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ADMIRALTY FLEET ORDERS

ADMIRALTY, S.W.1,

8th October, 1942.

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

A list of these Orders is enclosed.

By Command of their Lordships,

H.V. Markham

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

NOTE:—The scale of distribution is shown in the revised Admiralty Fleet Order Volume Instructions—A.F.O. 4544/41, paragraph 10.

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ADMIRALTY FLEET ORDERS

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8th October, 1942

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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.

4832.—Safety Precautions Regarding Taxitracks

R.N. Air Stations

(A./N.A.D. 3364/42.—8.10.1942.)

A considerable amount of unnecessary damage, with consequent waste of valuable material and man-hours, has recently been caused by taxiing aircraft colliding with parked aircraft, and vehicles, screw pickets and other such temporary obstructions.

2. Stations' Officers are to ensure that:—

(a) Aircraft and vehicles are parked, and all other temporary obstructions such as pickets, petrol drums, tanks, etc., are kept 80 ft. clear from the centre line of perimeter taxitracks (taxitracks joining the runway ends), and 40 ft. clear of the edge of dispersal tracks (taxitracks leading off the perimeter taxitrack to hangars, pens, hard standings, workshops, etc.) or authorised grass taxiways used in their place.

(b) On occasions when, owing to exceptional circumstances, temporary obstructions within the above limits cannot immediately be removed, the area which is foul is properly marked by some authorised means (vertical white canvas strips or "A" type markers by day, red "Glim" lamps by night).

3. Aerodrome Control Officers are to keep a constant lookout on the landing and dispersal areas in order to ensure that immediate action regarding obstructions is taken.

4. While taxiing, pilots are to exercise constant care to ensure the way in front of them is clear. Except under special circumstances only the authorised taxitracks, or grass taxiways used in their place, are to be used.

5. This order is to be read in conjunction with A.F.O. 4008/41 and C.A.F.O. 1811/42.

(A.F.O. 4008/41 and C.A.F.O. 1811/42.)

(C.A.F.O. 1812/42 is cancelled.)

4833.—Use of E.F.M. Text "All Well and Safe"

(M. 3233/42.—8.10.1942.)

Considerable distress has recently been caused to the wives and relatives of the ship's company due to rumours spread throughout Plymouth and district of damage and casualties suffered by H.M.S. Rodney in action with the enemy.

2. After investigation it appears almost certain that the initial cause of these unfounded rumours was the arrival of many E.F.M. Telegrams containing Text 71—"all well and safe". Relatives who received these telegrams jumped to the conclusion that the ship had been in action, while neighbours without news waited anxiously for Admiralty telegrams giving details of casualties.

3. If, owing to the duties on which the ship is engaged, it is considered that there is a danger of "safe and well" messages giving rise to similar unfounded rumours, steps are to be taken by the Ship's Censorship Staff for E.F.M. text 71 to be stopped.

4. The E.F.M. text with the meaning "am well and fit" which could be used more appropriately is available as an alternative.

(A.F.O. 2543/41.)

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

*4834.—Honours and Awards—"London Gazette" Supplement of 29th September, 1942
(H. & A.—8.10.1942.)

CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD,
St. James's Palace, S.W.1.
29th September, 1942.

The KING has been graciously pleased to give orders for the following appointment to the Most Excellent Order of the British Empire, for gallantry and endurance in carrying out hazardous duties:—

To be an Additional Officer of the Military Division of the said Most Excellent Order: Commander Rial Dennis Binks, R.N.R.

The KING has been graciously pleased to approve the award of the British Empire Medal (Military Division) for bravery and endurance in carrying out hazardous duties, to: Chief Petty Officer James Harlow Whiten, P/J.37675.

ADMIRALTY,
Whitehall,
29th September, 1942.

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

For fortitude, seamanship and endurance in taking Merchantman to North Russia through heavy seas and in the face of relentless attacks by enemy aircraft and submarines:

To be Companions of the Distinguished Service Order

Captain Augustus Banning, Master.
Captain Frank Willis Harvey, Master.
Captain Owen Charles Morris, Master.
Captain William Walker, Master.

The Distinguished Service Cross

Mr. Alfred Stanley Dawson, Chief Engineer Officer.
Mr. George Edward Leech, Chief Officer.

The above Appointments and Awards form a first short list in recognition of those Merchant Navy Officers whose services in this operation have been brought to notice as most outstanding. Such further Appointments and Awards as His Majesty the King may be graciously pleased to approve will be published shortly.

For bravery and skill while minesweeping in H.M. Ships "Clythness," "Kingscourt," "Lynx," "Onetos," "Ronso," and H.M. Motor Minesweepers:

To be a Companion of the Distinguished Service Order

Acting Commander Kenneth Frank Boxall, R.N.

The Distinguished Service Cross

Temporary Lieutenant Leslie John Wyatt, R.N.V.R.
Temporary Skipper Albert Henry Tucker, 164 T.S., R.N.R.

The Distinguished Service Medal

Engineman James Wakelin Alcock, LT/KX.116014, R.N.P.S.
Engineman Stanley Herriott, LT/KX.116820, R.N.P.S.
Engineman George Henry Samuel, X.354E.U., R.N.R.
Stoker Richard Bray, LT/KX.115536, R.N.P.S.

Mention in Despatches

Lieutenant Kenneth William Hay, D.S.C., R.N.
Temporary Lieutenant John Henry Campbell Collier, R.N.V.R.
Temporary Lieutenant Derek George Silcock, R.N.V.R.
Second Hand Alec Samuel Kemp, LT/JX.173404, R.N.P.S.
Second Hand Angus MacKay, X.9499B., R.N.R.
Engineman William McKenzie, LT/KX.108962, R.N.P.S.
Leading Wireman James Harold Henry Keeping, P/MX.64469.
Leading Wireman James Shaw, C/MX.62960.

Wireman Leslie Herbert Goldsmith, C/MX.73618.
Ordinary Telegraphist George William Clark, P/JX.295553.
Seaman Robert Ritchie, X.18834A, R.N.R.
Seaman Frederick William Smith, LT/JX.242465, R.N.P.S.
Seaman Albert Selwyn Tomlinson, LT/JX.181051, R.N.P.S.

For bravery and sustained devotion to duty in keeping the Approaches to the harbours of Malta clear of mines:

To be a Companion of the Distinguished Service Order

Lieutenant-Commander Harry Whittaker Brammall, D.S.C., R.N.R.

The Distinguished Service Cross

Lieutenant John Reginald Lidgley, R.N.R.
Temporary Lieutenant James Findlay, R.N.R.
Temporary Lieutenant Gordon Wilson Stead, R.C.N.V.R.
Mr. Victor Pretoria Rhind, Boatswain, R.N.

The Distinguished Service Medal

Able Seaman Joseph Henry Thomas Poulton, D/JX.251190.
Stoker First Class Carmel Buttigieg, E/KX.117749.

Mention in Despatches (Posthumous)

Acting Petty Officer Sacro Salvatore Domenico Guiseppe Nazareno Borg, E/JX.138980.
Able Seaman Vincent Lucius Nazareno Joseph Cajetan Farrugia, E/JX.251984.
Able Seaman Joseph Spiteri, E/JX.146466.

Mention in Despatches

Temporary Sub-Lieutenant Gordon John Martyn, G.M., R.N.V.R.
Temporary Sub-Lieutenant Frank Sydney Petty, R.N.V.R.
Petty Officer Alfred Charles Almond, P/J.110717.
Stoker Petty Officer William Frederick George Daw, D/K.626169.
Able Seaman Frederick Charles Brown, D/JX.172341.
Able Seaman Salvatore Scibberas, E/JX.165097.
Able Seaman Carmel Frederick Paul Emmanuel Raphael Spiteri, E/JX.283050.
Able Seaman Emanuel Vella, E/JX.283048.

For enterprise and coolness in action against enemy E-boats and armed trawlers off the Dutch Coast, while serving in H.M. motor torpedo boats and motor gun boats:

To be a Companion of the Distinguished Service Order

Temporary Acting Lieutenant-Commander George Edward Bailey, R.N.V.R.

The Distinguished Service Cross

Temporary Lieutenant Derek George Harbroe Wright, R.N.V.R.

Bar to the Distinguished Service Medal

Leading Stoker John Charles Ernest Parry, D.S.M., D/KX.83360.

The Distinguished Service Medal

Acting Chief Motor Mechanic Raymond Harold White, P/MX.69116.
Acting Petty Officer Reggie Walker, C/SSX.26457.
Acting Petty Officer William Arthur Joseph Wollage, C/JX.136481.
Petty Officer Motor Mechanic Ernest Ronald Rowe, P/MX.79498.
Acting Leading Stoker Norman Robert Arthur Fowle, C/KX.92195.
Able Seaman Lawrence Fletcher, C/SSX.20019.

Mention in Despatches (Posthumous)

Able Seaman William Frederick Langley, P/SSX.23335.

Mention in Despatches

Temporary Lieutenant Guy Peter Bartholomew Boissard, R.A.N.V.R.
Temporary Sub-Lieutenant John Brooks Horwood, R.N.V.R.
Able Seaman Arthur Neale Saxby, P/SSX.21295.
Stoker First Class John Hodgkinson, D/KX.87752.
Ordinary Seaman Jack Boddoo Prescott, P/JX.321232.

For skill and resource in action against enemy submarines in H.M. Ships "Eridge", "Hero" and "Hurworth":

Bar to the Distinguished Service Order

Lieutenant-Commander William Frank Niemann Gregory-Smith, D.S.O., D.S.C., R.N.

The Distinguished Service Cross

Lieutenant-Commander John Travis Beaufoy Birch, R.N.
Lieutenant Walter Scott, R.N.

The Distinguished Service Medal

Leading Seaman Herbert James Jerreat, C/JX.137341.
Able Seaman Roy Riddick Goddard, P/JX.149981.
Able Seaman John William Holder, C/JX.167734.
Able Seaman Arthur Laxton, C/JX.218662.

Mention in Despatches

Lieutenant David Alexander Shaw, R.N.
Lieutenant Francis Louis Cox, R.N.V.R.
Temporary Lieutenant Duncan Howard Foulds, R.N.V.R.
Leading Seaman Thomas Harry Fathers, D/J.37638.
Telegraphist William Trevor Seaton, D/JX.156280.

For gallantry, resolution and seamanship when H.M. Air/Sea Rescue Craft were heavily attacked by enemy aircraft in the Straits of Dover:

The Distinguished Service Cross

Lieutenant Patrick Michael Cay Williams, R.N.R.

The Conspicuous Gallantry Medal

Acting Chief Motor Mechanic Leslie Charles Thomas Adams, R.N.R.
Able Seaman Guy Andrie Sandford, D/JX.133162.

For great bravery when a fire broke out in one of H.M. Motor Launches. These two ratings, in the face of the greatest danger, entered a compartment and put out a fire. This action saved the ship.

Mention in Despatches

Acting Leading Seaman Henry Morgan, D/J.112740.
Acting Leading Seaman Thomas Quigley, D.S.M., D/JX.141105.

For skill and bravery in action against enemy E-boats, while serving in H.M. Motor Gunboats:

The Distinguished Service Cross

Temporary Lieutenant George Findley Duncan, R.C.N.V.R.

The Distinguished Service Medal

Petty Officer Alfred Allan Hartland, D/J.112346.
Leading Seaman Laurie Sanders Nicol, D/JX.134503.

Mention in Despatches

Temporary Lieutenant Commander Robert Peverell Hichens, D.S.O., D.S.C., R.N.V.R.
Temporary Sub-Lieutenant Ronald Alastair Carr, R.N.V.R.
Able Seaman Ralph Hubbard, C/JX.259370.
Telegraphist Julian Ronald Barnes, P/JX.252536.
Ordinary Seaman Isaiah Hale, C/JX.317698.

For bravery in air operations in the Middle East:

The Distinguished Service Cross

Temporary Lieutenant (A) Edgar Langford Russell, R.N.V.R.

Mention in Despatches

Temporary Sub-Lieutenant (A) Donald Meldrum Judd, R.N.V.R.

For bravery at Tobruk:

The Distinguished Service Medal

Seaman Christopher Angels McKenzie Miller, LT/JX.209145.

For good services in action against the Enemy in H.M. Ships "Beryl" and "Trusty":

Mention in Despatches

Mr. Victor Pretoria Rhind, Boatswain, R.N.
Acting Sub-Lieutenant Harold William Du Boisson, R.N.R.
Skipper George Goodwin Clarkson, 2868 W.S., R.N.R.
Second Hand William Gadie, LT/JX.224880.
Wireman Ernest George Webb, C/MX.92349.

For bravery while serving in Defensively Equipped Merchant Ships:

The Distinguished Service Medal

Acting Able Seaman James Duff Reid, C/JX.208490.

For bravery and devotion to duty on successful submarine patrols in H.M.S. "Urge":

Bar to the Distinguished Service Cross

Lieutenant James Malcolm Stuart Poole, D.S.C., R.N.

The Distinguished Service Cross

Lieutenant David Bennett Allen, R.N.

Bar to the Distinguished Service Medal

Chief Petty Officer Charley John Jackman, D.S.M., P/J.110919.

The Distinguished Service Medal

Petty Officer Henry Roland Joseph Watts, P/JX.129967.
Acting Leading Seaman Herbert George Arthur Osborn, C/JX.134094.

Mention in Despatches

Engine Room Artificer Eric Varley, D/MX.52497.
Able Seaman John O'Neill, P/JX.217252.
Stoker First Class Joseph Creswell Dixon McMillan, D/KX.117526.

For skill and devotion to duty:

Mention in Despatches

Ordinary Seaman Stanley David Butler, P/JX.326370.

