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# ADMIRALTY FLEET ORDERS

ADMIRALTY, S.W.1,

14th 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

P1

*Mr. A. H. [Signature]*  
*Mr. H. [Signature]*  
*Mr. [Signature]*

P2

P3

P4

## ADMIRALTY FLEET ORDERS

No. Subject.

14th October, 1943.

4784. Admiralty Surgeons and Agents (Form S.582). (*Issued separately on 14th Oct. 1943.*)

To 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. } Home Commands  
only.

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4832. Preservation of Dark Adaptation—Orange Lighting for Chart and Plotting Tables, and Signalman's Hood.  
4833. Gyroscopes—A.B. Type and Boxes St No. T. 372 or T.372A—Provision of "W" Air Supply Blanking Plug and Modification to Box for Stowage.  
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 4880. B.R. 913(11) Handbook of the Fuze Keeping Clock and Associated Equipment—The Fire Control Box, Mark VI and VI\*—Issue.  
 4881. B.R. 980(K) late O.U.6090(K)—Revised Page 1, dated July, 1943, to Range Tables Nos. 361 and 245, for 4-in. Guns, Mark V to V\*\*\*—Issue.  
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(Orders marked \* have been reprinted for posting on Notice Boards; marked † may be communicated to the Press.)

## Section 1

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

## 4735.—German Hospital Ship

(M. 2694/43.—14 Oct. 1943.)

The German Government intimate that they are putting into service as a hospital ship the undernotted vessel, in addition to those promulgated in A.F.Os. 1225/42 and 1030/43. H.M. Government have accepted this vessel as a hospital ship.

Name	Tons (Gross)	Port of Registry	Length metres	Beam metres	Remarks
"Tuebingen" (ex s.s. "Gouverneur General Tirman").	3,508	Marseilles	105.47	13.6	2 masts 1 funnel Speed 12 knots

(A.F.Os. 1225/42 and 1030/43.)

## \*4786.—Enemy Aircraft Shot Down or Damaged by Ships' Gunfire and Naval Aircraft

(G.D. 01310/43.—14 Oct. 1943.)

Casualties to enemy aircraft by ships' gunfire are as follows from 12th April, 1940 to 30th September, 1943 :—

	Confirmed	Probable	Damaged
*By H.M. ships ... ..	585	216	317
*By H.M. ships and merchant ships jointly	131	28	20
*By merchant ships and fishing vessels ...	119	48	114
	835	292	451
Last reported totals (31st July, 1943) ...	822	289	450
Increases ... ..	13	3	1

\* Including units of the Netherlands, Norwegian, Greek, Polish and Free French Naval Forces serving with the Royal Navy.

Brief details of the successes credited to H.M. ships and merchant vessels obtained from reports received during September, 1943, are shown below :—

Confirmed	Probable	Damaged
<i>H.M. Ships</i>		
H.M.S. "Battler" and H.M.S. "Haydon" (1)	H.M.S. "Queenborough" (1)	H.M.S. "Moyola" (1)
H.M.A.S. "Ipswich" (1)		
H.M.S. "Ferne" (1)		
H.M.S. "Cockchafer" (1)		
H.M.S. "Grenville" and H.M.S. "Egret" (1)		
<i>H.M. Ships and Merchant Ships jointly</i>		
H.M. escorts and merchant ships in convoy K.M.S. "3" (1)		
H.M. escorts and merchant ships in convoy E.T. "20" (1)		

Confirmed	Probable	Damaged
<i>Merchant Ships</i>		
R.F.A. "Ennerdale" (1)	S.S. "Penshurst" (1)	
S.S. "Penshurst" (1)	S.S. "Esneh" (1)	
S.S. "Esneh" (2)		
M.V. "Empire Grange" (1)		
S.S. "City of Durban" (1)		

Enemy aircraft shot down by Naval aircraft :—

The results are as follows from the beginning of the war to 30th September 1943 :—

	Confirmed	Probable	Damaged
Last reported totals (31st July, 1943) ...	235 234	40 39	152 148
Increases ... ..	1	1	4

2. Casualties are assessed in the Admiralty in accordance with the rules laid down in C.A.F.O. 1898/40, which are the same as those employed by the Royal Air Force and the Army.

(C.A.F.O. 1898/40 and A.F.O. 2589/43.)

(A.F.O. 4254/43 is cancelled.)

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

### \*4787.—Honours and Awards—"London Gazette" Supplement of 28th September, 1943

(H. & A.—14 Oct. 1943.)

CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD,

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

28th September, 1943.

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

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

Acting Temporary Lieutenant-Commander Ernest Oliver Gidden, G.C., G.M., R.N.V.R.

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

- ✕ Lieutenant Charles George Croft, R.A.N.R.
- Temporary Lieutenant Clifford Bertrand Kelley, R.N.V.R.
- ✕ Lieutenant Geoffrey John Cliff, G.M., R.A.N.V.R.
- Temporary Sub-Lieutenant Baron Phillips, R.N.V.R.
- Temporary Acting Lieutenant Frank Henry Edmund Price, R.N.V.R.

For great bravery and steadfast devotion to duty.

The KING has been graciously pleased to approve the following award of the George Medal to :—

Acting Temporary Lieutenant-Commander James Leslie Harries, R.C.N.V.R.  
Able Seaman Henry Harris, P/SSX.26030.

For great bravery and undaunted devotion to duty in the face of danger.

Temporary Surgeon-Lieutenant Philip Raymond Charles Evans, R.N.V.R.

For gallantry in services to the wounded after his ship had been damaged by an explosion. Enduring great pain, and with both his ankles broken, Surgeon-Lieutenant Evans continued to tend the wounded for many hours.

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

Able Seaman Thomas Charles Newton, P/SSX.28578.

For bravery and endurance in rescuing wounded survivors from the sea when H.M.C.S. "Weyburn" was lost.

Chief Engine Room Artificer Eric John Rowan, D/MX.46046.

For leadership and resource in the engine room when his ship was seriously damaged.

Acting Leading Seaman Joseph Walter Collins, P/J.46611.

Acting Leading Seaman Frederick Henry Robert Pickett, P/J.48123.

Able Seaman Walter Vivian Belcher, P/JX.191048.

Able Seaman John George Green, P/JX.273226.

Able Seaman George Clarence Pullinger, R.F.R., P/SSX.15910.

For great bravery and steadfast devotion to duty.

ADMIRALTY,

Whitehall,

28th September, 1943.

The KING has been graciously pleased to give orders for the following Appointment to the Distinguished Service Order and to approve the following awards :—

For outstanding bravery, skill and devotion to duty in successful patrols in H.M. submarines :—

*To be a Companion of the Distinguished Service Order*

Lieutenant Anthony Robert Daniell, D.S.C. R.N. (Tiverton, Devon).

*The Distinguished Service Cross*

Lieutenant Edward Folmer Archdale, R.N. (County Fermanagh, Ulster).

Lieutenant John Edwin Ernest Denny Haward, R.N. (Stanmore, Middlesex).

*The Distinguished Service Medal*

Engine Room Artificer Second Class Howard Lewis, D/MX.51405 (Pontardawe).

Petty Officer George Walter Claud Bailey, P/J.105751 (Dunoon).

Petty Officer George Oliver Day, C/JX.133839 (London, S.W.7).

Petty Officer Frederick Henry Hill, D/J.110524 (Cardiff).

Stoker Petty Officer William George Barnett, P/KX.80133 (Sheffield).

Stoker Petty Officer Frederick Charles Sharp, C/KX.81692 (Leighton Buzzard.)

Acting Leading Stoker Charles George Fall, C/KX.116958 (Buckhurst Hill).

Leading Telegraphist George Frederick Herbert Cryer, C/JX.156271 (Blackheath).

Able Seaman James Henry Bramhall, P/SSX.22392 (Sheffield).

Able Seaman Frederick Thomas John Hedgecock, P/J.95686 (Chelwood Gate, Sussex).

*Posthumous Mention in Despatches*

Lieutenant John Palliser King, R.N.R. (Harrogate).

*Mention in Despatches*

Lieutenant Bruce John Bevis Andrew, D.S.C., R.N. (Bangor).

Temporary Sub-Lieutenant Brian Gordon Richards, B.E.M., R.N.V.R. (Ware, Herts).

Petty Officer Alexander Hogg, D/SSX.14165 (Alloa, Scotland).

Acting Petty Officer Percival Robert Scutt, P/JX.138162 (Hartley Witney).

Engine Room Artificer Fourth Class Edward Ernest Leech, C/MX.71430 (Ilford).  
 Petty Officer Telegraphist Geoffrey Hugill Dracup, D/JX.134593 (Doncaster).  
 Petty Officer Telegraphist John Gatenby Willey, D.S.M., C/JX.130133 (Ripon,  
 Yorks).  
 Able Seaman Thomas John Millman, D/JX.267010 (Newton Abbot).

For gallantry and distinguished services in the operations which led to the surrender of the islands of Pantellaria and Lampedusa :—

*Bar to the Distinguished Service Cross*

Lieutenant-Commander Archibald George Forman, D.S.C., R.N.

*The Distinguished Service Cross*

Temporary Lieutenant John Brian Sturgeon, R.N.V.R.

*The Distinguished Service Medal*

Chief Motor Mechanic Walter Richard Stollery, P/MX.68685.  
 Stoker Petty Officer Bertram John Henry Morgan, D/KX.77944 (Plymouth).  
 Leading Seaman Allan Leslie Harrison, P/SSX.28419.

*Mention in Despatches*

Lieutenant Derek Marten Brightman, R.N.V.R. (Hampstead, N.W.3).  
 Leading Stoker Gordon Ernest Silley, D/KX.90848 (Bude, Cornwall).  
 Greaser William Halsey, T.124X.1048832.

For coolness and courage in an attack on an enemy convoy while serving in light coastal craft :—

*The Distinguished Service Cross*

Temporary Sub-Lieutenant Arthur James Lee, R.N.V.R. (Leicester).

*Mention in Despatches*

Acting Chief Petty Officer Motor Mechanic James Harold Ormsby, P/MX.99931 (Poulton-Le-Fylde).  
 Motor Mechanic Stanley Andersen Sturrock Orrock, P/MX.89903 (Thornton, Fife).

For courage, determination and resource in actions close to the enemy coast while serving in light coastal craft :—

*The Distinguished Service Cross*

Temporary Acting Lieutenant-Commander Ian Duff Lyle, R.N.V.R. (Ilminster, Somerset).

*The Distinguished Service Medal*

Able Seaman Robert Daniel Wenden, P/JX.150244 (Edinburgh).  
 Signalman Jack Dutton Stanway, D/JX.250255 (Stoke-on-Trent).

*Mention in Despatches (Posthumous)*

Able Seaman George Gray, P/SSX.17209 (Felling-on-Tyne).

*Mention in Despatches*

Temporary Acting Lieutenant-Commander Peter Markham Scott, M.B.E., D.S.C., R.N.V.R. (London).  
 Temporary Lieutenant Howard Owen Turner Bradford, D.S.C., R.N.V.R. (Barcombe).  
 Temporary Lieutenant James Sidney Southcott, R.N.V.R. (St. Helens, I.O.W.).  
 Petty Officer Herbert Joseph Kitchener Hicks, D/JX.134882 (Newhaven).  
 Petty Officer Motor Mechanic Reginald Walter Cowley, P/MX.117881 (Northampton).  
 Acting Leading Seaman Albert Edward Brentnall, C/LDX.4159 (Leytonstone, E.11).  
 Able Seaman Henry John Durston, C/JX.239602 (Putney, London).  
 Able Seaman James John Peters, C/JX.315583 (Crayford, Kent).

For courage and resolution in pressing home a successful attack on enemy forces in enemy coastal waters :—

*The Distinguished Service Cross*

Lieutenant Gerald Edward Christopher Talbot Baines, R.N. (Woodhouse Eaves, Leicestershire).

Temporary Surgeon-Lieutenant Robert Henry Jones, M.B., Ch.B., R.N.V.R. (Hope, Flintshire).

*The Distinguished Service Medal*

Yeoman of Signals Michael Gallagher, C/JX.141489 (Easington Colliery, Durham).  
 Ordinary Seaman Cyril Wardle, C/JX.355404 (Stoneclough, Manchester).

*Mention in Despatches*

Sub-Lieutenant Michael Robert Richardson, R.N. (Gorran Haven, Cornwall).  
 Temporary Sub-Lieutenant Desmond Patrick O'Connor, R.N.V.R. (Bromley, Kent).  
 Stoker Petty Officer Arthur Hitcham, C/KX.83779 (South Shields, Durham).  
 Able Seaman Harold Whitby, C/JX.155273 (King's Lynn, Norfolk).  
 Sick Berth Attendant Alan Augustine Stafford, C/MX.94456 (Whitley Bay, Northumberland).

For bravery and skill in many hazardous air patrols against enemy submarines while operating from H.M.S. "Biter" :—

*The Distinguished Service Cross*

Acting Lieutenant-Commander Anthony Spencer Kennard, R.N.

*The Distinguished Service Medal*

Temporary Leading Airman William Jones, FAA/FX.115116.

*Mention in Despatches*

Temporary Lieutenant (A) Geoffrey Louis Hodgson, R.N.V.R.  
 Temporary Sub-Lieutenant (A) John Stanley Barnes, R.N.V.R.  
 Temporary Sub-Lieutenant (A) Frank Clifford Lennox, R.N.V.R.  
 Temporary Acting Sub-Lieutenant (A) Tom Edward Nurse, R.N.V.R.  
 Temporary Leading Airman David Lewis Morgan, F.A.A./FX.81830.

For bravery and skill in successful actions against enemy submarines while serving in H.M.C.S. "Assiniboine" :—

*Mention in Despatches*

Petty Officer Lenn Speight, O.N.2692, R.C.N.  
 Able Seaman William Eric Kehoe, O.N. A-2460, R.C.N.R.  
 Able Seaman John Cyril White O.N. V-17523, R.C.N.V.R.

For outstanding devotion to duty during three years' arduous service as Commodore of ocean convoys :—

*Mention in Despatches*

Rear-Admiral Algernon Henry Chester Candy, C.B.E. (retd.).

For fortitude and endurance in rescuing survivors from a torpedoed merchant ship :—

*Mention in Despatches*

Temporary Lieutenant Donald Robert Browell, R.N.V.R. (North Shields).  
 Second Hand Adrian John Hellier, LT/JX.177588 (Portslade).  
 Seaman Walter Sidney Lilly, LT/JX.180173 (Southend).  
 Steward Michael Joseph Banner, LT/JX.30097 (Brighton).

For bravery and presence of mind in rescuing the pilot from a crashed aircraft :—

*Mention in Despatches*

Temporary Sub-Lieutenant (A) Ronald Clive Stuckey, R.N.V.R. (Sidcup, Kent).

For great bravery and seamanship while carrying vital supplies in merchant ships :—

*The Distinguished Service Medal*

Boatswain Robert Nails May.  
 Boatswain Robert Wishart.  
 Carpenter Andrew Grierson Cheyne.  
 Carpenter Richard Duncan.  
 Donkeyman William Fraser.  
 Donkeyman Leslie Thomas.

The KING has been graciously pleased to give unrestricted permission for the wearing of the insignia of the following appointment made by the President of the United States of America :—

*To be a Chief Commander of the Legion of Merit*

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

The KING has been graciously pleased to give unrestricted permission to wear the insignia of the following appointments and the following medals granted by the Queen of the Netherlands for services to the Royal Netherlands Navy :—

*To be a Commander of the Order of Orange Nassau*

Captain (E) Owen William Phillips, R.N.

Commander Norman Angell Kyrle Money, O.B.E., D.S.C., R.N. (retd.).

Surgeon-Commander James Valentine Williams, M.B., B.Ch., R.N.

*To be a Chevalier of the Order of Orange Nassau*

Temporary Lieutenant Kenneth Edward Adderley, R.N.V.R.

Temporary Lieutenant Bernard Patrick Cahill, R.N.V.R.

Temporary Lieutenant Thomas Overbury, R.N.V.R.

Temporary Lieutenant Derek van Gulik, R.N.V.R.

*Silver Medal of the Order of Orange Nassau*

Leading Signalman Jean Frank Thorne, C/JX.144197.

Leading Signalman Stanley Denis Vanson, C/JX.141915.

*Bronze Medal of the Order of Orange Nassau*

Telegraphist Horace Edwin Lewis, D/BX.36.

Telegraphist William Donald Roberts, C/SSX.26267.

Signalman Walter Robert Warren, C/TDX.1712.

The following amendment (where underlined> is made to a previous order of Honours and Awards under the heading shown :—

A.F.O. 193/41.

*The Distinguished Service Medal*

Engine Room Artificer Fourth Class Francis Bickerstaff D/MX.57412.

(A.F.O. 193/41—not in annual volume.)

\*4788.—Honours and Awards—"London Gazette" Supplement of 5th October, 1943

(H. & A.—14 Oct. 1943.)

CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD,

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

5th October, 1943.

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

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

Lieutenant-Commander George Hay Stephen, D.S.C., R.C.N.R.

For determination and skill in directing salvage operations from H.M.C.S. "Columbia" by which the s.s. "Matthew Luckenbach" and her valuable cargo were brought safely to port.

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

Lieutenant (E) John Alfred Savory, R.C.N.V.R.

For good services in charge of the engine room during the salvage of s.s. "Matthew Luckenbach".

Acting Temporary Lieutenant-Commander Charles Lilburn Black, R.N.R.

For gallantry in taking charge of a fire-fighting party on board a merchant ship and subduing a fire which was a potential danger to the harbour at Malta.

Mr. Harry William Glover, Commissioned Engineer, R.N.

For skill and efficiency in organising damage control.

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

Engine Room Artificer Third Class David George Bell, R.C.N.R., A-2506.

For coolness and efficiency during the salvage of s.s. "Matthew Luckenbach".

ADMIRALTY,

Whitehall,

5th October, 1943.

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

For unbroken vigilance while serving in H.M. Ships "Laforey", "Tartar", "Lookout", "Loyal", "Bicester", "Lamerton", "Zetland", "Eskimo" and "Wilton" in operations which prevented the escape of enemy forces after their defeat in North Africa :

*Bar to the Distinguished Service Order*

Captain Reginald Maurice James Hutton, D.S.O., R.N.

*To be a Companion of the Distinguished Service Order*

Commander St. John Reginald Joseph Tyrwhitt, D.S.C., R.N. (Hawkhurst, Kent).

*The Distinguished Service Cross*

Lieutenant-Commander Sydney William Floyd Bennetts, D.S.O., R.N.

Lieutenant Hugh Askew Corbett, R.N. (Brading, I.O.W.).

Lieutenant John Cyril Edmondson, R.N.

Lieutenant Percy Leonard Hawkins, R.N. (Barnstaple, Devon).

Lieutenant Andrew Christian McCulloch, R.N. (Gatehouse of Fleet, Kirkcudbrightshire).

Lieutenant Roderick Charles Oliver, R.N. (Plymouth).

Lieutenant Robert Adrian Roberts, R.N.

Lieutenant the Honourable Mark Aubrey Tennyson, R.N.

Temporary Lieutenant Thomas Graves Clarke, R.N.V.R. (New Forest, Hants).

Mr. Harold Purves Walter, Commissioned Engineer, R.N.

*The Distinguished Service Medal*

Chief Engine Room Artificer Frederick James Roach, D/MX.49900 (Devonport).

Acting Chief Engine Room Artificer Edward Thomas Sweatman, C/MX.48424.

Temporary Acting Chief Engine Room Artificer Edward James McLaughlin, P/MX.47954 (Portsmouth).

Engine Room Artificer Third Class Thomas Auckland, C/MX.54606 (East Hartlepool).

Petty Officer Frederick Charles Bernard, C/JX.154044.

Petty Officer Harry St. George Patrick Hedges, C/JX.146038.

Acting Petty Officer Kenneth Taylor, D/JX.150906.

Yeoman of Signals Ernest William Finch, B.E.M., C/J.19643.

Ordnance Artificer First Class Alfred Charles Mann, D/M.37935 (Plymouth).

Temporary Acting Leading Seaman Frank Leslie Banner, D/J.106678 (Kentish Town, London).

Able Seaman William Boughton, D/SSX.24614.

Able Seaman Alfred Bradbury, C/SSX.23891 (Walsall, Staffs.).

Able Seaman Daniel Donohue, P/SSX.23245 (Newton, Manchester).

Able Seaman William Blair Laing, P/J.89844 (Paisley).

Stoker First Class William Henry Kay, P/KX.89291 (Nottingham).

*Mention in Despatches*

Captain John William Musgrave Eaton, D.S.O., D.S.C., R.N.

Lieutenant-Commander Hugo Edward Forbes Tweedie, D.S.C., R.N. (Bishops Waltham, Hants).

Lieutenant-Commander (E) Harold Graham Spriggs, R.N. (Liphook).

Temporary Lieutenant Alan Frank Bull, R.N.V.R.

Lieutenant Alastair William Maxwell Matthew, R.N.

Chief Petty Officer George Ernest Bell, P/J.109728 (Skegness).

Chief Petty Officer Kenneth Hicks, D/J.96835 (Plymouth).

Chief Petty Officer John Welford, C/J.104369 (Gillingham).

Chief Engine Room Artificer Wilfrid George Chaffe, D.S.M., D/MX.50272 (Tavistock).

Temporary Acting Chief Engine Room Artificer Harold Pitman, P/MX.48547 (Midhurst, Sussex).  
 Petty Officer Edwin Aylmer, P/J.105660 (Stamshaw, Hants).  
 Petty Officer Herbert Murray, D/JX.135696.  
 Temporary Acting Petty Officer Leslie Claude Clark, P/JX.141050 (Winchester).  
 Temporary Acting Petty Officer Edward Benjamin Lattimer, C/JX.142091.  
 Yeoman of Signals Henry George Beall, D/JX.137653 (Rosyth).  
 Yeoman of Signals Ernald John Farmer, B.E.M., P/JX.132156 (Leigh, Stoke-on-Trent).  
 Stoker Petty Officer William Henry George Gard, D/K.57087 (Exmouth, Devon).  
 Ordnance Artificer Third Class Montague Maurice Holland, D/MX.54443 (Gourock).  
 Ordnance Artificer Fourth Class Benjamin Raymond Iles, D/MX.74412.  
 Ordnance Artificer Fourth Class James Arthur Walker, C/MX.71405 (Barnsley).  
 Leading Seaman Alfred Edward Fleck, C/JX.127203 (Gosforth).  
 Leading Seaman Alec Gerald Widley, P/JX.298594 (Mitcham, Surrey).  
 Temporary Leading Seaman Charles Whyman, D/JX.198478 (Barry Dock, Glamorganshire).  
 Temporary Acting Leading Seaman Douglas Claude Hunt, P/JX.276566 (Watford, Herts).  
 Leading Radio Mechanic Jack Holder, P/MX.99824 (Huddersfield).  
 Leading Stoker Thomas William Read, C/K.61959.  
 Temporary Leading Steward William Aitkenhead, C/LX.23627.  
 Able Seaman Henry Cray, C/JX.240421.  
 Able Seaman Arthur Charles Groves, P/SSX.24945 (Tarlet, Stafford).  
 Able Seaman Edward Ernest Hudson, D/JX.195022 (Clapton, E.5).  
 Able Seaman Charles Hamilton Potter, C/LD/X.4382.  
 Able Seaman Peter James Rooney, D/MD/X.1281.  
 Able Seaman Reginald Edward Spencer, P/JX.260622.  
 Able Seaman Edward Charles Webb, P/SD/X.1484 (Brighton).  
 Stoker First Class Kenneth William Harris, D/KX.151904.  
 Stoker First Class Ronald John Stone, C/KX.127014.  
 Writer (Sp.) William Cyril Doughty Pentelow, P/MX.105395 (Northampton).  
 Writer (Sp.) Leonard Taylor, C/MX.118578.

For bravery, resource and undaunted devotion to duty :

*The Distinguished Service Cross*

Acting Temporary Skipper Lieutenant John Newton, R.N.R.

*The Distinguished Service Medal*

Acting Petty Officer Francis Robert Taylor, LT/JX.189961.

For courage and skill in many successful minesweeping operations in Mediterranean waters, while serving in H.M. Ships "Negro", "Elbury", "Achroite" and "Triton", and H.M. Motor Minesweepers "47", "68", "80" and "171".

*The Distinguished Service Cross*

Lieutenant-Commander Roger Stannard Cameron, R.N.Z.N.V.R. (Auckland, New Zealand).  
 Temporary Lieutenant Lionel Claude Evans, R.N.V.R. (Westcliff-on-Sea, Essex).  
 Temporary Lieutenant David John Morris, R.N.R. (Lower Fishguard, Pembrokeshire).  
 Temporary Lieutenant Henry Ponking, R.N.V.R. (Abertillery, Mon.).  
 Temporary Lieutenant John Henry Lloyd Sulman, R.N.V.R. (Wavendon, Bletchley, Bucks).  
 Acting Skipper Lieutenant James Stewart, R.N.R.  
 Temporary Skipper Stanley George Nicholls, R.N.R. (Cleethorpes Road, Grimsby).

