credit for the amount on a separate voucher in his cash account and debit himself with a similar amount. A separate Form S.66 (Outside) and a list of contributions in lieu of Form S.66 (Inside) is required for each remittance.

9. In vessels using the Master's Book with Seamen's Account of Wages (Board of Trade Form F.1), the value of the split advance note should be entered under "Deductions excluding Allotments" against "Advance on joining," and the block deductions from pay in respect of arrears of subscriptions, combined with the weekly deductions of 1s. 0d. in respect of current contributions and quarterly deductions of 1s. 0d. in respect of Old Age Contributions, should be entered against the spare line immediately below "Fines" and clearly shown as "N.U.S. Contributions".

10. If a seaman when signing on a vessel gives a written undertaking in the standard form to assign to the National Union of Seamen out of the wages due to him, or accruing, a sum towards his contributions for Union membership, this sum can legally be deducted from his balance of wages when he is being paid off the ship, and it is to be clearly understood that once a man has assigned his wages in this way he cannot cancel the assignment at the end of the voyage.

(A.F.O. 2351/40.)

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

#### 4696.—Ammunition—0.5-in. and below—Payment for the Return of Fired Cartridge Cases

(G./A.S. 4560/43.—7 Oct. 1943.)

Payment for the return of fired cartridge cases from R.M. Divisions, Fleet Establishments on Shore, Shore Signal and Shore Wireless Services, has been under review, and the following instructions are promulgated for information and guidance.

2. In future, payment will be made only in respect of fired cases and metal from bullets returned from 0.5-in. cartridges and below. It has further been decided that A.A. Ranges should be included in the list of establishments and services shown in K.R. & A.I., Article 1527, Clause 2. It should be noted that payment will not in future be made in respect of returned tubes, vent.

3. Naval Air Stations will not receive payment under this Order. Flat rate payments towards Gunnery Improvement Funds have been authorised in lieu.

4. Payments for returned cartridge cases and bullets are to be made at the following rates, as from the date of this Order:—

(a) For cartridge cases (fired):—

S.A., 0.5-in., Vickers and Browning ... .. 1*d.* per lb.

S.A., 0.45-in., Thompson Sub-M/Gun ... .. 1*d.* per lb.

S.A., 0.303-in., 0.300-in., 9-m.m. and 7.92-m.m. 1*d.* per lb.

S.A., 0.455-in. and 0.38-in. Revolver ... .. 2*d.* per lb.

S.A., 0.22-in. Rim Fire ... .. 2*d.* per lb.

(b) For lead, cupro-nickel and lead, or copper and lead (from bullets),  $\frac{1}{2}$ *d.* per lb.

5. K.R. & A.I., Article 1527, and Appendix VII, Part I, will be amended accordingly.

(K.R. & A.I., Article 1527, and Appendix VII, Part I.)

#### 4697.—Ammunition—Fuzes, Tubes and Primers—Primers E. and P. No. 14, Mark V. E.N.F.T./1941 V.A.D. lot 460. Required for Critical Examination—REPORTS

(A.S./C.I.N.O. 7295/43/B.89.—7 Oct. 1943.)

Ten primers, electric and percussion No. 14, Mark V, E.N.F.T./1941 filled V.A.D. 12/41 lot 460 are required for critical examination.

2. Commanding Officers of H.M. ships are to arrange for cartridges and loose primers on board to be examined at the first convenient opportunity, and if any of the above lot and make are found, to set aside ten and inform Admiralty, D.A.S. (B.89) Bath. These primers may be found in cartridges for Q.F. 4.7-in. IX-IX\*\* D.E.F. and XII guns, and Q.F. 4-in. XVI guns.

3. N.A. Depots are to examine stocks as soon as possible and report quantities of this date and make available.

#### 4698.—Ammunition—Pyrotechnics—Rockets, Target Practice, 1-lb.—Allowances

(A.S. 02568/42.—7 Oct. 1943.)

The following allowance of rockets, target practice, should be added to those shown in A.F.O. 3828/43:—

“Eagle” and A.A. vessels ... .. 30 per vessel  
(i.e. 3 months’ practice allowance).

(A.F.Os. 715/43 and 3828/43.)

### 4699.—Ammunition Supply—Tests and Returns of Ammunition

(A.S. 9659/43.—7 Oct. 1943.)

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

Lot No.	Size	Cartridges into which filled
R.N.C. 263C 11/43 ... ..	S.C.280 ... ..	B.L., 15-in. gun.
R.N.C. 1235C 11/43 ... ..	S.C.122 ... ..	B.L., 6-in. XII gun.
R.N.C. 1622C 11/43 ... ..	S.C.109 ... ..	Q.F., 4.7-in. IX-XII gun.
R.N.C. 1767C 11/43 ... ..	S.C.103 ... ..	B.L., 4-in. IX gun.
R.N.C. 1927C 11/43 ... ..	S.C.061 ... ..	Q.F., 12-pdr., 12 cwt. gun.
R.N.C. 2075C 11/43 ... ..	S.C.061 ... ..	Q.F., 12-pdr., 12 cwt. gun.
R.N.C. 2086C 11/43 ... ..	S.C.061 ... ..	Q.F., 12-pdr., 12 cwt. gun.
R.N.C. 2123C 11/43 ... ..	S.C.061 ... ..	Q.F., 12-pdr., 12 cwt. gun.
R.N.C. 2137C 11/43 ... ..	S.C.061 ... ..	Q.F., 12-pdr., 12 cwt. gun.
R.N.C. 2137XDC 11/43 ... ..	S.C.061 ... ..	Q.F., 12-pdr., 12 cwt. gun.
R.N.C. 2192C 11/43 ... ..	S.C.103 ... ..	B.L., 4-in. IX gun.
R.N.C. 2482XAC 11/43 ... ..	S.C.103 ... ..	B.L., 4-in. VIII gun.
R.N.C. 77C 12/43 ... ..	S.C.100 ... ..	B.L., 4-in. IX gun.
R.N.C. 199C 12/43 ... ..	S.C.103 ... ..	B.L., 4-in. IX gun.
R.N.C. 225C 12/43 ... ..	S.C.103 ... ..	B.L. 4-in. IX gun.
R.N.C. 1562C 12/43 ... ..	S.C.109 ... ..	Q.F., 4.7-in. IX gun.
R.N.C. 1583C 12/43 ... ..	S.C.109 ... ..	Q.F., 4.7-in., IX-XII gun.
R.N.C. 1622C 12/43 ... ..	S.C.109 ... ..	Q.F., 4.7-in. IX-XII gun.
R.N.C. 1638C 12/43 ... ..	S.C.109 ... ..	Q.F., 4.7-in. IX-XII gun.
R.N.C. 1650C 12/43 ... ..	S.C.109 ... ..	Q.F., 4.7-in. IX-XII gun.
R.N.C. 1767C 12/43 ... ..	S.C.103 ... ..	B.L., 4-in. IX gun.
R.N.C. 1984C 12/43 ... ..	S.C.061 ... ..	Q.F. 12-pdr., 12-cwt. gun.
R.N.C. 2204C 12/43 ... ..	S.C.103 ... ..	B.L., 4-in. IX gun.
R.N.C. 2213C 12/43 ... ..	S.C.109 ... ..	Q.F., 4.7-in. IX-XII gun.
R.N.C. 2322C 12/43 ... ..	S.C.103 ... ..	B.L., 4-in. IX gun.
R.N.C. 2323XDC 12/43 ... ..	S.C.103 ... ..	B.L., 4-in. IX gun.
R.N.C. 2606C 12/43 ... ..	S.C.103 ... ..	B.L., 6-in. XII gun.

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

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

#### 4700.—Gun Mountings—4-in., S.1—Replacement of Mark XII Guns by Mark XII\* when Changing Guns—Modifications required to Mounting to Prevent Foul with New Gun

Submarines, Depot Ships and Dockyards concerned

(G. 03445/43.—7 Oct. 1943.)

As a result of the new 4-in. Mark XII\* gun coming into service for 4-in. S.1 mountings, replacement of Mark XII guns may require to be made either with Mark XII or Mark XII\* guns.

2. When 4-in. Mark XII guns are replaced by Mark XII\* guns the following fouls have been found to occur:—

(i) the body of the gun fouls the underside of the cradle bridge piece (Drawing No. 47968. G/Item 1).

(ii) the body of the gun fouls the cross connecting rod of the sight (Drawing No. 49507.G/Item 1) thereby preventing the application of full range.

3. The positions of the fouls are shown on Drawing No. 25935. GB., A.F.O. Diagram No. 309/43(1), and the following action is to be taken to prevent their occurrence:—

(i) The cradle bridge piece, if to drawing sizes, will clear the new gun, but as it is not machined on the underside, any excess metal may reduce the clearance sufficiently to foul. Just sufficient metal should be removed to provide an adequate working clearance.

(ii) The existing cross connecting rod should be replaced by a new one, which has the set increased from 1.8-in. to 2.15-in., as shown on Drawing No. 25411. GB., A.F.O. Diagram No. 300/43(2).

4. If, when fitting these new guns it is found that they are breech heavy and give an excessive load on the elevating handwheel, a balance weight, as shown on Drawing No. 25717. GB., A.F.O. Diagram No. 300/43(3) should be fitted about 24-in. from the muzzle of the gun in order to bring the handwheel efforts to normal.

5. These modifications should be carried out by Depot ships or Dockyards concerned.

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

**4701.—Gun Mountings—2-pdr., Mark XVI—Modifications to Nut Securing Pivot-bolt of Balance Spring-piston Rod**

*Coastal Force Craft and Bases concerned*

(G. 4675/43.—7 Oct. 1943.)

Inspection of the compensating balance springs fitted to the 2-pdr. Mark XVI mounting at present necessitates removing the gun from its cradle in order to grip the nut securing the pivot-bolt of the balance spring-piston rod.

2. The fitting of a special nut to the pivot-bolt, in accordance with A.F.O. Diagram 302/43 (G.R. 6389) will permit the withdrawal and replacement of the pivot-bolt while the gun remains in position in its cradle.

3. The modification is to be carried out by Coastal Force Base Staffs as required.

**4702.—Gun Mountings—20 mm., Marks IIA and IIIA—One Man Cocking Arrangement**

*Ships and Depot concerned*

(G. 4956/43.—7 Oct. 1943.)

Reports have been received of the wire strops of the one-man cocking device, promulgated in A.F.O. 1413/43, being lost through falling off the special bolt shown in A.F.O. Diagram 46/43.

2. To prevent the loss of the wire strop, it has been found desirable to reduce the diameter of the body of the existing bolt and pass the strop on the bolt before securing the bolt in the mounting, reducing the eye of the strop to suit.

3. The diameter of the groove should be reduced to suit and the inside edge of bolt radiused.

4. These modifications are as shown on A.F.O. Diagram 305/43 (1) (G.R. 6013D).

5. This modified arrangement should be adopted for all mountings not already fitted with a satisfactory one-man cocking device and where facilities exist for machining the special bolt.

6. Mountings already fitted with the cocking device as promulgated in A.F.O. 588/43 should have the bolt and strop modified where considered necessary.

7. Where facilities do not exist for the machining of special bolts a standard  $\frac{5}{8}$ -in. diameter bolt with sleeve and standard tubing cut to suitable length, as shown in A.F.O. Diagram 305/43 (2) (G.R. 6411), may be fitted.

*(A.F.O. 1413/43 and A.F.O. Diagram 46/43.)*

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

**4703.—Gun Mountings—0.303-in., Twin Machine Gun Mountings—Training Limit Stops**

*Ships, Dockyards and Depots concerned*

(G. 4130/43.—7 Oct. 1943.)

Reports have been received indicating the necessity in some cases for training limit stops on the 0.303 twin Browning machine gun Mark I and similar 0.303 machine gun mountings.

2. A suitable stop for this type of mounting is shown in A.F.O. Diagram 301/43.

3. A short length of tee bar welded to the shield plate engages against stops welded to the pedestal tube.

4. These stops may be fitted where considered necessary and the work entailed should be carried out by ships' staffs where possible, assisted by depots as necessary.

5. Where this is not possible an item should be included in the list of As. and As., Classification "A", to cover the work.

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

**4704.—Guns—U.S. 40 m.m., Mark I; Mark I Mod. 1; Mark II and Mark II Mod. 1—Fitting of Inner Striker Springs**

(A.S. 04561/42.—7 Oct. 1943.)

Guns, Q.F., U.S., 40 m.m., Mark I; Mark I Mod. 1; Mark II and Mark II Mod. 1 are fitted with one striker spring only, corresponding to the outer spring of British Mark I and IV guns.

2. To improve the weight of blow, U.S. guns are to be fitted with an inner striker spring similar to that fitted in British guns.

3. When fitting the inner striker spring, the outer spring should be examined and if found to be left hand wound, it should be exchanged with a right hand wound British spring.

4. The work is to be done by ship and base staffs and Royal Naval Armament Depots. Ships and bases should render demands to the nearest Royal Naval Armament Depot. Depots should forward intermediate demands to Director of Armament Supply (Branch A).

**4705.—Guns—Lewis, 0.303-in. (Stripped)—Surrender**

*Minesweepers, Destroyers, Escort Destroyers, and Sloops*

(A.S. 0994/43.—7 Oct. 1943.)

The 0.303-in. stripped Lewis guns at present allowed to the following classes of vessels will be surrendered when Lanchester machine carbines allowed *vide* A.F.O. 2854/43 are supplied:—

Algerine Minesweepers  
Destroyers  
Escort Destroyers  
Sloops

2. The Lewis guns, complete with magazines, spare parts and ammunition, should be returned to the nearest R.N. Armament Depot, or Officer-in-Charge of Armament Supply, when the Lanchesters are received.