For brave conduct in the face of the Enemy:

Mention in Despatches

Commander Derek Bathurst Wyburd, R.N.
Commander George Philip Sevier Davies, R.N.

For brave conduct:

Commendation

Skipper Lieutenant William Leask, D.S.M., R.D., W.S.2386, R.N.R. (Retd.).
Chief Petty Officer Harold James Godwin, P/J.38049.
Petty Officer Benjamin Hardy, C/J.7722.
Petty Officer William Archie Keeler, P.238093.

Amendments (where underlined> to previous orders of Honours and Awards under headings:

Mention in Despatches

(A.F.O. 2207/42.)

For distinguished Services in Cyprus:

Lieutenant (Acting Captain) Ernest Albert James Newman, R.M.

To be an Additional Officer of the Military Division of the Order of the British Empire

(A.F.O. 4473/42.)

Surgeon Lieutenant-Commander Hywel Glyndwr Rees, M.R.C.S., L.R.C.P., R.N.V.R.

4835.—Naval Officers-in-Charge, Hartlepool and Middlesbrough—Lapsing of Appointments

(M. 3524/42.—8.10.1942.)

From 21st September, 1942, the title of Naval Officer-in-Charge, Middlesbrough, has lapsed. The Middlesbrough Sub-Command has been merged with that of Tees-Hartlepool with the title of Naval Officer-in-Charge, Tees.

2. All signals and correspondence previously addressed to Naval Officer-in-Charge, Hartlepool, or Naval Officer-in-Charge, Middlesbrough, should be addressed now :—

Naval Officer-in-Charge, Tees,
Naval Offices,
Grand Hotel, West Hartlepool.
Tel. No. : Hartlepool 3496.

3. Officers appointed to and ratings for ships building or repairing at Middlesbrough should continue to report to the Staff Officer at the Naval Offices, 23-5, Albert Road, Middlesbrough.

4. All accounts of personnel of ships building and the base staff at Middlesbrough will continue to be borne on the books of H.M.S. "Paragon".

4836.—Meteorological Course for Navigating Officers

(H.M. 1105/42.—8.10.1942.)

Although it is not practicable for Navigating Officers to undergo a week's course at the Naval Meteorological Branch, Admiralty, as in peace-time, they should be granted the necessary facilities when convenient to visit the Department for one or two days at a time. The Admiralty should be informed if possible four days before the date on which Officers desire to attend.

(A.F.O. 2066/38.)

4837.—Skippers, R.N.R.—Forfeiture of Pay

(C.W. 13309/42.—8.10.1942.)

Skippers, R.N.R., including Temporary Boom Skippers, who are sentenced to forfeit pay under Article 470A, clause vi, K.R. & A.I., forfeit their full pay for the period in question, together with all payments in the nature of pay (e.g. War Addition, Command Money, Responsibility Allowance). Compensatory Allowances, however, such as Lodging and Provision Allowances, Hard-Lying Money, and Marriage and Children's Allowances will be continued.

(K.R. & A.I., Article 470A.)

(A.F.O. 3086/42 is cancelled.)

4838.—Midshipmen, R.N.R.—Training in Submarines

(C.W. 3239/42.—8.10.1942.)

With reference to A.F.O. 736/42, Midshipmen, R.N.R., who have completed at least six months service in a major war vessel may volunteer for training in submarines.

2. Applications from volunteers who are recommended as suitable for service in submarines should be forwarded to Admiral (Submarines) as they arise.

(A.F.O. 736/42.)

*4839.—Promotions from Lower Deck to Permanent Commissions (Executive Branch)

(C.W. 30649/42.—8.10.1942.)

The undermentioned promotions to the rank of Acting Sub-Lieutenant, R.N. have been made, to date 23rd August, 1942 :—

Adams, Dennis John	...	A/P.O.(Ty.)	...	P/JX.155398.
Collins, Jack Brian	...	A/P.O.(Ty.)	...	P/JX.150276.
Collins, John	...	P.O.(Ty.)	...	C/JX.155265.
Davies, William John Cenarth	...	A/P.O.(Ty.)	...	P/JX.156289.
Duke, Peter Francis	...	A/P.O.	...	P/JX.146418.
Eames, Terence Ronald	...	A/P.O.(Ty.)	...	C/JX.327183.
Eddy, Francis Leonard	...	A/P.O.(Ty.)	...	D/JX.155492.
Evans, Joseph	...	A/P.O.(Ty.)	...	D/JX.151276.
Hamon, Kenneth George	...	A/P.O.(Ty.)	...	D/JX.153855.
Hart, Michael Loy de Villiers	...	P.O.(Ty.)	...	P/JX.148010.
Harwood, Cecil Michael	...	A/P.O.(Ty.)	...	P/JX.153091.
Hoyes, Eric	...	A/P.O.(Ty.)	...	D/JX.142744.
Jones, Peter Derek Victor	...	A/P.O.(Ty.)	...	P/JX.150271.
Jordan, Sidney Lloyd	...	A/P.O.(Ty.)	...	D/JX.151279.
McCarthy, Frank	...	A/P.O.(Ty.)	...	P/JX.159894.
Mitchellmore, John Telledge	...	A/P.O.(Ty.)	...	D/JX.158396.
Munden, Frederick Arnold	...	P.O.(Ty.)	...	C/JX.148821.
Neville, Russell Albert	...	P.O.(Ty.)	...	P/JX.150746.
Ryan, Albert Hubert	...	A/P.O.(Ty.)	...	C/JX.150541.
Ryan, Cecil William	...	P.O.	...	C/JX.143558.
Schumann, Henry	...	A/P.O.(Ty.)	...	D/JX.159527.
Smith, Robert Thomas	...	P.O.(Ty.)	...	C/JX.152393.
Taylor, Herbert Allen	...	A/P.O.(Ty.)	...	C/JX.152781.
Trussler, Albert William Frank	...	A/P.O.(Ty.)	...	P/JX.150749.
Warner, Sydney Alfred	...	A/P.O.(Ty.)	...	C/JX.147998.

The undermentioned promotions to the rank of Acting Sub-Lieutenant, R.C.N., have been made, to date 23rd August, 1942 :—

Lowe, John Douglas	...	P.O.	...	R.C.N.2923.
Porter, Henry Allan	...	A/P.O.(Ty.)	...	R.C.N.3694.

The undermentioned promotion to the rank of Acting Sub-Lieutenant R.N.Z.N., has been made, to date 23rd August, 1942 :—

Mercer, Samuel Fenwick	...	A/P.O.(Ty.)	...	N.Z.D.1537.
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(A.F.Os. 3289/40 and 1638/42.)

4840.—H.M.S. "Manchester"—Reconstruction of Accounts

(D.N.A. 16777/42.—8.10.1942.)

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

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

- (a) Duplicate pay documents for all officers and ratings discharged to H.M.S. "Manchester" on or after the 1st April, 1942.
- (b) A copy of pay documents received for all officers and ratings entered from H.M.S. "Manchester" since 1st April, 1942.

2. Similar particulars are also required covering the period 1st July to 30th September, 1941.

*4841.—Marriage Allowance—Officers and Ratings—Payment of Children's Allowance for Infirm Children

(N.10693/42.—8.10.1942.)

At present children's allowance is payable for the children of officers up to the age of 16 and for the children of ratings up to the age to which full-time attendance at school is compulsory. It is also payable for the children of both officers and ratings beyond those ages if they continue to receive continuous full-time education, or, for officers' children, in certain circumstances, if they are training for a trade, etc.

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2. With effect from 14th May, 1942, children's allowance may be continued, at the discretion of the Admiralty, up to a maximum age of 21 for a child certified by a registered medical practitioner to be so physically or mentally infirm as to be incapable of contributing to his or her own support, provided that the incapacity arose before the date the allowance would normally have ceased under the present rules, i.e. before the age of 16 in the case of officers' children and before the compulsory school leaving age in the case of ratings' children.

3. Payment of an allowance so continued will cease when the child becomes 21 or recovers sufficiently to be capable of contributing to his or her own support, whichever is earlier. Recovery of a child sufficient to render him or her capable of contributing to his or her own support, or attainment of the age of 21, is to be reported immediately to the paying authority concerned (see paragraph 6).

4. Where an allowance has already ceased or has never been paid under the present rules, consideration will be given to its restoration or institution under this concession, upon application by the officer or rating. The application should include a medical certificate in accordance with paragraph 2 and stating the nature and date of commencement of the disability.

5. The concession will also apply to children of a rating or other rank eligible for special dependant's allowance.

6. Applications from officers, R.N. and R.M., and ratings, R.N. for children's allowance under this order are to be sent to the Director of Navy Accounts (Branch 4 for officers and Branch 9 for ratings), Foxhill Hutments, Combe Down, Bath. Applications from N.C.Os. and men of the Royal Marines are to be sent to their divisions.

7. No allowance is to be credited to officers without prior Admiralty sanction.

8. Continuation of any allowance will be approved annually with effect from the child's birthday. It is, therefore, essential for each officer concerned to arrange for a medical certificate to be forwarded annually to the Director of Navy Accounts, as indicated in paragraph 6, in the form prescribed in paragraph 2, the date of such certificate to be as nearly as possible the birthday of the child. For ratings and R.M. other ranks certificates will be obtained by the D.N.A. or R.M. Division from the person having charge of the child.

9. Arrears of allowances awarded under this order will be paid from a date not earlier than 14th May, 1942, provided that applications are made within one month of receipt of the order in the ship or establishment concerned. Allowances or applications made after this will normally be effective not earlier than the date of application.

10. Payment of children's allowance beyond the normal age limit, under this concession, is subject to the regulations for the payment of children's allowances generally.

(K.R. & A.J., Art. 1767.)

(A.F.Os. 403/39 and 2364/39.)

4842.—Spectacles—Supply to Officers and to Personnel of Passive Defence Parties
(M.D.G. 53553/41.—8.10.1942.)

The supply of Mark III pattern spectacles at the public expense under the terms of A.F.Os. 4501/41, 4590/41 and 25/42, will not in future be obtained from firms of opticians who are under N.O.T.B. agreement (A.F.O. 3205/40, paragraph 5).

2. Prescriptions for spectacles, in duplicate and quoting the number of the appropriate A.F.O., should be forwarded in all cases to the Ministry of Pensions Optical Appliances Depot, Norcross, Blackpool, Lancs.

3. The attention of officers (R.N. and W.R.N.S.) is drawn to an arrangement which has now been made by which those who wish to purchase Mark III pattern spectacles, but who are not entitled to their supply at public expense, can obtain them through the Optical Appliances Depot on repayment. The charges made compare very favourably with those required by private opticians, and supply is in many cases expedited. Prescriptions should be in duplicate and clearly marked with the words "On repayment", which should be signed by the officer concerned, and the number of this Order should be quoted.

4. The supply should be arranged whenever possible through a Naval ophthalmic specialist, but this is not essential, and other recognised Service methods of supply may be used. (Paragraph 4 of A.F.O. 3205/40 is cancelled.)

(A.F.Os. 3205/40, 4501/41, 4590/41, 25/42 and 4938/42.)

A.F.O. 1263/45

***4843.—Income Tax—Warrant Officers on Special Rates of Pay**

(D.N.A. 3790/42.—8.10.1942.)

Consequent on the revised rates of Marriage Allowance from 1st September, 1941, notified in A.F.O. 5608/41 and A.F.O. 4481/42, and the non-taxability of Children's Allowance from 1st April, 1942, notified by A.F.O. 5607/41, the following amended procedure will be adopted for computing the taxable naval emoluments of Warrant Officers in receipt of special rates of pay under A.F.O. 1003/32:—

A.—Tax chargeable for 1941/42

(i) Where the tax chargeable for 1941/42 is based on current year's emoluments the taxable pay will be the pay at the special rate less 3s. a day, wife's allowance to 31st August, 1941, and less 4s. a day, wife's allowance from 1st September, 1941.

(ii) Where the tax chargeable for 1941/42 is based on prior year's income, no change.

B. Tax chargeable for 1942/43

(i) Where the tax chargeable for 1942/43 is based on current year's emoluments the taxable pay will be the special rate less 4s. a day, wife's allowance, and less children's allowance at the revised rates notified in A.F.O. 5608/41, amended from 1st October, 1942, in accordance with A.F.O. 4481/42, for the children in respect of whom children's allowance was in issue on the day preceding promotion to Warrant Rank.

(ii) Where the tax chargeable for 1942/43 is based on previous year's emoluments the taxable pay will be the special rate less wife's allowance as at A (i) above and less children's allowance at the old rates notified in A.F.O. 403/39 (or A.F.O. 2805/39 where applicable) to 31st August, 1941, and at the revised rates notified in A.F.O. 5608/41 from 1st September, 1941, for the children in respect of whom children's allowance was in issue on the day preceding promotion to Warrant rank.

C. Tax chargeable for 1943/44

(i) If the tax is chargeable on prior year's earnings it will be based on the same figure as the tax for 1942/43 at B (i) above.

(ii) If the tax is chargeable on current year's earnings the deductions will be as follows:—

Wife's allowance 4s.

Children's allowance at the rates in A.F.O. 5608/41 as amended by A.F.O. 4481/42, in respect of the children for whom children's allowance was in issue on the day prior to promotion to Warrant rank.

2. Any taxable allowances paid in addition to the special rate of pay will of course be added to the taxable portion of the special rate computed as above.