*The Distinguished Service Medal*

Acting Chief Petty Officer Engineer Thomas Arthur Allen, LT/KX.131650 (Lowestoft).  
 Leading Seaman Albert Sydney Allen, X.21627 A. (Cleethorpes).  
 Signalman Reginald William Francis Greaves, C/JX.234351 (Grimsby).  
 Signalman John Stanley Lickfield, LT/JX.184143 (Hull).  
 Seaman Hector Douglas Burgoyne, LT/JX.257158 (Manchester).  
 Seaman Edward Matthew Mitchell, LT/JX.254991 (Glasgow).

*Mention in Despatches*

Temporary Lieutenant Kenneth Edwin Richards, R.N.V.R.  
 Chief Petty Officer Engineer Herbert Cressey, LT/KX.98921.  
 Chief Petty Officer Edward Ernest Smith, LT/X.18949 A. (Milford Haven).  
 Chief Engineman Dugald Morrison, D.S.M., LT/KX.110031 (Sheerness).  
 Leading Wireman George Percy Deegan, C/MX.76796.  
 Leading Seaman Harry Sullivan, P/JX.167303 (Stockport).  
 Stoker Hugh Brannan, LT/KX.138085 (Glasgow).  
 Seaman William John Barker, LT/JX.373065 (Channel Islands).  
 Seaman Frederick Charles Parham, LT/JX.225666 (Emswood).

For skill and efficiency in many air operations against the enemy while operating from Malta.

*Bar to the Distinguished Service Cross*

Temporary Sub-Lieutenant (A) Thomas Barr, D.S.C., R.N.V.R.

*The Distinguished Service Cross*

Temporary Lieutenant (A) Sidney James Barker, R.N.V.R.  
 Temporary Sub-Lieutenant (A) Ralph Harrison Chalker, R.N.V.R.  
 Temporary Sub-Lieutenant (A) Geoffrey Russell-Jones, R.N.V.R.

*Mention in Despatches*

Lieutenant Edwin Michael Britton, R.N.  
 Temporary Lieutenant (A) Tom Christopher Chapman, R.N.V.R.  
 Temporary Lieutenant (A) Peter Fyffe Mouritz, R.N.V.R.

For skill and efficiency in damage control.

*Mention in Despatches*

Stoker Petty Officer Albert Edward Lawrence Sladden, C/K.17897.  
 Engine Room Artificer Second Class Leonard Ward, C/MX.50349.  
 Leading Seaman Leslie Haynes Orme, C/J.112727.

For outstanding initiative and valuable services in landing forces on the island of Lampedusa.

*Mention in Despatches*

Temporary Lieutenant William Charles Fletcher, R.N.V.R.

For endurance and devotion to duty in continuing to fire his gun after he was wounded in an enemy air raid on Djidjelli.

*The Distinguished Service Medal*

Ordinary Seaman Stanley Cummins, P/JX.328815.

For prompt action during an enemy air attack in taking a burning craft in tow when she was a danger to other shipping :

*Mention in Despatches*

Temporary Lieutenant John Harold Martin, R.N.V.R.

For coolness and skill in an action with an enemy submarine while serving in H.M.C.S. "Georgian".

*Mention in Despatches*

Lieutenant-Commander Alfred George Stanley, R.C.N.R.  
 Lieutenant James Alexander Duncan Falkner, R.C.N.V.R.  
 Acting Leading Seaman Douglas Hugh Peterkin, R.C.N.V.R., V-23087.  
 Able Seaman Michael Frederick Woodliffe, R.C.N.V.R., V-11304.

For good services in connection with the salvage of s.s. "Matthew Luckenbach", while serving in H.M.C.S. "Columbia".

*Mention in Despatches*

Lieutenant-Commander John FitzWilliam Stairs, R.C.N.V.R.  
 Skipper Lieutenant Angus Hector Campbell, R.C.N.R.  
 Acting Leading Stoker Melvyn Orton William Neely, R.C.N.R., A-2561.  
 Signalman Charles Omar Fafard, R.C.N.V.R., V-4147.

For determination and resource in fighting a fire on board a Merchant ship :

*Mention in Despatches*

Lieutenant John William Boyle, R.N.V.R.  
 Marine George John Robinson, Ch/X.2162.  
 Acting Leading Seaman Amos James Henry Lewing, C/JX.150942.

The following amendments, where underlined, are made to previous Orders of Honours and Awards under the headings shown :—

*A.F.O. 5143.*

*Mention in Despatches*

Chief Engine Room Artificer Albert Harry Greer, 1409, R.A.N.

*A.F.O. 4399/43.*

*Mention in Despatches*

Acting Petty Officer (Temporary) Charles Alfred Shirley Smith, D/JX.151992.

#### 4789.—Accelerated Promotion

(C.W. 41122/43.—14 Oct. 1943.)

A.F.O. 4674/43 is to be *amended* as follows :—

Under *Executive*—

For "Boat, C.S." read "Booth, C.S."

(A.F.O. 4674/43.)

#### A.F.O. 4790.—Naval and Marine Officers—Fitness for Sea Service

(M.D.G. 20606/43.—14 Oct. 1943.)

100145  
101145  
347145  
Cases have arisen in which Naval and Marine officers entered for General Service are subsequently considered permanently unfit for Sea Service by a medical officer of a ship.

2. When any permanent alteration in the medical category is considered necessary, arrangements are to be made for the officer to appear before a Naval Medical Board of Survey, when Forms M.123b or M.88, as applicable, will be rendered.

3. This order also applies to officers entered in the Boom Service.

#### 4790a.—Training of Midshipmen, R.N., Afloat—Addition of Radar and Damage Control to Syllabus

(C.W. 20143/43.—14 Oct. 1943.)

The importance of officers having a good knowledge of Radar and Damage Control has been stressed many times in this war. It has therefore been decided that these subjects are to be included in the instruction given to Midshipmen at sea.

2. The following amendments to the Syllabus of Training of Midshipmen and K.R. and A.I., should be made accordingly.

#### RADAR

3. *A.F.O. 2515/39, page 620 of the 1941 Annual Volume.*

(a) *Delete* "VII. General—General knowledge of Destroyer work" and substitute :—

VII. Radar—Elementary knowledge of :—

(i) (C.B. 04182A, Appendix V).

(ii) (C.B. 04182, Chapters 3 and 4).

(iii) (C.B. 04182, Chapters 5, 6, 7, 8 and 9).

(iv) (C.B. 04182, Chapter 12, and current A.F.O.s).

(b) See paragraph 7 below.

#### DAMAGE CONTROL

4. (a) *A.F.O. 2515/39, page 620, of the 1941 Annual Volume.—Amend* Section V—Organisation—to read as follows :—

#### SECTION V

*Organisation 1.—General.*

(a) Internal organisation of a ship's company (commissioning, watch and quarter bill, messing, principle of stationing hands at evolutions).

(b) Welfare and discipline of personnel (entry and training, divisional officers' duties—K.R. and A.I., Chapter XXVII, Section III—advancements, requests, punishments, etc.), K.R. and A.I., Chapter XII.

(c) General duties of accountant branch.

(d) Storing ship.

(e) *Delete.*

*Organisation 2.—Damage Control*

*Material.—(a) General knowledge of :—*

(1) Lay-out and sub-division of the ship.

(2) D.C.H.Q., secondary D.C.H.Q. and sections—equipment and stores.

(3) Communications.

(4) Degrees of D.C. readiness—state of W.T. integrity. Machinery, living spaces, etc.

(b) *W.T. Integrity.*

(1) Disciplinary control of W.T. openings—datum deck, risk, markings, etc.

(2) Routine inspection of compartments—air testing.

(3) Ventilation—sills—trunks—cofferdams.

(4) Care and maintenance of W.T. fittings.

(c) *State of the Ship.—General knowledge of the state of the ship to conform with the degrees of D.C. readiness :—*

(1) Upper deck—hoses and branch pipes, stowage of life saving equipment. State of boats—paint, etc.

(2) Mess decks, cabins, offices, drying rooms, etc. (reduction of fire and smoke risk).

(3) Provisions, store rooms and galleys (stowage and dispersal).

(4) Sick bay, medical distributing stations, first aid posts (dispersal of medical stores).

(d) *Emergency Policies.*

(1) Counterflooding—advantages and disadvantages—transference of weights and fuel.

(2) Magazine flooding and spraying.

(3) Topweight—jettisoning.

(4) Beaching ship.

(5) Sinking ship.

*Personnel.—(e) Accommodation.*

(1) Lay-out of mess decks—dispersal of key ratings—sleeping billets, etc.

(2) Action messing.

(f) *Individual Protection.*

(1) Clean clothes—covering the arms and legs.

(2) Anti-flash gear, life belts.

(3) Anti-gas respirator—uses and limitations in smoke, etc.

(4) Position of D.C. parties when closed up.

(g) *Casualties.*

(1) Medical requirements, as set out in B.R. 143/42.

(2) Immediate treatment for shock and burns.

(3) First aid training—artificial respiration, morphia, etc.

(h) *Control of Men in an Emergency.*

(1) Emergency procedure—detailed orders—traffic control—alternative routes—evacuation of compartments—assembly places—life lines.

(2) Backing up parties for D.C.—provision of.

(3) Possible evolutions—towing—securing small craft alongside, etc.

(4) Life-saving equipment—method of improvisation.

(5) Abandon ship organisation.

(6) Communications—alternative methods.



*(j) Damage Control Parties.*

- (1) Degrees of readiness—harbour organisation.
- (2) Machinery and electrical repair parties.
- (3) Composition and stationing of section D.C. parties.
- (4) Heel and trim parties.
- (5) Dispersal of D.C. personnel and equipment.
- (6) Care and maintenance of D.C. equipment.
- (7) Ventilation parties.

*(k) Training of Repair Parties.*

- (1) Geographical knowledge of ship.
- (2) Underwater and above water damage.
- (3) Immediate and secondary flooding—structural damage.
- (4) Establishment of boundaries—flooding—fire—electrical.
- (5) Repair methods—hull, machinery and electrical.
- (6) Expected damage remote from explosion—whip.
- (7) Damage near petrol compartments.

*(b) A.F.O. 2515/39, page 620, of the 1941 Annual Volume.—Amend Section VIII—Ship Construction to read as follows —*

## SECTION VIII.—SHIP CONSTRUCTION AND STABILITY

The object of this instruction is to provide a Midshipman with a general knowledge of ship construction and stability of ships.

*(a) Elementary Stability.—Theory.*

Meaning of the terms : Displacement, buoyancy. Reserve of buoyancy, centre of buoyancy, centre of flotation. Curves of displacement and tons per inch immersion. Change of mean draught in proceeding from salt to fresh water. Approximate formulæ. Types of equilibrium—conditions for stable equilibrium. Metacentre and metacentric height—typical values, features governing height of G. and M. effect on rolling. Inclining experiment. Effect of topweight and of ballast. Meaning of the term "Free Surface." Effect of free water. Simple formulæ and examples. Trim. Curve of moment to change trim 1-in. Change of trim due to (a) Shifting weight, (b) Adding or removing weight, (c) Flooding a compartment. Approximate formulæ. Stability at large angles. Curve of stability. Meaning of maximum stability, angle of maximum stability, range of stability. Stability statement. Effect of movement of G, change of freeboard upon G.Z. curve.

*Stability after Damage.*

Effect of flooding central middle line compartment, of partially filling a large compartment, of free surface on decks near waterline, flooding compartments off the middle line. Meaning of list and loll. Use of flooding board. Counterflooding—effect on reserve of buoyancy and stability.

*(b) Hull Structure.*

General and local stresses induced in ship's structure. Materials used and their fastenings. General disposition of structural material. Midship sections of battleship and cruiser. Compensation for local loss of strength. Supports to gun mountings. Corrosion—preservation of ships.

*(c) Types of Warships.*

Special requirements of each type.

*(d) General Design.*

Influence of armament, protection, speed endurance, seaworthiness and habitability of the design.

*(e) Ventilation.*

Systems of ventilation. Methods of ventilating living spaces, machinery spaces, wash-places, and the other typical compartments. Types of open air inlets and discharges. Importance of maintaining W.T. sub-division in ventilation systems. (See also V. (e)).

*(f) Pumping, Flooding and Draining Arrangements.*

Fresh water, salt water and sanitary services. Method of transferring oil for correction of trim or heel. Magazine flooding and spraying. Hangar spraying.

*(g) Watertight Sub-Division*

Transverse and longitudinal watertight bulkheads. Decks and double bottoms. Watertight sub-division of a battleship and a destroyer. Maintenance of watertight sub-division. Air testing and maintenance of W.T. fittings.

*Note.*—Standard lectures on this subject are provided in O.U. 6254, which should be supplemented by information contained in B.R. 298—"Stability of Ships."

*(c) A.F.O. 2515/39, Page 623 of the 1941 Annual Volume.—Add new Section (VII) to Torpedo and Electricity Syllabus, Midshipmen, as follows :—*

## VII. DAMAGE CONTROL : ELECTRICAL

*(a) Supply and Distribution of Power.*

- (a) Ringmain and small ship systems.
- (b) Switchboards and methods of control.
- (c) Effects of damage—loss of main power, local damage, shock.

*(b) Minimising of Damage.*

- (a) Lay-out and protection of main cables.
- (b) Staggering of breaker rooms and position of equipment.
- (c) Anti-shock devices.
- (d) Watertightness and anti-flooding measures.

*(c) Safety Arrangements.*

- (a) Function and position of fuses, overloads, flood switches, etc.

*(d) Alternative Supplies.*

- (a) Cross connections to dynamos.
- (b) Change over switches, operation.

*(e) Emergency Arrangements.*

- (a) Sources of emergency supplies.
- (b) Use of flexible cables, bulkhead terminals, risers, etc.
- (c) Emergency equipment—use and care and maintenance.
- (d) Emergency lighting.

*(f) Communications.*

- (a) The sound-powered telephone.
- (b) Direct and exchange systems.
- (c) Damage control communication systems.
- (d) Emergency telephones—telephone terminals.

*(g) Organisation.*

- (a) Material State—Handling of supply system.
- (b) Use of switchboard or local control—advantages, disadvantages.
- (c) Communication organisation.
- (d) Duties of electrical control officers.
- (e) Repair organisation—control and repair ratings.
- (f) Sectional headquarters—stores.

*(d) King's Regulations and Admiralty Instructions. Appendix XII, Part I, Section III, paragraph 8—Amend to read :—*

## 8. Engineering Training.

*Object.*—The object of the engineering training of Midshipmen is to provide knowledge of the conditions obtaining in the machinery departments, of the effects of damage to the machinery installation caused by enemy action, of precautions against such damage and of remedial measures to be adopted, of the organisation of the engine room department, and of the limitations to which machinery is subject. Detailed knowledge of machinery is not required.

5. Now that all Midshipmen, R.N., do their destroyer training after their Seamanship examination (A.F.O. 12/43), the examination in destroyer work should be deleted from the Seamanship examination.

6. These alterations will take effect for Midshipmen of seniority of 1st September, 1942, who are due for examination in December, 1943.

7. The Examination Subjects and marks allotted (K.R. and A.I., Appendix XII, Part I, Section IV, paragraph 2), consequent on the foregoing amendments will be as follows. Form E.190 should be amended accordingly.

Examination Subjects.	Marks allotted.
I. Rigging .. .. .	Oral 75
II. Anchor Work .. .. .	Oral 75
III. Rule of the Road .. .. .	Oral 50
IV. Officer of the Watch .. .. .	Oral 150
V. Organisation :—	
1. General .. .. .	Oral 100
2. Damage Control .. .. .	Oral 75
VI. Radar .. .. .	Oral 50
VII. Signals .. .. .	Oral 50
	Practical {
	Flashing 20
	Semaphore 20
	Buzzer 10
VIII. Ship Construction .. .. .	Paper 75
Journal .. .. .	50
Former Service .. .. .	200
	<hr/>
	1,000

8. K.R. and A.I. will be formally amended.

(A.F.Os. 2515/39 and 12/43.)

#### 4791.—Uniform—Working Dress for Naval Officers

(N.L. 14555/43.—14 Oct. 1943.)

A.F.O. 4669/43 is to be amended by the deletion of the word "Medical" from line 2 of the second sub-paragraph of paragraph 6.

(A.F.O. 4669/43.)

#### 4792.—Candidates for Temporary Special Branch Commissions for Radar Duties—Discharge for Interview by Admiralty Selection Board

(C.W. 37736/43.—14 Oct. 1943.)

With reference to paragraph 3 of A.F.O. 1521/42, in future, C.W. candidates for temporary commissions in the Special Branch of the R.N.V.R. for Radar duties, who are serving in home waters, are not to be discharged to depot to be sent before an Admiralty Selection Board until authority for discharge has been received from the Admiralty. Authority to discharge these recommended candidates to depot will be given according to the rate at which they can be accommodated in courses.

2. Candidates serving on foreign stations should be discharged to depot at first convenient opportunity to await their turn for interview and inclusion in course.

(A.F.O. 1521/42.)

#### 4793.—Recommendations for Advancement on Conduct Sheets

(N. 16001/43.—14 Oct. 1943.)

As there has been some misunderstanding concerning recommendations for advancement on conduct sheets, because of the fact that unqualified ratings may be recommended for advancement, with the use of the letters "N.Q." against the recommendation, the advancement columns (11 and 12) of the conduct sheet are to be amended in manuscript as follows :—

Column 11. Delete "and fully qualified".

Column 12. Delete "but not necessarily fully qualified".

2. Conduct Sheet (S.239a) will be amended on reprint.

#### \*4794.—Automatic Morse Operators—Advancement, etc.

(N. 19754/42.—14 Oct. 1943.)

In order to provide the necessary personnel to undertake the preparation and transcribing of high speed tapes in the W/T service at certain Shore W/T stations a separate section under the Signal Branch has been formed, known as the "Automatic Morse Operator" Section (short title "A/M") ratings being designated Ordinary Signalmen (A/M), etc. A specialised section of the W.R.N.S. to meet part of the requirements has similarly been instituted.

2. Pay and advancement (up to the leading rate) conditions and complements are similar to those for the Teleprinter Section of the Signal Branch (*vide* A.F.O. 4794a/43). The badge will consist of crossed flags with the letters A/M.

3. The professional qualifications for advancement to Leading Signalmen (A/M) are as follows :—

An oral examination in which the candidate must show :—

- (i) A good knowledge of W/T procedure, component parts of a message and procedure signals.
- (ii) A thorough knowledge of Fixed Service working Series Numbers, etc., operating (as opposed to maintenance) of all types of automatic morse apparatus (this to include the Creed reperforator and direct printer if fitted at candidate's station).
- (iii) A practical test to consist of :—

Reading 75 groups of undulator slip in 5 minutes.

Reading 75 groups of buzzer in 5 minutes.

Punching a message of 75 groups in 5 minutes.

The examination is to be conducted by a qualified Signal Officer or Telegraphist Lieutenant or, if one is not available, by a Commissioned or Warrant Telegraphist.

4. All signalmen (A/M) are to belong to Chatham Port Division.

(A.F.O. 4794a/43.)

(A.F.Os. 1749/42 and 906/43 cancelled.)

#### 4794a.—Teleprinter Section of the Signal Branch—Advancement, etc.

(N. 19754/42.—14 Oct. 43.)

The rates of pay of the Teleprinter Section are the same as for corresponding ratings of the Signal Branch, but the men will not be eligible for non-substantive pay.

2. The drafting of ratings in the Section is centralised at Chatham and all the men concerned are transferred to that Division. Next of kin records are similarly to be transferred.

3. The same rules for advancement as are laid down for the Signal Branch apply except that Ordinary Signalmen (T/P) who were expert teleprinter operators before entry are eligible for advancement to Signalmen (T/P) after not less than three months' service.

4. The rosters for advancement to Leading Signalmen (T/P) and Yeoman of Signals (T/P) are centralised at the R.N. Barracks, Chatham. In future, Signalmen (T/P) may apply to be examined for Leading Signalmen (T/P) at any time after being rated Signalmen (T/P), and Leading Signalmen (T/P) may apply for examination for Yeoman of Signals (T/P) at any time after advancement to Leading Signalmen (T/P). The date of passing is to be the date of application for examination.

5. It has further been decided that advancement rosters for Teleprinter ratings are to be based on "date of passing" instead of on seniority. Advancements are direct to the confirmed rating and will be on a temporary basis.

6. Form S.507 is not to be rendered. Men will be put on the roster as they become qualified professionally according to their basic date of passing. The basic date of passing is to be the date of application for examination, which is to be

shown in the last column of Form S.1124 or S.1124a, and is to be the date shown in column 1 of the rating's history sheet. In the case of failures, the actual date of the examination is to be shown. A man may apply for examination at any time.

7. Form B.13 will be issued by the depot in the usual manner when the rating comes to the top of the roster, and the man may be advanced by the Commanding Officer if the latter considers him suitable.

8. The periods of V.G. conduct immediately preceding advancement required (viz. six months for advancement to Leading Signalman (T/P), and one year for advancement to Yeoman of Signals (T/P)) must be completed. E.T.I. is not required.

9. If, on receipt of Form B.13, a man is not qualified by conduct, or is not considered suitable for advancement, the form may be retained up to a period of two months. If the man is not then advanced, the form is to be returned to the depot.

10. The professional qualifications for advancement are as follows:—

*Advancement to Leading Signalman (T/P)*

(i) An oral examination in which the candidate must show a thorough knowledge of Naval and Inter-Service T/P Procedure. Examination to be conducted by a qualified Signal Officer.

(ii) A transmitting test in plain language and in cypher. The standard for plain language to be:—

185 words in 5 minutes.

Words are counted at the rate of six depressions to the word, e.g. the words "TO THE" involve six depressions and count as one word.

It is important that the test exercise should be transmitted from type or print and not from teleprinted script so that the length of the lines of the original will not approximate to the length of the lines produced by the teleprinter.

The standard for cypher to be:—

125 groups of four-figure cypher in five minutes.

Groups to be properly spaced, i.e. a space between each figure and four spaces between each group, five groups to a line.

In these transmitting tests one corrected error may be allowed for every 20 words or for every 20 groups.

(iii) Thorough practical knowledge of the working of a T/P switchboard, based on at least one week's experience as a switchboard operator.

*Advancement to Yeoman of Signals (T/P)*

An oral examination only, in which the candidate must show a complete knowledge of Naval and Inter-Service T/P Procedure and a thorough knowledge of Signal Distributing Office work. The examination to be conducted by a qualified Signal Officer.

*Note.*—Men who fail in an examination for Leading Signalman (T/P) or Yeoman of Signals (T/P) are to make a fresh application for examination in due course, but not within six months of the date of failure.

11. The present advancement rosters will be adjusted in accordance with the above instructions on the 1st February, 1944.

12. The foregoing alterations are to be brought to the notice of all T/P operators to enable them to apply for and take the examinations, as the present rosters will be closed on the 1st February, 1944. Advancements will be made from the present roster until exhausted, after which the new roster will become operative.

13. *Complements.*—Complements will be based on the inclusion of 1 Leading rate in each 4 T/P operators allowed, and 1 Yeoman T/P in lieu of a Leading rate in each 12 T/P operators allowed.

(A.F.O. 4373/40.)

(A.F.Os. 2023/40, 2475/40 and 2015/41 are cancelled.)

\*4795.—Warrant Supply Officer—Examination Results, July, 1943

(C.W. 42940/43.—14 Oct. 1943.)

The following candidates were successful at the examination for the rank of Warrant Supply Officer held in July, 1943:—

Name	Official No.	Ship	Vis-	Naval	Mathe-	Total
			tualling	Stores	matics	
(Maximum Marks)			300	300	200	800
(Passing Marks)			150	150	100	560
Brittain, W. M. ...	C/MX.48479	"President V"	222	254	140	616
Brown, L. ...	P/MX.47509	R.N. Unit, Bournemouth	210	179	190	579
Davis, W. A. ...	C/MX.56334	"Lanka" ...	185	186	189	560
Johns, F. T. J. ...	P/MX.46854	"President V"	173	236	155	564
Lane, B. H. J. ...	C/MX.52731	"President V"	172	219	169	560
McDowell, A. M. ...	C/MX.51144	"Shrapnel" ...	182	201	189	572
Neild, W. E. ...	P/M.38979	"Dolphin" ...	203	172	189	564
O'Kelly, T. B. ...	D/MX.47147	"St. Angelo"	211	211	180	602
Radley, P. ...	D/MX.51171	"Wallace" ...	218	201	180	599
Sampson, J. E. ...	P/MX.51137	"Birmingham"	200	185	187	572
Scott, D. T. ...	P/MX.47926	"Forward" ...	197	219	161	577
Shaw, W. ...	C/MX.52732	"Waxwing" ...	207	195	158	560
Wilkinson, D. W. ...	P/MX.50204	"Shrapnel" ...	195	186	179	560

\*4796.—Warrant Writer—Examination Results, July, 1943

(C.W. 42940/43.—14 Oct. 1943.)