**4706.—Armaments—Maintenance of Armament Material**

(G. 011536/43.—7 Oct. 1943.)

Reports extending over a period of some 18 months, and becoming more frequent, indicate that a cause of loss of efficiency in the armament of H.M. ships, particularly smaller ships, is lack of proper maintenance.

2. It is appreciated that the dilution of Ordnance staff which is gradually taking place is partly the cause, but a great deal can be done by the less skilled ratings.

3. If one member of each gun's crew is made responsible for the normal greasing and oiling, a high standard of maintenance should be achieved, and the Ordnance staff released for repairs and periodical examinations which are appropriate to their skill and experience.

4. In order to help the gun's crews to take more interest in the maintenance of their mountings, lubrication charts are being prepared for all modern destroyer gun mountings and these will not only be included in the handbooks but will also be available for display inside the gun shields.

5. The attention of Commanding Officers is called to the necessity for ensuring a high standard of maintenance of the armament.

**4706a.—Armaments—Fitting of Mark VIIA Oerlikon Mountings—As. and As.**  
105 ft. Motor Minesweepers

(D/G. 012579/43.—7 Oct. 1943.)

The armament of all 105-ft. motor minesweepers not already fitted with an Oerlikon aft in accordance with A.F.Os. 1068/43 and 2646/43, is to include two Mark VIIA Oerlikon guns. One gun is to be fitted on the forecastle deck as shown on Drawing D.N.C. 29/A/748 and the other is to be fitted at the after end of the bridge deck in lieu of the 0.5-in. twin machine gun, which is to be landed together with the protection shelter immediately forward of the exhaust funnel as compensating topweight. Additional stiffening should be fitted in accordance with Drawing D.N.C. 29/A/779.

2. Bulk ammunition is to be stowed in the magazine arranged as on Drawing D.N.C. 29/A/608 and in a magazine locker to be fitted on the upper deck abaft the break of the forecastle. Two ready use lockers are to be fitted abreast each mounting.

3. Non-magnetic slag ballast is to be fitted as low as possible between frames under the battery room flat and in the engine room as follows:—

Type of machinery	Ballast already approved and authority	Additional ballast required	Total ballast to be stowed
Vessels with:—			
Crossley 480 B.H.P.	None	10 tons	10 tons
Mirrlees 500 B.H.P.			
Atlas 500 B.H.P.			
Newbury Diesel 500 B.H.P.			
Ruston & Hornsby 480 B.H.P.			
Harland & Wolff 500 B.H.P.	15 tons <i>vide</i> A.F.O. 1601/43	5 tons	20 tons
National Gas 500 B.H.P.			
Fairbanks Morse 500 B.H.P.			
Crossley 375 B.H.P.	10 tons <i>vide</i> A.L.P./105/43 dated 22 Jan 1943	10 tons	20 tons
Petters 375 B.H.P.			
Ruston & Hornsby 375 B.H.P.			

The ballast should be cemented in and the following precautions taken:—

- (1) Coat surface of timber with tar.
- (2) Dust thickly with Portland cement.
- (3) Water courses arranged as necessary.

4. This is an approved A. and A. item, classification "A", for the vessels concerned, dependent on the replacement of S/A gear, Type "A", Mark II, by Type "A", Mark IV, and care should be taken to ascertain that the gear is available before removing the "A," Mark II gear.

5. The armament of 105 ft. motor minesweepers already fitted with an Oerlikon gun aft is to remain unchanged.

6. Drawings D.N.C. 29/A/608, 748 and 779 can be obtained from Admiralty, Bath.

(A.F.O. 1601/43.)

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

(A.F.Os. 1068/43 and 2646/43 are cancelled.)

**4707.—Aircraft-Bombs—Tail, H.E. Bomb, No. 27, Mark I—Introduction**

(G. 012530/43.—7 Oct. 1943.)

Tail, No. 27, Mark I will supersede Tail No. 11 for S.A.P., 500-lb., Mark V bombs. It differs from Tail, No. 11 in the following respects:—

- (i) It is of reduced overall length.
- (ii) It is of more robust construction.
- (iii) Four turnbuckle fittings are incorporated.
- (iv) One two-bladed arming vane is fitted.

2. Tails No. 27 are invariably to be used when S.A.P. 500-lb., Mark V bombs are carried on high speed aircraft—see C.A.F.O. 1586/43—Tails No. 11 may continue to be used in other circumstances until stocks are exhausted; attention is called to the use of securing clips referred to in C.A.F.O. 1012/42—experience has shown that it is preferable to use four clips instead of two when supplies are adequate.

3. The T.V. of the S.A.P. 500-lb., Mark V, when fitted with tail No. 27 is 1720 f/s.

4. Tails No. 27 are packed two per container B.313, Mark I.

(C.A.F.Os. 1012/42, 924/43 and 1586/43.)

**4708.—Aircraft-Bombs—Tail H.E. Bomb No. 28, Mark I—Introduction**

(G. 012530/43.—7 Oct. 1943.)

Tail No. 28, Mark I will be issued for M.C. 500-lb. bombs. It has the same characteristics as mentioned for the Tail No. 27 in A.F.O. 4707/43, paragraph 1.

2. The T.V. of M.C., 500-lb., Marks I, II and III when fitted with this tail is 1390 f/s.

3. Tails No. 28 are supplied two per container B.382, Mark I.

(C.A.F.O. 771/43 and A.F.O. 4707/43.)

**4709.—Recognition—Aircraft**

*Capital Ships, Aircraft Carriers, Cruisers, Leaders and Destroyers*

(G. 011347/42.—7 Oct. 1943.)

The following allowances are to be substituted for those shown in paragraph 3 of A.F.O. 6037/42 as amended by A.F.O. 2040/43:—

Capital Ships and Fleet and Light Fleet Carriers ...	8 per ship.
Cruisers, Escort Carriers, Merchant Aircraft Carriers and Armed Merchant Cruisers ...	6 per ship.
Leaders and Destroyers ...	2 per ship.

(C.-in-C., Plymouth, 26 Jul. 1943, No. 2423/Ply.820.)

(A.F.Os. 6037/42 and 2040/43.)

**4710.—Training—Courses—Maintenance Teams for Hazemeyer Bofors, Mark IV Mountings**

(G.D. 01243/43.—7 Oct. 1943.)

The heading of A.F.O. 4198/43 is to be amended to read:—

"Training—Courses—Maintenance Teams for Hazemeyer Bofors, Mark IV Mountings."

(A.F.O. 4198/43.)

*Cancelled by  
AFO 4969/46.*



**4711.—Training—Courses—Hazemeyer Bofors, Mk. IV Mounting—  
Gunnery Instruction before commissioning or after changes in Personnel  
Destroyers and Small Ships.**

(G.D. 01243/43.—7 Oct. 1943.)

A.F.O. 4197/43 is to be amended as follows :—

Paragraph 2, eighth line. After "commissioning" add :—

"The Radar control rating for the 282 set should be counted as a member of the mountings crew and is to be drafted for the second week of the pre-commissioning course."

(A.F.O. 4197/43.)

**4712.—Target Indicating Systems (including Air Defence)—Air Look-out  
Sights—Modification to**

*Principal Ship Overseers and Ships concerned*

(G. 010207/43.—7 Oct. 1943.)

The stop gear on air look-out sights, Pattern Nos. 12951 and 12952, is suitable only where the arc of training of the sights is 60°, i.e. in ships mounting these sights each side.

2. In ships mounting either one or two sights each side with consequent arcs of training of 180° or 90°, the stop gear requires modification as shown in A.F.O. Diagram 304/43.

3. After modification, the gear is suitable upon slight adjustment of the stops which can be effected without dismantling the sight, for arcs of training of 180°, 90° and 60°.

4. In ships building, the modification is to be carried out by shipbuilders, and in ships in commission either by ships' staff or base staff.

**4713.—Torpedoes—Conversion and Alterations—Classification of Modification**

(A.S. 5293/43.—7 Oct. 1943.)

The table in A.F.O. 3169/43 is to be amended as follows :—

For Category "D"

Read Category "D(i)"

Add a new category after "D(i)" as follows :—

D(ii)	Desirable	Not required to be incorporated by users or Depots—only by Manufacturers; exchange for modified pattern not necessary.
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Amend paragraph 2 as follows :—

For "Categories C or D"

Read "Categories C or D(i)".

(A.F.O. 3169/43.)

**4714.—Torpedo Tube Mountings, Marks T.R. IV, IV\* and IV\*\*, Q.R. V, VII, IX, IX\*,  
X and XI—Stiffness in Training Gears**

*Ships concerned.*

(T. 02465/43.—7 Oct. 1943.)

In order to eliminate the possibility of racer clips binding on the under surface of the racer on torpedo tubes with stopless training gear, the clips are to be removed at the next opportunity and the clearance between clips and racer adjusted to  $\frac{1}{16}$  in. by fitting liners of appropriate thickness.

2. An item, Classification "A", should be inserted in the lists of As. and As. of ships concerned to cover this work.

3. Early opportunity should also be taken to examine all training worms to ensure that they are free on their shafts and packed with grease until it exudes at each end. Two-speed gear boxes, where fitted, should be examined at the same time and any defects made good.

4. When the above work has been carried out and if strict attention is paid to the instructions contained in maintenance handbooks and greasing charts concerning correct lubrication, it is not considered that any difficulties will be experienced with undue stiffness in training gears.

**4715.—Paravanes—Report of Loss or Failure—Form S.313**

(T. 2410/43.—7 Oct. 1943.)

In order that as much data as possible regarding the performance of paravane towing ropes may be made available, all ships completing Form S.313, Report of Loss or Failure of Paravane Equipment, where the cause of loss or failure is the parting of the towing ropes, are to include the following information :—

"Total life of rope in hours with corresponding speeds in knots and states of sea experienced throughout the life of the towing rope concerned."

**4716.—Electrical Measuring Instruments—Protection Against Damage under  
Shock—As. and As.**

*H.M. Ships*

(T. 222/42.—7 Oct. 1943.)

In order to reduce damage from shock to electrical measuring instruments in existing ships the frameworks carrying important ammeters and voltmeters and panels and control gear which embody ammeters and voltmeters are to be mounted on resilient mountings as shown on Drawing D.E.E. 10283 (A.F.O. Diagram 299/43).

2. This instruction is not intended to apply to large structures such as H.P. main control boards and L.P. boards where the fitting of resilient mountings to the whole structure is not practicable but individual instruments on these boards should be mounted on resilient mountings A.P. W3116 where this can conveniently be arranged.

3. Primary attention is to be given to the dynamo instruments which are of vital importance in controlling ships electrical supply after action damage. The boxes or panels supporting these instruments are to be mounted as a complete unit on the resilient mountings referred to in paragraph 1.

4. In all instances where resilient mountings are fitted, care is to be taken to ensure that the cables leading from the fixed structure to the resiliently mounted instruments or panels are looped to prevent, as far as possible damage to the cable.

5. Commanding Officers are to arrange for an item, Classification "B", to be added to Ships' A. and A. Lists to cover the work required, specifying the items which could be dealt with by Ships Staff, and giving an order of priority for the instruments for which Dockyard assistance is necessary.

**4716a.—Gyroscopes, A.B., Marks I and I\*—Introduction of Wheel St. No. 5792A**

(A.S. 12524/43.—7 Oct. 1943.)

Instances have been reported in which the walls between the buckets of Wheel Gyroscope, St. No. 5792, have been fractured due to the shock of blast starting, This wheel has 45 buckets and the walls between the buckets are very thin.

2. It has therefore been decided to introduce a strengthened pattern wheel having 36 buckets.

3. The strengthened pattern wheel will be interchangeable with Wheel, St. No. 5792, and will be accounted for as follows :—

*Section IV*

Wheels, Gyroscope, complete St. No. 5792A.

4. Wheels, St. No. 5792, will become O.F.M. but will continue to be issued in lieu of wheels, St. No. 5792A, until stocks are exhausted.

5. Torpedo store accounts and labels of " chests, tools and spare gear, gyroscopes A.B. I-I\*" are to be amended as necessary.

**4717.—Modification to permit 10-in. by 3-in. Battery Fans to be run in Series or Parallel.—As. and As.**

1940 "S" Class Submarines.

(D./P. 010392/43.—7 Oct. 1943.)

Approval has been given to the replacement of the 7½-in. battery ventilation fans in 1940 "S" class submarines by 10-in. by 3-in. fans as soon as the latter become available.

2. In order to control the increased air flow, arrangements are to be made to provide series-parallel control of these fans.

3. The control system employed should be similar to that described in A.F.O. 2399/42 for "T" class submarines.

4. An item, classification "A", should be inserted in the next lists of As. and As. to the submarines concerned to cover the work involved.

(A.F.O. 2399/42.)

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

**4718.—T.S.D.S. Span Unit, Pattern 8831A, and Depressor Towing Ropes, Pattern 8827**

(N.S. 24672/43.—7 Oct. 1943.)

The components of span unit, Pattern 8831A, and depressor towing rope, Pattern 8827 (both subhead B.5), include shackles, Pattern 2156, and thimbles, Pattern 1918, which are no longer purchased.

2. When stocks of these shackles and thimbles are exhausted, shackles, Pattern 5445, and thimbles, Pattern 5087 (subhead B.10), are to be utilised in the manufacture of the span unit and depressor towing rope (see revised drawings M.S.Sk. 1400/39 and M.S.Sk. 1400/240, dated 27th Jul. 1943 and 28th Jul. 1943).