3. Warrant Officers affected by the foregoing changes should notify the D.N.A. (Branch 4A) of the necessary particulars so that their taxable naval emoluments for 1941/42 can be computed in office. Instructions as to the revision of the "C" figure for 1942/43 and as to the basis of the "C" figure for subsequent years will be sent by D.N.A. 4A to the Accountant Officers concerned in the case of each Warrant Officer affected; such instructions should be noted in ledgers and pay documents. Meanwhile the accounting instructions in A.F.O. 3911/41 should stand.

(A.F.Os. 403/39, 2805/39, 3911/41, 5607/41, 5608/41 and 4481/42.)

A.F.O. 2984/45

4844.—Complement of Writer Ratings in Cruisers

(N. 21603/42.—8.10.1942.)

In cruisers, whose authorised complement allows one P.O. Writer and one Writer, one additional Writer will be allowed in future when the total numbers borne for pay exceed 600. *sanctioned*

(A.F.O. 1506/42.)

*4845.—Artificer and Air Apprentices—Recommendation of Candidates with Service Claims

(N. 21847/42.—8.10.1942.)

The next Open Competitive Examination for the entry of Artificer and Air Apprentices in the Royal Navy will be held in April next, successful candidates being entered in July, 1943.

2. Candidates must be between the ages of 15 and 16 on 1st May, 1943.

3. A limited number of candidates with Service claims who reach the qualifying standard in this examination will be nominated for entry by the Lords Commissioners of the Admiralty from the list of candidates recommended by Commanders-in-Chief at home and abroad, the Admiral Commanding Reserves, Flag Officers Commanding in Home Waters, the Engineer-in-Chief of the Fleet, the Adjutant-General, Royal Marines, and the Rear-Admiral, Naval Air Stations. These candidates must be the sons of Commissioned Officers, Warrant Officers, Chief Petty Officers, Petty Officers, or 1st Class Petty Officers, Royal Navy; or the sons of Commissioned Officers, Warrant Officers or Non-Commissioned Officers of or above the rank of Sergeant, Royal Marines; or the sons of Clerks, Draughtsmen, Inspectors and Foremen of the Artisan branches, or skilled Artisans of H.M. Dockyards not below the grade of Chargeman.

4. Service nominations are restricted to:—

- (a) Boys whose fathers are dead.
- (b) Boys whose fathers have been invalided or who have, for some similar reason, strong claims to special consideration on compassionate grounds.
- (c) Boys whose fathers can show long and faithful service, or other such sound reasons for consideration.

5. In allotting Service Nominations, Their Lordships' preference will be given (within category (a) in paragraph 4) to orphans whose fathers have been killed in action, or have been lost at sea on active service, or killed on duty, or have died of wounds in action or injuries received on duty within six months from the date of such action or injuries. Such boys who are ineligible solely because their fathers were below the rank or grade specified in paragraph 3 may be included in the recommendations for nomination if considered deserving and suitable candidates. Their names will be considered after those candidates mentioned in paragraph 3.

6. In exceptional circumstances, officers and men holding the ranks mentioned in paragraph 3 may apply for a recommendation for boys to whom they stand in the position of guardian. Independent and satisfactory evidence that the boy has been brought up by his guardian for five years or more should be forwarded with the recommendation.

7. Lists of recommendations must reach the Secretary of the Admiralty by 1st February next, and in order that each boy recommended may receive proper consideration, the following particulars are to be given:—

Candidates—

- (1) Full name.
- (2) Date of birth.
- (3) Home address.

Claim to consideration—

- (1) Father's full name.
- (2) Rank or rating (O.N. or Divisional No. to be stated).
- (3) Length of service (excluding time below the age of 18).
- (4) Medals and decorations held by father; any notation of meritorious service or other special commendation.
- (5) If father is dead, date of death and, if death occurred while serving or within six months of wound or injury received on duty, particulars of the cause of death.
- (6) If father is alive, but not now serving, particulars of the date and cause of discharge, age on discharge, and present employment.

Family Circumstances—

- (1) Number and ages of other dependent children (*i.e.* excluding candidate).
- (2) Any other particulars (*e.g.* if mother a widow or has married again).

8. An application for a Service Nomination does *not* in itself constitute an application for admission to the examination. The application to take the examination must be forwarded by the candidate himself to the Civil Service Commission, New Court, Trinity College, Cambridge, in accordance with the regulations issued by that Department.

4846.—Air Artificers—Advancement to Chief Air Artificer

(N. 7280/42.—8.10.1942.)

The provisions of A.F.O. 2839/42 are applicable to Air Artificers.

(A.F.O. 2839/42.)

A.F.O. 2092/42 4847.—Flying Accidents—Claims from Third Parties in Respect of Damage to Property and Personal Injuries

(N.L. 19470/41.—8.10.1942.)

A—GENERAL

Claims arising from Accidents in the United Kingdom.—Accidents arising from the use of aircraft are now largely due to the exigencies of war and special provision has been made in the War Damage Act, 1941, and the Personal Injuries (Emergency Provisions) Act, 1939, in respect of certain claims for damage to property and personal injuries respectively. It has therefore become necessary to modify the peace time practice whereby all claims arising in connection with Naval aircraft are dealt with by the Admiralty.

The following revised procedure is therefore to be adopted in future:—

B.—DAMAGE TO PROPERTY

2. Damage arising from the use of aircraft (including balloons) falls into two categories:

- (a) War damage: (b) Ordinary damage.
- (a) *War Damage.*—Damage resulting from operational flights and other flights not included in (b) below will generally be classified as war damage but any case of doubt should be referred to the Admiralty before action for claim settlement is initiated.
- (b) *Ordinary Damage.*—(i) Damage arising from the use of aircraft for any of the following purposes will generally be treated as ordinary damage:—
Training, including any practice flight, communication, ferrying, taxiing, experimental, test and demonstration flights. Meteorological flights unconnected with operational requirements. Sector reconnaissance flights to enable pilots to familiarise themselves with landmarks in the vicinity of their stations. Dispersal flights unconnected with operations. Aircraft acceptance flights and taxiing trials at contractors' works.
- (ii) Damage, other than that caused by explosion, arising from the salvaging of aircraft, whether Naval or enemy, should normally be treated as ordinary damage. Cases involving damage by explosion during salvaging operations must be referred to the Admiralty.

The first essential is to decide into which category the damage falls as this affects the action to be taken.

3. *War Damage.*—The Admiralty is not responsible for settlement of claims for war damage and claimants should be advised to apply to their Local Authority for the appropriate form to enable them to prefer a claim. Claimants should also be advised that their Local Authority is responsible for dealing with applications for assistance towards first-aid repairs.

Reports of these accidents are however to be forwarded to the Area Officer of the War Damage Commission (where buildings or other immovable property are involved) and/or the District Valuer, Inland Revenue Department (where goods are involved). These reports should be made in the form specified in Appendix A.

4. *Ordinary Damage.*—The Admiralty is responsible for settlement of claims for ordinary damage and in order to expedite settlement Their Lordships have decided that claims not exceeding £100 may be settled locally subject to the approval of R.A.N.A.S. as a charge to Vote 11G.

Immediately a claim is received it should be forwarded to the Officer-in-Charge of Works of the District in which the damage is sustained with a full report of the accident and the claimant so informed. The Officer-in-Charge of Works will then take action to inspect and assess the damage and to negotiate a provisional settlement on the best terms obtainable. When possible he will arrange to repair the damage by departmental labour or by contract but if this cannot conveniently be done he will negotiate a provisional settlement on a cash basis. When his investigations are complete he will forward a report with his recommendations to the Commanding Officer of the Air Station concerned for submission to R.A.N.A.S. for approval if the cost of repairs or the settlement proposed does not exceed £100, or if in excess of this sum for transmission to the Admiralty.

Detailed reports should be forwarded to the Admiralty as soon as local settlement has been approved.

If agreement can be reached on the terms of settlement a certificate should be obtained from the claimant in the form specified in Appendix B.

In cases of damage to crops or other agricultural damage, the Local Lands Officer of the Civil Engineer-in-Chief's Department is to make recommendations through the Officer-in-Charge of Works. The names and addresses of the respective Officers-in-Charge of Works and the limits of their jurisdiction are given in C.B.04078.

5. It may on occasion be inconvenient for claims to be investigated by the Officer-in-Charge of Works and in such cases the matter should be referred to the nearest R.A.F. damage officer whose assessment may be accepted.

6. In general no claims for repair or compensation should be invited and responsibility must not in any circumstances be accepted for damage by sightseers. All claims should be investigated without prejudice and no admission of liability made. When an offer of settlement is authorised, it should be conveyed as "without prejudice as regards liability and in full and final settlement."

C.—PERSONAL INJURIES

7. Generally the Admiralty is not now responsible for dealing with claims to compensation for personal injuries caused by aircraft (including balloons). Claims fall into two categories :

(a) War injuries ; (b) Ordinary injuries.

8. *War Injuries.*—Physical injuries caused by the impact on any person or property of an enemy aircraft, or any aircraft belonging to, or held by, any person on behalf of or for the benefit of His Majesty or any allied power, or any part of, or anything discharged or dropped from any such aircraft are treated as War Injuries under the Personal Injuries (Emergency Provisions) Act, 1939.

It will be seen from the foregoing that the nature of the flight of the aircraft causing the injury is immaterial. For example, an injury resulting from the impact of a naval aircraft during training must be treated as a War Injury.

Injuries resulting from a person being hit by a balloon which has broken loose, or by its cable, are War Injuries. Claims for war injuries should be dealt with as follows :—

- (1) Claims for incapacity should be referred to the Area Officer of the Assistance Board (who acts as agent for the Ministry of Pensions).
- (2) Claims in respect of death must be referred to the Chief Regional Officer, Ministry of Pensions.

9. *Ordinary Injuries.*—These comprise those that cannot be classified as war injuries, for example, injuries arising from a fall over balloon equipment obstructing the highway.

Claims for compensation for ordinary injuries must be submitted to the Admiralty without delay. In no circumstances must negligence or liability be admitted and no correspondence should be entered into with the claimants who should simply be informed without prejudice that the claim has been forwarded to the Admiralty.

In any case where doubt exists damage and/or injuries must be treated as War Damage or War Injuries while guidance is being sought from the Admiralty.

D.—CLAIMS ARISING FROM ACCIDENTS ABROAD.

10. Commanders-in-Chief are authorised to settle claims for both damage to property and personal injuries within the following limits, provided such claims are not the responsibility of the Local Government under any War Compensation Scheme :

(a) Damage to property	... ..	£200
(b) Personal injuries	... ..	£50

11. The advice of Local Law Officers should be sought in all cases of personal injury and where necessary in cases of material damage.

Detailed reports are to be forwarded to the Admiralty when settlement has been effected.

The general provisions governing the settlement of claims for ordinary damage and ordinary injuries in the United Kingdom should be applied as far as possible.

APPENDIX A

Damage to Property caused by Forced Landing, Crash or other Aircraft Accident

1. Situation of damaged property
2. Owner of damaged property
3. Date when damage or loss occurred
4. Type and No. or aircraft concerned
5. Station of aircraft
6. Nature of flight
7. Description of damage :—
 - (a) Impact damage to be classed as war damage
 - (b) Salvage damage

(The claim in this respect will be dealt with by the Admiralty.)

 - (c) Spectators' damage

Signature of Commanding Officer

R.N. Air Station

Date

To—(1) *The Regional Office,
War Damage Commission,

(2) †The District Valuer,
Inland Revenue Department,

* Where buildings are involved.

† Where goods are involved.

APPENDIX B

I, (name of claimant) of
..... (address) hereby certify that the damage or loss
to property, etc., suffered by me (details of which are shown overleaf) arising out
of
(description of accident, and type and No. of aircraft) on
..... (date) is not covered by insurance, nor have I received any
compensation in respect thereof from any other source.

I am willing to accept the sum of (words
as well as figures) in full satisfaction of all claims which I may have in respect of
the said damage or loss either against the Admiralty or against any officer or
servant of the Admiralty or of the Crown.

Signature of Claimant

Date

Signed by the said (name of claimant) in my
presence. I consider the amount of the claim to be fair and reasonable.

..... (Signature of representative of Civil
Engineer-in-Chief's Department.)

4848.—Night Adaptation—Testing of Personnel

(G.D. 0137/42.—8.10.1942.)

It has been decided to test certain R.N. personnel for night adaptation, as described in A.F.O. 2043/42, with the immediate intention of collecting sufficient data to establish absolute standards.

2. (a) All permanent executive officers will be tested soon after entry and prior to leaving their new entry training establishment. Results of tests are to be forwarded to the Admiralty.

(b) All temporary executive officers and cadet ratings undergoing training for temporary executive Commissions will be tested during their initial training period and results forwarded to the Admiralty.

(c) As many seamen and V/S ratings as possible in H.M.S. "Collingwood" and "St. George" are to be tested on completion of new entry training, results are to be forwarded to the Admiralty and also recorded on their medical history sheets and Service Certificates.

(d) Officers and ratings already entered, belonging to branches which are now to be tested on entry, may be tested as opportunity offers in ships, R.N. and R.M. Shore Establishments and Bases supplied with Adaptometers.

Results of tests are to be forwarded and recorded as in paragraphs (a), (b) and (c) above.

3. A well ventilated dark room at least 8 feet by 10 feet is required for each adaptometer supplied. The Medical Officers of the ship or establishment will arrange the testing of Night Adaptation, and will personally test any case in which doubt arises as to the correct category in which the subject should be placed.

4. Adaptometers will be supplied on the following scale :—

(a) R.N.C., Dartmouth	...	...	...	...	1
(b) "King Alfred"	...	...	...	...	2
(c) "St. George"	...	...	...	...	2
(d) "Collingwood"	...	...	...	...	2

(A.F.O. 2043/42.)

4849.—Officiating Ministers of Religion

(C.E. 57906/42.—8.10.1942.)