The following candidates were successful at the examination for the rank of Warrant Writer held in July, 1943:—

Name	Official No.	Ship	Ship's	Cap-	Type-	Mathe-	Total
			Office	tain's	writing	matics	
(Maximum Marks)			350	250	100	200	900
(Passing Marks)			175	125	50	100	630
Bailey, S. T. ...	D/MX.53527	"Duke" ...	243	140	89	173	645
Bunce, G. M. H. ...	P/MX.49690	"Boscawen" ...	254	182	89	177	702
Carroll, D. N. ...	C/MX.49442	"Warspite" ...	243	151	92	144	630
Day, V. J. ...	D/MX.58077	"Grebe" ...	265	125	86	191	667
Foster, N. G. ...	D/MX.57170	"Ferret" ...	305	175	80	173	733
Griffin, R. J. ...	D/MX.51066	R.N.A.S., Henstridge	250	125	95	164	634
Hughes, W. J. ...	C/MX.50223	"President V"	260	159	78	134	631
Hutchings, W. G. ...	D/MX.50501	"Afrikander"	221	187	89	133	630
Lannin, F. ...	D/MX.52786	"Titania" ...	286	132	87	181	686
Maggs, E. H. ...	D/MX.53526	"Shrapnel" ...	239	178	77	171	665
Miles, E. C. ...	D/M.37175	"Drake" ...	289	187	95	171	742
Owens, R. S. ...	P/MX.55458	"Excellent II"	232	144	87	168	631
Palmer, R. W. ...	D/MX.46307	"Lochinvar"	256	160	83	141	640
Smith, H. J. W. ...	D/MX.48857	Office of R.A., Alexandria.	290	175	83	171	719
Starks, V. C. S. ...	C/MX.50217	"Hannibal" ...	260	150	86	154	650
Stewart, E. S. ...	P/MX.49054	"Dolphin" ...	265	141	86	177	669

shown in the last column of Form S.1124 or S.1124a, and is to be the date shown in column 1 of the rating's history sheet. In the case of failures, the actual date of the examination is to be shown. A man may apply for examination at any time.

7. Form B.13 will be issued by the depot in the usual manner when the rating comes to the top of the roster, and the man may be advanced by the Commanding Officer if the latter considers him suitable.

8. The periods of V.G. conduct immediately preceding advancement required (viz. six months for advancement to Leading Signalman (T/P), and one year for advancement to Yeoman of Signals (T/P)) must be completed. E.T.I. is not required.

9. If, on receipt of Form B.13, a man is not qualified by conduct, or is not considered suitable for advancement, the form may be retained up to a period of two months. If the man is not then advanced, the form is to be returned to the depot.

10. The professional qualifications for advancement are as follows :—

*Advancement to Leading Signalman (T/P)*

- (i) An oral examination in which the candidate must show a thorough knowledge of Naval and Inter-Service T/P Procedure. Examination to be conducted by a qualified Signal Officer.
- (ii) A transmitting test in plain language and in cypher. The standard for plain language to be :—

185 words in 5 minutes.

Words are counted at the rate of six depressions to the word, e.g. the words "TO THE" involve six depressions and count as one word.

It is important that the test exercise should be transmitted from type or print and not from teleprinted script so that the length of the lines of the original will not approximate to the length of the lines produced by the teleprinter.

The standard for cypher to be :—

125 groups of four-figure cypher in five minutes.

Groups to be properly spaced, i.e. a space between each figure and four spaces between each group, five groups to a line.

In these transmitting tests one corrected error may be allowed for every 20 words or for every 20 groups.

- (iii) Thorough practical knowledge of the working of a T/P switchboard, based on at least one week's experience as a switchboard operator.

*Advancement to Yeoman of Signals (T/P)*

An oral examination only, in which the candidate must show a complete knowledge of Naval and Inter-Service T/P Procedure and a thorough knowledge of Signal Distributing Office work. The examination to be conducted by a qualified Signal Officer.

*Note.*—Men who fail in an examination for Leading Signalman (T/P) or Yeoman of Signals (T/P) are to make a fresh application for examination in due course, but not within six months of the date of failure.

11. The present advancement rosters will be adjusted in accordance with the above instructions on the 1st February, 1944.

12. The foregoing alterations are to be brought to the notice of all T/P operators to enable them to apply for and take the examinations, as the present rosters will be closed on the 1st February, 1944. Advancements will be made from the present roster until exhausted, after which the new roster will become operative.

13. *Complements.*—Complements will be based on the inclusion of 1 Leading rate in each 4 T/P operators allowed, and 1 Yeoman T/P in lieu of a Leading rate in each 12 T/P operators allowed.

(A.F.O. 4373/40.)

(A.F.Os. 2023/40, 2475/40 and 2015/41 are cancelled.)

AFO's 2023/40 2475/40

are cancelled

Stewart, E. S. ...	P/MX.49054	"Dolphin" ...	265	141	86	177	650	669
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**4797.—Qualifying Courses for Pilot, Observer and Telegraphist Air Gunner—  
Reports on Training**

(C.W. 41766/43.—14 Oct. 1943.)

A.F.O. 2103/43 is to be amended as follows :—

Paragraph 6, sub-paragraph (a). *Amend to read :—*

“ 6. *Reports on Pilots' Specialist Courses.*—(a) Results of preliminary and advanced seaplane courses and deck landing training courses are to be reported to F.O.N.A.S. on F.O.N.A.S. Form 28B, and of fighter and torpedo pilots' courses on F.O.N.A.S. Form 28C. (For reports on individuals see paragraphs 7 and 8.) ”

Paragraph 12, sub-paragraph (c). *Amend to read :—*

“(c) Pupils eliminated prior to their receiving commissions are drafted to No. 31 Service Flying Training School, Kingston, Ontario. Those selected at Kingston for further flight training are absorbed into schools in Canada; those rejected are discharged to R.N. Barracks, Lee-on-Solent, for disposal.”

(A.F.O. 2103/43.)

**4798.—Probationer Sick Berth Attendants entered with Specialist Qualifications—  
Training**

(N./M.D.G. 32161/43.—14 Oct. 1943.)

It has been decided that ratings with specialist qualifications entered in the sick berth branch for duty as—

- (a) Dispensing chemists (see A.F.O. 2355/43),
- (b) Masseurs,
- (c) Laboratory assistants,
- (d) Chiropodists,
- (e) Optical dispensers,
- (f) Sanitary inspectors,

are to undergo a modified course of six weeks probationary training after completion of Part I training.

2. As practically all O.R.A. and X-ray specialists are selected and trained within the navy, these specialists, and the Mental Nurses, should complete the normal Part II course of a Sick Berth Rating except where shorter training is specifically authorised in individual cases.

3. Sanitary Inspectors should be detailed for duty and further instruction under the Naval Health Officer on conclusion of their short course.

(A.F.O. 2355/43.)

**4799.—New Mechanic Branches—Entry, Pay and Conditions of Service**

(N./D.P.S. 719/43/M.—14 Oct. 1943.)

Paragraph 13 of A.F.O. 4838/41 is to be amended to read as follows :—

“ Q.Os. and Q.Os. (L.C.) are to be eligible for training as Ordnance Mechanic or Ordnance Mechanic (S.V.), but not for Engine Room or Electrical Mechanic. The names of all ratings recommended for Ordnance Mechanic training should be reported to the Director of Personal Services, Admiralty, copy to the appropriate depot, giving the following particulars: (i) age, (ii) whether (a) an exceptional candidate, or (b) a likely candidate. No further “possible” candidates are required at present.”

(A.F.O. 4838/41.)

**\*4800.—Diving Non-Substantive Ratings—Reorganisation**

(N. 17830/43.—14 Oct. 1943.)

Paragraph 4 of A.F.O. 4413/43 is to be amended as follows :—  
Add to the list of ships concerned :—

“ H.M.S. ‘Wayland’ ”

(A.F.O. 4413/43.)

**4801.—Travelling—Railway Concession Fares at Reduced Rates for Wives  
of Serving Personnel**

(C.W. 28809/43.—14 Oct. 1943.)

Some confusion has arisen with regard to the procedure outlined in A.F.O. 4549/43, numerous applications being made in error by Commanding Officers for issues of *pads* of Army Forms O.1798A. Supplies will be forwarded only to those Officers responsible for issue as listed under paragraph 4 (b) and (c) of the Order.

As directed, applications made by all R.N. and R.M. Officers, including Reserves (other than those on T.124 agreement or its variants), who may desire to take advantage of the arrangement, should be forwarded to C.W. Branch (Casualties). Applications should show the full particulars necessary to enable early issue of the individual certificates to be made by C.W. Branch. In this connection it should be noted that where the address to which the certificate is to be sent is temporary only, the permanent address of wife should also be given.

(A.F.O. 4549/43.)

**\*4802.—Travelling Expenses of Service Personnel and their Relatives**

(C.W. 22222/43.—14 Oct. 1943.)

Paragraph 89 of A.F.O. 3843/42 should be amended to read :—

“ When an officer or rating is in receipt of subsistence allowance, daily travelling expenses between lodgings and place of duty are only repayable in very exceptional circumstances and prior Admiralty approval is necessary.”

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

**\*4803.—Plain Clothes Gratuity and Civilian Clothing on Discharge**

(V. 6074/43.—14 Oct. 1943.)

As from the date of this Order the Plain Clothes Gratuity payable under K.R. & A.I., Article 1602, to Naval ratings on discharge will be £2 14s. 7d. for men not dressed as seamen and £2 19s. 4d. for men dressed as seamen. Two blue and (except as indicated in the next paragraph) two white uniform suits which form part of the standard war kit are to be withdrawn from ratings who under previous regulations would have been allowed to retain their uniforms on discharge. This Order does not apply to ratings serving on T.124 agreements and variants or to the Commissioned Cable Ship personnel.

2. Men who on discharge are unable to return two blue and two white suits are to be charged half the value of the articles deficient except that men who have not been supplied with white uniform suits, e.g. Patrol Service ratings who have not served abroad are not to be required to return them or pay for them.

3. Men not in possession of civilian clothes at the time of discharge may be allowed to proceed to their homes wearing one of the uniform suits which they are required to surrender. The suit is to be charged for as set out in the preceding paragraph but the men are to be informed that, if the suit is returned to the Accountant Officer (S) of their depot within 30 days, the charge will be refunded

by that officer. In order to facilitate the return of uniform to the Accountant Officer (S) each rating is to be supplied with a stamped addressed label, the reverse side having been marked by the establishment as follows :—

.....(Name)  
 .....(Rating)  
 .....(Home Address)

The rating is to be instructed to complete the label before despatching the parcel.

4. In future, instead of receiving the gratuity, men entitled thereto may, if they wish, be supplied with a civilian suit (coat, waistcoat and trousers) in kind and be given a cash payment of 1s. 9d. towards providing themselves with a civilian cap or hat. Men dressed as seamen who elect to take the suit are to be given in addition one white soft shirt, one white soft collar and one black tie (second quality) from Service stocks. Small stocks of these items may be kept at R.N. hospitals for the purpose.

5. A contract (C.P. 6E/86336/42) for the supply of civilian suits has been made with Messrs. Montague Burton, Ltd., on the lines of the port contracts for uniform suits, except that the civilian suits will be supplied ready made. Copies of the contract will be forwarded by the Director of Navy Contracts to the depots at the three home ports and at Lee-on-Solent, and to the R.N. Patrol Service Central Depot at Lowestoft. Other ships and establishments requiring copies should apply for them to the Director of Navy Contracts, Admiralty. Similar arrangements in regard to payment and accounting for the suits apply as under the port contracts.

6. The suits will be available in a range of patterns, and men who elect to take the suit should be given a formal order on the contractor by the Accountant Officer of the ship or establishment, or by the hospital authorities in the case of men invalided, in the form shown in paragraph 8. Whenever possible, the men should present the order personally at the branch of the contractor shown on the form in order that they may select a pattern and be fitted. If it is impracticable for a man to attend personally a self-measurement form should be sent to the contractor with the order, on which the address to which the suit should be sent should be stated. The colour of suit preferred should be indicated in general terms (e.g. light or dark blue, grey, drab, etc.) and the contractor will supply a suit conforming as nearly as practicable with what is asked for.

7. Receipts for the suits will be obtained on the order form by the contractor from the men to whom they are supplied and the contractor will forward these receipts with the invoices on the standard Form D.55 to the Accountant Officer (S) shown on the order.

8. Orders should be made out in the following form :—

To Messrs. Montague Burton, Ltd.

.....(Address)

Please supply .....

(Name, rating and official number)

with one civilian suit to Board of Trade Utility Pattern No. 208, in accordance with Admiralty Contract C.P. 6E/86336/42.

.....  
 (Date)

.....  
 (Signature and Rank of Officer  
 issuing this order)

Received the above-mentioned suit

.....  
 (Signature of rating)

The following have been supplied in kind to the above-named rating :—

1 soft white shirt.  
 1 soft white collar.  
 1 black tie.

.....  
 (Signature of issuing Officer)

*Note.*—This document is to be forwarded by the contractor, together with invoices on Form D.55, to :—

The Accountant Officer (S),  
 .....

9. Arrangements should be made by Naval hospitals for the withdrawal from ratings invalided of the two blue and two white uniform suits before the ratings are sent to their homes. The man's accounting base and the Accountant Officer (S) of his depot are to be informed when this has been done, and the suits withdrawn are to be sent to the Accountant Officer (S) of the depot who will take them on charge in his clothing account. The Accountant Officer (S) of the depot is also to be informed when men have been allowed to go home wearing a uniform suit under the arrangement set out in paragraph 3. In the case of boys received from H.M.S. "St. George" the suits withdrawn should be sent to the Accountant Officer of that establishment, who should be informed when boys received from that establishment are allowed to go home wearing uniform which should be returned.

10. Ratings invalided who elect to receive the gratuity should be paid the appropriate amount by the hospital, with the advance authorised by A.F.O. 3670/43 before they are sent to their homes.

11. Payment of plain clothes gratuity, or the issue of civilian clothing in lieu, is not to be withheld pending settlement of questions arising out of the withdrawal of uniform, and in this connection attention is drawn to K.R. & A.I., Article 1602, Clause 5, which states that plain clothes gratuity is not to be applied towards the liquidation of debts to the Crown. A note of the payment of plain clothes gratuity or of the supply of civilian clothes and payment of cap gratuity, is to be made on the man's service certificate (K.R. & A.I., Article 1602, Clause 7).

(K.R. & A.I., Article 1602.—A.F.O. 3670/43.)

(A.F.Os. 689/43, 1052/43 and 1805/43 are cancelled.)

#### 4804.—W.R.N.S.—Transfer Between Categories—Procedure when Drafting Involved

(N. 20761/43.—14 Oct. 1943.)

The following procedure is to be adopted when W.R.N.S. ratings are drafted (a) for transfer from one category to another, (b) to gain experience in the duties of another category with a view to promotion to officer or (c) for re-muster :—

- (a) *Direct transfer between categories.*—(i) Irrespective of whether a training course is required in the new category, the Draft Note is to show the rating as drafted in her old category for transfer to the new, e.g. "Steward—for transfer to Coder".
- (ii) The Draft Note is to indicate when special pay arrangements are applicable under the conditions of A.F.O. 1180/43, paragraphs 5 (c) (as amended by A.F.O. 1802/43), 8 (e) or 8 (f). In the absence of any specific notation regarding pay, it is to be assumed that the pay on transfer and for the period of training, if any, is to be at the lower unspecialised rate.
- (b) *Ratings drafted for experience prior to promotion.*—When a rating is drafted under the conditions of A.F.O. 3986/42, i.e. without change of category, rating or pay, the Draft Note is to show her existing category with the addition "For training under A.F.O. 3986/42."

- (\*) *Ratings drafted for re-muster.*—A rating who is sent to a Central Training Depot or Holding Depot for re-muster is to be shown on the Draft Note as being drafted in her existing category "For re-muster". An indication is to be given of any special pay conditions which will be applicable on the rating's eventual allocation to another category. Pending re-allocation by the depot authorities, the rating is to retain her existing rate and pay. On draft to the new category, the Draft Note issued by the Depot is to be made out in accordance with (a) above.

(A.F.Os. 3986/42, 1180/43 and 1802/43.)

#### 4805.—Instructional Film Training—Provision of Cinema Projectors, Films and Associated Apparatus

(T.S.D. 2382/43.—14 Oct. 1943.)

The following amendments to A.F.O. 4251/43 are promulgated for information—  
Page 2. Note under heading—

*Delete* "Note.—The cinema projectors referred to in this Order are for use at all stations, sea-going ships excepted."

*Insert* "Note.—The conditions governing the supply of 35-mm. projectors referred to in this Order apply to shore establishments only, and not to sea-going ships."

Under "CONTENTS," Section E—

*Delete* "The Still Synopsis". *Insert* "The Film Strip".

List of ORDERS to be cancelled—

*Delete* "A.F.O. 2237/43". *Insert* "A.F.O. 2723/43".

Page 3. Cinema Projectors in Ships—

*Delete* "A.F.O. 304/40—Entertainment Equipment (armed merchant cruisers)".

Pages 8 and 9. Paragraphs should be re-numbered as follows:—

Paragraph 10a. *Sub-Libraries, etc.*

Paragraph 11. *Dome Rolls, etc.*

Paragraph 11a. *Catalogue, etc.*

Paragraph 17, line 5. *For* "Still Synopsis" *read* "Film Strip".

Page 10. Paragraph 21, lines 15–16—

*Delete* "Part III—Design and Construction of Instructional Films".

*Insert* "Use of the Cinema as an Aid to Training".

Page 26. A.116. Boiler Cleaning—

*Delete* "(A.F.O. 2237/43 refers)". *Insert* "(A.F.O. 2257/43 refers)".

Page 50.

Under "ORDERS" to be cancelled—

*Delete* "A.F.O. 2237/43". *Insert* "A.F.O. 2723/43".

*Delete* "C.A.F.O. 1430/42".

Under "ORDERS REFERRED"—

*Delete* "A.F.O. 2569/39".

*Insert* "A.F.O. 2596/39—not in Annual Volume".

#### Appendix I

It should be noted that the following films should be starred and treated as "Confidential" in addition to those already marked in this manner:—

Page 15. G.99—Aircraft and Submarine Warfare.

Page 38. G.16—Paravanes.

Page 42. G.57

G.58

G.59

G.95

} Operational Fire Control and Radar.

Page 46. G.61—Preparation for Fully-ready Torpedo.

Page 34. A.134—Ratekeeping.

Page 14. A.136—The Type 144 Asdic Set.

(A.F.Os. 2257/43 and 2723/43.)

#### 4806.—Bursaries for Disabled New Zealand Servicemen at King's College, Cambridge

(N. 22871/43.—14 Oct. 1943.)

The Government of the Dominion of New Zealand state that the Controlling Authorities of King's College, Cambridge, have kindly offered five bursaries to members of the New Zealand Armed Forces, who, due to war injuries, are no longer available for active service.

2. Each bursary will be to the value of £100 per annum and available for a period of one or two years, depending on the course of study.

3. During the tenure of the bursaries, personnel will be granted Service pay and allowances at the rates drawn by them, while members of the Forces. Authority will be given for the remission of sufficient private resources to the United Kingdom to cover reasonable expenses.

4. For these bursaries the candidate is to be recommended by the High Commissioner for New Zealand, London, to whom applications are to be forwarded by personnel. Bursaries will be granted on the understanding that in each case the course of study to be pursued will be determined by the King's College authorities. The University of New Zealand will be consulted by the High Commissioner for New Zealand, as necessary.

5. These bursaries are available only to those personnel who are discharged in England. Personnel may not proceed to England for the purpose of obtaining a bursary.

#### 4807.—Naval Detention Quarters—Scale of Diet

(V. 3744/43.—14 Oct. 1943.)

The scale of diet for men undergoing detention in naval detention quarters has been reviewed, and the revised scale given below is to apply at all naval detention quarters as from the receipt of this Order. On foreign stations such modifications in the dietary as are necessary to meet local conditions may be made with the approval of the local administrative authority. Details of such modifications should be reported to the Admiralty.

Item	Quantity per week
Bread	112 oz.
Potatoes	112 oz.
Meat (bone in)	43 oz.
Milk, fresh	3½ pts.
Milk, tinned	1½ oz.
Sugar	7 oz.
Margarine	10½ oz.
Cocoa	3½ oz.
Cheese	4 oz.
Fresh vegetables	40 oz.
Marrowfat peas	2 oz.
Split peas	4 oz.
Suet	1½ oz.
Flour	8 oz.
Oatmeal	21 oz.

2. B.R. 668, Rules and Regulations for Naval Detention Quarters, will be amended.

(B.R. 668.)

#### \*4808.—Naval Salvage Money—Distribution

(D.N.A. 3A/S. 203/41.—14 Oct. 1943.)

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

Award for the salvage of S.S. "Gharinda" by H.M. Ships "Hector" and "King Gruffydd" on 16–20.6.41.

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

	H.M.S. "Hector"			H.M.S. "King Gruffydd"		
	£	s.	d.	£	s.	d.
Special class ... ..	65	17	6	—	—	—
1st class ... ..	—	—	—	27	11	2
2nd class ... ..	21	19	1	—	—	—
4th class ... ..	13	14	6	11	9	9
5th class ... ..	10	19	7	9	3	10
6th class ... ..	8	4	8	6	17	11
7th class ... ..	6	11	9	5	10	4
8th class ... ..	5	9	9	4	12	0
9th class ... ..	4	7	9	3	13	7
10th class ... ..	3	5	11	2	15	3
11th class ... ..	2	14	11	2	6	1
12th class ... ..	1	12	11	1	7	9

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

See AFO  
3686/46.

#### 4809.—Officiating Ministers of Religion

(C.E. 57840/43.—14 Oct. 1943.)

The following appointments have been approved:—

##### Presbyterian—

Golder's Green and Hampstead (W.R.N.S. Establishments, Westfield College and England Lane). Rev. S. A. Smith,  
160, Hendon Way, N.W.2.

Eastbourne ... .. Rev. J. Reid, D.D.,  
11, Tearl Court, Eastbourne.

##### Methodist—

Bombay ... .. Rev. H. J. Jenkin, B.A.,  
62, Colaba Causeway,  
Fort I, Bombay, India  
(vice Rev. R. T. Kerr, to date 1st April, 1943).

H.M.S. "Volcano" (Bootle) ... .. Rev. K. Grayston, B.A.,  
The Croft,  
Seascale, Cumberland  
(vice Rev. H. A. Meek).

The usual facilities are to be afforded.

#### \*†4810.—Greenwich Hospital—Living of Thorneyburn with Greystead

(C.W./G.H. 477/43.—14 Oct. 1943.)

The Greenwich Hospital Living of Thorneyburn with Greystead, in the gift of the Admiralty, is now vacant. Any Naval Chaplain either on the Active or Retired List, R.N. or R.N.V.R., who would desire to have his name considered for presentation to this Living, should communicate with the Chaplain of the Fleet.

2. An officer on the Active List who is appointed to a Greenwich Hospital Living is required to retire, if eligible for retirement, or to withdraw with a gratuity. If not eligible for retirement or withdrawal with a gratuity, he must resign his commission.

3. Officers on the retired list or who retire in order to accept the living may draw retired pay while holding the living.

4. The future net endowment income of the living of Thorneyburn with Greystead is approximately £320 per annum with a house.

#### Cancelled by AFO 460/47 4811.—Currency—Military Authority Lira in Tripolitania

(D.N.A./W.G.F. 526/43.—14 Oct. 1943.)

On and after the 15th September a new series of notes, called military authority lira notes, has been issued in Tripolitania. After the 31st October these notes will, apart from Italian metropolitan lira notes of 1, 2 and 5 lira, be the sole legal currency in Tripolitania. These notes should not be confused with allied military lira now in use elsewhere.

2. British military authority sterling notes and Italian lira notes of 10 lira denomination and upwards may be exchanged for military authority lira at the rate of 480 to the £ at all post offices and civil affairs offices in Tripolitania, and also at Barclays Bank, Tripoli, at any time up to and including the 31st October.

3. The rate of exchange of lira 480 to the £ is being maintained for the new issue.

#### 4812.—Schemes of Complement—Amendment

Flotilla Leaders and Destroyers

(N. 18294/43.—14 Oct. 1943.)

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

H.M. flotilla leaders "Saumarez," "Troubridge," "Grenville," "Hardy" and "Kempenfelt"; issued with Admiralty Letter N.6706/43 of 15.7.43—

Additions allowed in war only—

Insert: "1 Ordnance Artificer".

H.M. destroyers of "Savage," "Tumult," "Ulster," "Valentine" and "Wager" classes; issued with Admiralty Letter N.6706/43 of 15.7.43:—

Additions allowed in war only—

Delete "(n) Ordnance Artificer".

Insert "1 Ordnance Artificer".

Amend Note (n) (ii) by deleting the words "And Add 1 O.A.".

2. Ordnance Mechanics are to be drafted in lieu of Ordnance Artificers up to the numbers allowed by A.F.O. 4838/41.

3. Experienced ratings should be drafted for these billets wherever possible. While it may not be possible to draft confirmed 4th Class Ordnance Artificers or above in every instance, every endeavour should be made to provide such a rating for new destroyers.