3. B.R.366/42 and the authorised list of Naval stores (component parts) will be amended.

(S.N.S.O. Portsmouth Postal Message No. 2893, 3 Jul. 1943 and Admiralty Postal Message No. 28650, 23 Sep. 1943, to Portsmouth, Chatham, Devonport, Rosyth and Sheerness.)

**4719.—Ventilation of Battery Cells in L.P. Rooms**

H.M. Ships (except submarines)

(T. 02336/42.—7 Oct. 1943.)

It has been decided that in future H.M. Ships (other than Submarines) individual cell ventilation of the batteries in the low power rooms is not to be fitted.

2. The ventilation should be by a canopy of the Blacksmiths forge type over the cells. A.F.O. Diagram No. 298/43 shows a typical arrangement.

3. It should be ensured that this compartment has a separate exhaust leading to the open air, and that this exhaust is open when the battery is being charged. Attention is called to the Battery Charging instructions in B.R.'s 157 and 268(9).

4. Specification Part I Hull should be amended to provide for this type of ventilation hood in ships building, and arrangements made accordingly when the state of work permits.

5. It is not intended to make this an A. & A. item for existing ships.

**4720.—Torpedo Control Material—Torpedo Sights, M.T.B., Mark I**

(N.S. 21274/43.—7 Oct. 1943.)

In some instances torpedo sights, Pattern 12005, which were returned from "Hunt" class destroyers in accordance with A.F.O. 5291/42, have been re-issued to coastal force craft without their appropriate sockets.

2. Repair overseers, yards, or depots, receiving or issuing any sights, Pattern 12005, should ensure that the socket accompanies the instrument.

(A.F.Os. 5291/42 and 2544/43.)

**4721.—Torpedo Stores—Adapters, St. No. T.370—Introduction Submarines**

(A.S. 3812/43.—7 Oct. 1943.)

A new pattern adapter to enable nozzles, St. No. T.152A, to be used with gauges, N.S., Pattern 2520A and 4696, has been introduced for issue to submarines.

2. The new pattern adapter will be accounted for as follows, viz. :—

*Section II*

Adapters to enable nozzles (St. No. T.152A) to be used with gauges

(N.S. Patterns 2520A and 4696), St. No. T.370,

and will be allowed to submarines in the proportion of one for each nozzle, St. No. T.152A allowed.

3. Submarines concerned are to demand adapters, St. No. T.370, required to complete to the new allowance from the nearest Torpedo Depot.

**4722.—Torpedo Stores—Allowances to Coastal Force Craft Armed with 18-in., Marks XII and XV Type Torpedoes**

(A.S. 01050/43.—7 Oct. 1943.)

The following torpedo outfit stores will be allowed to Coastal Force craft armed with 18-in., Marks XII and XV type torpedoes, viz. :—

Item	Allowance
Bags, canvas, complete with adjusting tools, 18-in., Marks XII and XV, M.T.B.T.	1 per boat
Clamps, locking propellers, St. No. 680A	... 1 per torpedo embarked
2. The contents of the adjusting tool bag referred to in paragraph 1 will comprise the following items, viz. :—	
Spanners, box, air stop valve, St. No. 29A	... 1
Spanners, box, adjusting range wheels, etc., St. No. 25A.	1
Spanners, box, adjusting reducer valve, St. No. 161B.	1
Spanners, box, stuffing gland air stop valve, St. No. 1286B.	1
Wrenches, removing cap of charging valve, St. No. 171.	1

3. Coastal Force craft armed with 18-in., Marks XII and XV type torpedoes will no longer be supplied with an individual allowance of the following items (A.F.O. 1823/43 refers), viz. :—

Bars, launching, in torpedoes, St. No. T.397.  
Pieces, distance, for bars (St. No. T.397), St. No. T.398.  
Sleeves for bars (St. No. T.397), St. No. T.398.

In future these items will be allowed to Bases for C.F. craft, with C.F. craft armed with 18-in., Marks XII and XV type torpedoes attached, in the following proportions, viz. :—

C.F. Training Bases (H.M.S. "Bee" and H.M.S. "St. Christopher") 4 of each item.  
C.F. Bases at Home with torpedo facilities ... 4 of each item.  
C.F. Bases abroad ... 6 of each item.

4. Coastal Force Craft and Bases are to adjust to the revised allowances from the nearest Torpedo Depot.

(A.F.O. 1823/43.)

**4723.—Torpedo Stores—Boxes, I.R., Gear for Torpedoes (all Types)—Introduction**

(A.S. 17049/42.—7 Oct. 1943.)

To economise in the use of non-ferrous metals, it has been approved for a sheet metal box to be introduced for issue to ships, etc., for the stowage of all I.R. items at present included in the special cylinders provided.

2. The new pattern box will be of open type, i.e., without partitions, but will be fitted with corner pockets for stowing the smaller items. French chalk should be used in the box as a preservative of the rubber gear, and the lid should be tightly clamped when the box is not in use.

3. The new pattern box will be accounted for as follows, viz. :—

*Section II—*

Boxes, empty, for I.R. gear, torpedoes (all types),

and the following cylinders will become O.F.M., viz. :—

*Cylinders, I.R. gear :—*

For destroyers :—

21-in., Marks II-IV.

21-in., Mark V.

21-in., Marks X-X\*\*.

For ships :—

18-in., Mark VII\*\*\*\*\*.

18-in., Marks VIII-IX.

18-in., Marks XI-XII\*\*\*.

21-in., Marks II-IV\*.

21-in., Mark V.

21-in., Mark VII.

24½-in., Mark I.

For submarines :—

21-in., Marks II-IV\* (brass).

21-in., Marks II-IV\* (tin).

For ships and submarines :—

21-in., Marks VIII-VIII\*\*.

For ships, destroyers and submarines :—

(supplementary to 21-in., Marks VIII-IX\*\*)

21-in., Marks II\*\*\*-II\*\*\*\* and IV-IV\* S.F.P.

For pistols, duplex :—

(St. Nos. T.312 and T.312A.)

For pistols, duplex :—

(St. No. T.342.)

*Cylinders, complete, with 6 discs, I.R., for H.V. :—*

St. Nos. T.100, T.101, T.102, T.123, T.171 and T.413.

4. "Boxes, empty, I.R. gear, torpedoes (all types)", will be allowed to ships and establishments as follows, viz. :—

Submarines	...	...	...	...	...	...	...	1 per vessel
Destroyers	...	...	...	...	...	...	...	1 per vessel
Cruisers	...	...	...	...	...	...	...	1 per ship
Battle Cruisers	...	...	...	...	...	...	...	1 per ship
Aircraft Carriers, Naval Air Stations and M.T.M.Us.	...	...	...	...	...	...	...	2 per ship or establishment

Depot ships :—

For Destroyers ... .. 4 per ship

For Submarines ... .. 4 per ship

Destroyer, Submarine and C.F. Bases ... .. 4 per base

5. Present stocks of cylinders referred to in paragraph 3 will continue to be issued to existing services until exhausted, but new construction ships, etc., and ships completing with a new outfit after refit will be supplied with "Boxes, I.R. gear, torpedoes (all marks)", in the proportions indicated in paragraph 4. The boxes will contain the contents of the respective cylinders which they are at present allowed, but the items will be spread over the number of boxes allowed when issues are made to services allowed two or more boxes.

6. Special labels will not be introduced for affixing to the lids of the boxes, as each box can contain so many different combinations of contents or part contents of the various special cylinders. Existing labels will be suitably amended and affixed to the inside of the lid of the box before issue.

7. In view of the foregoing, india rubber gear is to be accounted for separately in Torpedo Store Accounts.

8. Torpedo Store Accounts are to be amended as necessary.

**4724.—Torpedo Stores—Introduction of Spanners St. No. 490A**

(A.S. 12350/43.—7 Oct. 1943.)

To facilitate production it has been approved for Spanners St. No. 490 to be supplied with looped metal handles in lieu of existing wooden handles.

2. The new pattern spanners will be accounted for as follows, viz. :—

*Section III*

Spanners box connecting H.R. and S.M. St. No. 490A

and will be interchangeable in supply with Spanners St. No. 490.

3. Spanners St. No. 490 will become "O.F.M."

4. Labels of chests and torpedo store accounts are to be amended as necessary.

**4725.—Torpedo Stores—Mirrors, St. No. T.352—Allowances**

*C.F. Bases.*

(A.S. 12691/43.—7 Oct. 1943.)

The following item, viz. :—

*Section II*

Mirrors with handle and leather case complete St. No. T.352 — 1 No.

will be added to the allowances of torpedo stores for C.F. bases with C.F. craft armed with 21-in., VIII type, torpedoes attached.

2. C.F. bases concerned are to demand to complete to the new allowance from the nearest torpedo depot.

**4726.—Bellows Pieces for Condenser Systems—Protection of**

*H.M. Ships.*

(D. 1291/43.—7 Oct. 1943.)

In order to effect an economy in rubber no further bellows pieces are to be rubber lined. This decision will not apply to bellows pieces for which arrangements to rubber line have already been made.

2. In lieu of rubber lining the bellows are to be treated in any one of the following manners, but the method chosen is to be reported to the Admiralty :—

(I) *Lining with Sheet Lead.*—The following methods have been tried and found satisfactory :—

(a) First, a cylinder of lead is made, the diameter being the same as the smallest diameter of the bellows piece and the edges lead-burned together. Then the lining is placed inside the bellows piece and worked over by the normal puckering method to fit the profile of the bellows.

(b) Two flat rings with an external diameter equal to the external diameter of the bellows should be made and the inner circumference worked in to form a circumferential seam in the middle of the bellows. The two edges should then be welded together while in place.

A lining of not less than  $\frac{1}{16}$  in. thick should be aimed at for both of these methods, and it has been found that about  $4\frac{1}{2}$  lb. to 6 lb. of lead are required for the largest sizes.

(c) Lead is sprayed direct on to the bellows pieces to a thickness of 0.020 in. The only special precautions to be observed are:—

- (i) The surface to be coated should be thoroughly sand or shot blasted immediately before spraying.
- (ii) The compressed air used for the pistol should be thoroughly dried.

(II) *Spraying with Thiokol.*—The surface to be treated should be first shot blasted (No. 40 or 80 angular grit is recommended) and then hot sprayed with three good coats of Thiokol.

This process has been perfected by Messrs. Schori Metallising Ltd. and Messrs. Peradins Ltd., Bath, and any further details required as to the method of application or the grade of Thiokol to be used should be obtained from them. Alternatively, the bellows pieces may be sent to either of these two firms for treatment.

3. When applying for a licence for the purchase of Thiokol it should be stated that the matter has been discussed between the Rubber Control and the Admiralty and that the Control have agreed to the use of Thiokol for this purpose.

(A.S. Rosyth, 16 Aug., 1942, No. 3414.)

(A.F.O. 4890/42 is cancelled.)

#### 4727.—Boiler Tubes, etc.

H.M. Ships "Royalist", "Stormking" and "Venus"

(N.S.P. 16364/43.—7 Oct. 1943.)

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

H.M.S. "Royalist" (P. 16364/43.)

Type and No. of boilers ... Admiralty 3 Drum with Melesco 4 No.  
Superheaters.

Total No. of tubes fitted ... Generator ... .. 13,944 No.

Row	Ext. Diam.	Thickness	Fitted Length	Total No. of Tubes fitted	Remarks
	in.	W.D.G.	ft. in.		
A	$1\frac{3}{4}$	128	9 $3\frac{5}{8}$	424	All tubes are bent.
AA	$1\frac{3}{4}$	128	9 3	48	
B	$1\frac{3}{4}$	128	8 $11\frac{1}{2}$	464	
C	$1\frac{3}{8}$	116	8 $8\frac{3}{4}$	728	
D	$1\frac{3}{8}$	116	8 7	720	
DD	$1\frac{3}{8}$	116	8 $5\frac{3}{8}$	40	
E	1	104	8 $2\frac{3}{4}$	824	
F	1	104	8 $1\frac{7}{8}$	816	
G	1	104	8 $1\frac{1}{2}$	808	
H	1	104	8 $1\frac{1}{16}$	800	
J	1	104	8 $1\frac{1}{16}$	792	
K	1	104	8 $1\frac{1}{8}$	784	
L	1	104	8 $1\frac{3}{8}$	776	
M	1	104	8 $1\frac{3}{8}$	768	
N	1	104	8 $2\frac{1}{2}$	760	
O	1	104	8 $3\frac{3}{8}$	752	
P	1	104	8 $4\frac{3}{8}$	744	
Q	1	104	8 $5\frac{3}{8}$	736	
R	1	104	8 $6\frac{7}{8}$	728	
S	1	104	8 $8\frac{5}{8}$	720	
T	1	104	8 $10\frac{1}{2}$	712	

H.M.S. "Stormking" (P. 14883/43.)

Particulars of the boilers and tubes fitted in H.M.S. "Stormking" are identical with those published in A.F.O. 1156/43 for H.M. Ships "Charon", "Decision", etc.

(A.F.O. 1156/43.)

H.M.S. "Venus" (P. 16791/43.)

Type and No. of boilers ... Admiralty 3 drum small tube 2 No.  
type with "Melesco" super-  
heaters.  
Total No. of tubes fitted ... Generator ... .. 8,996 No.