The following appointments of Officiating Ministers have been approved.

Church of England.

Clewer Park and Dedworth Manor ... Rev. G. G. Payne Cook, M.A.,
 (H.M.S. "President III") Clewer Rectory,
 Windsor, Berks.

Church of Scotland (and all associated denominations).

R.N. Auxiliary Hospital, Kilmacolm Rev. R. MacNeill,
 The Manse, Kilmacolm.

Methodist.

R.N.A.S., Yeovilton ... Rev. T. Martin,
 2, The Park, Yeovil.
 (vice Rev. H. Pollard).

The usual facilities are to be afforded.

2. The appointment of the Rev. C. J. Nash, 25, Reville Road, Southville, Bristol, as Officiating Minister to Baptist and Congregational personnel at the R.N. Auxiliary Hospital, Barrow Gurney, Bristol, has been extended to include Methodist personnel.

4850.—Customs Privileges for Shore Establishments

(N.L. 7022/42.—8.10.1942.)

No Shore Establishment may receive service stores of groceries, rum or tobacco, except by the express covering authority of Their Lordships, who will obtain the concurrence of the Board of Customs & Excise.

2. Considerable delay and unnecessary correspondence is being caused in some cases where Customs privileges are required for Shore Establishments, because the particulars required by A.F.O. 1869/37 are either not supplied, or are incomplete.

In order to avoid such delay, the attention of all officers concerned is drawn to the following points relating to applications for Customs privileges for Shore Establishments. It is not possible to consider applications where the requisite information is not supplied.

3. (a) *Privilege List I* is a list of Shore Establishments which are service victualled and privileged to be supplied with victualling yard groceries, service tobacco and rum, duty free. (Royal Naval Hospitals and Sick Quarters are not entitled to receive rum duty free.)

(b) *Privilege List II* is a list of groups of Naval personnel borne on ships books, and working in guarded establishments, who receive compensation for victualling and are privileged to receive the standard allowance of service tobacco only. Such personnel usually reside outside the guarded establishment concerned.

(c) *Privilege List III* is a list of Royal Marine establishments which are service victualled and are privileged to receive duty free supplies of service groceries only.

(d) *W.R.N.S. Establishments* which are service victualled may be approved to receive duty free supplies of service groceries. W.R.N.S. personnel are not entitled to receive service tobacco or rum.

The system of victualling in force at the establishments, *i.e.*, from service sources, or compensation in lieu, generally determines which of the privilege lists is applicable.

Before personnel in receipt of compensation for victualling who are accommodated in an establishment already approved for Privilege List II can be transferred to service victualling, application *must* be made for the grant of Privilege List I facilities.

All applications for Customs privileges should indicate which of the above lists is appropriate and must include particulars under the headings (a) to (e) of paragraph 4 and, if necessary, (1)–(4) of paragraph 5.

4. The general conditions which must be complied with by all Shore Establishments for inclusion in the above privilege lists are that the establishments must be :—

- Self-contained
- Walled or fenced off
- With exits guarded
- Not occupied by civilians, and
- The personnel must be borne on ships' books.

The conditions laid down for entitlement ensure :

- that there is no possibility of loss occurring to the revenue by leakage out of the establishment of duty free stores. In this connection attention is directed to the quantities of tobacco which personnel are allowed to land under K.R. & A.L., Article 919.
- that unentitled persons, civilian or otherwise, shall not have access to the storage place in which duty free stores are kept.

It is, therefore, essential that suitable arrangements must be made for the safe custody of such stores.

It must be understood that each separate set of premises in which it is desired to store or use service stores duty free, whether the premises house an entire establishment or the dispersed parts of an establishment, must be separately approved.

5. Their Lordships have no power to grant duty free privileges in the case of establishments which do not comply with the above conditions, but in some cases (e.g., Naval Hospitals, or other establishments where it is not possible to provide sentries for guarding) the privileges may sometimes be allowed, provided the Customs Authorities can be satisfied that facilities exist which provide satisfactory alternative conditions. In cases where it is not possible to comply with all of the conditions, the privilege may be restricted to duty free service groceries only. *Under no circumstances can hardship be considered a ground for allowing the privilege.*

The presence of unentitled personnel (Civilians, Army, R.A.F.) as a rule disqualifies establishments from receiving Customs privileges but, where the proportion is small, consideration will be given to these cases. In all such cases, the following information should be supplied, in addition to that mentioned above :—

- The numbers of Naval personnel and numbers of other occupants who are not entitled to Customs privileges (the numbers of Army and R.A.F. personnel and civilians should each be stated separately).

- (2) Whether, in the case of Army and R.A.F. personnel, (a) they are separately messes and accommodated, (b) they are serving with the Navy for duty, (c) they are subject to the Naval Discipline Act.
- (3) What access unentitled personnel have to the quarters occupied by the Naval personnel, and
- (4) What arrangements can be provided to prevent trafficking between entitled and unentitled personnel, and to ensure that K.R. & A.I., Article 919, is complied with.

Care should be taken that the information given is accurate as far as possible, and no issue of duty free stores should be made before the privilege is granted. If the establishment complies with the required conditions, approval will normally be given following a visit by the local Customs Officer, who will satisfy himself that the arrangements for the safe custody of duty free stores, and for preventing any possible loss to the revenue, are satisfactory.

In cases where Shore Establishments which are already included in the privilege lists are enlarged or altered in any way, care should be taken that the establishment complies with the conditions under which the privilege was originally granted (which are stated in the letter of approval notifying the entitlement of the establishment).

(A.F.O. 1869/37.)

4851.—Releases From and Deferment of Service

(N. 18838/42.—8.10.1942.)

The following amendment is to be made to A.F.O. 3613/42:—

Add new paragraph—

6a. When informing applicants of the method of applying for the release of Naval ratings, Commanding Officers are not to express any opinion whether the rating's services can more usefully be employed in his civilian occupation than in his Naval rating. Replies are to be confined to explaining the method of applying for release as in paragraphs 4, 5 and 6 above.

(A.F.O. 3613/42.)

4852.—T.124X etc. Personnel—Payment of Contributions to the National Union of Seamen

AFO 3392/43

(D.N.A. 16523/42.—8.10.1942.)

The National Union of Seamen has notified that its members are liable, in accordance with the rules of the Union, for an annual payment of 4s. for Old Age Contribution, payable at 1s. per quarter, in addition to the weekly contribution of 1s. mentioned in A.F.O. 502/40.

2. The Union is issuing a circular to its subscribing members among T.124X etc. personnel drawing attention to the necessity in their own interests and those of their dependents for payment of arrears to be effected by 31st December, 1942, and for increasing their current contributions by the sum of 4s. per annum.

3. It has been agreed that in cases where the men request recovery of arrears to be effected from their pay in preference to making their own private arrangements for remitting the amount direct to the Union, this may be done, the amount being forwarded with the next Remittance List rendered in accordance with A.F.O. 502/40.

4. Arrangements should also be made to debit the Old Age Contributions quarterly in future against the accounts of all T. 124X etc. personnel who are members of the Union and who have authorised weekly deductions from their pay as provided in A.F.O. 502/40.

(A.F.O. 502/40.)

AFO
3543/43

4853.—Dominion Personnel Reported "Missing" or Prisoners of War—Accounting Arrangements

(D.N.A. 13652/42.—8.10.1942.)

With reference to A.F.O. 3360/41, paragraph 9, and A.F.O. 2881/40, paragraph 6, the pay accounts of officers and ratings of the Dominion Naval Forces serving in the Royal Navy should be closed to the date of casualty or capture. The allowances referred to in A.F.O. 2881/40, paragraphs 3 (g) and 4(g), should be adjusted to those dates, and pay documents should be forwarded as follows:—

- (i) Canadian Personnel ... H.M.C.S. "Bytown," Ottawa, Canada.
- (ii) Australian Personnel ... H.M.A.S. "Cerberus II" (H.M.A. London Depot, Australia House, Strand, London, W.C.2).
- (iii) New Zealand Personnel ... H.M.N.Z.S. "Philomel," Wellington, New Zealand.
- (iv) South African Personnel ... H.M.S. "Afrikander I."

(A.F.Os. 2881/40 and 3360/41.)

A.F.O. 4573/45

4854.—Personnel of Dominion and Colonial Forces—Income Tax

(C.W. 11386/42.—8.10.1942.)

With reference to A.F.O. 3979/42, paragraph 2, the following classes of personnel are eligible for the concession referred to therein, i.e., so far as Income Tax on their service pay is concerned.

Rates of tax and personal allowances, etc., appropriate to the particular classes are inserted for the information of Accountant Officers.

South Africa

See A.F.O. 4099/42.

Australia

Australian naval personnel serving in H.M. Ships or Establishments whose pay is a charge to Imperial funds, provided they have been transferred from Australian to British payment.

Income Tax. Nil.

New Zealand

(a) Personnel of the Royal New Zealand Navy, the portion of whose pay at R.N. rates is an Imperial liability.

(b) R.N.V.R.(NZ) ratings given commissions in the Imperial R.N.V.R.

(c) Royal New Zealand Navy personnel who have been or will be transferred from the Imperial R.N.V.R. to the R.N.Z.N., the tax concession to take effect from the date of entry into the Imperial Forces.

Income Tax. Nil.

Canada

Royal Canadian Naval personnel who have been or may in future be transferred into the Imperial Naval Forces for Fleet Air Arm duties, and whose pay is an Imperial liability.

Income Tax. Nil.

Kenya

Personnel of the Kenya Naval Volunteer Reserve, the portion of whose pay at R.N. rates is chargeable to Imperial funds.

- Rates of Tax ... (i) Chargeable incomes not exceeding £250—2s. in £.
- (ii) Chargeable incomes exceeding £250—2s. plus $\frac{1}{8}$ cent for every £ of chargeable income in excess of £250 up to a maximum rate of 5s. in the £.
- (iii) Where the total income exceeds £3,000, a surtax is chargeable at 4s. in the £ plus $\frac{1}{10}$ cent for every £ of total income in excess of £3,000 up to a maximum rate of 7s. 50c. for every £ in excess of £3,000.

<i>Personal Allowance</i> ...	<i>Single</i> , £200, but this allowance is reduced by one half of the excess of the income over £200. <i>Married</i> (where wife living with or wholly maintained by claimant during basis year) £350.
<i>Child Allowance</i> ...	£80 for first child under 16 years and £40 for each other child, but total not to exceed £200.
<i>Dependent Relatives</i> ...	Amount contributed up to a maximum of £60 for each dependent.
<i>Life Assurance</i> ...	Premiums allowable up to £100 or one-sixth of total income.

Hong Kong

Personnel of the Hong Kong Naval Forces who have been transferred into the Imperial Naval Forces and whose pay is chargeable to Imperial funds.*

<i>Rates of Tax</i> ...	On the first \$5,000 of chargeable income, 6 per cent., on the remainder, 14 per cent. (The \$5,000 at the lower rate of tax is restricted where the liability is for part only of the year.)
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<i>Allowances</i> ...	(a) A deduction of \$3,000. (b) A deduction of a further \$3,000 if the individual had a wife at any time during the year preceding the year of assessment. (c) A deduction of \$2,000 for an unmarried child under 21 years of age in the year preceding the year of assessment and \$1,000 for the second child and \$750 each for the third and fourth child. An individual liable for only part of the year of assessment gets a proportion only of the allowance.
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<i>Salaries Tax</i> ...	is charged on all income arising in or derived from the Colony in respect of any office or employment of profit, and any pension or annuity payable in respect of any such office or employment. Total incomes of less than \$3,600 = say £420, are exempt.
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<i>Double Taxation</i> ...	Where the individual pays tax in the United Kingdom, or in any part of the British Empire, on income assessable to salaries tax, the amount of income on which such tax is charged during the year of assessment is deductible from the assessable income, and such individual is deemed to be liable to salaries tax only for such proportion of the year of assessment as the net assessable income bears to his income before the deduction was made.
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The amount of income tax payable in a country other than the United Kingdom, or part of the British Empire, is deductible from assessable income.

Malaya

Personnel of the Malayan (including Straits Settlements) Naval Forces who have been transferred into the Imperial Naval Forces and whose pay is chargeable to Imperial funds.*

<i>Rates of Tax</i> ...	Total income under \$4,800—exempt. Total income not under \$4,800 but under \$6,000—2 per cent. Total income not under \$6,000 but under \$7,200—3 per cent.
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* This does not include Colonial residents who were entered *direct* into the Imperial R.N.V.R.

<i>Rates of Tax</i> ...	Total income not under \$7,200 but under \$8,400—4 per cent. Total income not under \$8,400 but under \$12,000—5 per cent. Total income not under \$12,000 but under \$16,000—6 per cent. Total income not under \$16,000 but under \$20,000—7 per cent. Total income not under \$20,000—8 per cent.
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In calculating the income on which a person shall pay the tax, a deduction is made in respect of income on which income tax is paid or payable in any other part of the British Empire at a rate not less than the Straits Settlements tax rate. Deduction is also made in respect of the allowances paid from Navy, Army or Air Force funds to members of H.M. Forces.

(A.F.Os. 3979/42 and 4099/42.)

†4855.—South African R.N.V.R.—Pay, etc., Arrangements and Conditions of Service

(N. 22231/42.—8.10.1942.)

The following *amendment* is to be made to A.F.O. 4910/41 :—
Paragraph 25, Section (a).

Delete “and provided the ratings allot the whole of this allowance to their dependant(s)”.

(A.F.O. 4910/41.)

4856.—South African Ratings—Records

(N./D.P.S.679/42/M.—8.10.1942.)