(A.F.O. 4838/41.)

#### 4813.—Sports—R.N. and R.M. Sports Control Board—Donation

(N.—14 Oct. 1943.)

(Included in Notice Boards Issue only.)



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

#### 4814.—Ammunition—O.Q.F., 2-pdr., Cartridge Cases of R.L.B. 1942 Manufacture— Lots 6, 7 and 8—Precautions

(A.S. 7784/43.—14 Oct. 1943.)

The above lots of cartridge cases, 2-pdr., of R.L.B. manufacture are expected to give hard extraction, due to softness of brass cartridge case. Many have been withdrawn before leaving the R.N.A. depots, but some have been issued to ships, and these it will not be possible to segregate. Ships should therefore make arrangements for dealing with cases of hard extraction, should they occur, and to inspect ammunition to eliminate any such cases before any special operation.

2. *R.N.A. depots only.*—Cartridges of the following types and cordite lots were assembled at Priddy's Hard and Upnor during the period in which cases of the above lots may have been used:—

	Priddy's Hard	Upnor
Q.F., 2-pdr., Mark VIII gun—		
H.E. H.V. Igniter No. 1—		
Linked ... ..	RNC.4593	RNC.4659
	RNC.4673	—
	RNC.4321	—
	RNP.705	—
Bulk ... ..	—	RNC.4517
H.E. H.V. Tracer No. 7—		RNP.642
Bulk ... ..	—	—
H.E. H.V. Igniter No. 1, linked alternately with H.E. H.V. Tracer No. 7 ... ..	RNC.4321	RNC.4607
	RNC.4447	RNC.4659
	RNC.4673	RNC.4731
	RNP. 705	RNP. 488
Q.F., 2-pdr., Marks II*C and VIII gun, L.V. practice ... ..	—	RNC.4046

3. Any ammunition of these types and cordite lot numbers destined for coastal and combined operation craft is to be specially examined before issue, and rounds assembled with cases of R.L.B. manufacture of lots 6, 7 and 8, eliminated. Such rounds are also to be eliminated as they pass through the laboratory for examination and repair.

4. Any rounds so found are to be broken down and the cartridge cases brought to produce. Existing stocks of empty cases are also to be brought to produce.

5. The number of cases so dealt with is to be reported to D.A.S. (B.95), Bath.

#### 4815.—Ammunition—0.5-in. and below—Links, Belt, for Machine Guns in Ships, Naval Aircraft and for Ground Defence

(G. 8087/42.—14 Oct. 1943.)

*References.*—The following A.F.Os. are incorporated and are cancelled:—  
3155/41 1015/42 1386/42 6154/42 597/43 713/43

2. Admiralty General Messages 479R and 465R are cancelled.

3. For the Naval Air Service this Order supersedes A.P. Leaflet 1641F/M3-W, and those parts of A.P. 1641F, Vol. 1, paragraphs 172 to 185, and A.P. 2058A/O.3 where they are at variance.

Cross references to this Order are to be made in all copies of the above A.Ps. in Naval use.

4. Links are not interchangeable between different calibres or types of gun. Thus 0.30-in. Browning links are not suitable for 0.303-in. Browning guns or ammunition, and 0.303-in. Browning links cannot be used for 0.303-in. Vickers guns.

5. *Handling.*—Belted ammunition is at all times to be handled with great care as the slightest rough usage displaces the cartridges in the links and causes faulty functioning. This is especially important in 20-mm. Hispano belts, where the link is not supported by the shoulder of the cartridge.

6. *Positioning.*—Ammunition belts made up in belt filling machines or received already belted should, where facilities permit, be subsequently passed through a positioning machine. Belts made up by hand should invariably be positioned.

7. *Feeding belts to guns.*—Belts should be fed to guns as follows:—

0.80-in. Browning ... ..	Double loop leading.
0.303-in. Browning... ..	Right hand, single, left hand, double loop leading.
0.303-in. Vickers (recoil) ... ..	} No special manner.
0.5-in. Vickers ... ..	
0.50 in. Browning ... ..	} Double loop leading.
20-mm. Hispano ... ..	

8. *Cadmium plated links.*—When using cadmium plated links (0.30-in. and 0.50-in. Browning guns only) care should be taken to clean out the retaining pawl recess of the gun, as small particles of cadmium scraped off the links when passing through the feed opening collect in the recess and prevent full movement of the retaining pawl. This is liable to cause stoppages due to excessive drag on the belt.

9. *Recovered links.*—Links of all types are to be salvaged whenever possible and returned to the nearest Naval armament depot. Links which have once been through a gun should not be used again until they have been re-gauged in the N.A.D. after which they may be re-issued for ground and deck guns only.

10. *0.30-in. Browning links.*—Demands for 0.30-in. Browning links will be met from stocks of either M. I or Mark II, whichever is available. M. I or Mark II links are fully interchangeable for 0.30-in. Browning guns belt filling and positioning machines. Links, belt, 0.30-in., Browning, Mark II, can be distinguished from links, belt, 0.303-in., Browning, by the symbol C.II stamped on the former and by a red hand painted round the carton in which they are packed.

11. *0.303-in. Browning links.*—So far as possible, 0.303-in. ammunition for use in Browning aircraft guns is to be supplied in Mark I links. Boxes containing belted ammunition of recent date are labelled to show the mark of link used. It should be assumed that Mark II links have been utilised for belting ammunition in boxes on which the mark of link is not shown.

12. *0.50-in. Browning links.*—British Mark II links will be supplied when available, but owing to the shortage of stocks, American M. I or M. II links will have to be supplied in some instances.

13. American links before belting are to be examined and all links shewing rust and rough finish are to be discarded.

14. Practice firing should be carried out with American links, when both types are available, in order to conserve supplies of British Mark II links for operational use.

15. The various types of links can be distinguished as follows:—

- British Mark II have a shiny black rust-proof finish, and the tail of the single loop is continued until it overlaps the backbone to which it is indented to improve stretch.
- American M. I, which are slightly preferable to American M. II, are cadmium plated (silver colour) and the shoulders are left square.
- American M. II have a rough black rust-proof finish and the corners of the shoulders are removed.

*The following three paragraphs apply to aircraft only*

16. *20-mm. Hispano.*—Ammunition belts should be made up in accordance with A.P. 1641F, Vol. 1, paragraphs 172 to 185. Links supplied by Naval Armament Supply Officers have been specially inspected and do not require testing. All tight links have been discarded and it is not necessary to use oil on the inside of the remainder. Packages containing specially inspected links are sealed with an I.N.O. label.

17. Links received from other sources, and those which it is necessary to use a second time (but see paragraph 9) must be treated before use as follows:—

- (i) Lubricate all over lightly with oil, anti-freezing, and allow to drain for at least 24 hours before making up with ammunition.
- (ii) Test all links before making up by fitting together and rotating adjacent pairs to ensure that the single end of each link does not foul the bottom of the slot in the next double link. All links must be tested in this manner and loaded as they were paired when tested. All joins in the belt must be similarly tested.
- (iii) Test the extraction weight of the links as follows:—
  - (a) Load live rounds, which should not be used more than ten times each, into the lightly lubricated links and position correctly. Place the round between the jaws of an adjustable spanner, or flat metal plate in which a slot has been cut, held in a vice in such a way that the cartridge case itself is not gripped, and the rear edge of the link engaged at either side when the round is pulled to the rear. Fit a strop or double hook to the base of the round to give a central axial pull. Attach a spring balance to the strop and read off the weight required to extract the round.
  - (b) The extraction weight must lie between 9 and 18 lbs. If it is excessive slack feed stoppages may occur, and if too low, rounds may get out of position in handling or feeding.
  - (c) If a weight of less than 9 lbs. is obtained, the test should be repeated with the links unlubricated.
  - (d) A number of links from each box should be tested and if satisfactory the box accepted for use.
  - (e) This test must never be carried out by assembling two or more links and supporting them by their bridges whilst the round is being withdrawn.
  - (f) Any links rejected on test are to be returned to the nearest Naval armament depot suitably marked, and a report on Form S.1148(h) is to be rendered.

18. Particular care is to be taken to ensure that the distance from the base of the cartridge to the front edge of the double loops of the link is 3.80-in. (96.5-mm.).

(A.P. 1641F/M.3-W, A.P. 1641F, Vol. I, and A.P. 2058A/O.3.)

(A.F.Os. 3155/41, 1015/42, 1386/42, 6154/42, 597/43 and 713/43 are cancelled.)

(Admiralty Messages 465R and 479R are cancelled.)

**4816.—Ammunition—Fuzes, Primers and Tubes—Fuze No. 230—Marks V, IV\*, I\*\*\*\* and II\*\*\***

(G. 05392.—14 Oct. 1943.)

No. 230 fuze, Mark V, is now being manufactured in place of Mark IV, from which it differs only in the striker cover.

2. This is secured in Mark V as firmly as in Mark IV, but has the walls thinned to increase sensitivity against light targets.

3. Fuzes converted to embody this striker cover will become Marks I\*\*\*\*, II\*\*\* or IV\*.

**4817.—Ammunition Supply—Cordite Teleflex Order Transmitters and Receivers—Q.F., 5.25-in.—As. and As.**

“King George V” Class Battleships

(D. 09927/43.—14 Oct. 1943.)

The word “Flashless” is to be engraved on the blank portion of the tally plates of cordite teleflex order transmitters and receivers in the Q.F., 5.25-in. ammunition supply systems in the above-mentioned ships. An item, classified “B,” is to be inserted in the next lists of As. and As. to cover the work involved.

2. Pending the opportunity for engraving, the word “Flashless” is to be painted on the dials, the work being carried out by ships' staffs.

(C.-in-C., H.F., 12 Apr. 1943, No. 546/H.F.330/27.)

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

**4818.—Ammunition Supply—R.U. Lockers—5.25 in. Star Shell, As. and As. “Dido” Class and Repeat “Dido” Class Cruisers, Dockyards and P.S.Os. concerned**

(G. 09391/43.—14 Oct. 1943.)

Supply is shortly being made of 5.25-in. star shell with an 80-sec. fuze. This fuze (which has the same contour as the 207) with cover, will give an overall length of the complete round of 24.926 in.

It will therefore be necessary for the star shell R.U. lockers to be modified to take the longer rounds, by removing the appropriate portions of 1-in. wood lining and substituting  $\frac{1}{8}$ -in. limpet sheet or  $\frac{3}{8}$ -in. plywood.

2. Commanding Officers of ships on service should insert an item in their next list of As. and As. to cover the work involved, which should be carried out by ships' staffs.

3. Copies of Drawing, Portsmouth, M.C.D. 019141, showing details of the locker, should be modified as necessary, and future lockers should be constructed accordingly.

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

**4819.—Guns—B.L. 14-in. Mark VII, Hand Lever Valves, Change-over—Conversion of Blocks, Bearing Hand Lever to Mark I\***

(A.S. 12638/43.—14 Oct. 1943.)

The instructions in A.F.O. 3874/42 to scrap Mark I bearing blocks of the change-over valve hand levers of B.L. 14-in. Mark VII, guns are cancelled.

2. Mark I blocks should be converted to Mark I\* by R.N. armament depots as necessary in accordance with Instructional Print N.O.D. 3107/90. Mark I\* and II blocks are interchangeable.

(A.F.O. 3874/42.)

**4820.—Guns—General Memoranda of Inspection**

(C.I.N.O. 8281/43.—14 Oct. 1943.)

Instances continue to occur where memoranda of inspection for Naval guns and barrels fail to arrive at the destination with the stores, thereby causing delay in issue of the memoranda to the service requiring them.

2. The information contained in the memoranda is needed when the guns or barrels arrive. R.N. armament depots are to take all possible steps to ensure that memoranda for guns are despatched promptly so as to reach the destination not later than the respective guns or barrels.

3. Memoranda should be inserted in the boxes with the guns whenever possible, but only where both are to be sent to the same consignee.

4. H.M. ships are to take care that when guns are transferred or landed the memoranda are transferred or landed at the same time so as to obviate loss or subsequent reference to ship for the memoranda.

5. Should the memorandum not be received with the gun, Ships or R.N. armament depots should take immediate steps to recover it. Delay will probably result in the memorandum having been lost by the time application is made.

6. There have been frequent unnecessary requests for duplicate memoranda. R.N. armament depots are to ensure that all reasonable steps are taken to locate the original before duplicates are asked for.

7. Attention is drawn to A.F.O. 2849/43 regarding memoranda for guns in D.E.M.S.

(A.F.O. 2849/43.)

#### 4821.—Gun Mountings—6-pdr., H.A./L.A., Mark VI.—Filling Plugs for Recoil Cylinder

(Ships and Depots Concerned)

(D.N.O. (WO) 215/43.—14 Oct. 1943.)

Instances have occurred recently in which the slacking back on firing of the filling plugs for the recoil cylinders has occasioned a complete jamming of the gun on recoil owing to the fact that there is very little clearance between the top of the plug and the sliding face of the recoil assembly.

2. A careful watch is to be kept on the plugs on all occasions, both before and after firing, to eliminate the possibility of a jam occurring, as the inaccessibility of the plugs precludes the provision of any kind of stops.

#### 4822.—Gun Mountings—20 mm. Oerlikon—Clearances Required

(G. 4884/43.—14 Oct. 1943.)

The attached schedule shows the clearances and sizes of ramps and zarebas required for hand worked Oerlikon equipments. It is in amplification of the details given in A.F.O. 1413/43 and the Mark IX (twin hand worked) and Mark VIIA (short radius) have been added.

2. *Mark IIIA and Mark V Mountings* (with large radius ramp).—The dimensions given are applicable whether the additional 4 in. have or have not been added to the top step (paragraphs 3 and 4 of Part II A.F.O. 1413/43 and A.F.O. Diagram 113/42 refer).

3. *Mark IIIA and Mark V Mountings* (with short radius high ramp).—The details of the ramp are given in A.F.O. Diagram 9/43.

4. *Mark I and Mark IV Mountings* (rising column).—The ramp referred to is the optional low angle ramp of which details are given in A.F.O. Diagram 269/42.

5. *Mark VIIA Mounting* (short radius).—A single step ramp is required for low angle firing and details of this ramp are given in A.F.O. 3939/43.

6. *Mark IX Mounting* (twin hand worked) :—

(i) This equipment is not suitable for general service, but is being issued to selected vessels and certain coastal forces craft.

(ii) Attention is drawn to the fact that the ramp required is the original large radius low ramp *without* the additional 4 in. to the top step.

(iii) The muzzle sweep of this equipment is less than the radius required for the gunlayer. An extension piece will therefore be fitted at the muzzle end.

7. As a rule the ramp should enclose the mounting, but, where the arcs of fire will be improved by so doing, the gun should be positioned at a distance of 3 ft. from the outboard edge of deck or platform. In special cases this distance may be reduced to 2 ft. if the advantage gained over-rides the disadvantage that reloading cannot then be carried out on all bearings.

8. In all cases where there is a difference between the minimum radius of the zareba in column 3 and the minimum distance to a vertical bulkhead in column 4, this is owing to the limitation of height of the zareba. At the medium elevations of the gun the gunlayer's head may, with certain men, overlap the vertical plane of the zareba at a height above that laid down for the maximum.

9. For all mountings it is essential that the muzzle rails do not foul the gunlayer on the reverse bearing.

#### Clearances required for Oerlikon Mountings

Mounting (1)	Ramp (external radius) (2)	Zareba (internal radius) (3)	Minimum distance of vertical bulkheads from centre of mounting (4)	Muzzle sweep (5)	Height of trunnions (6)	Maximum depression of mounting (7)
(i) Mark IIIA and U.S.A., Mark V, with original large radius ramp (fixed trunnion).	4 ft. 7 in. radius with 4 in. extension on top step (3 step).	4 ft. 7 in. min. radius 4 ft. 3 in. max. height	4 7	4 7	5 2½	5°
(ii) Mark IIIA and Mark V, with high ramp (fixed trunnion).	3 ft. 10½ in. radius (3 step)	3 ft. 11 in. min. radius 4 ft. 3 in. max. height	4 7	4 7	5 2½	5°
(iii) Mark I and Mark IV (rising column).	4 ft. 0 in. radius (1 step).	4 ft. 0 in. min. radius 3 ft. 4 in. max. height	4 7	4 7	{ 5 2½ max. 3 10½ min. }	5°
(iv) Mark VIIA (short radius)	3 ft. 4 in. radius (1 step).	3 ft. 4 in. min. radius 3 ft. 0 in. max. height	3 4	5 6	4 2½	15°
(v) Mark IX (twin handworked) ...	Old standard ramp without the extra 4 in. on top step, radius 4 ft. 7 in. (3 step).	4 ft. 7 in. radius 3 ft. 4 in. max. height	4 9	Approx. 5 0 with muzzle extension.	4 7	10°

(A.F.Os. 1413/43 and 3939/43.)

**4823.—Aircraft Bombs—Bombs, H.E., Aircraft, G.P., 40-lb.—Jettisoning**

(G. 010638/43.—14 Oct. 1943.)

Bombs, H.E., aircraft, G.P. 40-lb., if fitted with pistols Nos. 29 or 34, are to be jettisoned before aircraft alight on aircraft carriers, if not previously expended.

2. This restriction does not apply to G.P., 40-lb. bomb fitted with pistols No. 38 or No. 45.

3. Regard should be paid to the fact that these bombs can only be released live.

4. N.M.E.R., Article 251, will be amended in due course.

**4824.—Aircraft—Guns—Firefly—Notes on Maintenance and Re-arming**

(G. 011977/43.—14 Oct. 1943.)

To enable gun maintenance and re-arming of Firefly aircraft to be carried out with efficiency and speed, and to avoid damage to either the aircraft, or equipment, the following procedures are to be followed, pending the publication of re-arming drills in B.R. 780 series.

**2. Drill for Removal and Re-assembly of Breech Block (wings spread or folded).***Removal*

(i) Ensure the gun is unloaded and remove the locking tab from the gun adjuster assembly. The gun adjusters must be set to maximum depression, then remove the magazine carrier arm.

(ii) Detach the gun from the stirrup by undoing the attachment bolt using the special cranked spanner provided (access to the bolt is obtained through the detachable panel in the wing beneath).

(iii) Raise or swing out the rear of the gun until the spigot is disengaged from the socket in the stirrup, swing the stirrup to the rear and the spigot forward.

(iv) Turn the gun over in the direction indicated by the notice in the gun bay. Raise or swing out the rear of the gun and clip the cranked spanner in position across the top of the adjacent wing ribs, and lower the gun to rest on the spanner.

*Reassembly*

Reassemble in the reverse order. On completion ensure that the gun adjuster assembly is re-set to its *original* aligned position.

**3. Drill for the removal and installation of a gun with the wings spread.***Removal*

(i) Ensure the gun is unloaded, disconnect the magazine carrier arm.

(ii) Remove the front mounting unit and gun adjuster assembly.

(iii) Disconnect the cocking and firing hoses, and detach the gun as described previously. Raise the rear of the gun until the spigot is disengaged from the socket in the stirrup, swing the stirrup to the rear and the spigot forward.

(iv) Turn the gun over in the direction indicated and raise the rear of the gun until it can be drawn to the rear out of the gun bay.

*Installation*

Reverse the above procedure. On completion ensure that the gun adjuster assembly has been set in its original aligned position.

**4. Drill for removal and installation of a gun with the wings folded.***Removal*

(i) Disconnect the cocking and firing hoses and magazine carrier arm.

(ii) Using a 40-ft. length of rope, loop a double length using two half hitches round the gun back block and pass the ends of the rope over the leading edge of the wing outboard of the front gun fairing.

(iii) One man to unscrew the muzzle nut while a second standing outboard of the wing, takes the weight of the gun on the rope and gradually lowers it until the back block rests on the rear spar. Care must be taken to ensure that the gun is not dropped on to the rear spar.

(iv) Remove the front mounting unit and centralise approximately the gun adjuster assembly.

(v) Unscrew and remove the gun adjuster assembly, replace the muzzle nut to protect the muzzle thread while withdrawing the gun.

(vi) Detach the rear of the gun from the stirrup, raise the gun off the rear spar, taking the weight on the rope ends.

(vii) Turn the gun over in the direction indicated and lower the gun *gently* on to the rear spar and re-adjust the loops of the rope round the back block so that the rope does not tend to twist the gun back to its original position when the weight is taken on it.

(viii) Raise the gun until its rear can be swung out of the gun bay, taking the weight on the rope.

(ix) Steadily lower the gun on to the deck by paying out rope, one man positioned opposite the gun bay to guide the gun down.

*Installation*

Reverse the above procedure first having replaced the muzzle nut to protect the muzzle threads. On completion ensure that the gun adjuster assembly is reset to its original aligned position.

**5. Re-Arming Procedure.**

(i) *With Wings Spread.*—Fill the ammunition tanks with 10 rounds over capacity and feed the end through into the gun bay and join up to the belt hanging free from the belt feed mechanism. Place the B.F.M. on the gun, the slack on the belt will then be pulled back into the tank. It is not necessary to use the loading drums during these operations but the use of a suitable platform is of assistance.

(ii) *With Wings Folded.*—When re-arming under these conditions loading drums should be used. Wind the belts carefully on to the drum, hook the wing attachments in position over the gun bay, so that the ammunition is lined up with the tanks. Unwind the belt and flake it into the tanks exercising great care to ensure that the rounds do not become misaligned during this operation. When the drum is empty, remove it from the wing attachment, and replace with a full one when the tanks have been loaded, place the belt feed mechanism in position and join up the belt as with the wings spread.

**4825.—Magazine Logs—Revised Forms S.285A, Part II***Ships concerned*

(G. 5176/43.—14 Oct. 1943.)

Experience has shown that Form S.285A, Part II, as at present issued is uneconomical in use for ships other than battleships and fleet carriers. This form has now been designated S.285A, Part II (L) and will be used by battleships and fleet carriers only.

2. A revised form S.285A, Part II (S), has been introduced for ships allowed Form S.285A other than battleships and fleet carriers.

3. First issue of the revised form will be made without demand. When received the form should be taken into use on the conclusion of the current log. Stocks of old issue remaining on board are to be returned to Superintending Naval Store Officer, R.N. Store Depot, Park Royal, N.W.10 as convenient.

4. Form S.285A, Part I, is not affected by the above.

(R.A. 10th Cruiser Squadron, No. 55/960—12 Feb. 1943.)

**4826.—Torpedoes—18-in., Mark XII Type and XV Fitted with Rudder Stops—Incorrect Wording in History Sheets Regarding Adjustments to Horizontal Rudders.**

(A.S.—14 Oct. 1943.)

The History Sheets (Form 0.422) for 18-in. Torpedoes, Mark XII type and XV, are in some cases incorrectly worded.

2. The "Adjustments" page of these History Sheets should be examined and, in that section relating to "Horizontal Rudders," the words "With Rudder Stops" and "Without Rudder Stops" should be amended if necessary on the following general lines:—

(a) Rudders by servomotor give a reading of about 0.80-in. *without rudder stops.*

(b) Rudders by servomotor give a reading of about 0.61-in. *with rudder stops.*

(c) The "rudders by hydrostatic valve" give a reading of about 0.61-in. and are taken *with rudder stops* in place.

**4827.—Torpedoes—21-in. Mark VIII-VIII\*E—Withdrawal of Tools and Spare Gear for Submarines**  
(A.S. 1350/43.—14 Oct. 1943.)

It has been approved for tools and spare gear special to 21-in. Mark VIII-VIII\*E torpedoes and A.R.S.G. gyroscopes to be withdrawn from submarines.

2. The following items will therefore, no longer be issued to submarines and any on board are to be returned to the nearest Torpedo Depot at the first opportunity, viz. :—

*Outfit Stores—*

Clamps, St. No. 353B.  
Spanners, St. No. T.28A

*Chests, Tools, and spare gear, 21-in., Mark VIII-VIII\*\*—*  
Springs, St. No. 958.

3. In future, submarines embarking 21-in., Mark VIII-VIII\*E torpedoes and A.R.S.G. gyroscopes are to draw the items referred to in paragraph 2 from the depot ship or base to which attached.

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

**4828.—Torpedoes—U.S.A. 22·4 in., Mark 13 Mods.—Overhaul of Mark 4-1 Exploder**  
(T. 09338/43.—14 Oct. 1943.)

Electric driving motors to carry out tests as detailed in O.P.663, chapter V, paragraph (I), will not be supplied with List 178 equipment.

2. To arm the exploder for test purposes, by revolving the impeller, ships' staffs should arrange for the necessary air pressure and jet to revolve the impeller by air pressure.

3. The minimum pressure of air required for this purpose is 160 lb./sq. in., and the jet is to be made up with a short length of bronze flexible air hose, St. No. 8044, with approximately 4 in. of copper piping size 0·25 in. external and 0·15 in. internal, St. No. 2044, connected to flexible pipe by nut union, St. No. 1270.

**4829.—Graticules for Torpedo Assessing—Introduction of Pattern 5630**  
(N.S. Air 7866/43.—14 Oct. 1943.)

In order to cater for the requirements of graticules for use with the type T.A. Torpedo Assessing Equipment, Pattern 5621, the following item, superseding R.A.F. Stores Ref. 14B/660, has been introduced.