Row	Ext. Diam.	Thickness	Fitted Length	Total No. of Tubes fitted	Remarks
	in.	W.D.G.	ft. in.		
A	$1\frac{3}{4}$	128	10 $6\frac{1}{2}$	288	All tubes are bent.
B	$1\frac{3}{4}$	128	10 $3\frac{1}{16}$	284	
C	$1\frac{3}{8}$	116	10 $0\frac{3}{16}$	444	
D	$1\frac{3}{8}$	116	9 $10\frac{9}{16}$	440	
E	$1\frac{3}{8}$	116	9 $9\frac{9}{16}$	444	
E.1	$1\frac{3}{8}$	116	9 $8\frac{1}{16}$	16	
F	1	104	9 $6\frac{9}{16}$	500	
G	1	104	9 $5\frac{13}{16}$	496	
H	1	104	9 $5\frac{5}{8}$	492	
J	1	104	9 $5\frac{9}{16}$	488	
K	1	104	9 $5\frac{3}{4}$	484	
L	1	104	9 $6\frac{3}{16}$	480	
M	1	104	9 $6\frac{3}{8}$	476	
N	1	104	9 $7\frac{9}{16}$	472	
O	1	104	9 $8\frac{9}{16}$	468	
P	1	104	9 $9\frac{7}{8}$	464	
Q	1	104	9 $11\frac{1}{16}$	460	
R	1	104	10 $0\frac{11}{16}$	456	
S	1	104	10 $2\frac{9}{16}$	452	
T	1	104	10 $4\frac{3}{4}$	448	
U	1	104	10 $7\frac{1}{4}$	444	

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

This order will not be reprinted.

(A.F.O. 1156/43.)

4728.—Cancelled.

#### 4729.—Main Turbines—Vacuum When Steaming Astern—REPORTS

"King George V" Class, Fleet and Light Fleet Carriers, Cruisers and Destroyers.

(D. 12650/43.—7 Oct. 1943.)

Maintenance of the highest practical vacuum when steaming astern, although not of paramount importance from the point of view of steam consumption, may be essential in some installations if troubles due to overheating and distortion are to be avoided.

2. The higher the vacuum the less is the heating in the ahead blading caused by windage, the effects of which may be severe if the vacuum is lowered appreciably during prolonged operations astern especially in superheated steam designs.

3. The vacuum that can be maintained in a Naval condenser plant of normal design is sensibly independent of the direction of rotation of the turbines. The causes should be sought when such is conclusively shown not to be the case

4. Possible, though unusual, causes of defective vacuum when working astern are:—

- (a) Poor distribution of the steam over the condensing surfaces.
- (b) Impingement of steam on the "rain" plates, causing heating of the air suction.
- (c) Water supply to circulating pumps affected by change of flow past hull orifices.

5. Air leakage due to distortion of the turbine cylinder joints (including those in association with the turbine glands) is a more probable cause and this may be confirmed by observation of the Air Ejector discharge.

6. In some cases the stresses involved by such distortion have been sufficient to cause yielding of the bolts or studs in the horizontal joint near the gland. In such circumstances the nuts on the joint bolts or studs may be found to be slack and it is important that they should not be repeatedly hardened up as this will involve further yielding, leading to ultimate failure.

7. In ships where it can be established that appreciable loss of vacuum when running astern is due to this condition, the consequent air leakage can be reduced by fitting a length of asbestos cord or tape externally where the opening of the joint is observed. The asbestos should be held in place by brass strips secured to the top and bottom flanges of the joints by set screws as shown in A.F.O. Diagram No. 303/43.

8. A report should be forwarded through the usual channels when the measures described above have been taken, together with remarks on their efficacy.

#### 4730.—Compasses—Height of Landing Barges

(M./C.D. 489/43.—7 Oct. 1943.)

The following modification is to be carried out in all landing barges by base staff.

2. The compass is to be raised until the top glass of the compass is 2 in. above the level of the front of the bridge. This should be effected by placing a wood block each side under the pattern 917 shelf on which the compass stands.

#### 4731.—Gyro-Compass—Inverted Shock Mounting

(C.D. 564/43.—7 Oct. 1943.)

A.F.O. 3836/43 gave instructions for inverting shock absorber mountings of gyro-compasses to provide an increased measure of protection against shock.

2. In order to maintain full resistance to vibration the large diameter washer secured under the head of the bolt joining each pair of "Lord" type absorbers should be removed on inversion, as otherwise lateral flexibility is seriously impaired.

3. Washers not exceeding  $1\frac{1}{4}$  inches diameter may be secured under the head and nut of this bolt to provide security in case of failure of the bond between the rubber and the inner sleeve, but such failure is considered unlikely.

4. In submarine equipments the inversion of the shock mountings raises the binnacle some two inches and where this is not acceptable, it will be necessary to reduce the height of the binnacle supports and dockyard or depot ship assistance will be required.

(A.F.O. 3836/43.)

#### 4732.—Safe Distances from Magnetic Compasses—C.D. Pamphlet No. 11

(C.D. 494/43.—7 Oct. 1943.)

With reference to A.F.O. 4202/43 the following amendments should be made to the table of safe distances:—

Switch:—	feet.
Navigation switch and fuse box ("Marr", Type M.O. 2975) (Fairmile "D" Class M.T.Bs. and M.G.Bs. and similar boats)	10
Visual Indicator for D.F. outfit, Type R.A.3:— (R.A.F. Type R.1155)	4

(A.F.O. 4202/43.)

#### 4733.—Remote Control Arrangements in L.C.I. (S)

(S.D. 01081/43.—7 Oct. 1943.)

Experience has shown that Remote Control of Type TW12CH/CP/W/T set from the Bridge position is necessary in L.C.I. (S).

2. Equipment consisting of Patterns M.325 socket with M.313 watertight cover, M.318 microphone complete with M.319 plug and cord and a microphone holder M.315 is to be fitted in a weatherproof cabinet on the Bridge at least six feet away from the standard compass in all L.C.I. (S) craft not already fitted with Remote Control.

3. The above equipment is to be connected in parallel with the change-over switch, Pattern M.333, in the W/T office by means of Pattern 6065 multiple cable.

4. Arrangements have been made for the Remote Control, as described above, to be fitted in L.C.I. (S) craft building. In the case of L.C.I. (S) craft in commission, the work described in this Order is to be carried out by base staffs.

#### 4734.—Echo Sounding Installations, Types 758, N, P, Q and S, 761, 761P— Supply of Incorrect Condensers, Pattern A.985

(N.S. 019395/43.—7 Oct. 1943.)

It has been ascertained that a small number of condensers, Pattern A.1915, 4 microfarad, 500 volt working, having overall dimensions 2-in. ×  $1\frac{1}{4}$ -in. ×  $5\frac{1}{4}$ -in., have been incorrectly marked Pattern A.985, 4 microfarad, 1,500 volts working, for which the correct overall dimensions are 3-in. ×  $2\frac{1}{2}$ -in. ×  $5\frac{3}{8}$ -in.

2. There is reason to suspect that these condensers may have been issued to ships and bases authorised to hold spares to Establishment List No. A/S 61 for Echo-Sounding Installations.

3. As normal working conditions for Pattern A.985 in contactor units is 1,200 volts, storing authorities concerned are to examine any Pattern A.985 condensers held as spares and if incorrect to return them to Superintending Naval Store Officer, Copenacre, clearly marked "Returned in accordance with A.F.O. 4734/43 for attention of D.A./S.M., Bath".

4735.—Cancelled.

#### 4736.—D.G. Cables—Connectors for Emergency Jointing

(N.S. 17861/43.—7 Oct. 1943.)

Since the introduction of connectors for the emergency jointing of D.G. cables (A.F.O. 1692/42), new cables, core size 19·083, have been brought into service, and, as shown on Revision 2 of A.F.O. Diagram 85/42, a larger connector, Pattern 13925, for jointing these cables has been introduced.

2. The new connector has been added to the Rate Book of Naval Stores under Subhead F, Item 1C, Part V, and quantities of the connectors and appropriate grub screws will be distributed as follows:—

Pattern	Chatham mouth	Ports- port	Devon- port	Rosyth	Glas- gow	Preston	New- castle	Stroud
Connector:—								
13925	100	100	100	100	250	300	250	300
Grub screws:—								
13728	6	6	6	6	18	20	18	20
	gross	gross	gross	gross	gross	gross	gross	gross

3. This connector will not be required for existing D.G. installations, but will be needed for certain large new construction vessels in which the new cables will be employed in D.G. coils. These initial requirements will be supplied by shipbuilders on the basis shown in A.F.O. 1692/42, and the provision referred to above is for replacements.

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

(A.F.Os. 1692/42, 372/43.)

#### 4737.—Degaussing—Deperming of L.C.I. (L)

(S.D.G. 02138/43.—7 Oct. 1943.)

L.C.I. (L) are to be depermed as a routine measure when the results of ranging or survey show that deperming is necessary and time and operational requirements permit.

2. Attention is drawn to A.F.O. 2280/43.

(A.F.O. 2280/43.)

**4738.—Depth Charge Magazine—Modification to Stowage of—As. and As.***"Town" Class Destroyers*

(D. 015821/43.—7 Oct. 1943.)

Improved facilities are to be provided in "Town" Class Destroyers for transporting depth charges from the depth charge magazine to the upper deck, and to modify the depth charge magazine stowage in accordance with arrangements shown on modified drawing D.N.C.3/A.598 and Fly.

2. This A. and A. is *not* to be carried out in vessels allocated to the Flying Training Target Service.

3. The Commanding Officers of ships concerned should insert an item, classification "B", in their next lists of As. and As. to cover the work involved.

4. The Commanding Officers of those vessels in which this A. and A. has already been carried out with a teak batten fitted for securing the top row of depth charges should insert an item, classification "B", in their next list of As. and As. for this batten to be replaced by permanent steel rails, in accordance with the arrangements shown on the modified drawing D.N.C.3/A.598 and Fly.

*(R.A.(M). 14 Jun. 1943, No. 347/M.L. 4887.)**(A.F.O. 1361/43 is cancelled.)**(This Order is to be retained until complied with.)***4739.—Barracuda Aircraft—Charging Arrangements—Flexible Tubing, High Pressure**

(A.E. 3435/43.—7 Oct., 1943.)

The following items have been introduced into Naval Service for *in situ* charging of Barracuda aircraft:—

*Stores Ref.**Nomenclature*

- |        |  |
|--------|--|
| 6D/674 | Tubing, flexible, high pressure:—Mark II, 30 ft. length, complete with end unions. |
| 6D/675 | Mark III, 9 ft. length, complete with end unions.                                  |
| 6D/679 | Connectors. For connecting two lengths of Ref. 6D/524 or 6D/675.                   |

2. The Mark II tubing (Stores Ref. 6D/674) is required for connecting oxygen transport cylinders installed in oxygen cylinder trolleys (Stores Ref. 4G/2265) to the charging valve. It will replace tubing, flexible, high pressure, Mark II 20 ft. length (Stores Ref. 6D/475).

3. The Mark III, 9 ft. length (Stores Ref. 6D/675), is required for connecting oxygen transport cylinders (Stores Ref. 6D/121 or 6D/512) to the charging regulator (Stores Ref. 6D/138). It will replace tubes delivery (Stores Ref. 6D/508) and tubes inlet (Stores Ref. 6D/509). Future supplies of charging regulators will not be equipped with delivery and inlet tubes. Two 9 ft. lengths of tubing (Stores Ref. 6D/675) will, therefore, be supplied as separate items in respect of each charging regulator issued without delivery and inlet tubes.

**4739a.—Detel Metal Undercoat—Mixing and Application***H.M. Ships, Dockyards and Repair Authorities*

(D. 12765/43.—7 Oct. 1943.)

The instructions for mixing this special high duty coating are clearly stated on every container and *must be carefully followed*.

2. Instances have occurred where the proportion of the liquid to the paste component has been exceeded, thereby greatly reducing the normal life of the coating after application.

3. During application, the mixture should be reasonably thick, but if too thick it can be thinned with a small quantity only of Detel Thinners.

**4740.—Distilled Water—Containers for Dockyards, R.N. Store Depots, R.N. Bases**

(N.S. 29850/43.—7 Oct. 1943.)

It is understood that some M/S Bases are now receiving distilled water in 10-gallon drums.

2. It is emphasised that distilled water should be issued or obtained only in stone jars or carboys, or in other suitable glazed earthenware or glass vessels.

3. Attention is drawn to A.F.O. 3259/42, the provisions of which apply to supplies of distilled water for all purposes.

*(Vernon's M/S Maintenance Memoranda 1943)**(A.F.O. 3259/42)***4741.—D.S.E.A. Flap Valve Spindle—Modification—As. and As.***H.M. Submarines*

(D/P. 16717/43.—7 Oct. 1943.)

A case has occurred in one of H.M. submarines in which the handle of the flap valve to the D.S.E.A. flood was assembled 90° out of its correct position and in such a manner that the valve could not be opened.

2. Arrangements are therefore to be made in all submarines for the end of the valve spindle to be of rectangular section instead of square section.

3. An item, classification "A\*", is to be inserted in the lists of As. and As. to ships in service to cover the work involved, which should be carried out by the depot ship's staff.

*(This Order is to be retained until complied with.)***4742.—Electric Urns—Deterioration in Store**

(N.S. 28865/43.—7 Oct. 1943.)

Electric urns manufactured from tinned steel sheet are found to be liable to rust whilst in store, and to prevent this yards and depots should arrange for the interiors of such urns to be coated with vaseline, or a similar rust-preventing compound.

2. A label to the following effect is to be attached to each urn so treated:—

"Interior coated with preservative compound to prevent rust. Boil and wipe dry before using for normal service".

**4743.—Emergency Dinghies—Use of Yellow Dope**

(A.E. 4612/43.—7 Oct. 1943.)