For the purpose of recording of South African ratings and their drafting when borne in ships in Home Waters, these ratings are to be regarded as attached to the Portsmouth Port Division.

2. This arrangement does not, however, preclude their being borne in ships belonging to other Port Divisions as has hitherto been the practice, and such ratings should not normally be withdrawn from these ships by the Commodore, R.N. Barracks, Portsmouth, except for special purposes, i.e. courses, or in pursuance of the policy laid down in Admiralty Letter N.21568/41 dated 24th February, 1942 (grant of home leave to Dominion ratings). In all cases, such drafts should be made by mutual arrangement between the Drafting Authorities.

*4857.—Uncertainty of Remittance System in Wartime—Advantage of Allotment System in Lieu

(D.N.A. 20434/41.—8.10.1942.)

A considerable amount of correspondence from relatives and others who are inconvenienced by the non-receipt of money remitted to them by Naval personnel continues to reach the Admiralty. The attention of all officers and men is therefore again to be drawn to the extreme desirability in their own interest of using the allotment system rather than remittances for the payment of regular sums needed by their dependants.

2. Every practicable step should also be taken to expedite the transmission of remittance lists including the use of air mail or microgram facilities where such are available.

3. Remitters should be cautioned that in writing direct to their remitees they should not hold out hopes of the receipt of money before it is practicable for payment to be made by the Admiralty in existing circumstances.

(A.F.O. 5376/41.)

4858.—Maintenance of Optical Instruments in the Fleet—Employment of Ordnance Artificers (O)

Ships and Bases concerned

(G. 6499/42.—8.10.1942.)

In continuation of A.F.Os. 1910/41, 5623/41 and 3619/42, further allocations of Ordnance Artificers (O) for the maintenance of optical instruments in the Fleet are as follows:—

H.M.S. "Adamant"	2
Bombay Base	3
Colombo Base	2
Londonderry Base	2
H.M.S. "Lucia"	1
H.M.S. "Cyclops"	1
H.M.S. "Montclare"	2
H.M.S. "Aurania"	2
H.M.S. "Ausonia"	2
H.M.S. "Alaunia"	2
H.M.S. "Ascania"	2
H.M.S. "Westernland"	2
H.M.S. "Forth"	Increase from 1 to 2
Tyne Base	Increase from 3 to 6
Harwich Base	Increase from 1 to 2
H.M.S. "Dolphin"	1
H.M.S. "Talbot"	1
H.M.S. "Ambrose"	2
H.M.S. "Elfin"	1
H.M.S. "Medway II"	2
Kilindini Base	2

2. Ratings will be drafted as soon as they are available, tools and appliances in accordance with A.F.O. 461/42, being provided without demand.

(A.F.Os. 1910/41, 5623/41, 3619/42 and 461/42.)

4859.—Respirator Dermatitis

(M.D.G. 49737/42.—8.10.1942.)

To avoid extensive local dermatitis when carrying out patch tests, the size of the patch of rubber should not exceed one centimeter square.

(A.F.O. 1117/42.)

***4860.—Food Rationing—Dried Eggs—Second Distribution**

(V. 20920/42.—8.10.1942.)

With reference to A.F.O. 2859/42, a second distribution of dried eggs will take place commencing on the 18th October, 1942, and will continue until approximately the middle of December.

2. In order that regular holders of R.B.12 cards may obtain their allocation, it will be necessary for them to present to any retailer *four* fortnightly cards at one time during the above distribution period.

3. Regular holders of these cards are, therefore, advised immediately to commence saving them so that the required number of cards may be available before distribution ceases.

4. Holders of ration documents R.B.1/R.N. (new issue) and R.B.8X will obtain their allowance of dried eggs from the retailer with whom they are registered for eggs, on presentation of their ration documents, as on the last occasion.

(A.F.O. 2859/42.)

***4861.—Food Rationing—Household Milk Powder**

(V. 21799/42.—8.10.1942.)

Supplies of household milk powder will be made available to the general public as from the 18th October, 1942, at the rate of one tin per eight weeks.

2. This milk powder will also be available to holders of Service ration documents and will be obtainable as under.

3. *Holders of R.B.1/R.N.*—One tin will be obtainable every eight weeks by each holder on presentation of his or her book to the retailer with whom the holder is registered for sugar. The retailer will cancel two coupons "Q" on the sugar page of the ration book (for the first tin those in squares 4 and 5 will be cancelled).

4. *Holders of R.B.8X.*—One tin of household milk powder will likewise be obtainable each eight weeks on presentation of cards R.B.8R covering eight weeks to the retailer with whom the holder is registered for sugar. The retailer will endorse the eight "Quarter Preserves" coupons with the letter "Q" when the purchase is made, even if they have already been cancelled on purchase of preserves.

5. *Holders of R.B.12.*—Personnel in receipt of provision allowance who normally hold ration cards R.B.12 because they are required to travel frequently in the course of their duties will be able to obtain one tin of milk powder at any shop by presenting at one time cards covering eight weeks. The retailer will endorse the 8 "Quarter Preserves" coupons with the letter "Q" even if they have been cancelled on the purchase of preserves.

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

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

***4862.—Naval Salvage Money—Distribution**

(D.N.A./N.L. 9069/41.—8.10.1942.)

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

Award for the salvage of S.S. "Corrib" by H.M.S. "Turquoise" on 24th April, 1941.

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

	£	s.	d.
3rd Class ...	37	3	0
5th Class ...	24	15	3
6th Class ...	18	11	6
9th Class ...	9	18	0
10th Class ...	7	8	0
11th Class ...	6	3	10
12th Class ...	3	14	5

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.

4863.—W.R.N.S.—Age Limit for Promotion to Officer Rank

(C.W. 9245/42.—8.10.1942.)

The minimum age for promotion of W.R.N.S. ratings to Officer rank is twenty-one, but ratings who have served for six months may be promoted at the age of twenty years and six months if specially needed.

2. Selection for promotion rests with the Director, W.R.N.S., and the Officers' Selection Board.

A.F.O. 36/10/45
A.F.O. 44/35/45
42/36/45
79/1/45

4864.—W.R.N.S.—Advancement of Ratings—Procedure.

(N.—8.10.1942.)

The advancement conditions and procedure for W.R.N.S. ratings have been reviewed and the following revised rules are to be brought into operation in connection with the preparation of Forms S.507(W) due in November next.

The list of W.R.N.S. categories is being reviewed and the Appendix referred to in paragraph 5 of this order will be issued as soon as possible accompanied by an amplification of paragraph 8 (a).

1. Advancement of W.R.N.S. ratings will be made as necessary in order to fill authorised posts for higher ratings.

2. In order that the claims of all eligible personnel may be considered for the filling of vacancies or for new requirements the procedure set out below is to be adopted.

3. Recommendations for advancement to Leading P.O. or Chief Wren rating are normally to be put forward every six months on Form S.507(W), but to meet special needs, including those of new categories, supplementary returns may be required by Commanders-in-Chief at lesser intervals as the situation demands. Supplementary returns, when called for, are to consist only of those who have become eligible and recommended since the last S.507(W) or supplementary return. The inclusion in returns of individuals whose advancement would involve a change of category can be allowed only under specific Admiralty approval, e.g. where this is authorised in connection with the institution of a new category.

4. All ratings recommended for advancement are to be placed on an advancement roster in order of seniority, i.e. length of service in present category and rating.

5. Separate rosters are to be maintained in each Command and for each category of rating as authorised in an Appendix to this Order (to be issued separately) or hereafter from time to time.

6. The roster for each category is to include *both mobile and immobile personnel*, the advancement of an immobile in her turn being restricted solely by her inability to accept draft away from her home. An immobile rating who reaches the top of the roster will remain there until a suitable vacancy in the higher rating arises in an establishment in which she can continue to serve from her home. This establishment need not necessarily be the establishment in which the rating has earned her advancement. It is open to an immobile rating at the top of the roster to claim the next advancement (and she should be given the opportunity to do so) even though the vacancy to be filled is in an establishment not in the neighbourhood of her home, provided she transfers to mobile conditions.

7. Ratings transferred from one Command to another are to be placed on the appropriate roster of the new Command in order of seniority.

8. The qualifications for advancement are (except where otherwise laid down from time to time for particular categories by Admiralty order) to be:—

(a) *Standard of efficiency.*—The standard to be aimed at is that required for advancement of naval personnel of comparable category and rating, but this must be subject to such qualification as is imposed by the circumstance that some Wren categories are not expected to carry out the full range of duties of their naval counterpart.

(b) *Length of service.*—

Leading Wren.	P.O. Wren	Chief Wren.
Six months' service from date of enrolment, or of entry into the category in which advancement is recommended.	Six months' service as Leading Wren in the category in which advancement is recommended.	Twelve months' service as Petty Officer Wren in the category in which advancement is recommended.

(c) *Conduct.*—

Six months' V.G. conduct immediately preceding the recommendation.	Twelve months' V.G. conduct immediately preceding the recommendation.	Two years' V.G. conduct immediately preceding the recommendation.
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9. In order to ensure that all eligible ratings are considered for inclusion in the return, the W.R.N.S. officer is to render to the Head of each Department concerned a list of ratings who are eligible by length of service and by conduct. This list is to reach the Head of Department during the first week in May and November.

10. (a) Heads of Departments are to prepare Form S.507(W), placing the names of those recommended for advancement on the front of the form; and the names of those not recommended on the back.

(b) Ratings recommended for accelerated advancement are to be entered on the form in red. For each occasion recommended in present rating on S.507(W) for accelerated advancement, seniority will be advanced on the roster by one month. "Red" recommendations are in general to be limited to 10 per cent. of the total number of W.R.N.S. ratings borne in the establishment. This 10 per cent. should be spread over the categories in proportion to the numbers employed in each category; in establishments with ten Wrens or less in all, one special recommendation only will usually be permissible. The rule is not intended to be rigid but great care is to be taken to limit the number of such recommendations, and the Superintendent W.R.N.S., is to bring to the notice of the Commander-in-Chief any instances of the percentage indicated being appreciably exceeded.

(c) It is to be certified on the form that all eligible ratings have been considered.

(d) The appropriate W.R.N.S. administrative officer is to be consulted and, in the event of a divergence of opinion about the recommendation of any particular rating, the W.R.N.S. officer is to state briefly her views in a report which is to accompany the forms S.507(W) when they go to the Commanding Officer.

11. Forms are to be forwarded by Commanding Officers of establishments to Superintendent, W.R.N.S., of Commands, who are to be responsible for the Command rosters.

12. Advancement of ratings from the rosters is to be made by the Superintendents, W.R.N.S.; ratings are to be advanced in roster order. Advancement is to be effected by the use of Form B.13W, which is to be sent for completion to the Head of Department in which the selected rating is serving; its use ensures that the rating is still in all respects eligible and recommended.

13. Should vacancies for higher ratings arise which cannot be filled within the Command by ratings with the required qualifications, after supplementary returns have been obtained in accordance with paragraph 3, the resources of other Commands should be ascertained and if qualified candidates are not forthcoming, the Director, W.R.N.S., should be informed.

14. The following returns are required to operate this Order:—

(a) Forms S.507(W) corrected to 31st May and 30th November of each year and Forms B.13(W)

(b) A return of mobile and immobile Chief and P.O. Wrens borne in lieu of lower ratings on 1st May and 1st November, in order that adjustments may be made and the mobile supernumeraries absorbed elsewhere if necessary. This is to be sent by Superintendents, W.R.N.S., to the Director, W.R.N.S.

†4865.—W.R.N.S.—Good Conduct Badges

(N.L/N.24557/41.—8.10.1942.)

The grant of Good Conduct Badges, with pay at the rate of 2d. a day, has been approved for ratings of the W.R.N.S.

2. The conditions of the grant are to be generally in line with those for Naval personnel as laid down in K.R. & A.I., Articles 526 and 527, clauses 1-6 (K.R.2/39), and the form of the badge will be the same, except that it will be in blue.

3. The date from which the initial qualifying period of three years is to commence is the 3rd September, 1939, or the date of enrolment, whichever is the later date.

4. A rating, W.R.N.S., may be deprived of a Good Conduct Badge or Badges as a punishment. A warrant is not required. Deprivation will necessitate the award of a character assessment not higher than "Good" (A.F.O. 2849/42).

5. Restoration of Badges may be granted in accordance with the rules in K.R. & A.I., Article 564 (K.R.2/39).

6. Pending the revision of the W.R.N.S. Conduct Sheet (Form S.1523), the date of commencement of "V.G." conduct is to be inserted in the space headed "Remarks on Conduct". If the date differs from that which would normally appear from the Service Certificate, the date is to be inserted in red ink.

(K.R. & A.I., Articles 526, 527 and 564.)

(A.F.O. 2849/42.)

4866.—Sports—R.N. and R.M. Sports Control Board—Donation

(N.—8.10.1942.)

(Included in Notice Boards Issue only.)

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

**4867.—Director Firing Gear—D.C.Ts., V.S.G., Size 1, Type C—Combined
Locking and Gland Ring Retainers—A. and A.**

"Kent" and "London" Class Cruisers, and "Norfolk"

(G. 976/42.—8.10.1942.)

Damage has been caused to the V.S.G., Size 1, Type C, fitted in D.C.Ts. of the above cruisers by the failure of the retaining spring locating the combined locking and gland ring.

2. To prevent recurrence a locking ring has been designed as shown on A.F.O. Diagram 259/42 (Drawing No. D.1123).

3. Ships concerned should insert an item in their current list of As. and As. to replace the existing retaining springs by locking rings as shown on the diagram.