Pattern 5630 (subhead F.3), graticule, 5-in., for type T.A. Torpedo Assessing Equipment.

2. This graticule is of photo-etched glass which has been found satisfactory for Naval use where films are assessed while still wet, as the filling of the etching can be replenished by wiping the graticule (when thoroughly dry) with black paint.

3. The graticules with the assessing sets held in stock will be removed and the new type substituted. It is not proposed to effect retrospective supply to services, but demands for the replacement of graticules should be forwarded to the Superintending Naval Store Officer, Stanley Mills, Stroud, quoting Pattern 5630.

4. Scales of allowances are as follows :—

Pat-tern No.	Description	Denomi-nation	Large Sta-tions	Small Sta-tions	Photo-graphic School	No. 1 Observer School	Remarks
1	2	3	4	5	6	7	8
5630	Subhead F.3 Graticules 5-in. for Type T.A. Torpedo Assessing set	No.	(A)	(A)	(A)	(A)	(A) Allowance of 2 per T.A. Assessing Equipment supplied (Crail allowed six additional).

(C.A.F.O. 720/43.)

**4830.—Above Water Torpedo Tubes—Correspondence relating to Ships and Establishments concerned**  
(T. 2447/43.—14 Oct. 1943.)

In all correspondence and signals referring to Above Water Torpedo Tube Mountings and parts or drawings thereof, the mark and Admiralty registered number of the mounting should be quoted.

2. These particulars can be obtained from the nameplate which is affixed to one of the outer tubes of the mounting.

**4831.—Paravanes, Bow Protector—Endurance of Towing Ropes**  
(T. 2498/43.—14 Oct. 1943.)

A.F.O. 4310/43 is to be amended as follows :—

Paragraph 3, line 1 :—

For H.V. 2.5 = 138,000,

Read H.V.2.5 = 138,000.

(A.F.O. 4310/43.)

**4832.—Preservation of Dark Adaptation—Orange Lighting for Chart and Plotting Tables, and Signalman's Hood**  
(N.S. 019131/43.—14 Oct. 1943.)

Information regarding the basic principles to be followed for the preservation of dark adaptation for Look-Outs, etc., has been promulgated in A.F.O. 433/42 which refers to the use of red light for the purpose.

2. Red lighting cannot, however, be used for charts and plots because corrections which are made in red cannot be seen under a red illumination. Orange lighting, although not so effective as red for night adaptation, must be used for this purpose.

3. White lighting is required for personnel working continuously on charts or plots, so that it is necessary to provide arrangements for the ready change-over to orange lighting when the charts or plots are being inspected by dark-adapted personnel. The methods to be adopted to effect this change-over are as follows :—

4. *Chart Tables and Plotting Tables—Existing Ships.*—Orange screens for attachment to the shades of the various fittings used for the illumination of chart tables, both on the bridges and in chart houses, and also for plotting tables, have been introduced and added to the authorised List of Naval Stores under Subhead F (2B) as follows :—

Pattern 17102. Orange screen for attachment to shade, Pattern 9124B (for fitting, Pattern 9100A)

Pattern 17103. Orange screen for attachment to shade of fitting, Pattern 17014.

Pattern 17104. Orange screen for attachment to shade of fitting, Pattern 17014A (with iris diaphragm).

5. The screens attached to the various fittings are shown on A.F.O. diagram No. 308/43.

6. When orange lighting is required, the hinged portion of the screen which carries the orange filter must be swung under the bottom of the shade, all other lighting in the compartment being switched off.

7. These screens will be issued on demand to all classes of ships down to Sloops, Corvettes, and Escort vessels generally.

8. Pending supply of the screens, any action taken by ships' staffs should be in conformity with paragraph 2.

9. Two fittings, Pattern. 1018A, or one of Pattern 8614A, are fitted on bridge chart tables on Destroyers and certain other small vessels. Ships' staffs should make their own arrangements regarding the provision of alternative orange or white lighting, use being made of sheets of orange material, Pattern 17101, which is being introduced for this purpose.

10. *Chart and Plotting Tables—New Construction.*—For Cruisers and larger vessels under construction or undergoing reconstruction, fitting, Pattern 17104A, with orange screen, Pattern 17104, is to be provided for the illumination of the charts both in chart houses and on the bridge.

11. Fitting, Pattern 9100A, is to be fitted in plotting offices in order to provide sufficient illumination on the plot when it is examined through the viewing device with its orange filter in place. Orange screens, Pattern 17102, are to be fitted on fitting, Pattern 9100A, for use as indicated in paragraph 12.

12. When the Admiral or Captain enters the plotting office to inspect the plot, the hinged portion of the screen which carries the orange filter must be swung under the bottom of the shade. To give additional control of lighting in such conditions one lamp of fitting, Pattern 9100A, can be switched off and the other dimmed as required (see paragraphs 17 and 18).

13. For all smaller vessels than those referred to in paragraph 10, one fitting Pattern 17014 (i.e., without iris shutter) with orange screen, Pattern 17103, is, where practicable, to be fitted over chart tables (both on the bridge and in chart-house) and over the plot.

14. Where, because of lack of space in smaller vessels, it is not practicable to fit Pattern 17014, fitting Pattern 1018A, modified to incorporate both mechanical dimming and alternative orange or white lighting, is to be installed. Pending the introduction of the modified fitting, local arrangements are to be made to provide alternative orange or white lighting on the existing fitting, Pattern 1018A, using orange material Pattern 17101.

15. *Signalman's Reading Lamp, Existing Ships.*—It is not possible easily to provide alternative orange or white lighting on existing signalman's reading lamp, Pattern 8110, and permanent orange lighting with no dimming must be accepted. This can be provided by inserting a piece of Pattern 17101 material approximately 6-in. x 3-in. inside the fitting to cover the light slot, the material being kept as far away as possible from the lamp.

16. *Signalman's Reading Lamp, New Construction.*—Signalman's reading lamp, Pattern 8110, is being modified for new construction to incorporate mechanical dimming and alternative orange or white lighting. Until the modified fitting becomes available, permanent orange lighting, with no dimming, will have to be accepted as for existing ships.

17. *Dimming of Chart and Plotting Table Lighting.*—The lighting on charts, etc., should be capable of being reduced to the lowest possible value to allow for variable conditions of night light (see A.F.O. 433/42, paragraph 4).

18. Electrical dimmers, Pattern 18907 (220 volts.) or Pattern 18921 (110 volts) are already specified for new construction chart-table lighting on bridges. Dimming of chart-table lighting in chart houses and over the plot in plotting offices is now a requirement, and should be provided in all new construction when either fitting, Pattern 17014 or Pattern 17014A, is installed. When fitting, Pattern 9100A, is fitted over the plot, a dimmer is to be provided to dim one of the lamps.

19. Stocks of dimmers are not sufficient to meet the needs of existing ships and no demands should be made pending further instructions.

20. *Viewing of the Plot.*—In order to preserve dark adaptation of personnel viewing the plot through the viewing device, orange filters should be provided at the eye piece of the viewing device. This is already provided in certain ships of new construction (A.F.O. 1483/43). Where provision has not been made, ships' staffs should make their own arrangements, using orange material, Pattern 17101.

21. *Orange Material, Pattern 17101.*—The orange material, Pattern 17101, is clear cellulose acetate, and is being introduced in sheets as a Naval Store item, under subhead F (2B), for issue to ships on demand as follows:—

Pattern 17101, orange filter sheet, 9-in. x 6-in. x 0.01-in. for orange lighting of charts, plots, and Signalman's pads.

22. *Availability of Screens and Filter.*—Arrangements have been made for purchase of the screens, Pattern 17102, 17103, and 17104, and filter, Pattern 17101, but these will not be available until the following dates and no demands should be made previously.

Pattern 17101	...	...	...	November, 1943.
Patterns 17102, 17103 and 17104	...	...	...	December, 1943.

Allocation of the screens and filters to Yards and Naval store depots will be made by Admiralty.

23. Ships abroad should demand from nearest dockyards, and Yards should wire requirements to Admiralty, quoting the number of this A.F.O. Ships in home waters should forward demands (Form S134d) as necessary to their storing Yards or Naval store depots. For ships under construction, Overseers should forward demands (Forms D.501) to the warrant Yard or Northern depot concerned (A.F.O. 1018/41).

24. The fitting of the gear mentioned in this order on new construction is subject to no delay in the completion of the vessel being involved. Extra cost should be reported.

(A.F.Os. 1018/41, 433/42 and 1483/43.)

#### 4833.—Gyroscopes—A.B. Type and Boxes St. No. T.372 or T.372A—Provision of 'W' Air Supply Blanking Plug and Modification to Box for Stowage

(A.S. 5905/43.—14 Oct. 1943.)

With the present arrangements in 21-in. Mark VIII\*\* torpedoes for blanking the air supply to the 'W' piston of the gyroscope, it is possible for an air leak to build up and operate the piston and lock the relay valve.

2. To obviate this possibility it has been decided to fit, in all A.B. type gyroscopes issued for use in 21-in. Mark VIII\*\* torpedoes, a blanking plug in the 'W' air supply at the position of the choke shown in C.B. 3020 (7) Plate No. 7. This choke is fitted with a small strainer and is accessible under the screwed cap located to the right of the aft end of the relay chest, the choke is to be unscrewed and a blanking plug substituted.

3. So that the displaced choke shall remain available with the gyroscope a housing is to be arranged for it in the gyroscope box St. No. T.372 or T.372A. This housing will be a tapped hole, 0.218-in. by 28 threads, in a position on the gyroscope seat bracket as shown in A.F.O. Diagram 306/43.

4. Demands for plugs, blanking, required which will be accounted for as follows:—

##### Section V.—

Plugs blanking air supply to 'W' piston gyroscopes, St. No. 11796, are to be forwarded to the nearest torpedo depots and supply will be made on receipt from manufacture. When plugs, blanking, are available the replacement of the choke, as at paragraph 2, and the provision of the housing in the gyroscope box St. No. T.372 or T.372A as at paragraph 3, are to be arranged by the staffs of depot ships and bases.

5. Gyroscopes, and boxes St. No. T.372 or T.372A passing through torpedo depots will be dealt with before issue for use with 21-in. Mark VIII\*\* torpedoes.

6. Category 'C' is to be applied to this modification.

#### 4834.—Detonators—Percussion—Watertight—Mark VI—Withdrawal

(T. 02980/41.—14 Oct. 1943.)

Detonators, percussion, watertight, Mark VIA of Lot No. 17, filled M.E. 11/38, are to be landed at the nearest Naval armament depot, and detonators of other lots drawn in lieu.

2. *Naval Armament Depots.*—Detonators of this lot number landed by H.M. ships, together with any already in store, are to be destroyed.

(A.F.O. 4397/42 is cancelled.)

#### 4835.—Air Ejectors and Closed Feed Systems

(D. 13229/43.—14 Oct. 1943.)

The importance of close observation of the discharge from the air ejectors of main and auxiliary condensing systems may not be generally realised, and the following notes are accordingly promulgated for information:—

(a) Neither vapour nor uncondensable gases will be discharged from an air ejector unless it is handling air, provided that the intercoolers are

adequately supplied with cooling water, that the cooling surfaces are not air locked or coated with scale, and that the associated drainage systems are functioning as designed.

- (b) In general, therefore, the appearance of vapour at an air ejector discharge orifice can be taken as an indication of the presence of air in the condenser, and it should be the aim of operators to ascertain the cause.
- (c) The visibility of the effluent from an air ejector depends mainly upon its temperature relative to that of the surrounding atmosphere. Air in the intercooler will reduce the rate of heat transfer, and the temperature on the vapour side of the cooler will be higher if air is present.
- (d) It is good practice to test each air ejector periodically by applying a sheet of stiff paper to the discharge orifice; the paper will adhere to the orifice for some moments if no discharge is taking place.
- (e) The absence of any discharge is an indication not only of the air tightness of the system, but also indicates that the oxygen content of the feed water delivered to the boilers is satisfactorily low.

2. Neglect of the foregoing symptoms of air leakage is likely to involve needless corrosion of the boilers and feed pipes, and may also defer the discovery of defects giving rise to loss of vacuum which may be important under other circumstances, e.g. in tropical waters or when working astern for prolonged periods.

#### 4836.—Brotherhood 60-kW. Turbo-Generators—Governors

*Hunt Class Destroyers*

(D. 02436/43.—14 Oct. 1943.)

Details of the springs fitted in connection with the governor gear of the above-mentioned turbo-generators are not shown on drawings and are as follows:—

##### *Overspeed Trip Ring Springs (Steel)—*

External diameter of coil	...	...	0.85 in.
Diameter of wire	...	...	0.15 in.
Number of complete turns	...	...	8
Free length	...	...	2.42 in.
Rate	...	...	233 lb./in.

##### *Governor Relay Cylinder Spring (Steel)—*

External diameter of coil	...	...	2 in.
Diameter of wire	...	...	0.242 in.
Number of complete turns	...	...	12
Free length	...	...	8½ in.
Rate	...	...	60 lb./in.

##### *Spring Operating Oil Piston Governor Valve (Steel)—*

External diameter of coil	...	...	1½ in.
Diameter of wire	...	...	0.036 in.
Number of complete turns	...	...	21
Free length	...	...	2½ in.
Rate	...	...	3 lb./in.

##### *Spring Operating Emergency Trip Valve (Steel)—*

External diameter of coil	...	...	1¼ in.
Diameter of wire	...	...	0.136 in.
Number of complete turns	...	...	9
Free length	...	...	3¾ in.
Rate	...	...	70 lb./in.

##### *Governor Weight Spring—*

External diameter of coil	...	...	1/16 in.
Diameter of wire	...	...	0.116 in.
Number of complete turns	...	...	16
(Two of these turns are coiled in the end plates at each end.)			
Free length	...	...	2¼ in.
Rate	...	...	23 lb./in.

#### 4837.—Main Engine Lubricating System—Priming from L.O. Transfer Pump—As. and As.

*“Captain” Class Frigates with Diesel-Electric Drive*

(D. 021095/43.—14 Oct. 1943.)

The main engine lubricating system hand-operated priming pump in “Captain” class frigates is of insufficient capacity. This pump is to be removed, and arrangements made for the lubricating oil transfer pump to be used for this purpose, the discharge connection from this pump being modified in accordance with the directions in A.F.O. Diagram No. 307/43.

2. The commanding officers of ships concerned are to include an item, classified “A”, in their next lists of As. and As. to cover the work involved.

#### 4838.—25-ft. Motor Cutters with Fowler 2DY Engines

(D/C.P. 92705/43.—14 Oct. 1943.)

Some of H.M. ships carrying 25 ft. motor cutters engined with Fowler 2DY machinery report that trouble has been experienced due to the leakage of water from the cylinder jackets past the joint ring fitted between the cylinder liner flange and the cylinder block.

2. It appears that this trouble has only been experienced with the earlier engines supplied as engine No. M.4839 and all subsequent engines are fitted with a modified type of joint ring.

3. In order to eliminate this defect and to bring the earlier engines into line with engines now being supplied, the joint rings fitted in engines prior to engine No. M.4839 should be replaced by those of the latest type.

4. Arrangements have been made for a supply of replace rings to be held at Portsmouth Dockyard and ships requiring the new type rings should forward demands to M.E.D., c/o Southern Railway, Botley Station, Hants.

5. The new type joint rings should be fitted by ships' staffs on the next occasion of opening up the engine for overhaul.

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

#### 4839.—Railko Bearings Fitted in 25 ft. Fast Motor Boats Nos. 42330/41, 42348/53, 42689/96—REPORTS

(D. 13372/43.—14 Oct. 1943.)

Railko type bearings have been fitted in the “A” brackets and stern tubes of the above-mentioned 25 ft. fast motor boats of the 1942 programme.

2. To enable the performance and durability of this material as compared with cutless rubber to be assessed, Administrative Authorities concerned are to arrange for a report to be forwarded to the Engineer-in-Chief, Admiralty, Bath, after each 200 hours running, and on each occasion when renewal of a bearing is found necessary stating:—

- Boat number.
- Number of hours the bearings have run.
- Amount of wear in the bearings.
- Amount of wear of shaft in way of the bearings.
- Any other relevant information.

#### 4840.—Steam and Feed Systems—As. and As.

*“Esses”, “Veas”, “Wairs”, and “Shakespeare” and “Scott” Class Leaders*

(D. 024743/43.—14 Oct. 1943.)

The following alterations have been approved to improve subdivision of the main steam and feed systems in these destroyers:—

- To fit a sluice valve in the reserve feed suction line, the valve to be situated in the aft boiler room adjacent to the reserve feed tank and arranged to be worked locally and from the upper deck.
- To fit an isolating valve in the main steam cross connection pipe in the engine room.

2. The Commanding Officers of destroyers of the above-mentioned classes not so fitted are to include these items in their next lists of As. and As., Classification B.

3. Valves for (1) are to be provided by the refitting authorities.

4. The supply of the valves for (2) is being arranged at the Admiralty, and delivery will commence shortly. When ships of the above-mentioned classes are taken in hand, the repair or refitting authorities are to make application to the Admiralty for the supply of the necessary valves. Each application should state the size of valve required and the latest date by which delivery can be accepted.

(*C.in-C. The Nore, 24 Nov. 1942, No. 7019/95E.*)

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

(*A.F.O. 1592/43 is cancelled.*)

#### 4841.—Battery Charging Resistance in Vicinity of Magnetic Compasses

(C.D. 164/43.—14 Oct. 1943.)

It is essential that the charging circuit referred to in A.F.O. 3398/41 and A.F.O. 3963/43, should not be fitted within 15-ft. of any compass in trawlers and boom defence vessels.

2. Commanding Officers of ships in which the charging resistance is fitted within 15-ft. of any compass should arrange for the charging board to be re-sited.

3. The work to be carried out by ship's staff, assistance being given as necessary by bases and depot ships.

(*A.F.Os. 3398/41 and 3963/43.*)

#### 4842.—Binnacles—Pattern 922 or 922Z—Precautions when Using

(C.D. 586/43.—14 Oct. 1943.)

A case has arisen wherein the lower part of the steering binnacle, Pattern 922, fitted in a trawler was slewed to one side in order that the helmsman could obtain a better view of the compass card.

2. Attention is drawn to the fact that the binnacle, Pattern 922 or 922Z, should be fitted with the aperture (through which the compass card is seen) directly on the after side of the binnacle. In the event of the lower half of the binnacle being slewed, as in paragraph 1 above, the magnet racks, which are an integral part of this, will also be slewed. The result will be a very considerable change in deviation and the compass will thereby be rendered unreliable.

3. Senior officers of bases and flotillas should bring this order to the notice of Commanding Officers of ships in which binnacles, Pattern 922 or 922Z, are fitted and to which copies of this Order are not issued.

#### 4843.—Establishment of Chart and Chronometer Depot at St. John's, Newfoundland

(H.C. 196/43.—14 Oct. 1943.)

A chart and chronometer depot has been established at St. John's, Newfoundland, and the address for correspondence, etc., is:—

The Officer-in-Charge,  
Chart and Chronometer Depot,  
R.C.N. Dockyard,  
St. John's, Newfoundland.

(Hydrographic Supplies Handbook—H.51.)

#### 4844.—Aircraft—Discontinuance of Periodical Boards of Survey

(A.M.R. 197/43.—14 Oct. 1943.)

In future, airframes will have no definite life, so the term "Complete Overhaul" is no longer applicable.

2. Unless ordered by the Administrative Authority, in special circumstances, Boards of Survey are not required, unserviceable airframes being dealt with as in paragraph 3 of A.F.O. 4362/43.

## II

The following further information is promulgated:—

(1) *Major Inspection.*—All airframes Category Y.1 (R.A.F. Category B) will be given a major inspection by the repair yard or contractor.

(2) *Embodiment of Modifications.*—All essential airframe modifications for which parts are available will be embodied during a major inspection or Category B overhaul.

Minor damage will be repaired in aircraft allotted to contractors specifically for modifications, but minor or major inspections will not be carried out unless specially arranged for.

(3) *Power Plants.*—When categorising unserviceable power plants the condition of both structure and engine is to be stated.

(4) *Certificate of Airworthiness Annual Inspection.*—Applicable only to airframes maintained in accordance with regulations for civil aircraft.

(5) *Fly-in Repair.*—Where aircraft are flown to contractors for repairs which can be completed within a week, no major inspection will be carried out and the aircraft remains on the charge of the holding unit. Should a longer period be required, the aircraft will be allotted to the contractor as Category B.

(6) *Engine—Complete Overhaul.*—If an engine is completely overhauled at the end of its authorised life, or because of defects, a new life is started.

2. When an unserviceable airframe is despatched to a contractor with an engine which is serviceable but due, or nearly due, for major inspection, either on flying hours or time basis, the fact is to be reported. Arrangements will be made for its inspection by the contractors by R.A.F. Form 1313 procedure, or, if this is impossible, for its despatch elsewhere. Except for "fly-in" repairs, a replacement engine will normally be fitted if less than 60 hours remain before complete overhaul is due.

(*A.F.Os. 3079/43 and 4362/43.*)

(*A.F.Os. 4293/42 and 2640/43 are cancelled.*)

#### 4845.—Aircraft—Transparent Panels in Leading Edges—Servicing Instructions

(A.M.R. 2873/43.—14 Oct. 1943.)

On all aircraft on which transparent cellulose acetate (Specification F56) panels are fitted in main plane leading edges, the following inspections are to be introduced forthwith:—

(i) *Daily.*—Visually examine cellulose acetate panels in leading edges for cracking, excessive distortion, becoming opaque and other signs of deterioration.

(ii) *Minor.*—Examine for security, removing fabric strips if fitted, paying particular attention to cracks developing at points of attachment.

2. Defective panels are to be replaced. When replacing panels reference is to be made to A.P. 1464A, Vol. I, Part 3, Section 15, Chapter 2, paragraphs 33 to 44.

3. Pending amendment, notes referring to this Order are to be made in the reference column at appropriate places in inspection schedules of aircraft concerned.

*Note.*—Methods of identifying the material of transparent panels.

In addition to the methods of identification described in A.P. 1464A, Vol. I, Part 3, Section 15, Chapter 2, paragraph 2, the following method may be used.

Cellulose acetate can be identified by putting a drop of acetone (dope solvent) on its surface, allowing to stand for 15 seconds, and then rubbing gently with the finger tip. The surface will then be found to be sticky and softened, but it will become hard again in a few minutes when the acetone has completely evaporated. The acetone has no effect on Perspex (D.T.D.339) plastics.

4. The above has been promulgated by M.A.P. as S.I/Miscellaneous/3.



## 4846.—Walrus Aircraft—Securing of Camera Hatch

(A.M.R./A/C 1195/43.—14 Oct. 1943.)

Serious accidents have occurred in Walrus aircraft as a result of incorrect securing of the camera hatch.

2. In aircraft in which the camera is not normally used, the hatch is to be properly closed in future and the operating handle wire-locked to the bridge piece so as to prevent any possible movement of the handle.

## 4847.—Lining of Pressure Hulls over Chart Tables—As. and As.

*H.M. Submarines*

(D. 04564/43.—14 Oct. 1943.)

The inside of the pressure hulls over the chart table in all submarines is to be fitted with wood lining as in the living spaces.

2. An item to cover this work is to be included in the next lists of alterations and additions for all submarines in service.

*(Admiral (S), 17 Feb. 1943, No. 377/S.M.856.)**(This order is to be retained until complied with.)*

## 4848.—Aircraft—Ink, for Magnetic Crack Detector

(N.S. Air 538/43.—14 Oct. 1943.)

Ink for Magnetic Crack Detector will be allowed to Services in accordance with the following scales:—

Pattern No.	Description	Den.	Consumable			
			R.N. Air Stations		R.N. Aircraft Repair Yards	
			Class "A"	Class "B"	Class "A"	Class "B"
			Main Store	Main Store	Main Store	Main Store
—	<i>Subhead E.12</i> Ink for Magnetic Crack Detector	Galls.	2	2	5	5

2. Services concerned should forward demands to complete to the allowances, to their respective 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 supplies.

3. A standing contract CP.Br.4C/83222/43, dated 20th July, 1943, has been arranged with Messrs. Fel-Electric Ltd., 63 Gell Street, Sheffield 3, and the following initial supply will be made to yards abroad to cover the requirements of services attached to foreign stations.

From Preston—	From Severn Area—
5 gallons to Alexandria.	20 gallons to Durban.
	10 gallons to Simonstown.
	40 gallons to Ceylon.
	2 gallons to Bermuda.

4. 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.

## 4849.—Alterations and Additions—Co-ordination Rescue Tugs—All Types and Classes

(D./T.D. 1762/43.—14 Oct. 1943.)

The Captain-in-Charge, Rescue Tugs, Admiralty, is the co-ordinating authority for As. and As. to all Rescue Tugs, and all correspondence concerning As. and As. for these ships is to be forwarded to him through the appropriate administrative authority.

2. As. and As. for rescue tugs of the following three classes will be dealt with on the "class system":—

(a) "B.A.T." class (Diesel Electric 12-278).