The application of yellow dope to emergency dinghies is unsatisfactory and highly dangerous to the lives of air crews forced down in the sea.

When treated with yellow dope the surfaces of dinghies after stowage in the aircraft become stuck and this prevents correct inflation of the dinghy with the possibility of a burst being caused.

2. The use of yellow dope of any kind is therefore to be discontinued.

**4744.—Engine Starter Cartridges, Type "C" and "D"—Defective**

(A.E./A.M.R. 2534/43.—7 Oct. 1943.)

"The U.S. Navy have reported that starter cartridges, type "G" and "D", manufactured by Kilgore Manufacturing Company, are defective in that they are liable to back fire, through the firing pin hole in the cartridge, and cause damage to the starter breech.

2. Ships and stations which have obtained such cartridges from American sources should return them at the first opportunity, drawing replacements as required, and quoting this Order as authority.

3. In the meantime, cartridges of this type and make should not be used."

## 4745.—Equipment and Spares from Crashed Aircraft—Utilisation

(N.S. Air 6781/43.—7 Oct. 1943.)

In order to conserve stocks of aircraft spares and equipment and to minimise the transport of these items between ships and R.N. Store Depots, items salvaged from crashed aircraft in H.M. ships may be retained on board provided (i) they are fully serviceable or can be so made by ships' resources, and (ii) they are not surplus to anticipated six months' requirements; otherwise they should be returned to the appropriate R.N. Store Depot.

2. It may be found more convenient for the workshop or squadron officers to retain certain items thrown up from crashes in order to replace unserviceable items in other aircraft, rather than to return them to ships' main store. In these instances care is to be taken to ensure that the transactions are reflected in the ships' store accounts. This should be done by means of an exchange voucher, *see* B.R.4, Article 41A. The voucher is to be endorsed "Removed from crashed aircraft No. ....", and the item posted in the serviceable column of the Naval Store Account as an on and off transaction.

3. The issues recorded in the store accounts will thus give a true indication of actual expenditure and so form a reliable basis on which to assess demands for future requirements.

4. Items not required to be retained by workshops or squadrons for meeting immediate needs are to be returned to the Accountant Officer, who will arrange for their disposal in accordance with the circumstances of each case.

(R.A.A., H.F. No. 109/RAA 453/195, 30 Jul. 1943.)

## 4746.—Fire and Smoke Risk in H.M. Ships—Reduction of—Removal of Paint

(D. 9394/43.—7 Oct. 1943.)

In order to reduce the fire risk in H.M. ships, it is important that the paint should be removed from surfaces on which the application of numerous coats has resulted in the building up of thick layers of paint.

2. Investigations have been carried out with a view to supplying to H.M. ships a suitable chemical paint remover for use in removing old paint, but it has been found that proprietary paint removers cannot at present be recommended.

3. A simple type of paint remover suitable for use by ship's staff in cases where chipping and scraping cannot be done can be prepared from the following materials which are usually available in ship's stores:—

Soft soap, one part by weight.  
Cleansing powder, two parts by weight.

4. The soft soap and cleansing powder should be mixed together and sufficient warm water added to make a fairly stiff paste. This paste should be applied to the old painted surfaces by means of a clean flat brush and allowed to remain until the old paint is sufficiently softened to allow removal by scraping.

5. Care should be taken to wash off carefully with clean fresh water all traces of the paste, to ensure the successful application of the paint subsequently applied.

6. The cleaned surfaces, when quite dry, should be repainted with not more than one thin coat of red oxide, red lead or aluminium as previously applied, with one thin finishing coat of appropriate colour, the latter being omitted where aluminium paint is available and is an acceptable finish.

(C.A.F.O. 2363/42.)

## 4747.—Foremast Rigging Arrangements—As. and As.

"Veas" and Old Leaders of "Scott" and "Shakespeare" Classes

(D. 6039/43.—7 Oct. 1943.)

In order to standardise the foremast rigging arrangements in the above-mentioned vessels, and to minimise the risk of carrying away the topmast in rough weather, it has been approved to modify the existing arrangements to conform with those shown on Drawing D.N.C.17A/A272, copies of which have been forwarded to all refitting authorities.

2. The work involved is as follows:—

Remove the existing aerial and signal yards and reduce the height of the topmast to the topmast stayband. A new signal yard 14 ft. in length is to be fitted at a point 10 ft. above the present signal yard position, but the original aerial yard may be utilised if desired, being lowered as necessary to the position specified above. Both arms of the 14-ft. yard are to be fitted with blocks and halyards for three V/S hoists, the outer blocks being at the extremities of the yard. Fighting lights, also a starboard yard arm flashing lantern in lieu of the masthead flashing lantern, are to be fitted to the signal yard.

Spurs are to be fitted in lieu of the aerial yard as shown on Drawing D.N.C.17A/A272.

3. The Commanding Officers of ships concerned are to include an item, classification "A", in their next lists of As. and As. to cover the work involved.

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

## 4748.—Holders, Bomb Control, for Kingfisher Aircraft

(N.S. Air 1910/43.—7 Oct. 1943.)

The following item has been introduced for Kingfisher aircraft:—

Ref. 1E/5063—Holder, bomb control.

2. This item will be allowed to Ships and Services in accordance with the following scales:—

Ships as shown in B.R. 378 (X).

Shore Establishments:—

B.R. 377.

Ref. No.	Description	Denom.	R.N. Air Stations		R.N. Aircraft Repair Yards	Remarks
			Class "A"	Class "B"		
5063	PERMANENT Section 1E. Holder, bomb control.	No.	1(A)	1(A)	1	(A) For stations holding or servicing Kingfisher Aircraft.

3. Supplies are now available and Services concerned should forward demands to their respective R.N. Store Depots at Home or Storing Yards Abroad, quoting this order as the authority for supply. Issues to new Services will be made with their initial outfit of Stores.

4. Arrangements have been made for the necessary quantities to be despatched to Yards Abroad to cover the requirements for Ships and Services attached to Foreign Stations. Details of the quantities being supplied are being forwarded direct to (S) Naval Store Officers concerned.

5. Aircraft Stores Establishments will be amended in due course; meanwhile, all existing establishments held by H.M. Dockyards, R.N. Air Stations, Store Depots, etc., should be amended in manuscript.

## 4749.—Brow Door Securing

L.C.T. (4)

(M/D.N.E. (CO) 4053/43.—7 Oct. 1943.)

It has been approved to fit link plates between the thimble on the brow lifting wires and the shackles on the door eye-plates in L.C.T.(4) to prevent the thimbles fouling when the doors are being raised.

2. Details of the link plates are shown in A.F.O. Diagram 297/43 (Drawing 35263x) and supply of the necessary link plates has been arranged. Plates will be distributed through L.C.M.S.O., Staines, and should be fitted by base staffs.

## 4750.—M.A.T. Mark IV—Strengthening Gymbal Support and Shear Screws

(A.S. 12421/43.—7 Oct. 1943.)

Monoplane Air Tails Mark IV on board Aircraft Carriers, and at R.N. Air Stations are to be examined and any fitted with either (a) channel section support bar for gymbal or (b) No. 2 B.A. brass shear screws in the inertia release pawls, are not to be used until modified as in paragraph 2 below.

2. The modifications are as follows:—

- (a) Fit a filling piece  $3\frac{1}{8} \times \frac{7}{16} \times \frac{1}{4}$  in the gymbal support bar. The filling piece is to be in mild steel with a  $\frac{1}{4}$  in. B.S.F. tapped hole in the centre for the forward gymbal pin; the piece is to be manufactured locally.
- (b) remove the existing No. 2 B.A. shear screws and nuts from the release pawls and open out and retap the holes No. O.B.A. size. Manufacture locally, to A.F.O. Diagram 296/43, screws and nuts No. O.B.A. size and fit in lieu of those removed.

3. R.N. Air Stations at home are to demand direct from T.E.O. Thatcham small supplies of the necessary filling pieces, shear screws as required.

*Admiralty R message 731 (R) B.1, 5 Aug. 1943 is hereby cancelled.*

## 4751.—Naval Stores Delivered Direct by Contractors—Details of Allocation to be Inserted on Contractors' Invoice, Forms D.55

*New Construction Ships Building by Contract*

(N.S./D.A. 338/43.—7 Oct. 1943.)

Contractors' Invoice Forms D.55, relating to supplies of Naval stores purchased for direct delivery to new construction ships building at contractors' works, are frequently rendered without any information of the allocation of the articles to H.M. ships being given thereon, and the invoices have to be returned to the Inspecting Officers concerned for details of the allocation of the articles to be inserted.

2. Omission of this information by Inspecting Officers leads to needless correspondence and delay in bringing the relevant charges to account. The job numbers of the ships to which articles have been, or will be, allocated, is to be inserted on the face of every Contractor's Invoice Form D.55 by the Inspecting Officers concerned at the same time as the certificate on the form is signed by them.

3. Particular attention to these details is essential in the case of frigates ("Loch" class) and corvettes ("Castle" class), in view of the procedure in force for bulk purchases and subsequent instructions to Overseers concerning requirements for individual vessels to be effected by direct delivery from these bulk purchases.

4. Any difficulty in carrying out these instructions should be reported without delay.

## 4752.—Radio Interference Suppression Equipment—Introduction of Adaptor for A.P. 19434 Suppressors

(N.S. 32102/42.—7 Oct. 1943.)

When fitting radio interference suppressor, Pattern 19434, to plugs having terminals which are not threaded, an adaptor is required to which the suppressor may be attached for fitting on top of the plug.

2. The adaptor has been added to the authorised list of Naval stores under Subhead F (2B) as follows:—

Pattern 19438 ... Adaptor for radio interference suppressor, Pattern 19434, when fitted to unthreaded terminals.

3. Demands should be forwarded in the normal manner.

## 4753.—Rubber Economy

*Dockyards—W.P.Ss., P.S.Os., P.E.R.Os. and E.R.Os.*

(D/P. 14079/43.—7 Oct., 1943.)

The following grades of rubber of the modified T.G. 25A specification are acceptable for the services shown:—

Grade of Rubber	Service
Quality D, Grade 2 ... ..	Voice pipes, bulkhead and deck fittings and washers.
Quality D, Grade 2 ... ..	W.C. seatings, sleeve connections, collars and urinal pan backings.
Quality D, Grade 2 ... ..	Washers, valve seatings and jointing material for services not affecting the safety of the ship.
Quality C, Grade 2 ... ..	Sight port covers of gun shields, windows and doors of director towers and similar services.
Quality C, Grade 2 ... ..	Washers in W.T. cable glands.

2. For services affecting the safety of ships, such as jointing material for water-tight doors, hatches and equivalent services, for which a long life and maintenance of properties is essential, a further deterioration of quality is not acceptable and Quality C, Grade 1, should be used.

*(A.S. Portsmouth, 24 Jul. 1943, No. 6050.)*

## 4754.—Steel Conduit Tubing for Electrical Purposes

(N.S. 21380/42.—7 Oct. 1943.)

With reference to C.A.F.O. 1911/42, supplies of conduit tubing need not, in future, be electrically welded. Provided that the other requirements of Standard Electrical Specification No. 4 Clause 51 are complied with, manufacture by any suitable welding process should be accepted.

2. All future supplies of conduit tubing will be galvanized. The accessories will continue to be supplied sherardized and galvanized as required.

*(C.A.F.O. 1911/42.)*

## 4755.—Telephone Spares—Allowances

*"King George V" Class and H.M. Ships "Emerald" and "Ramillies"*

(N.S. 21900/43.—7 Oct. 1943.)

The allowances of telephone spares to "King George V" class and H.M. Ships "Emerald" and "Ramillies" have been revised, and the allowances shown in the Appendix to this Order are to replace all allowances of telephone spares at present shown for these ships in the Establishment of Naval Stores for Electrical and Torpedo Purposes (B.R. 359).

2. Ships concerned should demand from their storing yards or depots spares required to complete to the allowances shown in the Appendix. Any spares held in excess of these allowances should be returned to the nearest Dockyard or Naval Store Depot.

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



## APPENDIX

Allowances of Telephone Spares to "King George V" Class and H.M. Ships  
"Emerald" and "Ramillies"

Pattern No.	Description	Number of spares per Ship				
		K.G.V.	"Duke of York"	"Anson" and "Howe"	"Emerald"	"Ramillies"
<i>Permanent Stores</i>						
9044	Telephone, Mark VI ... ..	10	8	—	—	6
9245	Telephone, Mark VII ... ..	6	4	—	—	2
†12500	Telephone, Mark X** ... ..	8	12	12	3	8
13224	Telephone, Mark XIII ... ..	—	10	20	—	—
13225	Telephone, Mark XIV ... ..	—	3	7	—	—
13235	Telephone, Mark XVIII ... ..	—	3	8	—	—
13249	Extra receiver, complete with stowage bracket.	—	3	7	6	—
13748	Tool box, complete with tools, feeler gauges and an instruction pamphlet for the repair of S-P. units.	1	1	1	1	1
<i>Spares for Two-wire Telephones :—</i>						
9254	Cover for telephone, Pattern 7951	7	4	—	—	2
9255	Cover for telephone, Pattern 7952	1	1	—	—	—
9205	Cover for telephone, Pattern 7952A	1	—	—	—	1
9029	Cover for telephone, Pattern 9283B	—	—	—	—	1
9587	Cover for telephone, Pattern 9245	2	1	—	—	1
9256A	Hand sets for telephone, Pattern 7951.	7	4	—	—	2
9257A	Hand sets for telephone, Pattern 7952.	1	1	—	—	1
9291	Transmitters ... ..	40	25	—	—	21
9261	Receivers, 25 ohms ... ..	—	—	—	—	8
9262	Receivers, 120 ohms ... ..	1	—	—	—	1
9263	Receivers, 50 ohms ... ..	36	22	—	—	13
9134	Receivers, watch, for telephone, Pattern 9245.	12	8	—	—	2
9268	Switch boxes, 4-gland ... ..	—	—	—	—	1
9272A	Line relays for line relay boxes ...	4	4	4	—	2
9290	Calling relay unit for calling relay boxes.	4	4	4	—	2
9057	Receiver hooter ... ..	1	1	—	—	1
9276	Buzzers, high note ... ..	4	4	4	—	2
<i>Spares for Sound-Powered Telephones :—</i>						
13221	Transmitter unit for all Patterns except 1191 and 1192.	24	70	120	70	78
13222	Receiver unit for all Patterns	—	—	—	—	—
13220	Transmitter unit for Patterns 1191 and 1192.	20	20	20	3	8
13220	Hand set ... ..	4	25	48	22	22
13318A	H.F. generator ... ..	—	2	5	19	18
13319	Transformer ... ..	—	2	5	28	28
13133	Generator (for Mark XII telephones)	3	2	—	—	—
9874	Sockets ... ..	5	5	5	3	5
9875	Plugs ... ..	10	10	10	5	10

† In lieu of telephone, Mark X, Pattern 1191—vide A.F.O. 3998/43. Telephones, Pattern 1191, already on board are not to be exchanged for Pattern 12500 except when defective.