4. The work should be carried out by ship's staff assisted by dockyards.

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

4868.—Gun Mountings—4-in. H.A. Twin, Mark XIX—Apron Plate—Fitting

Ships concerned

(G. 09252/42.—8.10.1942.)

As a result of experience at sea, it has been found that an apron plate fitted to the front of the shield, at the bottom of the mounting as shown on A.F.O. Diagram No. 263/42 forms a very effective protection from spray and even from heavy seas and does not prevent efficient lubrication of the mounting.

2. This apron plate should be fitted to all 4-in. H.A. twin mountings in service at the first available opportunity.

3. The work is to be carried out by ship's staff.

In ships in which material is not already available, this should be drawn from the nearest storing yard as opportunity offers.

4. The Reg. Nos. of the mountings modified should be reported.

5. Authorities holding sets of drawings of this mounting should modify the appropriate drawings.

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

4869.—Gun Mountings—2-pdr. Mark VIII*—Depression Control Gear—A. and A.

Ships concerned, Dockyards and Repair Establishments

(G. 5818/42.—8.10.1942.)

Depression control gear for fitting to 2-pdr. Mark VIII* mountings, on which any existing depression control arrangements, where fitted, are not considered adequate, is becoming available for supply on demand from the Gun Mounting Stores at Coventry, Parkhead, and the M.E.D., H.M. Dockyard, Portsmouth.

2. This gear, shown on A.F.O. Diagram 262/42 (G.R. 6042) will be supplied complete with the exception of the deck cam rail and supports, which should be supplied and profiled locally to suit the requirements of individual mountings.

3. Ships concerned should include an item Classification "A" in their current list of As. and As. to cover the work which should be carried out by dockyards or repair establishments at the first opportunity.

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

**4870.—Gun Mountings, 20-mm., Marks IIA and IIIA—One-man
Cocking Arrangement**

Ships and Depots concerned

(G. 08381/42.—8.10.1942.)

The arrangement of a one-man cocking device shown on A.F.O. Diagram No. 264/42 (G.R.6013A) has been tried and proved to be satisfactory.

2. The device consists of a steel pin "B" which fits into the crosshead on the gun and is held in place by the bolt securing case, barrel spring. One eye of a wire lanyard "A" is fitted over the pin "B" and the other permanently secured round a sleeve "C" on a bolt, inside the trunnion bracket. This bolt is $\frac{1}{4}$ -in. longer than, and replaces the centre bolt of the three which secure the shield support to the trunnion bracket. The sleeve "C" is inserted between the nut and the trunnion bracket.

3. The lanyard "A" is of $\frac{3}{8}$ -in. extra flexible steel wire, about 24 $\frac{1}{2}$ -in. long, measured to ends of eye-splices, and is arranged so that, when the gun is horizontal, the lanyard is just capable of being slipped over the pin "B".

4. To cock the gun, remove the elevating locking pin, place the free end of lanyard over pin "B" and bear downwards on the shoulder pieces until the gun is cocked. On raising the shoulder pieces from this position the lanyard will fall clear.

5. Where possible the work involved should be done by the ship's staff.

6. In cases where this is not possible, arrangements should be made for the work to be done by a dockyard or a repair establishment at a convenient opportunity.

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

**4871.—Guns, Q.F., 2-pdr., Mark VIII—Covers, Mechanism—Modification to
Locking Pins**

(A.S.13442/42.—8.10.1942.)

The following modification should be carried out as shown :—

<i>Gun</i>	...	...	...	Q.F., 2-pdr., Mark VIII.
<i>Part affected</i>	...	...	...	Pins locking cover mechanism, Marks I* and II.
<i>Purpose</i>	...	...	...	The eyes on pins, locking, cover mechanism, have been found to foul the mounting.
<i>Nature of modification</i>	...	...	...	Handle to be welded to pins and eye chain fitted in accordance with N.O.D.2191/156, amended under date 31st July, 1942.
<i>By whom to be done</i>	...	...	...	Armament Supply Department.
<i>Degree of urgency</i>	..	...	...	Inner guns in ships as soon as possible and those in store before issue. Outer guns as opportunity offers.
<i>Remarks</i>	...	...	...	The modification described in A.F.O. 5267/41 is to be carried out to the amended drawing in future. Paragraph 3 of A.F.O. 5267/41 is cancelled.

(A.F.O. 5267/41.)

4872.—Ammunition, S.A., 20-mm., Oerlikon, of British Manufacture—Solder Found on Cartridge Case

(C.I.N.O./G. 011753/42.—8.10.1942.)

It has been found, owing to the use of an excessive amount of solder when sealing boxes containing 20-mm. Oerlikon ammunition of British manufacture, that the solder has run inside and in some instances has stuck to the cartridges.

2. Care should be taken when loading magazines to see that no solder is attached to the rounds.

3. Isolated rounds of ammunition found in this condition should be thrown overboard into deep water; but if a number are present they are to be returned to the nearest N.A. Establishment for rectification.

4873.—Commercial Pattern Pyrotechnics—Disposal

(A.S. 12491/42.—8.10.1942.)

Commercial pattern pyrotechnics have been found among ammunition landed by H.M. Auxiliaries. Such pyrotechnics are not always manufactured to the high standard of safety required for Naval Service explosives and are therefore liable to become sensitive and a potential danger. They have, in many cases, been responsible for fires in R.N. Armament Depots.

2. All commercial pattern pyrotechnics held on board H.M. Ships should therefore be returned as soon as possible to the nearest Armament Supply Officer for dumping. Armament Supply Officers are to ensure that such pyrotechnics are isolated from other ammunition until they can be dumped.

4874.—American Nitrocellulose Powder other than S.A.A.—Surveillance Procedure

(G. 07409/40.—8.10.1942.)

American nitrocellulose cannon powder in the Naval Service now consists of two types viz., (a) N.C.T. Powder as supplied in the ammunition in "Town" Class Destroyers, and (b) N.H. Powder which is obtained in bulk from America and filled into cartridges in this country.

2. Surveillance procedure of the first type is described in A.F.O. 1066/41.

Sampling procedure of the second type will be on similar lines to that in force for cordite S.C. except that tests on N.H. lots other than in 2-pdr. ammunition will begin when the powder is 3 years old.

Sentence tables will be included in amendments to Naval Cordite Regulations.

3. X markings will in future be applied to sub-lots of both types of nitrocellulose cannon powder in the same way as for cordite lots.

The assessment of reduction of "life" will be made in the same way as for cordite S.C.

(Naval Cordite Regulations.)

(A.F.O. 1066/41.)

4875.—Telescopes, Gun Sighting; Binoculars and Optical Instruments—Maintenance

G.M.Os., F.O.G.M.Os., F.O.G.Os., Ships and Establishments concerned

(G. 994/42.—8.10.1942.)

Several instances have been reported of gun-sighting telescopes being sent by private ship-repairing firms direct to the makers for repair without reference to the appropriate overseeing authority. It also appears that in certain cases, instruments are being dismantled and repaired by such firms on their own initiative.

2. The attention of all concerned is drawn to the risks entailed in dismantling telescopes by inexperienced personnel. It is highly improbable that the re-assembled instrument would be correctly collimated with the result that the accuracy and efficiency of the instrument would be prejudiced.

3. Personnel qualified to undertake repairs to telescopes, binoculars and other optical instruments are now available with the necessary equipment at the ships and establishments given below:—

<i>Ships</i>	
"Vindictive"	"Blenheim"
"Woolwich"	"Greenwich"
"Tyne"	"Sandhurst"
"Hecla"	"Forth"
"Philoctetes"	"Wayland" (late "Antonia")
"Maidstone"	"Wolfe"
"Resource"	"Unicorn"

<i>Establishments</i>	
Gibraltar	F.O.G.M.O., Greenock
Alexandria	F.O.G.M.O., Leith
Simonstown	F.O.G.M.O., Aberdeen
H.M.S. "Calliope", Tyne	F.O.G.M.O., London
F.O.G.M.O., Hull	F.O.G.M.O., Yarmouth
Base G.O., Harwich	F.O.G.M.O., Glasgow
Base G.O., Falmouth	Durban
Capt. (D), Liverpool	F.O.I.C., Halifax
F.O.G.M.O., Liverpool	Malta
F.O.G.M.O., Cardiff.	

4. As they become available personnel qualified in the maintenance of optical instruments will be drafted to ships and establishments in addition to those mentioned above, details of which will be published from time to time.

5. The provisions of A.F.Os. 1935/40, 1017/42 and 2885/42, should, therefore, be extended to include these as establishments to which optical instruments may be sent for repair.

6. Should such repairs prove to be beyond the scope of an establishment, the normal procedure of returning instruments to Portsmouth or Chatham should be followed.

(A.F.Os. 1935/40, 1017/42 and 2885/42.)

(A.F.O. 899/42 is cancelled. Paragraph 8 of A.F.O. 1017/42 is cancelled.)

4876.—A.A.D. Type D Rectangular Main Containers, Old Type—Exchange

(A.S./C.I.N.O. 8696/42.—8.10.1942.)

Cancelled by
AFO 5083/46.

Any old type rectangular main containers, Type C, which either have a "rip-cord" method of firing and no explosive link, or are only fitted with one explosive link, should be returned at the first opportunity to the nearest R.N. Armament Depot or Officer-in-Charge of Armament Supply, quoting this A.F.O., for exchange with main containers fitted with twin explosive links and with the wooden pegs holding the explosive links secured in position with wire.

4877.—Torpedo Stores—Recorders D. and R.—Withdrawal from Destroyers

(A.S. 9386/41.—8.10.1942.)

It was approved to withdraw Recorders D. and R. from destroyers vide A.F.O. 3500/41.

2. As these recorders are now urgently required for other services action is to be taken forthwith for any depth and roll recorders remaining on board destroyers to be landed at the nearest torpedo depot.

(A.F.O. 3500/41.)

4878.—Torpedo Stores—Screws, Long, and Pins—Revised Method of Accounting

(A.S. 2303/42.—8.10.1942.)

The following items, viz.—

Screws, long, steadying weight, 18-in., Mark VII****, 21 in., Marks II-IV*, and 24½-in., Mark I, St. No. 790;

Screws, long, steadying weight, 18-in., Marks VIII-IX, and 21-in., Mark V, St. No. 415;

Screws, long, steadying weight, 21-in., Marks VII-IX**, and 18-in., Marks XI-XII***, St. No. 795;

Pins, safety, air levers, 18-in., Marks XI-XII***, St. No. T.15;

are to be regarded as components of the torpedoes and not as components of separate charge.

2. Care is to be taken to ensure that torpedoes are always accompanied by the appropriate screws and/or pins.

3. The Naval Proportion Book, Part IV, will be amended.

4879.—Cartridges, Impulse, Torpedo, 21-in. U.S.A., 17½ oz., for use in 21-in. U.S.A. Torpedo Tubes

"Town" Class Destroyers

(A.S. 13282/42.—8.10.1942.)

Cartridges, impulse, torpedo, filled British powder, 21-in. U.S.A. 17½ oz., are now becoming available for issue to "Town" class destroyers in lieu of empty cartridge cases and U.S.A. pebble powder.

2. These cartridges will be fitted with the following mouth and base covers :
Mouth No. 5, Mark I; base No. 3, Mark I.

3. "Town" class destroyers at present outfitted with empty cartridge cases and U.S.A. pebble powder are to forward demands to the nearest naval armament depot for cartridges, impulse, torpedo, 21-in. U.S.A., 17½ oz., based on the following allowances :—

(i) Outfit 5 per torpedo discharge.

(ii) Six months' practice 3 per torpedo discharge.

4. The empty cartridge cases, together with the U.S.A. pebble powder supplied for filling these cases, are to be returned when the 17½ oz. filled cartridges are received.

5. In order to maintain supplies of filled cartridges it is essential that fired cases should be returned to an armament depot as they become available and as opportunity offers, together with their cylinders and mouth and base covers.

(A.F.Os. 3404/42 and 4136/42.)

(A.F.O. 1182/41 is cancelled.)

4880.—Duplex Pistols and 18-in. XI-XII Type Blowing Heads—New Type Gland. Packing

(A.S. 10815/42.—8.10.1942.)

With reference to A.F.O. 2387/42 and O.U. 6366, paragraph 40a, it has been decided to introduce a new type of Packing, Asbestos cord, 6-ply, for use in the following glands, viz. :—

(a) Duplex Pistols—Range shafts and indicator spindles.

(b) 18-in., Mark XI and XII Type Blowing Heads—Dashpot glands (Types XIB and XIIC and D) and auxiliary spring box glands (Types XIA and B and XIIA, C and D).

Asbestos, Naval Store Pattern 22, now in use has proved unsuitable for this purpose.

2. The new packing will be accounted for as follows :—

Section IV—Packing, asbestos cord, 6-ply, Stamp Number 8947 and will be added to the contents of "Chests, complete, tools and spare gear, for pistols duplex (St. Nos. T.312 and T.312A)" and "Chests, complete, tools and spare gear, for pistols duplex (St. No. T.342)" in lieu of and in the same proportion as Asbestos St. No. 2, and to the contents of "Chests, complete, spare gear, 18-in., Mark XI" and "Chests, complete, spare gear, 18-in., Marks XII-XII***" in the proportion of ½-lb. per chest. The packing will be clearly labelled to avoid confusion with Asbestos St. No. 2, which is no longer to be used for packing these glands when supplies of Packing St. No. 8947, have become available.

3. Ships, etc., concerned, should demand from the nearest Torpedo Depot, Packing St. No. 8947, required to complete chests on board and, on receipt, Asbestos St. No. 2, removed from pistol chests should be returned to store.