(b) "A.T.R." class (Diesel Electric 12-278A).

(c) "A.T.R." class (steam, water tube boiler, reciprocating engines).

Lists of items and Forms S.1182 are not to be submitted to Admiralty by Commanding Officers of individual ships—*vide* note to paragraph 13 (f) of C.A.F.O. 793/43.

3. Lists of As. and As. with Admiralty decisions thereon will be issued from time to time in Confidential Admiralty Fleet Orders. On receipt of these lists, Commanding Officers are to report through their administrative authority to C.C.R.T. items which are not applicable and those which have been completed or progressed. On all occasions when ships are taken in hand for refit or repairs, similar reports are to be forwarded.

4. A record of As. and As.—Form S.345—is to be kept by the Commanding Officers of all ships, but on no account are numbers to be allocated to items, either approved or proposed, other than those given in the published list.

5. It is intended that other classes of rescue tugs shall be dealt with by class list at a later date. Meanwhile, all rescue tugs, except those mentioned in paragraph 2, are to remain on the individual ship system. Proposed As. and As. are to be forwarded to C.C.R.T. in accordance with paragraph 1 above. Attention is drawn to C.A.F.O. 793/43 and K.R. & A.I., Article 710.

*(C.A.F.O. 793/43.)**(K.R. & A.I., Article 710.)*

## 4850.—"Assman" Psychrometers—Components and Spares

*Aircraft Carriers and ships provided with meteorological organisations*

(N.S. 30627/43.—14 Oct. 1943.)

Psychrometers, electric, "Assman", pattern 547 (M.O. Ref. No. 545) are supplied complete in a box which, in addition to the psychrometer frame, should also contain the following components:—

*Pattern No.*

2706 Thermometers, "Assman", sheathed, for psychrometer, 2 pattern 547 (M.O. Ref. No. 551).

2709 Glasses, reading, for psychrometer, pattern 547 (M.O. Ref. 572) 1

2. The spare reading glass hitherto allowed is not required in addition to that supplied with the psychrometer, and the allowance to ships concerned has therefore been withdrawn.

3. Thermometers, pattern 2706, are breakable and are being transferred from the permanent to the consumable category of Naval stores. This also applies to thermometers, "Assman", solid stem, range 0°-100° F., M.O. Ref. No. 176, which are allowed *in lieu* of pattern 2706 to ships operating in far northern or far southern waters. Two spare thermometers are required in addition to those supplied as part of the psychrometer and these spares should be maintained on board as "emergency stock".

4. Ships concerned in commission should adjust stocks on board accordingly, and spare reading glasses should be surrendered. Supply to ships of new construction should be adjusted by the warrant yards.

5. The Establishment of Naval Stores for Executive Purposes (B.R. 358) will be amended.

**4851.—Diving—United States Navy Diving Apparatus**  
*Home Dockyards, Diving Schools and Salvage Services*  
 (N.S. 22558/41.—14 Oct. 1943.)

The following notes on the use of United States Navy diving apparatus now coming into service for use in home dockyards, diving schools, and special salvage services, are promulgated for information.

**A—General**

The equipment as supplied has the advantage of being adaptable to any portable standard tool compressor or dockyard air line with no extra attachments. The "S" reducer (adaptor) supplied with equipment will connect diver's air pipe direct to any  $\frac{1}{4}$ -in. standard thread British tool hose. This should be invaluable to dockyards, salvage ships, and shore-based divers, naval or military, where portable tool compressors are available or hand pumps can be used. Separator oil filters (supplied with equipment) can be inserted into air line. Air pipe is more flexible than the standard type, and is not strengthened by wire core. It is tested by hydrostatic pressure to 250-lb. per sq. in., and bursting pressure 1,000-lb. per sq. in. This is considered quite satisfactory.

**B—Method of Dressing**

The diver is dressed as far as his corselet as for diving in Admiralty pattern equipment (see Note 1). The weighted belt is then put on (see Note 2). The attendants cross the belt shoulder straps and each take one end of the belt. The belt is placed against the diver's abdomen and the shoulder straps led over the diver's shoulders. They cross above the lower front stud, pass outside the top stud on the shoulders, cross again above the lower back stud, and buckle to the belt in rear. The loop of the jock strap is slipped over the belt in rear and the belt buckled. The jock strap is then passed between the legs and buckled to the belt in front (see Note 3). The helmet is then put on and secured by the safety catch. The life line is passed under the diver's right arm and secured to the small eye-bolt on the right of the corselet. The air pipe is passed under the left arm, the diver's air control supply valve secured to the left hand lower stud (long stud) of the corselet by the wing nut, and the air pipe secured to the left eye-bolt. When handling the helmet the front glass should be lightly closed to prevent damage. The diver is then ready for the ladder.

*Note 1.*—The corselet is of the 12-studded type. The flanged nuts are put on where the corselet brass strips meet and are to be screwed down last. When all are screwed down, ease back the nut on the long stud ready for the diver's air control valve.

*Note 2.*—The weighted belt is 85-lb. with removable lead weights, and if found cumbersome, up to four can be removed.

*Note 3.*—It is important that the jock strap should always be worn and secured tightly to prevent corselet and helmet lifting whilst under water. Should this happen, the diver will be unable to reach his knock valve correctly.

**C—Diver's Air Supply Control Valve**

This valve is connected to the helmet by a 3-ft. length of air pipe from the end opposite the valve wheel, and the air pipe from the compressor or the hand pumps to the other connection. This control valve enables the diver to control his own air supply at all depths, and is invaluable for all kinds of work under water. The diver has complete control of his buoyancy, and, with a little practice of both control and exhaust valves, can suspend himself between surface and sea-bed on any work with no fear of a fall or getting a squeeze. This only applies when using air compressors. When using hand pumps, the control valve is kept fully open, but if the diver is given extra air for his depth, he can close the control valve a little and so regulate his air to a certain extent, which is advantageous to the diver.

**D—Helmet Exhaust Valve**

This is of the safety non-blow-up knock valve type, and is fitted with a secondary spring which permits further opening of the valve, regardless of the setting, when the air pressure in the helmet is 2-lb. per sq. in. in excess of outside pressure. The normal setting of the valve at all depths is three complete turns open. Any excess air can be knocked away by the chin on the knock valve, but if regulated properly this should not be necessary.

**E—The Descent**

When the diver is ready to descend he opens exhaust valve three turns, opens air control valve to give ventilating air. Close front glass. Diver goes down ladder to shot rope. Tests for leaks—diver puts his lips over knock valve and pulls it closed. When attendant is satisfied, he signals to diver. Diver then descends with right hand on shot rope, left hand on control valve which he opens as he descends, regulating his air supply. On arrival at the bottom adjust control valve, then get to work. When using hand pumps, diver descends with control valve fully opened in the normal way, the pumps being regulated from the surface.

**F—The Ascent**

(a) *Diving from compressors.*—Left hand on control valve, lips over knock valve and pull closed. When travelling well, gradually close control valve and gently knock any excess air, keeping the lips over the knock valve to regulate ascent and to close if necessary. When diving in deep water a decompression stage should be rigged and marked for the diver's stops. These stages are supplied with equipments. *Note.*—True depths should be taken by lead line.

(b) *Diving from hand pumps.*—As for the above except that the control valve is left fully open and the diver's stops are carried out in the normal way by the pump gauges and air pipe markings.

**G—Inter-changeability**

Admiralty pattern pumps and air pipe will fit U.S.N. equipment. U.S.N. pumps will fit Admiralty pattern equipment. The following gear can be used with either equipment: Boots, weights (back and front), weighted belt, knife and belt, woollens and shoulder pad.

**H—The Pump**

This has been carefully tested and found to be perfectly efficient, with an output similar to the Service Mark III. The U.S.N. pamphlet does not recommend its use for depths over 72-ft., but it is pointed out that, even with the Service pump, if prolonged work is anticipated at this depth, it is advisable to use more than one pump to ease the work of the pumping party, as 25 revs. per min. are difficult to maintain. In depths up to 72-ft., the revolutions required are very similar to those required by the Service pump.

(Captain, H.M.S. "Excellent", 8 Jul. 1943, No. 557/1 (2).)

**4852.—Guards to Escape Hatch—As. and As.**  
*126-ft. Motor Minesweepers*

(D./P. 14027/43.—14 Oct. 1943.)

Guards are to be fitted over the escape hatch on the upper deck aft in 126-ft. motor minesweepers, in accordance with drawing D.N.C. 29/A/776, to prevent the buoyant cable chafing on the securing lugs and handles when streaming and recovering.

2. This item is an approved A. and A. classification "B", for all 126-ft. motor minesweepers.

(Capt. H.M.S. "Vernon," 18 Jun. 1943, No. S/4027/TM.)

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

**4853.—Microphone Capsules—Redundancy**

(N.S. 20198/41.—14 Oct. 1943.)

Microphone capsules, provided for use with Army type D.3 telephones, are no longer required.

2. The Sea Store Establishments concerned will be amended.

(A.F.O. 2883/43.)

**4854.—Modifications to Reduce Liability to Flooding—As. and As.**

L.C.F. (3), L.C.F. (4), L.C.G. (L) 1-20, L.C.T. (R)

(D. 016208/43.—14 Oct. 1943.)

In order to reduce the liability to flooding the craft through the forward wells or through damage forward, the following alterations are to be carried out in L.C.F. (3), L.C.F. (4), L.C.G. (L) and L.C.T. (R):—

## L.C.F. (3)

- (i) A watertight floor is to be fitted between the duct keel bulkheads at station 17 to prevent fore and aft flooding through this space.
- (ii) All non-return valves leading to the duct keel space at present fitted should be removed, the holes blanked and screw-down valves fitted between the following stations in replacement:—Stations 16 and 17, 22A and 23A, 40 and 41, 48 and 49.

The valve between stations 40 and 41 should be geared outside the magazine, the remainder to be operated locally.

- (iii) The existing 20-ton fire and bilge pump to be removed and replaced by a 70-ton fire and bilge pump.
- (iv) All manhole covers in inner bottom leading into the duct keel space to be made watertight.

## L.C.F. (4)

- (i) A permanent 3½-inch branch from the suction main to be led to each of the two forward oerlikon wells.

## L.C.G. (L) 1-20

- (i) As item (iii) for L.C.F. (3).

## L.C.T. (R)

- (i) As items (i), (iii) and (iv) for L.C.F. (3).
- (ii) Fit a screw-down valve in inner bottom in replacement of existing non-return valve between stations 48 and 49.

2. Items classification "A" should be included in the lists of As. and As. for the vessels enumerated.

(C.-in-C. Med., 18 Jun. 1943, No. 1784/Med.(W)326/40.)

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

**4855.—Nomenclature for Verbal Internal Communication Systems in H.M. Ships**

Authorities Generally

(T. 1989/43.—14 Oct. 1943.)

Requirements as stated for verbal communication systems are not always sufficiently clear due to the different terms in use, and to these terms being insufficiently self-explanatory.

2. The following nomenclature is to be standardised for the systems stated:—

- (a) *Telephone or Short-tittle "Phone"*.—Instruments which necessitate personal use of transmitter and receiver.

(b) *Telephone Systems*—

- (i) *Direct* ... Two positions permanently connected.
- (ii) *Exchange* ... A centralised system through which any position on the exchange can be connected to any other.
- (iii) *Group* ... Three or more positions permanently connected
- (iv) *Switched group* ... A group on which the positions to be connected can be selected by using a switch box.

*Note.*—Where requirements for telephone systems are stated special care is necessary to specify exactly the call-up requirements.

- (c) *Loudspeakers.*—Instruments giving amplified speech where the listener does not need to be close to the instrument.

(d) *Loudspeaker Systems*—

- (i) *Broadcast* ... Only to be used for a one-way speech system from one or more transmitting positions.
- (ii) *Switched broadcast.* As broadcast, but outstations can be selected by switches at transmitting positions.
- (iii) *Inter-com.* ... All connected positions can both talk and listen.
- (iv) *Talk back* ... A two-way loudspeaker system where positions can talk back at will to a central transmitting position only.
- (v) *Controlled talk-back.* A two-way loudspeaker system where the positions that can talk back are connected to a controlling position as required by switches at that controlling position.

**4856.—Non-Latex Deck Coverings—Assistance to Contractors Laying Materials**

(D. 13646/43.—14 Oct. 1943.)

Instances have occurred where deck covering materials have proved unsatisfactory in service. Subsequent investigation has shown that the decks were not in a thoroughly clean condition preparatory to the materials being laid, and that satisfactory protection against weather and traffic during laying operations were not provided by the shipbuilders.

2. It is essential that decks should be thoroughly cleaned to ensure successful application of the materials. All rust and scale should be removed, preferably with pneumatic tools. Oil, paint, grease, etc., should be removed by the application of hot caustic soda or washing soda solution and the decks afterwards washed very thoroughly with clean fresh water. Particular care is necessary to ensure the removal of all dirt, grease, etc., lodging at plate laps and deck fittings.

3. Tarpaulins should be provided by the shipbuilders during laying operations to protect the materials from sun, wind and rain, and no traffic should be allowed over the material until it is thoroughly set.

4. The surface should be protected from dirt and heavy traffic until the ship is handed over on completion.

(A.F.O. 4105/43.)

**4857.—Parachute Harness, Observer Type (15A/144)—Introduction of Ribbed Retaining Clips in Observer's Parachute Harness (15A/144)**

(A.E. 5111/43.—14 Oct. 1943.)

Certain new observer type parachute harnesses incorporate ribbed retaining clips for the pack attachment snap hooks.

2. These clips grip the hooks much more firmly than the plain type clips, and no safety tie is required to be made round the hook to prevent its accidental detachment from the retaining clip.

3. These new type clips are attached to the back plate by means of solid rivets instead of hollow rivets as used on the plain type clip.

**4858.—Positions of Motor Boats—As. and As.**

Destroyers and Leaders

(D. 012122/43.—14 Oct. 1943.)

In order to afford better protection to motor cutters in destroyers against damage from heavy seas and to reduce the amount of repair and replacement of boats and davits found necessary with the present arrangements, it has been decided to fit them in the foremost positions snug against the break of the fore-castle.

2. Destroyers and leaders not fitted for Arctic service carry three boats in davits and a whaler should occupy the aftermost position in these ships.

3. The Commanding Officers of leaders and destroyers are to insert an item, classification "A", in their lists of As. and As. to cover the work involved.

(R.A. (D) H.F., 8 May, 1943, No. H.D. 327.)

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

## 4859.—Searchlight Lamps—Jigs and Reamers for Brushes

(N.S./C.P. 99631/42.—14 Oct. 1943.)

All modern searchlight lamps employ silver brushes which require very little maintenance other than periodical cleaning, hence jigs and reamers are not required.

2. Jigs and reamers are required, however, for certain earlier types of lamps which are fitted with phosphor bronze brushes. Particulars of these lamps and of the jigs and reamers for them are as follows:—

Type of lamp	Jigs and reamers required
36-in., Mark IIIB, and Mark VIB, Pattern 4300, and 44-in., Mark VII, Pattern 193, early lamps only (see below).	Pattern 4370, Reamers for positive brushes.
36-in., Marks IIIB and VIB, Pattern 4300	Pattern 4371, Reamers for negative brushes.
36-in., Mark IIIB ... ..	Pattern 4372, Jig complete, without reamers.
36-in., Mark VIB, Pattern 4300 ...	Pattern 4373, Jig complete, without reamers.
24-in., Mark I, Pattern 3968, Mark II, Pattern 3899, and 20-in., Mark I, Pattern 172.	Pattern 4975, Jig complete, without reamers.
	Pattern 4976, Reamers for positive brushes.
	Pattern 4977, Reamers for negative brushes.
44-in., Mark VII, Pattern 193, early lamps only (later lamps are fitted with silver brushes).	Pattern 4978, Jigs complete, without reamers.
	Pattern 4979, Reamers for negative brushes.

3. Ships should return to the nearest dockyard or naval store depot any jigs and reamers held on board where the appropriate searchlight lamps, as detailed in paragraph 2 are not carried.

4. The necessary corrections to the relevant handbooks will be promulgated in due course. The establishments of naval stores concerned and the authorised list will be amended.

5. In future, issues of jigs and reamers will only be required to be made in lieu of defective items returned from ships in service fitted with the searchlight lamps quoted in paragraph 2 above. Stocks at present held, together with anticipated returns from ships, are considered to be sufficient for this purpose, and all current contracts have been cancelled. Yards and depots should cancel all dues on demands and from contractors accordingly.

6. All demands outstanding at dockyards and naval store depots for supply of these patterns should be reviewed in the light of the above.

## 4860.—Slip Davit—Removal—Reports

Boom Defence Vessels—"Bar" and "Net" Classes

(B D. 0485/43.—14 Oct. 1943.)

It has been found in practice that the 10-ton derrick in "Bar" and "Net" class vessels can be used in lieu of the davit for lifting the first line jackstay slip.

This davit, together with the davit sockets, port and starboard, will be omitted in new construction and is to be removed from vessels now in service, as convenient, the work being treated as a defect item. The davits and sockets should be returned to the nearest Dockyard, and brought to produce if no other service can be found locally.

2. This item when completed is to be reported to the Director of Boom Defences, Admiralty, and to the Superintendent of Boom Defences, Rosyth.

## 4861.—Sound Powered Telephones—Hand Generator, Pattern 13318A

(N.S. 018315/43.—14 Oct. 1943)

In future a strengthened pattern of hand generator unit will be supplied for fitting in sound-powered telephones, Patterns 13231, 13734, 13232, 13233, 13735, and field telephones, Pattern 13152.

2. The new generator, which has been allotted, Pattern 13318A, will be fitted to all new telephones of the above patterns, and, in addition, arrangements have been made for the supply of these generators to ships for fitting in existing telephones when the need for replacement arises.

3. The existing generator, Pattern 13318, will be made obsolete, and outstanding dues from contractors of this pattern will be completed by the supply of the new Pattern 13318A.

4. The Rate Book and Sea Store Establishments concerned will be amended. (A.F.O. 5577/42.)

## 4862.—Stem Band—Fitting of—As. and As.

126-ft. Motor Minesweepers

(D/P. 14440/43.—14 Oct. 1943.)

In order to protect the wood stem of 126-ft. motor minesweepers from the rub of the anchor cable, a stem band of 3½-in. by ½-in. mild steel is to be fitted to all vessels of the class. The band is to extend from the level of the upper deck to the joint of the false keel and is to be chamfered on the outer edges.

2. This is an approved A. and A. item, classification "B," for all 126-ft. motor minesweepers in service.

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

## 4863.—Wooden Centres for Plotting Paper

(N.S. 23457/41.—14 Oct. 1943.)

A.F.O. 170/42 concerning the return of wooden centres for plotting paper patterns 9613, 9614, 9680, 5833, 9607, 4642 and 4655 is cancelled.

(A.F.O. 170/42 is cancelled.)

## Section 4

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

## \*†4864.—Officers' Uniform Clothing Scheme

(C.P. 6/22850/43.—14 Oct., 1943.)

In order to enable R.N., R.N.R., and R.N.V.R. officers to obtain new undress coats and plain trousers (No. 5 dress) and greatcoats at regulated prices, the following arrangements have been made.

2. The main features of the scheme are that approved materials closely approximating to the highest grade used by high-class bespoke tailors shall be used and that a limited departure from the highest standards in certain less important details of tailoring shall be allowed. The object is to provide garments of good appearance and wearing properties (compatible with the high standard to which Naval officers are accustomed), conforming to Admiralty Uniform Regulations for Officers of the Fleet, and at prices which compare favourably with those charged privately by tailors of good repute.

3. There is no obligation on officers to use the scheme and they remain free to make their own arrangements with any tailor, including those who have agreed to accept orders under the scheme, viz. :—

Messrs. J. Baker & Co., Ltd. ...	81/82, Queen Street, Portsmouth.
	80, Piccadilly, London, W.1.
	King's Rooms, Royal Pier Hotel, Portsmouth.
	2, Thornhill Villas, Mannamead, Plymouth.
Messrs. Gieves, Ltd. ...	13, Military Road, Chatham.
	111, St. Mary Street, Weymouth.
	24, North John Street, Liverpool.
	Havelock Chambers, Queen's Terrace, Southampton.
	St. Catherine's Lodge, Hove.
	15, Pierpont Street, Bath.
Messrs. Pote & Sons, Ltd. ...	87, Mutley Plain, Plymouth.
	14, Johnston Terrace, Keyham.
Messrs. Bernard Weatherill, Ltd. ...	55, Conduit Street, London, W.1.
	9, St. Aubyns, Hove.
Messrs. Moss Bros. & Co., Ltd. ...	20/21, King Street, London, W.C.2.
	13, The Hard, Portsmouth.
	23, St. Catherine's Terrace, Hove.
	76, Park Street, Bristol.
	5, St. Anne's Square, Manchester.
Messrs. Monnery's, Ltd. ...	5, Billiter Street, London, E.C.3.
	3, Cook Street, Liverpool.
	8/9, Oxford House, Oxford Street, Southampton.
Messrs. Wilkinson & Co. ...	193, London Road, Portsmouth.
	110, Fenchurch Street, London, E.C.
	295, East India Dock Road, London, E.
Messrs. Miller, Rayner & Haysom, Ltd. ...	Royal Albert Docks, London, E.
	Tilbury Docks, Essex.
	35, Oxford Street, Southampton.
	24, North John Street, Liverpool.
	7, St. Aubyn's Gardens, Hove.

Other approved tailors may be added as the supply of materials improves. (Orders placed by post should refer to the Admiralty Naval Officers' Uniform Clothing Scheme.)

4. Prices.—(a) For complete suit of Undress Coat and Trousers, exclusive of lacing :—

(i) Piece-dyed material ...	£10 0s. 0d.
(ii) Wool-dyed material ...	£11 0s. 0d.

(b) For Undress Coat ordered separately, exclusive of lacing :—

(i) Piece-dyed material ...	£7 2s. 6d.
(ii) Wool-dyed material ...	£7 17s. 6d.

(c) For Trousers ordered separately :—

(i) Piece-dyed material ...	£3 5s. 0d.
(ii) Wool-dyed material ...	£3 12s. 6d.

(d) For Greatcoat, exclusive of lacing ...

(e) For Sleeve Lacing (half sleeve), gold wire lace :—

	R.N.	R.N.R.	R.N.V.R.
	£ s. d.	£ s. d.	£ s. d.
Sub.-Lieut. ...	1 3 9	1 9 9	1 1 6
Lieutenant ...	1 14 3	2 4 9	1 11 8
Lieut.-Commander ...	2 1 6	2 9 6	1 18 0
Commander ...	2 6 0	2 18 6	2 1 0
Captain ...	2 16 0	3 12 0	2 16 0

(f) For Shoulder Straps :—

Sub.-Lieut. ...	19 0 1 2 0	19 0
Lieutenant ...	1 2 9 1 6 6	1 3 1
Lieut.-Commander ...	1 5 3 1 9 3	1 5 4
Commander ...	1 6 6 1 12 0	1 8 0
Captain ...	1 10 0 1 17 0	1 12 0

(g) For coloured distinction cloth :—

Cuffs ...	1s. 6d. per pair
Shoulder straps ...	1s. 0d. per pair

The above prices, which are nett cash and subject to purchase tax, include fitting and delivery of the finished garments to any address in the United Kingdom or to H.M. ships in Home Waters.

5. Details of Materials.—For Undress Coats and Trousers.

Admiralty Pattern No. 3A ...	Wool-dyed blue half-milled doeskin.
Admiralty Pattern No. 2B ...	Piece-dyed blue half-milled doeskin.

For Greatcoats.

Admiralty Pattern No. 4B ...	Piece-dyed blue pilot.
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Each of the approved materials will be identified by a white "list" in the selvedge.

Trimmings, linings and buttons will be of the best quality.

6. Specifications of manufacture.—This is set out in Appendix "A".

7. Certificate.—With every supply of uniform garments under the scheme the tailor will be required to furnish to the purchaser a certificate as set out in Appendix "B".

8. The Admiralty accepts no financial liability in connection with the scheme and will not intervene in the event of dissatisfaction with the performance of orders placed thereunder. These matters must be regarded as being solely between the two parties to the order, viz. the customer and the tailor. Any case of serious dissatisfaction should, however, be reported to the Admiralty for information.

APPENDIX "A"

Specification (visible) of Garments (vide also the Uniform Regulations for Officers of the Fleet)  
Undress Coat

Material

Body to be lined with art. silk or similar material to match.

Sleeves to be lined with material of similar quality.

Buttons to be of best quality.

Workmanship

Coat to be made on open-coat principle. No bagged garments to be allowed.

Foreparts to be interlined with flax canvas or suitable substitute. Edges to be stayed with stay tape or linen.

Shoulders to be finished off with haircloth, and padded by hand.

Pockets to be put in by machine.

Lapels to be padded by hand.

Linings to be hand-finished, shoulders and bottom. Sleeve linings made by machine to be put in by hand.

Collar. Under-collar padded and sewn by hand.

Buttonholes to be made by hand.

All seams other than those stated may be sewn by machine.