## APPENDIX—contd.

Allowances of Telephone Spares to "King George V" Class and H.M. Ships  
"Emerald" and "Ramillies"—contd.

Pattern No.	Description	Number of spares per Ship				
		K.G.V.	"Duke of York"	"Anson" and "Howe"	"Emerald"	"Ramillies"
<i>Spares for Two-wire Exchanges :—</i>						
9273	Units, line ... ..	4	4	4	—	4
9273B	Units, trunk line ... ..	1	1	1	—	1
9273E	Units, line, grouped or ungrouped...	1	1	1	—	—
9274	Units for fire control exchange ...	1	1	1	—	1
9276	Buzzers, high note ... ..	1	1	1	—	1
9277	Buzzers, low note ... ..	2	2	2	—	2
9278	Cut-off relays ... ..	1	1	1	—	1
13227	Operator's plug (S.P. type) ... ..	2	2	2	—	—
9275	Operator's plug (two-wire type) ...	6	6	6	—	6
<i>Spares for Multiphones :—</i>						
9291	Transmitters ... ..	12	12	12	2	6
9276	Buzzers, high note ... ..	1	1	1	1	1
9758	Unit, transmitter, complete ... ..	—	—	—	—	1
9763	Coil, line, 15 ohms (coil only) ...	—	—	—	—	1
9779	Coil, line, 60 ohms (coil only) ...	12	12	12	1	1
9759	Unit, receiver, complete ... ..	12	12	12	1	1
9759A	Unit, receiver, complete ... ..	—	—	—	—	1
<i>Spares for Amplifiers for Group Telephones :—</i>						
13256B	Amplifier ... ..	—	1	1	1	—
13265	Stowage box ... ..	—	1	1	1	—
13321	Microphone ... ..	—	1	1	1	—
<i>Spares for Fighter Directing Office Equipment :—</i>						
13316A	Amplifier, 20 watts, 115/230 volts, A.C.	—	—	—	1	1
13321	Microphone ... ..	—	—	—	1	1
*12518	Buzzer, 150 ohms ... ..	—	—	—	2	2
<i>Telephones for After Action Communications :—</i>						
†12500	Telephone, Mark X** ... ..	8	8	8	6	8
13152	Sound powered field telephone ...	14	14	14	12	14
—	Reels, Mark II, for D.3 cable ...	11	11	11	9	11

\* Separate action is being taken for supply of this item to ships concerned and an A.F.O. will be issued.

† In lieu of telephone, Mark X, Pattern 1191—vide A.F.O. 3998/43. Telephones, Pattern 1191, already on board are not to be exchanged for Pattern 12500 except when defective.

## APPENDIX—contd.

Allowances of Telephone Spares to "King George V" Class and H.M. Ships  
"Emerald" and "Ramillies"—contd.

Pattern No.	Description	Number of spares per Ship				
		K.G.V.	"Duke of York"	"Anson" and "Howe"	"Emerald"	"Ramillies"
<i>Consumable Stores (Emergency Stock Quantities)</i>						
<i>Spares for Two-wire Telephones and for S-P. Telephone with Battery Call-up:—</i>						
9258	Bullseyes ... ..	4	4	4	3	4
9259	Granules, carbon ... ..	—	—	—	—	1 oz.
9193	Granules, carbon, for transmitter, Pattern 9291.	1 oz.	1 oz.	1 oz.	—	1 oz.
9279	Washers, felt, for transmitter, Pat- tern 9291.	6	6	—	—	6
9195	Diaphragms for transmitter, Pat- tern 9291.	6	6	—	—	6
9196	Discs, mica ... ..	10	10	10	6	6
9045	Receiver, front covers ... ..	6	6	—	—	6
9046	Receivers, rubber washers ... ..	6	6	—	—	6
9197	Rubber washers ... ..	6	6	—	—	6
9047	Receiver diaphragms ... ..	6	6	—	—	6
9264	Condenser, 2 mfd. ... ..	6	6	3	2	6
9030	Condenser for telephone, Pattern 9044.	6	6	—	—	6
9265	Earpads, I.R. ... ..	16	16	—	—	8
9266	Earpads, I.R., for general use ... ..	20	20	36	6	26
9267	Mouthpieces, I.R. ... ..	6	6	—	—	6
9270	Coils, operating cut-off relay, 125 ohms.	—	—	—	—	3
13223	Headbands ... ..	20	25	25	6	9
9275	Plugs ... ..	2	2	2	—	2
9762	Condensers, 4 mfd. ... ..	1	1	1	—	1
8096	Lamps, 24 volts, low resistance (F.2A).	72	72	72	6	36
8097	Lamps, 24 volts, high resistance (F.2A).	6	6	6	6	6
13151	Waterproof cord ... ..	12	8	—	—	6
13335	Spring leaf for laminated spring for handset clip of telephones, Pat- terns 13224, 13225 and 13343.	—	12	30	6	6
13247	Coil, impedance, 70 ohms, for tele- phones, Patterns 13224, 13225 and 13235.	—	8	20	—	—
13248	Condenser, 0.25 mfd., for tele- phones, Patterns 13224 and 13235.	—	6	15	—	—
13226	Condenser, 2 mfd., for telephones, Patterns 13224, 13225 and 13235.	—	8	20	—	—
13299	Contact screw (complete with con- tact point) for buzzers, Patterns 9276 and 9277, and cut-off relays, Pattern 9278).	6	6	6	6	6

## APPENDIX—contd.

Allowances of Telephone Spares to "King George V" Class and H.M. Ships  
"Emerald" and "Ramillies"—contd.

Pattern No.	Description	Number of spares per Ship				
		K.G.V.	"Duke of York"	"Anson" and "Howe"	"Emerald"	"Ramillies"
<i>Spares for Sound-powered telephones:—</i>						
13237	Spring, for handset clip of tele- phones, Patterns 1193, 1194, 1195, 13231, 13232, and 13233.	12	12	12	20	22
13238	Cord for telaupads, Marks I**, II** and III.	2	2	2	1	1
16085	Neon indicator lamp, 200/250 volts, A.C., ½ watt, S.B.C.	—	6	10	36	36
13593	Moulded mouthpiece of Marks X and X*.	12	12	12	4	8
<i>Spares for Sound-powered Inserts:—</i>						
13743	Tungum diaphragms ... ..	48	84	144	72	84
13744	Armature stems complete with, 4 in number, nuts.	48	84	144	72	84
<i>Spares for Sound-powered Handsets:—</i>						
13745	Moulded earcaps ... ..	4	25	48	22	22
13746	Moulded mouthpieces ... ..	4	25	48	22	22
13747	Moulded retaining rings ... ..	4	25	48	22	22
<i>Spares for Valve Amplifiers for Group Telephones:—</i>						
13730	Valve, Mazda, PEN.383 ... ..	—	7	7	2	—
13731	Valve, Mazda, VP.133 ... ..	—	7	7	2	—
<i>Spares for Multiphones:—</i>						
9760	Granules, carbon ... ..	—	—	—	—	½ oz.
9761	Rings, retaining ... ..	—	—	—	—	3
9762	Condenser, 4 mfd. ... ..	—	—	—	—	1
9770	Condenser, 0.5 mfd. ... ..	2	2	2	1	2
9773	Condenser, 30 mfd. (electrolytic) ... ..	12	12	12	1	2
9764	Mouthpieces, I.R. ... ..	12	12	12	1	2
9765	Diaphragms ... ..	12	12	12	1	2
9766	Bushes, screwed rubber ... ..	12	12	12	1	2
9765A	Diaphragm, with rod and armature complete.	—	—	—	—	2
9766A	Washers, receiver, I.R. ... ..	—	—	—	—	2
8435	Lamps, telephone, G.P.O., Pattern No. 2, 12 volt (F.2A).	12	12	12	2	12
<i>Spares for After Action Telephones:—</i>						
—	D.3 cable, based on 400 ft. for every two telephones.	1,500 yds.	1,500 yds.	1,500 yds.	1,200 yds.	1,500 yds.

(A.S., Devonport—Y.L. No. 2839—24 May 1943.)

(C.O., H.M.S. "Emerald"—No. F.413/91—19 May 1943.)

(A.F.O. 3998/43.)

## Section 4

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

## 4756.—W.R.N.S.—Tropical Kit

(V. 1064/43.—7 Oct. 1943.)

In order to provide a waterproof case for holding pay and identity books and personal papers when on passage, supplies of wallets previously issued by the War Office for anti-gas purposes have been obtained and are now available for issue on repayment to all W.R.N.S. personnel drafted or serving abroad. These articles will be known as "Wallets, Waterproof".

2. A.F.O. 3811/42, as amended by A.F.O. 2199/43, is to be amended as follows:—

## Section 1:—

After "\*Vests, medium weight"

Add "†Wallets, Waterproof ... .. 7d. each"

## Section 2:—

After "Vests, medium weight"

Add "†Wallets, Waterproof ... .. 10d. each"

(A.F.Os. 3811/42 and 2199/43.)

## 4757.—W.R.N.S.—Tropical Underwear

(V. 5633/42.—7 Oct. 1943.)

Supplies of white rayon knickers are now available for issue on repayment to W.R.N.S. personnel drafted or serving abroad only.

2. A.F.O. 3811/42, as amended by A.F.O. 2199/43, is to be amended as follows:—

## Section 1:—

After "\*Knickers, rayon, locknit"

Insert "†Knickers, rayon, white ... .. 3s. 0d. pair"

## Section 2:—

After "Knickers, rayon, locknit"

Insert "†Knickers, rayon, white... .. 3s. 6d. pair"

(A.F.Os. 3811/42, 2199/43 and 3142/43.)

## 4758.—Cordage for Oiling at Sea—Economy in Use

(N.S. Fuel 13221/43.—7 Oct. 1943.)

All tankers, Admiralty and commercial, fitted for oiling at sea, are allowed one 120 fm. 10-in. or 8-in. manila for use as a steadying line. Owing to the shortage of manila, steps are to be taken by (S) N.S.Os. at Dockyards or Depots, on receipt of a demand for replacement of a damaged hawser, to ensure that the defective article is recovered from the vessel when the new is supplied.

2. Local arrangements are to be made for repair of damaged hawsers by cutting and re-splicing as necessary, in cases where the general condition of the rope warrants this procedure, and lengths of not less than 100 fathoms of serviceable hawser may after repair be re-issued as steadying lines.

(A.F.Os. 1446/42 and 77/43.)

## 4759.—Cotton—Administration of Admiralty Quota in Respect of Canvases

(C.P. 30425/43.—7 Oct. 1943.)

The following information is promulgated in amplification of A.F.O. 3482/43.

2. Commencing on 26th September, 1943, the Admiralty in conjunction with other user departments receives a separate allocation of cotton yarn to cover its requirements of cotton canvases in each quota period, and it will be necessary to endorse as a canvas application any certificate to acquire cotton products of this description.

3. The certificates to acquire must also indicate under which of the following groups the canvas falls, viz., fabric weighing:—

(a) From 8 oz. up to and including 15 oz. per sq. yard.

(b) From 15 oz. up to and including 20 oz. per sq. yard.

(c) Over 20 oz. per sq. yard.

4. Canvas is defined as fabric woven from folded yarns, weighing not less than 8 oz. per sq. yard. It is normally used for tents, tarpaulins, heavy covers, belting, fibre hose, etc. It does not include canvas interlinings and stiffenings for garments.

5. Admiralty certifying departments or officers are therefore requested to ensure that all applications to the Director of Navy Contracts, Rex House, 4/12, Regent Street, London, S.W.1, for "Certificates to Acquire" canvas should contain the aforesaid information.

(A.F.O. 3482/43.)

## 4760.—Oil Fuelling Equipment—Pattern Numbers

(N. S. Fuel 11415/43.—7 Oct. 1943.)