4. Labels of chests and Torpedo Store Accounts should be amended as necessary.

5. This should overcome the difficulty referred to in paragraph 5 of A.F.O. 2387/42, paragraphs 2 and 5 of which are to be amended as follows :—

Para. 2.

For "Asbestos, cord, 6 thread, St. No. 2 (Pattern 22, Naval Rate Book)"

Read "Packing asbestos cord, 6-ply, St. No. 8947".

Para. 5 (Note).

Add after "paragraph 6 below" :—

"This undersized packing must not be used if packing St. No. 8947 is available."

(A.F.O. 2387/42.)

4881.—Naval Smoke Floats—Improved Sealing of Cover Plate

(T. 06079/41.—8.10.1942.)

Experience has shown that moisture is liable to gain access to the smoke composition of smoke floats owing to leaks in the cover plate joint caused by faulty fitting or displacement of the lead sealing ring. Damp smoke mixture results in irregular burning or complete failure to function.

2. It has been decided, therefore, to replace the lead sealing ring by a compressed asbestos fibre gasket made from ½ in. sheet, Pattern 35, the dimensions being :—

Internal diameter	8.0 in.
External diameter	9.75 in.
Holes, 12 in No.	⅝ in. diameter, equally spaced on P.C.D., 8.95 in.

Note.—Holes to be neatly cut or punched.

3. This modification will be introduced into future production and is to be made to all smoke floats now held afloat and ashore :—

(a) *H.M. Ships.*—The modification is to be carried out by ship or base staff, the necessary gaskets and sealing composition being demanded from storing yards.(b) *D.E.M.S.*—Smoke floats carried in D.E.M.S. are to be returned to store for modification, modified floats being drawn in lieu.(c) *Smoke floats in store.*—Smoke floats in store are to be modified in the dockyards as opportunity offers, and subject to more urgent requirements on Fleet work. Only those floats which have been modified are to be issued to ships after store items for the modification have been received.

4. The sealing composition to be employed with the gasket is known as "C.D. Cement No. 4". It will be supplied in the form of a mixed powder, consisting of equal weights of magnesium oxide and slate powder, and a liquid consisting of 40 per cent. glue and saturated magnesium chloride solution in equal volumes. The cement is formed by adding gradually one pound of the mixed powder to half-a-pint of the fluid, stirring throughout the process until a homogeneous mixture is formed. This quantity will be sufficient to make the modification to at least twelve smoke floats. After mixing the cement is must be used within two hours.

4884.—Testing Terminals (50 volt 50 cycle Single Phase) in Electrical Artificers' Workshop—A. and A.

"Nelson," "Royal Sovereign" and "Queen Elizabeth" Classes, "Renown," "Kent" and later Classes. "King George V," "Illustrious," "Fiji" and "Dido" Classes not yet fitted.

(D.T.M.—8.10.1942.)

In all new construction a 50 volt 50 cycle single phase supply is provided in the Instrument Shop or Electrical Artificers' Workshop for testing purposes. It has been decided to extend this provision to certain Battleships, Cruisers and Aircraft Carriers in commission which are fitted with 50 volt 50 cycle single phase supply systems for gun and searchlight control.

2. The supply is to be taken from a spare switch on the 50 V. supply panel or if no switch is available from a fuse way on the 50 volt fuse panels via a D.P. switch to be fitted adjacent to the panels. The wiring should be included in existing cables as far as possible, using spare cores. A switch Pattern 4097, with fuse box, Pattern 8191A, will be required for this service in the workshop.

3. Ships concerned should insert an item, Classified "A", in their next list of As. and As.

4. The allowance of the following apparatus, shown in A.F.O. 234/41, has been extended to apply to each of the above ships and, where not already on board, demands should be forwarded to storing yards for the instruments and also for the fuse box, etc., mentioned in the preceding paragraphs.

Pattern	Description	Quantity
13302	Resistance adjustable potentiometer, 210 ohms	... 1 No.
13303	Resistance adjustable potentiometer, 180 ohms	... 1 No.
13304	Resistance, variable, 0-40 ohms	... 1 No.
9520	"M" type transmitter	... 1 No.

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

(A.F.O. 234/41.)

4885.—Springs, Primer, Tube, St. No. 6547—Use with Aircraft Depth Charges

(A.S. 04002/42.—8.10.1942.)

"Springs, primer, tube, Stamp No. 6547", have been introduced to supersede pads, I.R., Stamp No. 6094, for use with depth charges, Marks VIII and XI, and depth charges, Mark VII, with bungs, primer, tube, Stamp Nos. 6377 or 6486, for aircraft use.

2. Pads, I.R., Stamp No. 6094, are interchangeable with springs, primer, tube, Stamp No. 6547, and are to continue being used so long as supplies are available.

3. Supplies of these new springs have been ordered and will be distributed in due course to N.A. Depots and Officers-in-Charge of Armament Supply at home and abroad.

4886.—Anti-gas Precautions—Eye Casualties from Overcrowding Contaminated Personnel in a Hot Atmosphere

(M.D.G. 47027/42.—8.10.1942.)

Experience in vesicant gas factories has shown that where employees are cleansed in crowded rooms in a hot or steamy atmosphere eye casualties frequently occur due to severe keratitis.

2. Personnel with contaminated clothing must avoid entering dug-outs, shelters and gas cleansing rooms especially under crowded conditions. Contaminated clothing should be discarded before entry.

3. In order to reduce the risk of eye casualties during and after a vesicant gas attack the temperature of dug outs, shelters, etc., should be kept as low as is practicable for reasonable comfort and a moist atmosphere should be avoided. Contaminated personnel should avoid remaining in the undressing rooms of cleansing stations for longer than is necessary; undressers must wear respirators unless it is evident that there is no vapour danger.

4887.—Respirators, Anti-Gas—Containers Type E—Modification—Fitting of Piece Supporting Liner Slot

(A.S.13685/42.—8.10.1942.)

Attention is drawn to A.F.O. 3829/41. Containers Type E, Mark VI, are to be fitted with Piece Supporting Liner Slot, where this has not already been done.

2. Demands for this item should be forwarded to the nearest major R.N. Armament Depot.

(A.F.O. 3829/41.)

4888.—Boiler Tubes and Stoppers for Admiralty Water Tube Boilers—Additional Spares

Minesweepers (except "Aberdare" Class), Sloops and Corvettes ("Kingfisher" and "Guillemot" Classes.

(N.S. 22415/42.—8.10.1942.)

Whenever it becomes necessary to renew firerow tubes in the boilers of any of these ships in consequence of failures due to severe distortion or circumferential cracking, the number of spare "A" row tubes to be carried on board is to be increased from the present allowance of one-eighth of the total number of this row fitted in the boilers to one-quarter of the total number fitted.

2. The spare tubes are to be 0.116-in. thickness, bent to a continuous curvature and supplied under preservation, ready for fitting.

3. Spare tube stoppers, pattern 818-40 in number, are also to be carried in each vessel.

4. The increased allowance of spare "A" row tubes, which is to be regarded as a special measure during hostilities, is intended to assist in maintaining efficient working of the boilers for longer periods, and it is important that the ship's staff should co-operate in effecting this.

5. Ships concerned should forward revised proposals on Form D.122 to amend their special store lists to the new allowance when the renewal referred to in paragraph 1 becomes necessary. The number of tubes required to complete to the increased allowance should be demanded from the Storing Yard.

6. In order that any additional tube stoppers required may be purchased, ships should forward demands to storing Yards now for any additional stoppers likely to be required.

7. *Yards only.*—Additional provision should be made in Seventh War Demands, B.10F.

4889.—Machines, Valve Reseating—Allowances

"Wairs"

(N.S. 29407/42.—8.10.1942.)

The allowances of the following items to "Wairs" are hereby withdrawn:—

Pattern 10 Machines, valve reseating, Morse. ½-in. to 4-in.

Pattern 1 Machines, valve reseating, "Owen." 1½-in. to 4-in.

2. Destroyers concerned should arrange for these machines to be returned to the nearest Dockyard or Naval Store Depot at the earliest opportunity.

3. B.R. 332A—Establishment of Naval Stores for Flotilla Leaders and Destroyers—will be amended.

4890.—Bellows Pieces for Condenser Systems—Protection of

H.M. Ships

(D. 10817/42.—8.10.1942.)

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

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

(i) *Living with Sheet Lead.*—The following two methods have been tried and found satisfactory:—

(a) First, a cylinder of lead is made, the diameter being the same as the smallest diameter of the bellows piece and the edges lead

burned together. Then the lining is placed inside the bellows piece and worked over by the normal puckering method to fit the profile of the bellows.

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

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

When it is required to remove the lead lining for the purpose of annealing the copper bellows, it may be removed by first warming the lead until it sweats and then throwing back one edge to form puckers. The lining may then be drawn out from one side.

- (ii) *Spraying with Thiokol.*—The surface to be treated should be first shot blasted (No. 40 or 80 angular grit is recommended), and then hot sprayed with Thiokol. Enough coats should be applied to achieve a final thickness of $\frac{1}{32}$ in. The coating rate of the Thiokol should be about 32 square feet per hour per coat.

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

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

(A.S., Rosyth, 16.8.42, No. 3414.)

4891.—Installation of W/T and R/T Sets—REPORTS

(S.D. 903/42.—8.10.1942.)

It is apparent that the instructions in A.F.O. 2407/41 are not always followed, as the first information that W/T and R/T sets have been fitted in ships is often received from P.W/T.Os. sighting reports, or the agents of the various commercial W/T companies.

2. Attention is accordingly again drawn to the necessity for reporting all local fittings.

3. In order that the position may be regularised, reports are to be forwarded by Flag Officers-in-Charge and Senior Naval Officers at home and abroad stating what equipment they have arranged to be fitted locally during the past six months.

(A.F.O. 2407/41.)

4892.—D/F Outfits F.M.2, F.M.4 and F.M.7—Fitting of Correcting Cams

(S.D. 01960/42.—8.10.1942.)

Subsequent to the calibration of the above D/F outfits in a ship, correcting cams are supplied for fitting to the dial bearing indicator of the radio goniometer S.27. These cams are cut in accordance with the curves of calibration and when correctly fitted provide automatic correction over the frequency range stated in the report (which is also inscribed on the faces of the cam pieces); when fitted, therefore, it is not necessary to refer to the curves of correction when taking a bearing.

2. In instances where the observed deviations at calibration are negligible, no curve of correction or cam is supplied and the bearing can be read direct from the goniometer.

3. Cams, after cutting, are forwarded to the Commanding Officer with instructions to fit them to the radio goniometer S.27 of the D/F outfit fitted. The instructions for fitting shown on A.F.O. Diagram 26/1/42 (A.S.E. drawing No. 30791) should be carefully observed.

4. After fitting, the pointer of the radio goniometer should be turned through 360° to ensure that the roller runs freely on the cam and that the corrections agree with those shown on the curve. The corrections given by the cam should agree with those on the curve within $\frac{1}{4}^\circ$. If there are any serious discrepancies between

these corrections, the link and spring mechanism located under the flat plate on the pointer arm should be checked. If necessary, the assistance of the local A.S.E. D/F representative concerned should be requested.

5. These instructions will also apply to D/F outfits F.M.11 and F.M.12 when in service.

6. A copy of this order, and the diagram, are to be inserted in the relevant handbooks of the D/F outfits.

4893.—R.D.F. Types 279/M and 281—Flexible Feeders

(S.D. 1040/42.—8.10.1942.)

The life of flexible feeders for types 279/M and 281 can be increased by attention to the following:—

(a) When fitting new flexible feeders all positions of aerial training must be tested to ensure that no section of the feeders is pulled tight.

(b) Up to $1\frac{1}{2}$ ins. variation in distance between masthead bracket X467 and the lowest support arm X567 is allowed by specification. If this section of feeders is tight the masthead bracket should be raised by a block.

(c) In type 281 the transmitter and receiver flexible feeders are not interchangeable.

(d) Attention is drawn to A.F.O. 3899/42.

(“A” Message No. 391A is cancelled.)

(A.F.O. 3899/42.)

4894.—R.D.F. Set, Type 281—Panel 3AB Modulator (Upper), Pattern X1128—Modification

(N.S. 017584/42.—8.10.1942.)

Resistance rods $2\frac{1}{16}$ -in. long 50 ohms. Pattern 5417 at present fitted as components of Panel 3AB Modulator (upper) Pattern X1128 (Ref. A.S.E.H353 Part III Fig. 9 resistors No. 39 to 48) are to be replaced by resistance rods, 2-in. 47 ohms. Pattern W.5013.

2. The work is to be carried out by ship's staff.

3. Ships concerned will be supplied without demand with 17 (includes 1 spare) resistance rods, 2-in. 47 ohms, Pattern W.5013 to enable the above change to be effected.

4. Resistance rods, Pattern 5417, rendered redundant by the above change are to be absorbed into stock on board ship for use as necessary.

5. The pertinent Establishment List will be amended.

4895.—Fittings for Semaphore Positions

Leaders and Destroyers under construction.

(S.D. 946/42.—8.10.1942.)

In view of item (j) of C.A.F.O.1409/42, fittings for semaphore positions in all new construction destroyers and leaders are to be omitted.

2. Relevant drawings should be amended accordingly.

(C.A.F.O. 1409/42.)

4896.—Asdic Installation, Type 138A—Establishment List

(N.S. 015045/42.—8.10.1942.)

An Establishment List No. A/S. 83, dated 5th September, 1942, of Naval Stores, comprised in Asdic Installation Type 138A, has been prepared and copies will be distributed to the Services concerned by the Naval Store Officer, R.N. Store Officer, Walcot Street, Bath.

4897.—Naval Aircraft—Immersion Switches

(A.M.R. 2635/42.—8.10.1942.)