Trousers

Seams.—Side seam and leg seam may be sewn by machine.

Pockets.—Pocket mouths and the lower edge of the actual pocket may be machined, but the remainder of the pocket, which includes the linen and stays and pocket tacks, must be by hand.

Buttonholes to be made by hand.

Waist linings to be put in by hand.

Seat seam or closing seam to be sewn by hand.

Fly lining to be machined in.

Bottoms to be felled by hand.

Great Coat

Material

Body and sleeves to be lined throughout with art. silk or similar material to match.

Buttons to be of the best quality.

Workmanship

Coat to be made on open-coat principle. No bagged garments to be allowed.

Foreparts to be interlined with flax canvas or suitable substitute. Edges to be stayed with stay tape or linen.

Shoulders to be finished off with haircloth, and padded by hand.

Pockets to be put in by machine. Pocket linings to be soft-finish cloth.

Lapels to be padded by hand.

Linings to be hand-finished except down front facing. This includes the turn-up at bottom.

Buttonholes to be made by hand.

Collar to be sewn on by hand. This includes padding the under-collars.

Edges to be machine-stitched.

All seams other than those stated may be sewn by machine.

APPENDIX "B"

Admiralty Naval Officers' Uniform Clothing Scheme (C.P. 22850/43)

I/We hereby certify that:—

- (a) The garments specified in Column 1 of the Schedule hereto which (are to be) (are being) delivered to the order of†.....  
.....are at least up to the appropriate minimum specifications set out in the enclosure with Admiralty Letter dated 12th June, 1943, C.P. 6/22850/43, and in the Uniform Regulations for Officers of the Fleet.

† Name and rank only.

- (b) The said garments are made from the approved cloths appropriate to the prices charged, viz. :—

3A/55678 Wool-dyed } for undress coats and/or trousers.  
2B/647030 Piece-dyed }  
4B/32227 Piece-dyed for greatcoats.

- (c) The prices charged for each of the said garments conform to those authorised in Admiralty letter quoted above and any subsequent amendments, and the appropriate amount of Purchase Tax has been charged, as shown in Columns 2 and 3 respectively of the Schedule hereto.

Date.....

Signed.....

(Partner), (Manager), (Director), (Secretary).

Name of Firm.....

SCHEDULE

Column 1	Column 2	Column 3
Description of each garment	Price charged (Ex Purchase Tax)	Amount of Purchase Tax added

4865.—Kits of Ratings Granted Commissions

(V. 6352/43.—14 Oct. 1943.)

When ratings who have been granted commissions have kitted themselves as officers and received the authorised outfit gratuity for the purpose, the articles included in their regulation kit as ratings which as officers they cannot use (e.g., overcoats, serge jackets or jumpers and trousers, seamen's caps, collars and "flannels," etc.), are to be withdrawn and either disposed of within the Establishment for the benefit of the Crown or returned to a victualling yard. The personal bedding (bed, blanket and covers) included in their kits as ratings is also to be withdrawn and disposed of in the same way.

2. All articles withdrawn for re-issue are to be stamped "Declared Clothing" (vide Uniform Regulations, Appendix to the Navy List, Section 1, Sub-section 6).

(Uniform Regulations, Appendix to the Navy List, Section 1, Sub-section 6.)

4866.—General Service Ratings Attached to the Patrol Service—Blankets

(V. 4732/43.—14 Oct. 1943.)

General Service ratings drafted to the Patrol Service are to have their bedding withdrawn, any deficiencies or damage by neglect being dealt with in accordance with the regulations. Whilst attached to the Patrol Service they will be supplied with two blankets on personal loan in the same way as Patrol Service ratings.

2. If any of these men are drafted back to the General Service the loan blankets are to be withdrawn from them and a new set of personal bedding issued.

(Commodore, P.S.C.D., Lowestoft, No. 112/5 of 13 Aug. 1943.)

(A.F.O. 248/40.)

4867.—Safety Equipment Ratings—Issue of Rubber-soled Gymnasium Shoes

(V. 5479/43.—14 Oct. 1943.)

Safety equipment ratings are to be supplied with one pair of rubber-soled gymnasium shoes on personal loan for wear during training. Demands for shoes for this purpose are to show the service for which the shoes are required.

2. On completion of the ratings' training and before they are drafted to squadrons the shoes are to be withdrawn and the men are to be supplied from the stocks of squadron loan clothing held in accordance with A.F.O. 3094/43.

(F.O.N.A.S. No. 124 of 31 Jul. 1943.)

(A.F.O. 3094/43.)

4868.—W.R.N.S.—(1) Warm Clothing—Gratuitous Issue to Personnel Serving in Exposed Positions at Scottish Bases—(2) Jerseys, Roll Collar

(V. 1/5063/43.—14 Oct. 1943.)

An initial free issue of one comforter and one pair of mitts may be made to all W.R.N.S. personnel serving in exposed positions at Scottish bases. The issue is to be made only during the period 1st September to 30th April of each year and a note of it is to be made in every instance on the appropriate page of the Pay Book (Form S.43A). No further free issue is to be made to any individual after the first supply. Replacements are to be provided by ratings out of their kit upkeep allowance.

2. The issue of jerseys, roll collar, to W.R.N.S. ratings will be discontinued when present stocks are exhausted. Jerseys, seamen's pattern, will be issued in lieu.

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

4869.—Clothing—Toilet Articles—Grant in Lieu of Initial Issue to New Entries, R.N.

(V. 3988/43.—14 Oct. 1943.)

A.F.O. 4625/43 is to be amended as follows:—

Paragraph 2. Line 3. For "3s. 3d." substitute "2s. 4d."

(A.F.O. 4625/43.)

## 4870.—Supplies of Fresh Provisions to Small Ships

(V. 2565/43.—14 Oct. 1943.)

Supplies of fresh provisions required by destroyers, corvettes and smaller vessels when at Naval bases should not be demanded direct from Admiralty contractors, as this gives rise to difficulty in accounting.

2. The procedure for obtaining supplies of fresh provisions at Naval bases and other ports is as follows :—

(a) *Naval Bases where there is no Victualling Yard or Depot.*—Destroyers, corvettes and smaller vessels should demand supplies from the Base Accountant Officer, who should make the necessary arrangements for obtaining supplies from contractors, supervising distribution, etc. The Base Accountant Officer should obtain receipts from the vessels concerned, take the supplies on charge in his account and furnish receipts to the contractors. He should communicate particulars to the accounting base of the ships concerned, following the usual procedure for supplies of victualling stores.

(b) *Naval Bases where there is a Victualling Yard or Depot.*—Destroyers and corvettes should demand supplies from the victualling yard or depot. Smaller vessels, e.g. trawlers, should demand supplies from the Base Accountant Officer, except at certain places where special authority has been given for supplies to be demanded from the victualling yard or depot. When supplies are made by the Base Accountant Officer the procedure indicated at (a) above should be followed.

(c) *Ports where there are Admiralty Contractors but no Victualling Yard or Depot or Base Accountant Officer.*—Supplies should be obtained direct from the Admiralty contractors, who should be requested to send a copy of the invoice for each supply to the accounting base. Receipts on Forms S.92 or D.55 as appropriate should be forwarded to the contractor monthly by the accounting base.

3. Fresh provisions drawn under Admiralty contracts should not be paid for in cash unless such a procedure has been specially ordered.

(A.F.O. 2303/42, C.A.F.O. 909/43.)

## 4871.—Naval Detention Quarters—Scale of Diet

(V. 3744/43.—14 Oct. 1943.)

Attention is drawn to A.F.O. 4807/43 in Section 2 of this issue.

## 4872.—Lamps—Annular—Table and Hanging—Pattern 130A

(N.S./C.P. 92421/43.—14 Oct. 1943.)

No further purchases of pattern 130A Lamps are to be made during the period of hostilities. Pattern 131A Lamps are to be issued in lieu when requirements arise.

## 4873.—Seafire Aircraft—L.I.C Merlin 32 Engine—Spares for

(N.S. Air 8327/43.—14 Oct. 1943)

Pending the promulgation of ships' allowances of engine spares for Merlin 32 fitted in Seafire, Mark L.I.C aircraft, the particulars shown in B.R. 378 (B) are to be used.

2. The exhaust manifolds appropriate to Seafire L.I.C aircraft, i.e.—

36DD/45854, D.18723 Port, and  
36DD/45851, D.18724 Starboard

differ from those used by Barracuda, and care should be taken to avoid confusion in dealing with these items.

## 4874.—Tool Kits for R.N. Air Personnel

(N.S. Air 978/43.—14 Oct. 1943.)

The following amendments are to be made to the lists shown as Appendices to A.F.O. 1414/43 :—

## Appendix I.

After E.12/763 insert :—

B.11/84. Handles for awls ... .. No. 1.

## Appendix III.

Amend pattern number of Boxes, tools, small, to read "E.4/3023."

After E.12/763 insert :—

B.11/84. Handles for awls ... .. No. 1.

## Appendix IV.

Amend description of B.11/8010 to read "Gauges, feeler, 4-in. blades, tapered, 1½ to 15 thousandths."

## Appendix VI.

After D.4/1153 insert :—

B.11/8000. Bars, tommy, 3½ in. × ⅜ in. ... .. No. 1.

Amend description of B.11/8001 to read "Bars, tommy, ⅜ in. × 3 in., for 7 × 8 B.A. spanners."

After B.11/26A insert :—

B.11/120. File cleaners ... .. No. 1.

After B.11/693 insert :—

B.11/8031. Watchmakers, 3 in. × ⅜ in. blade ... .. No. 1.

## Appendix VII.

After B.11/8000 insert :—

B.11/8001. Bars, tommy, ⅜ in. × 3 in., for 7 × 8 B.A. spanners ... .. No. 1.

After B.11/3878 insert :—

like B.10/21. Can, oil, force feed, ½ pint ... .. No. 1.

Amend description of B.11/8010 to read "Gauges, feeler, 4-in. blades, tapered 1½ to 15 thousandths."

Amend B.11/8044 to read :—

B.11/8045. D/E. 6 B.A. × 8 B.A.

## Appendix X.

Calipers, spring, inside 6 in. and outside 6 in. Delete "N.I.V." and insert "1A/2718 and 1A/2719 respectively."

Punches, nail or pin. Amend "1B/1832" to read "1B/1830."

Turnscrews, 9½-in. blade . . . amend R.A.F. reference number to read "like 1C/2178."

(A.F.O. 1414/43.)

## 4875.—100-ton Steel Dumb Lighter—Designation

(P. 011586/43.—14 Oct. 1943.)

The 100-ton steel dumb lighter being constructed by Messrs. J. S. Watson (Gainsborough), Ltd., Gainsborough, under Admiralty Order, C.P.8B/68357/42, dated 21st Aug. 1942, has been designated Y.C.317. On completion the craft will be appropriated to Portsmouth.

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

## 4876.—Amendments to Books

(E.F.O.—14 Oct. 1943.)

The undermentioned amendments (A.F.Os. P.579-587/43) to B.R. and O.U. books are available for issue from the R.N. Store Depot, Elveden Road, Park Royal, N.W.10, in accordance with A.F.O. 1268/39, paragraph 3.

*Demands from shore establishments in the Portsmouth Command should be sent to the Portsmouth Book Office, 54, Bedford Street, Leamington Spa, Warwickshire, and from those in the Plymouth Command, to the Devonport Book Office, R.N. Port Library, Devonport. Demands from other shore establishments at home should be sent to 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.579/43.—B.R. 378 (G)—Martlet IV, A.S.E.—Amendment No. 5.

\*P.580/43.—B.R. 378 (A)—Swordfish, A.S.E.—Amendment No. 15.

P.581/43.—B.R. 811 (3)—Aircraft Torpedo Manual—Amendment No. 2.

A.P. 2610 (3)—Amendment List No. 2.

P.582/43.—B.R. 275—Care and Maintenance of Above Water Tubes, Cordite Impulse, D.R. VI (A-E), etc.—Amendment No. 10.

P.583/43.—B.R. 281/41—Regulations for Maintenance of D.R. VI (F & G), D.R. VII (F & I), T.R. IV, IV\*, IV\*\*, V, etc.—Amendment No. 10.

P.584/43.—B.R. 635/42—Regulations for Maintenance of 18 in., XI, XII and XV Type Torpedoes—Amendment No. 10.

P.585/43.—B.R. 813—Notes on the Smith and Wesson 9 mm. Self-Loading Carbine, 1943—Amendment No. 2.

P.586/43.—B.R. 917 (Formerly C.B. 4070)—Handbook for 4.5 in., Q.F., Mark I (N), III (N) Guns on the Twin Mark II B.D. and Mark III U.D. Mountings—1940—Amendment No. 7.

P.587/43.—O.U. 6304—Pamphlet on Regulations for Maintenance of Q.R. IX, IX\* and X Torpedo Tubes—Amendment No. 14.

A.F.O. 4763/43 is to be amended as follows:—

For P.572/43—B.R. 633 (1) ... Amendment No. 1

Read P.572/43—B.R. 633 (1) ... Amendment No. 2.

\* Exceptionally A.F.Os. P.579 and P.580 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. 4763/43.)

## 4877.—A.M.S.Is.

(E.F.O.—14 Oct. 1943.)

Admiralty Merchant Shipping Instructions Nos. 282 and 283-286/43 are being distributed concurrently with this issue of A.F.Os.

(A.F.O. 4764/43.)

## 4878.—B.R. 780 (3)—Re-Arming Drill for Naval Fighter Aircraft Hellcat I—Issue

(G.4351/43.—14 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, 191A Askew Road, Shepherd's Bush, W.12, when supplies become available in accordance with the following establishment, viz:—

	Copies
Flag Officers concerned	1
Fleet Carriers	2
Light Fleet Carriers	2
Escort Carriers	1
First Line Squadrons	3*
Large Naval Air Stations	2
Small Naval Air Stations	2

	Copies
Fighter Schools	12
Newcastle-under-Lyme	12
H.M.S. "Excellent"	12
R.A.F. Technical Training Command	25
H.M.S. "Fledgeling" (Millmece)	12
School of Aircraft Maintenance	6
Inspectors of Naval Ordnance	As necessary.

\* Only first line squadrons equipped with the types concerned.

2. The copies for the R.A.F. Technical Training Command are for naval ratings under training.

## 4879.—B.R.781—Handbook for the 2-pdr., Q.F., Mark II\*C Gun on Single Mark XV Mounting (Powered)

(G. 8347/43.—14 Oct. 1943.)

The distribution of the above book has been revised and, when available, copies will be issued without demand by the Superintending Naval Store Officer, R.N. Store Depot, Elveden Road, Park Royal, N.W.10, as follows:—

Commanding Officer, H.M.S. "Midge"	13
Commanding Officer, H.M.S. "Hornet"	1
Commanding Officer, H.M.S. "Bee"	2
Commanding Officer, H.M.S. "St. Christopher"	2
Commanding Officer, H.M.S. "Attack"	1
Commanding Officer, H.M.S. "Dartmouth II"	9
H.M.S. "Excellent"	10
Captain (G), R.N. Gunnery School, Chatham	2
Captain (G), H.M. Gunnery School, Devonport	2
Adjutant-General, Royal Marines	2
Commander (G), H.M. Gunnery School (H.M.S. "Assegai")	2

## Fitting-out Gun Mounting Overseers—

Southampton, London, Lowestoft, Falmouth, Clyde ... 1 each

## Fitting-out Gunnery Officers—

Great Yarmouth, Southampton, London, Lowestoft, Falmouth, Clyde ... 1 each

## Dockyards—

Portsmouth	2
Devonport	2
Chatham	2
Sheerness	2
Rosyth	2
Orkneys	1
Pembroke	2

Gun Mounting Engineer Officer, H.M.S. "Dunluce Castle" ... 1

N.S.H.Q., Ottawa ... 10

B.A.D. ... 1

B.A.M.R. ... 1

B.A.S.R. ... 1

D.N.O., Washington ... 1

B.A.T.M. ... 1

R.N. College, Greenwich ... 1

R.A. College, Woolwich ... 1

Naval Staff Library, Admiralty ... 2

E.O. Gun Mountings, Alexandria ... 1

## Ministry of Supply—

A.1	1
C.F.A.D.	1
S.O.B.	1
C.S.A.R.	1
C.I.A.	1
S. of E., Shoeburyness	1

Official Secretary, Office of the High Commissioner for Canada ... 2

C.B. Officer, Newhaven ... 1

(A.F.O. 3107/43 is cancelled.)



4880.—B.R. 913(11)—Handbook of the Fuze Keeping Clock and Associated Equipment—The Fire Control Box, Mark VI and VI\*—Issue

(G. 3632/43.—14 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, Elveden Road, Park Royal, N.W.10, in accordance with the following establishment, viz. :—

	<i>Copies</i>
Flag Officers... ..	1
Destroyer depot ships ... ..	2
Submarine depot ships ... ..	2*
Flotilla Leaders ... ..	1
Auxiliary Fleet Repair Ships ... ..	2
Repair Ships ... ..	2
Destroyers ... ..	1*
Monitors ... ..	1*
H.M.S. "Excellent" ... ..	180
Captain (G), H.M. Gunnery School, Chatham ... ..	8
Captain (G), H.M. Gunnery School, Devonport... ..	25
Cdr. (G), Gunnery School, Durban (H.M.S. "Assegai") ... ..	8
H.M.S. "Vernon" ... ..	2
H.M.S. "Defiance" ... ..	1
<i>Dockyards</i>	
Portsmouth, Devonport, Chatham, Sheerness, Rosyth, Orkneys, Pembroke, Malta, Gibraltar, Alexandria, Bermuda, Simonstown, Durban, Ceylon, Kilindini.	2 each
N.S.H.Q., Ottawa ... ..	10
Secretary, Navy Board, Melbourne (including one copy for Flinders Gunnery School).	21
Secretary, Navy Board, Wellington, New Zealand ... ..	8
<i>Distributing Authority, Bombay</i>	
F.O.C.R.I.N. ... ..	1
Bombay ... ..	2
Karachi Gunnery School ... ..	1
I.S.S., Calcutta ... ..	1
B.A.M.R. (for E.O. gun mountings) ... ..	1
B.A.S.R. ... ..	1
B.A.T.M. ... ..	1
D.N.O., Washington ... ..	1
<i>Gun Mounting Overseers</i>	
Glasgow, Coventry, Crayford ... ..	1 each
B.N.L.O., Royal Norwegian Navy ... ..	1
A.C.R. ... ..	1
Loan Libraries ... ..	1
Naval Staff Library, Admiralty ... ..	1

\* Ships fitted and to be fitted with the Fire Control Box, Marks VI and VI\*

4881.—B.R. 980(K) late O.U. 6090(K)—Revised Page 1, dated July 1943, to Range Tables, Nos. 361 and 245, for 4-in. Guns, Mark V to V\*\*\*—Issue

(G. 4038/43.—14 Oct. 1943.)

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

The revised page 1 to Range Table No. 361 supersedes the existing page 1, dated November, 1934, together with amendments, Nos. P.331/38, 912/41, 387/42 and 178/43. The revised page 1 to Range Table No. 245 supersedes the existing page 1, dated April, 1937, together with amendments, Nos. P.913/41, 390/42 and 181/43.

All copies of the superseded pages and amendments should be disposed of in accordance with the instructions in form O.U. 2A—O.U. Catalogue when the revised pages are received.

4882.—O.U. and B.R. Publications—Distribution during September, 1943

(N.S. 196/43.—14 Oct. 1943.)

- B.R. 4, Pt. II—Chap. IX (pages 1-4), Naval Aircraft Instructions.  
 B.R. 70—June Supplement—Signal Letters of British Ships.  
 B.R. 125—Supplement Nos. 3 and 4—Lloyds Register of Shipping, 1943/44.  
 B.R. 141—R.M. Clothing, Etc., Issuing Prices, Etc. (Revised).  
 B.R. 150—Amendment No. 3—Naval Manual of Aircraft Recognition.  
 B.R. 222—Additional pages Nos. 12, 18, 20, 26, 42 and 79—Notes on W/T Sets.  
 B.R. 254—The Eyeshooting Pocket Book (Revised).  
 B.R. 373—Errata No. 5—Establishment of Naval Stores for Fast Escort Vessels.  
 B.R. 664—Amendment Nos. 32, 33 and 34—King's Regulations and Orders for the Army.  
 B.R. 695—Annexe 41, Parts I and II—International List of Telegraph Offices.  
 B.R. 790—Combined Operating Signals.  
 B.R. 799—Merchant Ships Description Code.  
 B.R. 825 (2)—Degaussing Manual, Part II—Operating Instructions for Vessels larger than Destroyers.  
 B.R. 825 (3)—Degaussing Manual, Part III—Operating Instructions for Destroyers and Small Vessels using World-wide Settings.  
 B.R. 825 (4)—Degaussing Manual, Part IV—Operating Instructions for Locally Based Minor War Vessels.  
 B.R. 835—Security of Shipping (supersedes B.R. 7A).  
 B.R. 846—Drill for High Angle Control System, Mark IV.  
 B.R. 852—Fighter Markmanship.  
 O.U. 5292—Cards 1, 5, 8, 14, 15, 16A, 18D, 18E, 18F, 18G, 19A, 20, 21, 23, 26, 27, 28 and 36A (Block Sketch Cards of British War Vessels).  
 O.U. 5365A—Errata No. 12—Priced Vocabulary of Naval Armament Stores, Part I.  
 O.U. 5365B—Errata No. 27—Priced Vocabulary of Naval Armament Stores, Part II.  
 O.U. 5365C—Errata No. 12—Priced Vocabulary of Naval Armament Stores, Part III.  
 O.U. 5519—Errata No. 1—Rate Book for Medical Stores.  
 O.U. 6090 (K)—Range Table 466A for B.L. 4-in. Guns, Marks IX to IX\*\* and Q.F., 4-in. Guns, Marks V and V\*.  
 O.U. 6090 (Q) 3—Range Table 564 for U.S. Q.F., 4-in., 50 Calibre Guns, Mark I.  
 O.U. 6092A—Errata No. 12—Proportion Book of Naval Armament Stores.  
 O.U. 6090 (U)—Revised Page 43A to R.T. 199 for B.L., 16-in. Guns, Mark I.

*Corrections to O.U. and B.R. publications.*

- A.F.O. "P" 485 to "P" 511 inclusive—See A.F.O. 3862.  
 A.F.O. "P" 514 to "P" 520 inclusive—See A.F.O. 4009.  
 A.F.O. "P" 523 to "P" 524 inclusive—See A.F.O. 4127.  
 A.F.O. "P" 527 to "P" 531 inclusive—See A.F.O. 4127.  
 A.F.O. "P" 536 to "P" 539 inclusive—See A.F.O. 4230.

*Corrections to Signal Publications O.U. and B.R. Series.*

- C.A.F.O. "S.C." 35—Correction No. 16 to B.R. 619—C.A.F.O. "S" 284/43.  
 C.A.F.O. "S.C." 36—Correction No. 3 to B.R. 790—C.A.F.O. "S" 284/13.  
 C.A.F.O. "S.C." 37—Correction No. 14 to B.R. 24A—C.A.F.O. "S" 298/43.  
 C.A.F.O. "S.C." 38—Correction No. 31 to B.R. 777—C.A.F.O. "S" 305/43.

*Miscellaneous.*

- Aircraft Recognition Journal, Vol. II, No. 1.  
 Army Orders, Nos. 135-167.  
 Special Army Orders, Nos. 135, 136 and 137.  
 Instructions as to the Conveyance of Explosives—Leaflet No. 13.  
 Medical Bulletin, Nos. 4 and 5.  
 Large Wall Silhouettes—Additional Sheets (6 No.).  
 Photographic Wall Charts 24 No.—Amendment Slips.  
 Signal Letters of U.S. Merchant Ships—Supplement No. 5.

(A.F.O. 4507/43.)

4883.—O.U. 6090 (D)—Revised Pages 1 and Additional Pages 2A, dated July 1943, to Range Tables Nos. 505 and 508 for B.L. 15-in. Gun, Mark I—Issue

(G. 3677/43.—14 Oct. 1943.)

The above-mentioned revised and additional pages to range tables are now in the press and copies will be issued to all holders of the main range tables, without demand, by the Superintending Naval Store Officer, R.N. Store Depot, 307, Elveden Road, Park Royal, London, N.W.10, when supplies become available.

2. The revised page 1 to Range Table No. 505 supersedes the existing page 1 dated September, 1941, together with amendments Nos. P.383/42 and P.270/43, and the revised page 1 to Range Table No. 508 supersedes the existing page 1 dated November, 1941, together with amendments No. 384/42.

3. All copies of the superseded pages and amendments should be disposed of in accordance with the instructions in Form O.U. 2A—O.U. Catalogue, when the revised pages are received.

#### 4884.—C.Bs. and O.U. Books—Declassification

(M.—14 Oct. 1943.)

The following amendment is to be made to A.F.O. 4640/43:—

Under Appendix I first column the C.B. number "C.B.1923 (9) (40)" is to be amended to read "C.B. 1925 (9) (40)".

(A.F.O. 4640/43.)