The undermentioned components of fuelling equipment have been assigned the pattern numbers shown, which are to be used in all future demands and correspondence:—

Pattern No.	Description
	Buoyant Synthetic Rubber fuelling hose (for oiling at sea), fitted with Ady. screw couplings:—
5944	5 in. by 15 ft., armoured.
5945	5 in. by 60 ft., unarmoured.
	Coupling, screw, for buoyant hose:—
5946	5-in. male (with lug), for armoured hose.
5947	5-in. female (with lug), for armoured hose.
5948	5-in. male (with lug), for unarmoured hose.
5949	5-in. female (with lug), for unarmoured hose.
5950	5-in. male (slotted), for armoured hose.
5951	5-in. female (slotted), for armoured hose.
5952	5-in. male (slotted), for unarmoured hose.
5953	5-in. female (slotted), for unarmoured hose.
5954	Cap, for male coupling.
5955	Plug, for female coupling.

## Thread Protector, C.I., for:—

5956	Male	} coupling.
5957	Female	
5960	Clamp, C.I., large, for hose, Pattern 5944.	
5961	Clamp, C.I., small, for hose, Pattern 5945.	
5964	Float, rubber.	
5965	Cover, canvas, for float, Pattern 5964.	
5966	Stirrup, for supporting rubber hose.	
5967	Hanger, for stirrup, Pattern 5966.	
5968	Machine, binding, for hose, Pattern 5945.	
5969	Pump, inflating, for float, Pattern 5964.	
5970	Spanner, for couplings, Patterns 5946-49	} As referred to in C.A.F.O. 2642/42.
5971	Spanner, for couplings, Patterns 5950-53	

## Hose, oil fuel, flexible bronze:—

5980	5 in. bore by 30 ft.
5981	5 in. bore by 20 ft.
5982	3½ in. bore by 30 ft.
5983	3½ in. bore by 20 ft.
5987	Adaptor, plain flange, 14½-in. to 5-in., male.
5988	"Y" piece, complete.
5989	Clamp, bar, for adaptor, plain flange.

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

**4761.—Photographic Waste Prevention**

(A.C.R.D./C.P. 84670/43.—7 Oct. 1943.)

A number of instances have occurred where film of a secret nature having been stripped, the nitrate base has been stored and forwarded with non-secret waste, which, retaining its emulsion, requires altogether different recovery treatment.

2. In future, therefore, all film from which the emulsion has been removed in accordance with A.F.O. 6197/42, paragraph 2 (b), should be forwarded separately to S.N.S.O., R.N. Store Depot, Stroud, and clearly labelled "stripped nitrate base".

(A.F.O. 6197/42.)

**4762.—Consigning of Stores to Greenock Area—Revised Addresses**

(N.S. 840/43.—7 Oct. 1943.)

The following amendments are to be made to A.F.O. 4001/43 :—

Paragraph 5. *Stores for Shore Establishments and Departments in Greenock Area.*

Insert as first item :—

Base Accountant Officer ... Base Accountant Officer,  
No. 9B Store,  
Albert Harbour,  
Greenock (a).

After the address for H.M.S. "Orlando" add "(b)" after "Greenock" and delete "(Unless special delivery instructions are quoted on demand)."

Paragraph 5. *Insert at end :—*

*Notes.*—(a) Stores should not be consigned to the Base Accountant Officer, unless definitely demanded by that officer. The Base Accountant Officer does not accept stores in a transit capacity.

(b) H.M.S. "Orlando" is the base ship for Greenock. Many departments demand stores in the name of "Orlando", which are connected with that establishment for pay and disciplinary purposes only, e.g. Boat Pool. Care should be taken to consign stores to these establishments *direct* and not to "Orlando".

(A.F.O. 4001/43.)

**Section 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE****4763.—Amendments to Books**

(E.F.O.—7 Oct. 1943.)

The undermentioned amendments (A.F.Os. P.568-569, 570, and 573/43) to B.R. and O.U. books are available for issue from the R.N. Store Depot, Elveden Road, Park Royal, N.W.10, in accordance with A.F.O. 1268/39, paragraph 3.

*Demands from shore establishments in the Portsmouth Command should be sent to the Portsmouth Book Office, 54, Bedford Street, Lecnington Spa, Warwickshire, and from those in the Plymouth Command, to the Devonport Book Office, R.N. Port Library, Devonport. Demands from other shore establishments at home should be sent to 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.568/43.—B.R. 378 (B)—Barracuda A.S.E.—Amendment No. 13.

\*P.569/43.—B.R. 378 (B)—Barracuda A.S.E.—Amendment No. 14.

\*P.570/43.—B.R. 378—(General) A.S.E.—Amendment No. 20.

P.571/43.—B.R. 642 (J)—Summary of Japanese Warships (including Manchukuo and Thailand)—November, 1942—Amendment No. 3.

P.572/43.—B.R. 633 (1)—Torpedo Instructions for Torpedo Equipment and Torpedo Discharge Trials—Amendment No. 1.

\*P.573/43.—A.P. (N) I—Amendment No. 11.

P.574/43.—B.R. 4—Naval Storekeeping Manual—Part II—Amendment No. 5.

P.575/43.—B.R. 257—Handbook for the 4-in., Q.F., Mark XVI\* Gun on the H.A. Twin, Mark XIX and Single, Mark XX Mountings, 1941—Amendment No. 3.

P.576/43.—B.R. 962 (formerly O.U. 6360)—Handbook for 6-in. B.L., Mark XXIII Guns on Triple, Mark XXIII, Mounting, 1939—Amendment No. 4.

P.577/43.—O.U. 5292—Block Sketch Cards of British War Vessels—Amendment No. 1.

P.578/43.—O.U. 5407 (3)—Regulations for the Electrical Equipment of R.N. Armament Depots—Amendment No. 4.

\* *Exceptionally A.F.Os. P.568, P.569, P.570 and P.573 will be distributed without demand by the Superintending Naval Store Officer, R.N. Store Depot, 191a, Askew Road, Shepherds Bush, W., who holds the stock of the parent book.*

(A.F.O. 4635/43.)

**4764.—A.M.S.Is.**

(E.F.O.—7 Oct. 1943.)

Admiralty Merchant Shipping Instructions Nos. 275-281/43 are being distributed concurrently with this issue of A.F.Os.

(A.F.O. 4636/43.)

**4765.—Form D.326—Number of all Classes of Officers and Men that can be Berthed Billed and Messed on Board**

(P. 05697/43.—7 Oct. 1943.)

Returns on Form D.326, for submarines only, are to be suspended for duration of the war.

## 4766.—Form O.6—Ammunition Labels—Additions

(A.S., Sta. 17144/43.—7 Oct. 1943.)

Serial No.	Description	Where used	Page in Form O.6	Sta. No.
N.878	Bombs, 10 lb. underwater : 1—No. 1 (air or steam).	In recess on lid of container No. 80.	1	17144/43
N.879	3—No. 1 (air or steam) ... ..	In recess on lid of container No. 90.	1	17144/43
N.880	1—No. 2 (cordite) ... ..	In recess on lid of container No. 80.	1	17144/43
N.881	3—No. 2 (cordite) ... ..	In recess on lid of container No. 90.	1	17144/43

2. Demands should be made as necessary in accordance with A.F.O. 97/43.  
(A.F.O. 97/43.)

4767.—B.R. 626 (1)—Addendum No. 1 to B.R. 626—Drill for 4-in., Mark XVI\*  
Q.F. S.A. Guns on H.A. Twin, Mark XIX Mounting—for Mountings Fitted  
with R.P.50 Series (Metadyne) Remote Power Control—Issue

(G. 4062/43.—7 Oct. 1943.)

The above-mentioned book is now in the press and copies will be issued, 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, in accordance with the following establishment, viz. :—

	Copies
Flag Officers ... ..	1
Battleships ... ..	40*
Cruisers ... ..	20*
Destroyers ... ..	4*
Monitors ... ..	6*
Fleet carriers ... ..	20*
Naval air supply and repair ships ... ..	20*
A.A. cruisers ... ..	4*
Destroyer depot ships ... ..	8
Sloops ... ..	4*
Fast minelayers ... ..	4*
H.M.S. "Excellent" ... ..	50
Captain (G), R.N.G.S., Chatham ... ..	99
Captain (G), H.M.G.S., Devonport ... ..	8
Ministry of Supply S.S.2.B (1 for D. of A., A.1; 1 for S. of E., Shoeburyness) ... ..	2
R.N. College, Greenwich ... ..	4
R.A. College, Woolwich ... ..	4
Inspector of Naval Ordnance, Woolwich ... ..	1
Naval Staff Library, Admiralty ... ..	2
Loan Libraries ... ..	1
Adjutant General, Royal Marines ... ..	20
Official Secretary, Commonwealth of Australia ... ..	20
Secretary, Navy Board, Wellington, New Zealand ... ..	10
Indian Authorities ... ..	15

	Copies
Dutch Naval Liaison Officer, Fernley Hotel, Bath ... ..	2
British Admiralty Technical Mission, Ottawa ... ..	10
Commanding Officer, Fort Cumberland (Fraser Battery) ... ..	4
A.A. Range, Ainsdale ... ..	2
Naval Service Headquarters, Ottawa ... ..	22
Flag Officer-in-Charge of Naval Establishments, Simons-town (for Gunnery Schools) ... ..	6
Captain Superintendent, Alexandria (for Gunnery Schools) ... ..	6
Admiral Superintendent, Rosyth (for Gunnery Schools) ... ..	6
Cdr. (G) Gunnery School, Durban (H.M.S. "Assegai") ... ..	25

\* Ships fitted or to be fitted with the 4-in., Mark XIX mountings fitted with R.P. 50 Series (Metadyne) Remote Power Control.

## 4768.—B.R. 856—Notes for Medical Officers Attached to Landing Parties—Issue

(M.D.G. 33824/43.—7 Oct. 1943.)

Every Medical Officer should be in possession of this book.

2. Copies will be supplied on demand as follows :—

Medical Officers in Ships and Establishments at home.....

The Naval Store Officer,

R.N. Store Depot,

Elveden Road, Park Royal, N.W.10.

Medical Officers in Ships and Establishments abroad.....

The local Naval Distributing Authority.

3. Sufficient supplies should be drawn for issue to each newly-entered Medical Officer at R.N. Barracks, Chatham, Devonport and Portsmouth.

## 4769.—O.U. Books—Obsolete

(G. 4352/43.—7 Oct. 1943.)

The undermentioned O.U. books have now been declared obsolete and should be disposed of in accordance with O.U.2A—O.U. Catalogue :—

O.U. No.	Title	Date of book
5064	Handbook for the 4-in., B.L., Mark IX and IX* Guns on Triple Mounting, Mark I.	1916
5370	Gun Drill Book for 5.2-in., Q.F. S.A. Gun on Twin Mounting.	1926
6003	Addenda to Hydraulic Manual, 13.5-in., B.L. Mountings, Mark II**.	1914
6179	Handbook for 5.2-in., Q.F. gun, Book I—Text	1925
(late C.B. 1723A)		
6179 (1)	Do. Addendum No. 1	1926
(late C.B. 1723A (1))		
6179A	Do. Book II, Plates	1925
(late C.B. 1723B)		
6027	Pamphlet on Effects of Wind in Gunnery	1918
(late C.B. 1471)		
5425	Instructions for Lining up Director Towers, Guns and Instruments of Gunnery and Searchlight Equipment in H.M. Ships.	1930
6101	Theoretical Errors Encountered in High Angle Shooting.	1918
(late C.B. 1417)		

## 4770.—Air Publications, etc., Distributed during July, 1943

(N.S. Air 125/43.—7 Oct. 1943.)

A.F.O. 4014/43 is to be amended as shown below :—

A.P. No.	Vol.	Part	Description	As Printed	Should Read
1593C	III	1	Gipsy Queen III Engine.	Vol. II, Part 1, Amendment List No. 5.	Vol. III, Part 1, Amendment List No. 5.

(A.F.O. 4014/43.)

## 4771.—Libraries, Officers' Reference—Annual Publications

*Cancelled by AFO 5216/44* (V. 5745/43.—7 Oct. 1943.)

Copies of the undermentioned annual publications are being supplied from H.M. Naval Victualling Depots, Leicester, and H.M. Naval Victualling Depots, Yorkshire Area, to ships entitled to an Officers' Reference Library, 1st, 2nd or 3rd class :—

"Jane's Fighting Ships" ... ..	1942 edition
"Jane's All the World's Aircraft" ... ..	1942 edition
"Whitaker's Almanack" ... ..	1943 edition
"Brassey's Naval Annual" ... ..	1943 edition

2. Ships with a reduced reference library (4th class) will also be supplied with the three first-mentioned publications, but not with the current edition of "Brassey's Naval Annual" (*vide* paragraph 5 below).

3. On receipt of the new editions ships concerned should return to the nearest Victualling Yard or Depot, any superseded editions on board, viz. :—

"Jane's Fighting Ships" ... ..	1941 edition
"Jane's All the World's Aircraft" ... ..	1941 edition
"Whitaker's Almanack" ... ..	1942 edition
"Brassey's Naval Annual" ... ..	1942 edition

4. Destroyers and other vessels with a small Officers' Reference Library, not including current editions of annual publications, should demand from the local Victualling Store Officer the editions mentioned in paragraph 3 and on receipt of these books should return to the nearest Victualling Yard or Depot any earlier editions on board.

5. Ships with 4th class Officers' Reference Libraries should similarly demand from the local Victualling Store Officer, a 1942 edition of "Brassey's Naval Annual" and on receipt should return to the nearest Victualling Yard or Depot any earlier editions on board.