#### 4885.—Form M.15A—Abolition

(M.D.G. 46670/43.—14 Oct. 1943.)

Form M.15A has been abolished.

2. W.R.N.S. personnel under treatment should continue to be included in Form M.15 where rendered.

(A.F.O. 4991/42.)

(A.F.O. 3667/41 is cancelled.)

#### 4886.—B.B.C. Short Waveband Chart—Overseas World Services in English

(E.F.O. 134/43.—14 Oct. 1943.)

Copies of the B.B.C. Short Waveband Chart—Overseas World Services in English, for the period November, 1943—February, 1944—are being distributed concurrently with this issue of A.F.Os.

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

(A.F.Os. 529/43 and 3011a/43 are cancelled.)

#### 4887.—Establishment of Chart and Chronometer Depot at St. John's, Newfoundland

(H.C. 196/43.—14 Oct. 1943.)

Attention is drawn to A.F.O. 4843/43 in Section 3 of this issue.

(A.F.O. 4843/43.)

#### 4888.—Commissioning of H.M.I. Signal School, Bombay

(M. 010794/43.—14 Oct. 1943.)

H.M.I. Signal School, Bombay, commissioned as H.M.I.S. "Talwar" on 1st April, 1941.

All communications should be addressed:—

H.M.I.S. "Talwar",  
c/o Central Fleet Mail Office,  
10, Nicol Road,  
Ballard Estate,  
Bombay.

#### 4889.—R.N. Auxiliary Hospital, Southport—Telegraphic Address

(MDG./M. 2687/43.—14 Oct. 1943.)

The telegraphic address of the R.N. Auxiliary Hospital, Southport is:—  
NAVOSPITAL, SOUTHPORT.

The telephone number is Southport 55391.

### Section 6.—SHORE ESTABLISHMENTS

#### 4890.—Balance of Civil Pay of Civil Servants serving with H.M. Forces—Revision of Accounting Procedure.

(C.E. 11747/43.—14 Oct. 1943.)

In order to save man-power, the rendering of quarterly statements hitherto furnished by the Service Authorities in accordance with paragraph 3 (d) of T.C. 13/39 (A.F.O. 1135/39) and paragraph 7 of A.F.O. 5228/42 has been discontinued. The Service Authorities will, however, continue to notify variations in reckonable service emoluments as they come to notice and will be responsible for their completeness and accuracy. Such notices of variations are to be acknowledged promptly by the Cashier or Paying Officer responsible for payment of the balance of civil pay.

2. The Cashier or other Paying Officer is to ensure that Forms B (*vide* paragraph 4b of T.C. 13/39) are received suitably signed and stamped, from the Director of Navy Accounts, the Army Paymaster, and the Director of Accounts (Accounts 16B) Air Ministry, respectively, as this is the only guarantee that the case has been fully brought into the service machinery of review and notification. Receipt of a Form B from any other source should be made the subject of an immediate inquiry.

3. As a further precaution all cases of Civil Servants known to be serving with the Forces and eligible to receive balance of civil pay are now to be examined and the Service Department (Admiralty—Director of Navy Accounts, Branch 3; War Office—F.9.b; Air Ministry—Director of Accounts 16.B) notified of any case where either a periodical statement or a notification of variation of service emoluments has *not at any time* been received.

4. A watch is to be kept for cases which have not, through some error, been placed upon the records of the Service Department, as evidenced by notifications not having been received.

5. Form B is to be reprinted bearing the additional question "married or single". This extra information is needed as a check on the issue of marriage or family allowance. Until the new forms appear individuals who are entering the Forces should be instructed to write this information in the corner of the old form.

6. Civil Servants whose deductible Service emoluments considerably exceed their reckonable civil emoluments should now be excluded from the accounting machinery. Cashier or Paying Officers are to notify the Director of Navy Accounts (Branch 3), the War Office, F.9.b., or the Director of Accounts (Accounts 16.B), Air Ministry, as appropriate, of individuals whose reckonable service emoluments for balance of civil pay purposes exceed their present rate of civil pay by £40 per annum or more. On receipt of these notifications the Service Authorities will cease to notify variations of service pay but will continue to render reports of casualties and offences (A.F.O. 1847/42, Sections A, C and H). Balance of civil pay in these cases is not to be resumed without full consultation with the Service Authority. The margin of £40 has been fixed to exclude men who might be likely again to qualify for balance of civil pay and thus confine to the list those who, so far as can be foreseen, will remain permanently outside the balance of civil pay scheme.

(A.F.Os. 1135/39, 1847/42 and 5228/42.)

#### 4891.—Substitution Pay—Non-Industrial Grades

(C.E. 57796/42.—14 Oct., 1943.)

The existing rules governing the grant of substitution pay to Clerical Assistants, Established Typists and Shorthand Typists, Clerical Officers in the General Clerical Class, Higher Clerical Officers, Departmental Higher Clerical Officers and Assistants

n the Supply and Accounting Departments, provide that an officer of these grades deputising for an officer in a higher grade, or for an officer in the same grade with an allowance, who is on sick leave must have so deputised for a period of six months before qualifying for substitution pay or payment of a similar allowance.

2. It has now been decided that an officer deputising for an officer in a higher grade who is on sick leave may, if the circumstances of the case warrant it, be considered for acting promotion to the rank of the officer he is substituting after a period of *three months*. The promotion will not be retrospective to a point earlier than the end of three months after the sick leave begins.

3. In the case of weekly paid staff, the period after which a substituting officer may be given acting promotion to the rank of the officer he is substituting may, in suitable cases, be reduced to one month, and an officer substituting another officer on sick leave who is in receipt of a weekly supervising allowance may be given the allowance weekly if sick leave extends beyond one month.

4. It should be understood that this concession will not be applied automatically and that each proposal for the grant of an acting appointment or an allowance under these arrangements will be considered on its merits.

5. Proposals for the grant of acting promotion or an allowance in accordance with the foregoing arrangements should be forwarded to C.E. Branch I (London) or C.E. Branch II (Bath), as appropriate. Proposals involving officers of grades not mentioned in paragraph I above may be submitted for consideration.

(B.R. 893 (39), Article (137).)

#### 4892.—Temporary Typing Grades—Incremental Progression after Age 25

(C.E. 56583/43.—14 Oct. 1943.)

With reference to A.F.O. 2444/43, an officer who has been promoted from temporary typist to temporary shorthand-typist or from temporary shorthand-typist, Grade II, to temporary shorthand-typist, Grade I, may, on application, have her pay re-assessed at the operative date of A.F.O. 2444/43 at the amount it would have been had she remained in the lower grade until that date, received the appropriate increment under that order, and then been promoted to her present grade.

(A.F.Os. 2709/42, 6347/42 and 2444/43.)

#### 4893.—Temporary Typists with Former Service as Temporary Clerks, Grade III

(C.E. 56583/43.—14 Oct. 1943.)

A temporary clerk, Grade III, aged 25 or over may, on appointment as a temporary typist, enter the temporary typists' scale at her existing rate of pay (including accrued increment), provided that in no case should she be paid more than the maximum of the temporary typists' scale.

2. An officer, graded as a temporary typist, who has had previous service as a temporary clerk, Grade III, may, on application, be given the rate of pay which she would have reached had all her service as a temporary clerk, Grade III, been in the grade of temporary typist.

#### 4894.—Merchant Navy Reserve Pool—Withdrawal for Sea-Going Employment of Non-Established Industrial Admiralty Employees

(L. 9620/43.—14 Oct. 1943.)

Recruitment of men (other than certificated engineers and apprentices who have served more than four years' apprenticeship and are registered as sea-faring) for sea-going employment in the Merchant Navy Reserve Pool is carried out as follows:—

The Local Officer of Ministry of Labour and National Service having received from the Registrar-General of Shipping and Seamen the names of men registered in May, 1941, under R.E.O., 1941 (Merchant Navy) and noted as suitable for sea-going employment, first interview such men to confirm their suitability and then, in the cases of non-established industrial grades employed by Government Departments, consult the Department's Regional representatives to ascertain whether the men are available. Medical examination of a man is carried out by the Ministry of Labour and National Service after the Regional representative has agreed that he is available.

2. When an A.R.O. is approached by the Ministry of Labour and National Service Officer in such a case he should ascertain from the Officer in charge of the establishment where the man is employed whether the latter can in fact be released to the Merchant Navy, and if the employee cannot be released the Officer-in-Charge will furnish reasons which will enable A.R.Os. to oppose release. Should the Officer-in-Charge receive an application direct from the Ministry of Labour and National Service Office, he should contact the A.R.O., in order that the case may be dealt with through the usual channels as above. In case of difficulty, A.R.O. will refer to Secretary of the Admiralty, Labour Branch, Bath.

3. Where members of the Merchant Navy Reserve Pool have been temporarily entered into shore employment as medically unfit, it should be understood by Officers-in-Charge of Admiralty Establishments concerned that employment will automatically cease at the end of the periods specified on the Certificates (C.R.S. 50).

4. In cases where members of the Merchant Navy Reserve Pool are entered into shore employment at Admiralty establishments as temporarily surplus to Pool requirements for short periods (usually about three months) Officers-in-Charge should normally be ready to agree to release when it is indicated by the Ministry of Labour and National Service that it is desired to recall such men.

#### 4895.—Priority Hospital Treatment for Key Workers in Vital War Factories

(L. 9053/43.—14 Oct. 1943.)

In view of the need to avoid, as far as possible, loss of time from productive work by key workers in vital war factories, the Ministry of Health and the Department of Health for Scotland have requested all hospitals, both those of Local Authorities and voluntary hospitals (the latter with the co-operation of the British Hospitals Association) to afford priority facilities to key workers in vital war factories, in order to ensure that such workers requiring hospital treatment may be dealt with as expeditiously as possible, whether as out-patients or in-patients.

2. Heads of Admiralty industrial establishments who desire to take advantage of this scheme should arrange for the Medical Officer of the establishment (if one is in post), Matron, Welfare Officer, or other suitable senior official, to make contact with the hospitals in the locality, in order to establish mutually convenient arrangements for this scheme to operate in respect of key workers in the establishment. So far as voluntary hospitals are concerned, the contact should be made in England with the Secretary or Almoner, and, in Scotland with the Secretary or Medical Superintendent of the hospital. In the case of Local Authority hospitals in England or Scotland, the contact should be with the Medical Superintendent.

3. Some suitable form of introduction which may take the form of a note or card, for identity purposes, should be prepared as occasion arises, for use by each individual key worker for whom participation in this scheme is desired. This should state the name of the patient, the establishment, and the name of the hospital to which the patient is referred, and should also indicate whether facilities are available at the establishment for any necessary after treatment such as dressings, etc., by doctor or nurse, in order to save the worker unnecessary loss of time. The hospital should be consulted as to the form in which this note or card should be prepared and may desire, for its own satisfaction and protection, that this should contain a record of the time the employee left work and a space for the hospital to fill in time of arrival and departure from the hospital. It may be useful to arrange that when cases arise for making use of the priority facilities, the establishment should inform the hospital, by telephone, that a particular key worker needs treatment, giving the worker's name and address, etc.

4. In order that the full benefit of the special priority may be obtained, it is important that the operation of the scheme should be restricted to those who really are key workers, whose return to work at the earliest possible moment is essential in the interests of important production.

5. Nothing in this circular is to be taken as authorising hospital treatment at the public expense for any case not already covered by existing regulations and this should be made clear to all applicants for priority notes; nor is it intended that this scheme should involve any diversion to civilian hospitals of patients who would normally be dealt with by Naval hospitals.

## 4896.—Underwater Electric Arc Welding

*Dockyard and Repair Bases Abroad*

(D. 06373/43.—14 Oct. 1943.)

*Application.*—Experiments carried out at Portsmouth have demonstrated the practicability of performing electric arc welding under water. The progress made so far is not sufficient to effect a full comparison with results obtained in air, but the process is considered suitable for use on mild steel in temporary underwater patching, etc., both for repair and salvage work, or for temporary underwater stiffening of damaged ships. The scale of work which can be carried out by this method will depend on future development.

2. *Operation and general requirements.*—To weld under water, the operator should hold a rather short arc, run straight beads slowly, fusing the metal well and filling the undercutting. Each bead should be thoroughly cleaned with a wire brush before running another bead along it, the brush being weighted as necessary. The diver must have a steady platform, and arrangements should be made to enable the diver to brace himself well in order to maintain a steady arc, especially in strong currents of water. Experience to date suggests that overhead and, to a lesser extent, vertical welding, is difficult as compared with downhand work, and in planning underwater welding endeavour should be made to minimise the amount of overhead work.

In some cases a jet of water, e.g. a supply from a 1-in. hose, has been found of assistance in removal of the clouds of black particles which surround the arc.

Except in clear water or at small depths, lighting of the work is required.

A welding screen of colour density to suit the water conditions should be used and attached to the diver's helmet in such a way that it can be moved into or out of position as required.

3. *Explosion danger from gases evolved during welding.*—Attention is invited to the fact that the gases evolved during the underwater welding process form an explosive mixture with air. When work is carried out in a confined space, care should be taken to arrange adequate ventilation of the compartment.

4. *Electricity supply.*—Higher voltage and current are required for welding under water with a given electrode than for welding in air. An open circuit voltage of approximately 75 volts D.C. is required and the current required per operator may be as much as 400 amps.

Satisfactory welding can be effected under water with an arc voltage of 30–35. With a No. 8 gauge electrode, a current of up to 250 amps. will be found to be required, higher currents being necessary with the larger electrodes.

Certain establishments abroad have already available a number of two-operator welding sets—diesel, petrol or motor driven—each operator having his own generator with suitable drooping characteristics and with which no external regulating resistance is required. By paralleling two of these generators, a current of up to 300–350 amps. can be obtained within the above arc voltage range. Where a suitable welding generator is not available, a two-wire D.C. supply at a pressure not exceeding 100 volts may be used as an emergency measure, suitable welding resistances being required in this case. The electrode should be connected to the negative pole of the generator.

It should be realised that this procedure of welding direct from D.C. mains necessarily imposes an earth on one side of the system, in this case the positive pole.

5. *Electrical requirements.*—To prevent leakage of current, the circuit from the generator to the electrode tip should be completely insulated. A flexible welding lead and an all-insulated electrode holder should be used. A number of suitable electrode holders is being manufactured by Portsmouth to meet demands for training purposes. Coated electrodes should be used and they should be insulated and made impervious to water by dipping in—

- (i) melted paraffin wax of a suitable consistency to give a reasonably thick covering;
- (ii) celluloid dissolved in acetone in the proportion of  $\frac{1}{2}$ -lb. to 1-gallon; or
- (iii) two thick coats of Copal varnish.

Coatings should be allowed to dry thoroughly before use. A number of electrodes thus insulated, sufficient for immediate use, may be taken under water by the operator.

6. *Technique.*—The technique is generally similar to that of welding in air, with the following exceptions:—

- (i) For vee butt welds in the downhand position, the electrode should be held at as acute an angle as possible with the direction of welding compatible with maintaining a short arc. Subsequent runs are made, holding the electrode at about 45° with the welding direction. All deposits should be made in straight runs without weaving, except for the last run, where a slow, wide to and fro movement is made. For vee butts in the vertical position the first run is deposited, holding the electrode at 45° with the welding direction and working downwards. Subsequent runs are made, using the same procedure as for downhand work.
- (ii) In fillet and lap welds, the first run in all positions is made holding the electrode at 45° to the welding direction. This angle is maintained for subsequent runs in the downhand and vertical positions. When making an overhead weld, the subsequent runs are deposited holding the electrode at 70° to the welding direction and at about 60° to the horizontal plane. A wide diagonal weaving motion is used when depositing subsequent runs overhead.
- (iii) The electrodes shown in paragraph 7 below all permit of the touch type technique being employed, i.e. the tip of the electrode being held against the work piece during the operation. This ensures a short arc and helps the operator to follow the line of the joint.
- (iv) All vertical welding is done downhand.

7. *Electrodes.*—The tabulated statement below shows types of electrodes giving the most satisfactory welds in all positions.

Each electrode was brush coated with two thick coats of copal varnish, which has, to date, been found to be the best and simplest coating; the varnish standing up to wear, tear and temperature better than the paraffin wax.

Electrode.	Gauge.	Current amps.	Remarks.
Murex Ironex ...	8	200	Short underwater life.
Murex Vodex ...	8	200–220	Good general rod.
Murex Fastex 5 ...	8	175–200	Very good for vertical welds.
Quasi Arc Viking No. 2 ...	8	200	Good general rod.

For more important work in the overhead position, gauges 10 and 12 are preferable, using as low currents as possible.

For underwater welding in the experimental tank, the electrical supply has been taken from a 44-kW. motor generator, giving an open circuit voltage of 60 volts. Although quite satisfactory welds can be made by this means, the higher voltage of the petrol-driven set, i.e. 70–75 volts, is preferable in that it gives a steadier arc which can be more easily maintained, but this set has up to now been used for deep water welding, except for a short period of trials.

8. *Electricity safety precautions.*—The following safety precautions for the operator are necessary:—

- (a) Rubber gloves fixed inside the sleeves of the diving suit must be worn.
- (b) A rubber cap or other insulating head covering to protect all parts of the head and neck from contact with the metal helmet must be worn.
- (c) An all insulated electrode holder must be used.
- (d) The metal parts of the diving suit must *not* be bonded together or to earth.

9. Dockyards and repair bases abroad should give consideration to their possible requirements for this type of work and to the necessary plant, equipment and the most suitable method of training operators. Before an operator can attempt underwater welding it is necessary that he should be proficient at both welding and diving, and consideration should be given to the necessary local training of selected men to meet anticipated requirements.

10. Requirements for any plant or equipment not obtainable locally should be reported to Admiralty.

11. *Underwater cutting* can also be carried out by the electric arc method, using similar electrodes similarly treated. Rather higher currents are required than

in underwater welding, e.g. 20-lb. plating can be cut, using a treated gauge 8 electrode and a current up to 400 amps. This method is slower and more difficult than oxy-hydrogen cutting, and it is difficult to make a clean cut. A guide strip tacked adjacent to the required cut is of assistance to the diver. Electric arc cutting may, however, be of use for small jobs or where oxy-hydrogen equipment is not readily available, or where it is necessary to cut through several layers of plating.

It is desirable, therefore, that operators selected should be able to cut by this method if required.

(A.F.O. 1638/43 is cancelled.)

#### 4897.—Fire Engines and Trailer Pumps—Inspections, Tests and Repairs

(D. 013830/43.—14 Oct. 1943.)

Owing to the large numbers of new establishments and the expansion and wide dispersal of others it is no longer possible for Managers, Engineering Departments, or Chief Engineers of the various dockyards to carry out maintenance and tests of all fire engines and fire pumps as laid down in Home Dockyard Regulations, Articles 261 and 263.

2. In future, Commanding Officers and Heads of Establishments are to be responsible that the fire appliances allocated to them are maintained in a state of efficiency and that the regular periodical tests are carried out.

3. Power driven fire pumps, and their towing vehicles where provided are machinery items and are to be accounted for on the Machinery Records of the Establishment (Form D.150, D.150A or D.150B as applicable). Where an Engineer Officer is borne they are to be on his charge as such.

4. When defects to the pumps or their prime movers are reported these should wherever practicable be made good in the establishment. Should these defects be beyond the resources of the establishment, a requisition for repairs should be made on the dockyard if the establishment is in the neighbourhood of one. Dispersed establishments in industrial areas which have no repair facilities and are remote from dockyards may consult the local N.F.S. authority with regard to the workshop facilities the latter may have available. Application for such facilities should however be made only in cases of emergency, as whilst the Home Office are anxious to assist, they have experienced great difficulty in obtaining the requisite skilled personnel for their own workshops and their facilities are barely sufficient for the maintenance of their own vehicles and appliances. Failing assistance from this source, the appropriate dockyard is to be immediately contacted and asked to arrange for the work to be undertaken either by the yard or by contract as may be most expeditious.

5. If the establishment requires new parts, these may be obtained from one of the Home Office Fire Service Depots, *vide* C.A.F.O. 677/42. Demands for spares are not to be made on the engine or pump manufacturers, as requisitions of this nature have, in the past, caused delay in production.

6. R.N. Fire Force ratings where borne are to carry out the routine and standard tests of the establishment's appliances and equipment, reporting any defects or inefficient functioning.

(C.A.F.O. 677/42.)

(H.D.R., Articles 261 and 263.)

#### 4898.—Admiralty Shore Establishments—16 mm. Recreational Film Service

*See AFO 5174/46.* (R.N.F.C./8455/43.—14 Oct. 1943.) *Cancelled by AFO 6207/46.*

Owing to the shortage of film stock and the limited 16 mm. film printing capacity available, it has been found impossible for the Admiralty Shore Establishments Cinema Fund to acquire their own 16 mm. film library.

2. Arrangements have been made, however, for Admiralty shore establishments requiring 16 mm. recreational films to be supplied on direct application to the

Department of National Service Entertainment, Cinema Division, Drury Lane, W.C.2. The following information with regard to this service is promulgated accordingly :—

- (a) A complete programme consisting of one feature and one short film at a charge of £2 5s. 0d., plus return carriage, for a one, two or three day booking; £3 5s. 0d. and return carriage for a four-day booking; and £4 10s. 0d. plus return carriage for a six-day booking.
- (b) Films will be sent carriage paid, the hirer to pay carriage charges on return. Programmes are usually despatched to the nearest railway station parcels office "TO BE CALLED FOR". It is expected that films will be returned immediately on the expiration of the hire period, otherwise excess charges will be incurred.
- (c) The hirer will be held responsible for damage or loss to any film whilst in his possession.
- (d) For shore establishments within two miles of a commercial cinema only films over a year old can be supplied. In this connection the measurement should be the exact road distance from where the films will actually be screened (not from the nearest gate or entrance into the establishment).
- (e) Application for films to the Department of National Service Entertainment should state :—
  - (i) Distance from nearest commercial cinema (*see* paragraph 2 (d) above.)
  - (ii) Nearest railway station to which films should be addressed.
  - (iii) Details of booking requirements, *i.e.*, playing days. (Owing to limited supplies only one programme per week can be arranged at present.)
  - (iv) Whether it is desired to leave the selection of programmes to the Department of National Service Entertainment, in which case advice of films chosen will be forwarded in advance, or whether the establishment desires to make its own selection, in which case a list of films will be forwarded, and on receipt of list of films chosen the Department of National Service Entertainment will arrange the available dates accordingly.
  - (v) With initial order, confirmation of acceptance of terms as mentioned in this Order.

3. Admiralty shore establishments who have already reported to the Secretary of the A.S.E.C.F., in accordance with A.F.O. 2804/43, need not re-submit their application as these have been referred to the Department of National Service Entertainment, who will communicate direct with such establishments.

(A.F.O. 2804/43 is cancelled.)

#### 4899.—Wartime Relaxation of Admiralty Standard Overload for Certain Road Mobile and Rail Type Travelling Cranes.

(D. 8298/43.—14 Oct. 1943.)

The terms of paragraphs 3, 4, 5 and 6 of A.F.O. 1155/43, although specifically referring to road mobile cranes, are to apply equally to all types of rail travelling cranes.

(A.F.O. 1155/43.)

#### 4900.—Misuse of Mail Bags

(C.E. 56502/43.—14 Oct. 1943.)

The Postmaster-General has drawn attention to cases of the irregular use of mail bags by Government departments for the collection and disposal of waste paper.

2. Not only are mail bags expensive, but during wartime, the maintenance of supplies at the level necessary to satisfy the needs of the postal service is a difficult matter.

3. Mail bags must not be used for other than mail purposes, and arrangements should be made for all mail bags on hand above the minimum required for strictly postal use to be returned immediately to the nearest head post office.

**4901.—M/T. Vehicles—Anti-Freeze Liquid (Ethylene Glycol)**

(N.S./M.T. 1142/43.—14 Oct. 1943.)

Stocks of anti-freeze liquid will be held by the Superintending Naval Store Officers, Chatham, Portsmouth, Devonport, Mersey Area, Rosyth and Park Royal (Chiswick Depot).

2. Demands from Admiralty establishments, for the quantities required for Admiralty-owned M/T. vehicles, should be forwarded *not later than the 23rd October* to respective storing yards as defined in A.F.O. 4660/43.

3. Instructions regarding the use of anti-freeze liquid are shown in A.F.O. 4951/42.

(A.F.O. 4951/42.)

**4902.—Volunteer Car Pools—Use of Cars**

(C.E. 12764/43.—14 Oct 1943.)

Complaints have been made by the regional petroleum officers that, under the arrangements set out in A.F.O. 5846/42, for the use on official business of cars from the volunteer car pools, cars are being requisitioned without due regard to the need for petrol economy or to the availability of other means of transport.

2. The main criticism is that V.C.P. cars are requisitioned both for very short and unreasonably long journeys where other means of transport are practicable.

3. It is emphasized that the need for economy in the use of petrol and rubber remains as important as ever, and that as provided for in paragraph 2 of A.F.O. 5846/42, Pool cars should not be used for journeys for which public means of conveyance are available.

(A.F.Os. 724/42, 1083/42, 4573/42 and 5846/42.)