6. *Victualling Yards and Depots.*—Superseded editions of annual publications received from H.M. ships under paragraph 3 of this Order should be re-issued, so far as copies are available, to destroyers and other vessels in compliance with demands received under paragraphs 4 and 5. Any surplus copies of the books should be returned to the Victualling Store Officer at H.M. Naval Victualling Depots, Leicester, or H.M. Victualling Depots, Yorkshire Area, and any demands which cannot be complied with should be forwarded to the Admiralty (Director of Victualling) for supply from another source if available. Before forwarding any such demands, the Victualling Store Officers at Yards abroad should ensure that superseded editions have been received from all ships on the stations entitled to new editions or that an explanation has been furnished for the non-return of the books.

## 4772.—Correspondence for Wellington, New Zealand

(M.2667/43.—7 Oct. 1943.)

Numerous instances have occurred of correspondence addressed to "The Secretary, Navy Office, Wellington," being sent by the G.P.O. to Wellington, Shropshire, and Wellington, Somerset.

2. To avoid unnecessary delay care should be taken to insert "New Zealand" in the address of all correspondence for Wellington, New Zealand.

## 4773.—H.M.S. "Striker" and H.M.S. "Shrike"—Similarity in Names

(M.2676/43.—7 Oct. 1943.)

Considerable inconvenience and delay is being caused by the receipt, in H.M.S. "Striker" of communications intended for H.M.S. "Shrike." When correspondence for either ships is addressed in manuscript, therefore, the name should be printed in block capitals.

## 4774.—Private Correspondence—Misuse of Abbreviated Addresses

(M. 2652/43.—7 Oct. 1943.)

Delay and incorrect sending of correspondence is being caused by the use of abbreviated forms of address such as, Name, etc., R.A.N.A.S.I.O., c/o G.P.O. (Rear Admiral Naval Air Stations, India Ocean). Such abbreviations are confusing and are likely to be misinterpreted by the Postal Authorities. When used as a postal address the title of a Command or Base should be given in full.

## 4775.—Official Christmas Cards—Exchange between the Services in Abeyance

(M. 016202/41.—7 Oct. 1943.)

The Admiralty, War Office and Air Ministry have agreed to continue the arrangement adopted for the past two years, in the interests of economy, under which "official" Christmas cards are not exchanged between units of the three Services. It is not desired that this step should be extended to the exchange of private Christmas cards between relatives and friends. It is realised that there may be certain cases, particularly abroad, where the maintenance of morale may make it desirable that "official" cards should be exchanged, but in general, and particularly in the United Kingdom it is considered that the above restriction should be accepted.

## Section 6.—SHORE ESTABLISHMENTS

### 4776.—Admiralty Police Forces—Issue of Police (N.R.111) Identity Cards

(U.S.B. 991/43.—7 Oct. 1943.)

The arrangements as laid down in A.F.O. 4948/42 for the issue of Police (N.R. 111) Identity Cards to the members of the Admiralty Civil Police, the Royal Marine Police and the Royal Marine Police Special Reserve have been revised for England and Wales and as from the date of this Order the exchange of the standard Identity Card for a Police (N.R.111) Identity Card will be effected in those countries by the National Registration Office as will also the replacement of lost, destroyed, damaged or defaced Police Identity Cards. These cards will thus cease to be issued from Police stations and all existing stocks including those held by Heads of Establishments (in the case of the A.C.P.) and by Area Police Officers (in the case of the R.M.P. and R.M.P.S.R.) should be transferred to H.M. Stationery Office, Shepherdess Walk, London, N.1.

2. The procedure to be adopted will be as follows:—

(a) *Exchange of standard Identity Card for Police (N.R.111) Identity Card.*—

The standard card of an A.C.P., R.M.P. or R.M.P.S.R. recruit should be endorsed in the space reserved for endorsements "Holder has joined..... Police Force and N.R.111 should be issued". The endorsement should be authenticated by the recruit's Superior Officer and stamped with the police or other official stamp, and the holder should be instructed to present the card at the National Registration office of his area of residence. He will thereupon receive in exchange for it an Identity Card in the Form N.R.111 completed by the National Registration Office as regards name, N.R. number, address and age code and stamped with the N.R. official stamp. This should then be presented by the holder to his superior officer for the affixing of the necessary photograph and its authentication.

(b) *Substitute for Police (N.R. 111) Identity Cards.*—An applicant for replacement of a Police (N.R.111) Identity Card, which has been lost, destroyed, damaged or defaced should be furnished by his superior officer with a written statement that the applicant is entitled to receive such a card. On presentation of this authority at the National Registration Office a substitute card will in due course be issued in the Form N.R.111 completed by the National Registration Officer as regards name, N.R. number, address and age code and stamped with the N.R. official stamp. The substitute card should then be presented by the holder to his superior officer for the affixing of the necessary photograph and its authentication. The substituted Identity Card may bear a different N.R. identity number and, if so, care must be taken to make a corresponding correction upon the Police Officer's Warrant Card.

3. Photographs of the personnel should be produced by official photographers when these are borne in the establishment. At other establishments, suitable arrangements are to be made locally and payment made through the cash account as a charge to the subhead bearing wages of police, etc.

4. The following rules are to be observed concerning the completion of the card and the affixing of the photograph.

- (i) Photographs should be about 2-in. by 2-in. but not more. Photographs produced by machine process and photographs on thick paper or with glazed or oily backs should not be used if possible, as they cannot be satisfactorily and permanently affixed.
- (ii) The photograph should be affixed in the appropriate space and should be stamped with the official Admiralty stamp partly overlapping it. It is important that photographs should be affixed with great care.
- (iii) The other particulars provided for should then be entered on the form. By "visible distinguishable marks" it meant any striking and permanent peculiarity visible in the case of a fully clothed person, such as "left little finger missing", "large scar on the forehead", "star tattooed on left wrist". No account should be taken of any normal

feature or of any feature liable to alteration such as colour of hair, the presence or absence of a moustache. The object of the entry to be inserted is to supplement the photograph in such a way as to assist in rapidly distinguishing the individual upon sight. The word "None" should be recorded if no such permanent peculiarity exists.

- (iv) The card should be signed by the person to whom it has been issued in the space provided on page 2, and the declaration on page 3 should be signed and dated by the Head of the Establishment (in the case of the A.C.P.) or the Police Officer-in-Charge (in the case of the R.M. Police and R.M. Police Special Reserve), after he has satisfied himself that the particulars given are correct, and that the photograph is a true likeness. The holder's Warrant Card should be endorsed with the National Registration Number. The official Admiralty stamp should be impressed below the declaration and the card should then be issued to the person concerned.

5. The Police Identity Card provides evidence of the holder's identity only, and is not intended to serve as evidence that he is a police officer at any date subsequent to its issue. The holder, if and when required to prove that he is a police officer, must produce the Warrant Card, together with the Identity Card as evidence that he is the person to whom the Warrant Card relates. This should be explained to the person concerned at the time of the issue of the card.

6. There may be members of the above forces in possession of the green identity card or identity cards in the Form N.R.107 or N.R.107a. Members of these forces holding a green identity card may be allowed to retain it and need not be issued with Form N.R.111. In the case of members of these forces who hold an Identity Card N.R.107 or 107a, it is unnecessary to replace the identity card by Form N.R.111 where the card contains a photograph. Where it does not already bear a photograph properly declared in the endorsement on the last page Form N.R.111 should be issued in substitution as laid down above.

7. When the holder of the Police Identity Card ceases to serve as a police officer and gives up the Warrant Card, the following procedure is to be adopted. The Police Identity Card should be endorsed in writing on the third page "Cancelled—ceased to serve as a police officer (date)" and stamped with the Admiralty stamp. The holder should then take the card to the National Registration Office with a request for the re-issue in its place of a standard identity card.

8. Civilian detectives attached to the R.M. Police will be authorised to apply for the Police (N.R.111) Identity Card at the discretion of the Chief Constable, R.M. Police.

9. Arrangements for the issue of the Police (N.R.111) Identity Card to Admiralty Police serving at stations in Scotland will continue to be made in accordance with the terms of A.F.O. 4948/47.

(A.F.O. 4948/42.)

### 4777.—Notional Promotion of Non-Industrial Members of the Staff Absent with the Forces, etc.

(C.E. 54128/42.—7 Oct. 1943.)

To implement the intentions of H.M. Government and following an agreement reached on the Admiralty Administrative Whitley Council, a war-time system of "notional" promotion is being introduced on lines which are broadly indicated below.

2. In making selections for promotions from amongst members of the permanent Admiralty staffs, consideration will be given to the claims of any such members as (a) are absent with H.M. Forces, (b) have become prisoners of war or internees, or (c) are on loan to another Government Department. The actual vacancy will be filled, as heretofore, on an acting basis by the first suitable candidate available for duty. For each such vacancy thus filled not more than one "notional" promotion may be made, provided that among the staff not available for duty for the reasons given in (a), (b) or (c) above there is a suitable candidate eligible for promotion in the particular vacancy and senior to the officer actually promoted.

3. The general principle that all war-time promotions are made in an acting capacity will apply to every "notional" promotion; and a "notional" promotion will be effective from the date of the promotion on an acting basis of the candidate actually available for duty.

4. "Notional" promotion to a higher rank under this arrangement will be brought into effect forthwith and the scheme will be retrospective in effect to cover the period of the present war. It will not affect the basis of assessment of balance of civil pay, which will continue under existing rules to be related to the salary scale appropriate to the grading held prior to "notional" promotion. Any superannuation benefits, however, for which an officer "notionally" promoted may become eligible will take due account of the emoluments attaching to his "notional" rank.

5. The action necessary to implement these arrangements will be taken at Headquarters.

**4778.—Direction of Employees under D.R.58A—Medical Evidence of Unfitness to Resume Work**

(L. 7499/43.—7 Oct. 1943.)

Cases have occurred where the National Service Officer has refused to issue "directions" to a worker under D.R. 58A after being requested to do so by the Admiralty, and it has transpired that the reason for the refusal was the fact that the worker could produce medical evidence of unfitness for work.

2. It may occasionally happen in cases where an employee has been absent through sickness or for other reasons and is required to return to duty, that medical evidence of this kind, *conflicting with the opinion of a Naval Medical Officer or Admiralty Surgeon and Agent* has been communicated to the National Service Officer by a Medical Referee duly appointed to advise the Ministry of Labour and National Service.

3. Any reports which may be rendered to the Admiralty concerning such cases should indicate whether the opinion of a Medical Referee has been cited.

**4779.—Admiralty Canteens—Supply of Labour**

(L. 8533/43.—7 Oct. 1943.)

It should be noted that where vacancies occur for industrial staff in a canteen managed by the Controller of Canteens on behalf of the Admiralty, such vacancies should be dealt with by the Head of the Establishment in the same way as other industrial vacancies within the Establishment, and action taken in accordance with A.F.O. 2092/43, paragraph 6, to ensure that they are filled without delay.

2. The arrangements promulgated in A.F.O. 1279/43, paragraph 3, and A.F.O. 3015/43, with regard to entry of industrial canteen staff, are not affected by this Order.

(A.F.Os. 1279/43, 2092/43 and 3015/43.)

**4780.—Industrial Juveniles Employed under 16 Years of Age—Provision of Free Meals for**

(L. 9015/43.—7 Oct. 1943.)

The arrangement promulgated in A.F.O. 4243/43, whereby non-industrial juvenile staff under the age of 16 receive meal vouchers without charge, will also apply to industrial juvenile staff under the age of 16 years.

(A.F.O. 4243/43.)

**4781.—Connection Boxes, Patterns 7003 and 7004—Use of Junction Box, Pattern 3730, in lieu**

(N.S. 15291/43.—7 Oct. 1943.)

Connection boxes for gun circuits, Patterns 7003 (2-way) and 7004 (3-way), F2B.II., have been made obsolete, and junction boxes, Pattern 3730, F1C.II., should be used in lieu when existing stocks are exhausted.

2. Admiralty Regional Electrical Engineers should inform G.M.Cs. in their area accordingly.

3. The Authorised List of Naval Stores has been amended.

**4782.—Electric Lamps—Testing of Deliveries**

*Dockyards and R.N. Store Depots*

(N.S. 26507/43.—7 Oct. 1943.)

The testing of electric lamps, on receipt from contractors, should be discontinued as a wartime measure.

2. B.R. 696 (Part I) will be amended accordingly.

**4783.—Rubber Hose and Rubber Tubing—Endorsement of Orders**

(P. 9846/43.—7 Oct. 1943.)

The following amendment is to be made to A.F.O. 3121/43 :—

After paragraph 6, *insert*

(7) Paragraphs 1-6 apply to items required for Naval Work. For requirements for Merchant ships, orders should be forwarded,

(a) In the case of items for Merchant ships under construction, through D.D.M.B. (M. & P.), St. Enoch Hotel, Glasgow C.1.

(b) In the case of items for Merchant ships under repair, through the Admiralty Merchant Ship Repair Licensing Officers.

Procedure is then as in paragraph 3.

(A.F.O. 3121/43.)



Commissioner of the General Land Office, Department of the Interior, Washington, D.C. 20540

Dear Sir: The attached list of Nevada ranches has been prepared for your information and is being furnished to you for your information.

Very respectfully,  
C. S. GARDNER, Chief Clerk

Enclosed for your information is a copy of the report of the Nevada Land Commission, dated and captioned as above.

The following ranches are included in the report:

- 1. The Nevada Land Commission, dated and captioned as above.
- 2. The Nevada Land Commission, dated and captioned as above.
- 3. The Nevada Land Commission, dated and captioned as above.
- 4. The Nevada Land Commission, dated and captioned as above.
- 5. The Nevada Land Commission, dated and captioned as above.
- 6. The Nevada Land Commission, dated and captioned as above.
- 7. The Nevada Land Commission, dated and captioned as above.
- 8. The Nevada Land Commission, dated and captioned as above.
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