All immersion switches (Stores Ref. 6D/148) are to be examined at the earliest opportunity and not later than the next daily inspection, to ensure that the clearance between the nut on the end of the switch plate bolts and the looped end of the contact pin is not more than $\frac{1}{16}$ in. Until re-designed switch plates are available, this clearance must be obtained by filing the nut and loop flat at the close point, to avoid any contact by vibration. The inspection should be recorded in the log-book.

2. The above was also promulgated as Special Instruction RDA.283 by Admiralty Message 427R.

4898.—Roc and Skua Aircraft—Security of Wing Locking Pins

(A.M.R.—8.10.1942.)

Accidents have recently occurred through failure to ensure that the wing locking pins were fully home.

2. As a reminder, the tops of the locking pins are to be painted red and a 2-in. circle of yellow is to be painted round the inspection holes.

4899.—Bristol Pegasus Engines—Extractor for Ball Bearings in Exhaust Valve Rockers

(A.M.R. 757/42.—8.10.1942.)

No special tool is supplied in the Pegasus engine tool kit for removing ball bearings from exhaust valve rockers.

2. An extractor which has proved in service to be quite efficient has been produced. Its use, in place of the brass drift as at present used, will speed up the operation considerably while eliminating possible damage to the bearings.

3. Units are to make up extractor from local resources in accordance with A.F.O. Diagram 260/42 as required.

4900.—Replace Machinery Spare Parts for Continental Diesel Engines

(E.F.O./D./C.P. 71717/42.—8.10.1942.)

A.F.O. 4671/42 issued 24th September, 1942, is cancelled. It will be re-issued in a revised form at a later date.

(A.F.O. 4671/42 is cancelled.)

4901.—“Bangor” Class Minesweepers—Steam-Driven Type—Fitting for Tropical Service—As. and As.

(D. 015209/42.—8.10.1942.)

A.F.O. 2412/42 is to be amended as follows:—

Paragraph 1 (c). *Delete and substitute:—*

“(c) *Table fans.*—Sockets and circuits are to be provided in the following spaces:—1 in each cabin (4), Commanding Officer's cabin (1), Wardroom (1), P.Os. Mess (1), E.R.As. Mess (1), C.P.Os. Mess (1), Ship's Office (1), Chartroom (1), Seamen's Mess (2), Stokers' Mess (2), Dispensary (1), Port Minesweeping Mess (1), Starboard Minesweeping Mess (1). Total, 19 fans, including 1 spare to be carried on board.”

(A.F.O. 2412/42.)

4902.—Additional Stiffening Below M/S Winches—A. and A.*A/S-M/S Trawlers of “Tree,” “Dance,” “Shakesperian” and “Isles” Classes*

(D. 10187/42.—8.10.1942.)

Reports have been received that stiffening under the M/S winches in the above vessels is insufficient and that leakage of water into the Wardroom flat occurs.

2. In vessels now under construction, W.P.Ss., P.S.Os. and Lloyds' Surveyors should arrange for increased stiffening to be worked by fitting angle bars instead of the flat plates at frames numbered 73, 74 and 75 shown on Drawing E.T.134.

3. For vessels in service where leakages have occurred, Commanding Officers should insert an item in their next list of As. and As, Classification “A.”

4903.—Modifications to “X” Magazine Flooding Arrangements—A. and A.*“Tribal” Class Destroyers*

(D.017697/42.—8.10.1942.)

Consequent upon the conversion of “X” 4.7-in. shell room in “Tribal” Class destroyers into a 4-in. H.A. magazine, it has been decided to provide for independent flooding from sea of the 4-in. H.A. magazines, port and starboard.

2. A 6-in. branch pipe, with flood valve, for flooding the port H.A. magazine, is to be fitted from the existing seacock or from the existing starboard H.A. magazine flood valve, as convenient.

3. The existing sluice valve in the M.L. bulkhead between the H.A. magazine is to be removed and the opening blanked off with a permanent riveted plate cover. The sluice valve handwheel and rod gearing are to be modified as necessary for use with the new flood valve for the port H.A. magazine.

4. Commanding Officers of ships concerned are to include an item, Classification “A”, in their next lists of As. and As. to cover the work involved.

(R.A.(D), H.F., 13.8.42, No. H.D.302.)

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

4904.—Omission of Galvanizing in Submarines*New Construction and Vessels in Service*

(P. 04439/42.—8.10.1942.)

C.A.F.O. 782/42 is to be cancelled and the provisions of A.F.O. 3156/42 worked to where applicable.

(A.F.O. 3156/42.)

(C.A.F.O. 782/42 is cancelled.)

4905.—6-in. Hand Signalling Lanterns—Unauthorised Supply

(N.S.25870/42.—8.10.1942.)

Several instances have recently occurred of H.M. ships and signal stations being supplied and fitted with 6-in. hand signalling lanterns without Admiralty approval (Pattern No. 5153 and Outfits Pattern No. W.1060 and W.1061).

2. In future, no issue to ships or services to which these lanterns are not allowed is to be made, except in extreme cases, without first obtaining Admiralty approval. If, in an extreme case, lanterns are demanded and issued on the authority of the local administrative authority, covering approval should be obtained from the Admiralty.

3. Any ships and services already supplied with 6-in. hand signalling lanterns without Admiralty approval, except as stated in paragraph 2 above, are to return them to store at the first opportunity, and a report is to be rendered to the Admiralty (Naval Stores) in regard to each return and stating where delivered. Where approval has been given by the local authority, the circumstances should be reported.

(Capt. Supt. A.S.E., 5.9.42, No. S/14587/42.)

4906.—De Havilland Propeller Tools

(A.M.R./N.S. Air 1896/42.—8.10.1942.)

The issue of tool-kits for maintenance and repair of De Havilland propellers fitted to Naval aircraft is to be discontinued. In future, tools are to be demanded as individual items and will be allowed to each Service as detailed in the Appendix to this Order.

2. All Services concerned are to break down existing kits held into their component parts and take the items on charge separately. Arrangements should then be made to adjust the range and quantities to conform to the allowances set out in the Appendix. Tools surplus to allowance should be returned to the appropriate R.N. store depot or storing yard without delay.

3. The tools allowed will limit work which can be undertaken by these services to the following:—

- (a) *Squadrons.*—Changing propellers and minor inspections.
- (b) *Fleet and Intermediate Carriers.*—Changing propellers, major inspections and minor replacements involving re-balancing of propellers; field repairs to blades.
- (c) *Auxiliary Carriers.*—Changing propellers, minor inspections and replacements not affecting balance; field repairs to blades.
- (d) *Naval Air Stations, Classes “A,” “B” and “C.”*—Changing propellers, major inspections, minor replacements involving re-balancing of propellers; field repairs to blades.
- (e) *Naval Air Stations, Classes “D” and “E.”*—Changing propellers, minor inspections and replacements not affecting balance; field repairs to blades.
- (f) *Repair Yards, Classes “A” and “B.”*—Changing propellers, major inspections, major repair by replacement, blade repairs coming within “cold bend” limits, small amount of salvage work.
- (g) *Repair Ships.*—As for repair yards, but on a smaller scale.

4. Allowances for mobile workshops and salvage sections will be promulgated separately.

5. In general work undertaken by the above-mentioned services is to come within limitations laid down in R.D.E. Repair Specification No. De H.16 (bracket types), De H.20 (hydromatic types,) and Air Publication 1538.

R.A.F. Section 25L			Aircraft and Type of Propeller								Allowances								
Ref.	Part No.	Description	Proctor	Lysander	Skua	Roc	Albacore	Sea Hurricane IB	Spitfire V		Squadron (per 6 a/c or less)	Fleet and Intermediate Carriers	Auxiliary Carriers	R.N. Air Stations				Repair Yards Class "A" and "B"	Repair Ships
														Class "A"	Class "B"	Class "C"	Class "D" and "E"		
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)
2001	P.C.573 ...	Tool bag ...	*	*	*	*	*	*	*		1								
2002	—	Gun, grease ...	*	*	*	*	*	*	*		1	1	1	2	1	1	1	3	2
2005	P.C.641 ...	Spanner, barrel bolt ...			*	*	*	*	*			4	2	4	4	2	2	8	6
2007	P.C.681 ...	Spanner, for spinner locknut...		*	*	*	*	*	*		1	2	1	3	2	2	2	4	3
2008	P.C.5348 ...	Spanner, box, piston and cylinder head.		*	*	*	*	*	*					2	1	1	1	2	
2009	P.C.640 ...	Spanner, for union nut ...		*	*	*	*	*	*			2	1	3	2	2	1	3	3
2010	P.C.524 ...	Bar, tommy ...		*	*	*	*	*	*		1	3	2	5	4	3	3	7	5
2012	P.C.539 ...	Bar, tommy, extension tubes (2 per set).		*	*	*	*	*	*		2	4	2	6	4	4	4	8	6
2014	P.C.535 ...	Wrench, c/w cap. (See §) ...		*	*	*	*	*	*					2	1	1		2	
2015	P.C.535A ...	Wrench, c/w cap. (See §) ...		*	*	*	*	*	*		2	2	1	3	2	2	2	4	3
2017	P.C.656 ...	Key, roller shaft lock screw ...		*	*	*	*	*	*			2	1	3	2	2	1	4	3
2023	P.C.642 ...	Spanner, barrel bolt (2 per set) ...		*	*	*	*	*	*			2	1	2	2	2		4	2
2024	P.C.529 ...	Arbor, balancing ...		*	*	*	*	*	*			1		1	1	1		1	1
2026	P.C.532 ...	Arbor, for base ...		*	*	*	*	*	*			1		1	1	1		1	1
2028	P.C.531 ...	Base, assembly arbor ...	*	*	*	*	*	*	*			1		1	1	1		1	1
2031	P.5348/1 ...	Spanner, box, piston and cylinder head.					*	*	*		1	2	1	3	2	1	1	4	3
2032	P.C.622 ...	Spanner, piston head bolts ...					*	*	*		1	2	1	3	2	2	2	4	3
2044	P.C.533 ...	Spring, clip retaining ...		*	*	*	*	*	*			12	6	18	12	12	6	24	18
2056	P.C.655/2 ...	Puller, blade, group (3 per set) ...		*	*	*	*	*	*			1	1	2	2	1	1	3	2
2062	P.C.534 ...	Screw, adjuster, pitch setting ...		*	*	*	*	*	*					1	1	1		2	
2078	P.C.530/2 ...	Splined sleeve ...		*	*	*	*	*	*					1	1	1		3	1
2079	P.C.577/1 ...	Splined sleeve ...		*	*	*	*	*	*					1	1	1		3	1
2081	P.C.588 ...	Shim, slip, group (4 per set) ...	*	*	*	*	*	*	*			2	1	3	2	2		3	3
2086	P.C.528 ...	Spanner, box, blade balancing plug nut.	*	*	*	*	*	*	*			1		2	1	1	1	3	2
2094	P.C.527 ...	Wrench, piston nut ...			*	*	*	*	*					2	1	1		2	2
2096	P.C.605 ...	Screw, adjuster, for testing pitch range.			*	*	*	*	*			2	2	3	2	2	2	4	3
2120	P.C.700/2 ...	Wrench, spanner head ...	*	*	*	*	*	*	*		1	2	1	3	2	2	2	6	3
2121	P.C.701 ...	Spanner, head of barrel bolt ...			*	*	*	*	*			2	1	3	2	2	2	6	3
2122	P.C.702/1 ...	Spanner, head of barrel ...		*	*	*	*	*	*			2	1	3	2	2	2	6	3
2123	P.C.748 ...	Spanner, head draw bolt nut...			*	*	*	*	*			2	1	3	2	2	2	4	3
2124	P.C.777/1 ...	Extractor, air-screw ...		*	*	*	*	*	*		1	2	1	3	2	2	2	4	3
2130	P.C.804/1 ...	Wrench, piston nut ...		*	*	*	*	*	*			2	1	3	2	2	1	4	3
2133	P.C.680 ...	Spanner, grease nipple ...		*	*	*	*	*	*			2	1	3	2	2	2	4	3
2158	P.C.783 ...	Spanner, head spinner locknut ...	*	*	*	*	*	*	*			2	1	3	2	2	2	4	3
2159	P.C.784 ...	Spanner, head spinner locknut ...			*	*	*	*	*		1	1	1	3	2	2	2	4	3
2168	P.C.821/1 ...	Sleeve, balancing ...			*	*	*	*	*			2	1	3	2	2	2	4	3
2169	P.C.825/1 ...	Spanner, head of barrel bolt ...			*	*	*	*	*		1	1	1	3	2	2	2	4	3
2170	P.C.30004	Key, spinner lock-ring ...	*	*	*	*	*	*	*			2	1	3	2	2	2	4	3
2171	P.C.824 ...	Spanner head, spinner lock-nut ...			*	*	*	*	*		1	1	1	3	2	2	2	4	3
2172	P.C.655/3/1	Puller blade, group ...			*	*	*	*	*			2	1	3	2	2	2	4	3
2209	P.C.848 ...	Extractor, adjusting screw and nuts		*	*	*	*	*	*			1	1	3	2	2	1	3	2
2211	—	Gun, grease ...		*	*	*	*	*	*			1	1	3	2	2	1	4	3
2212	P.C.847/1 ...	Key, spinner lock ...		*	*	*	*	*	*		1	1	1	3	2	2	1	3	2
2220	P.1248A ...	Spanner box, piston and cylinder head	*	*	*	*	*	*	*		1	1	4	6	4	4	4	8	6
2221	P.C.571 ...	Bar, tommy ...	*	*	*	*	*	*	*					4	3	2	2	6	4
2222	P.C.666 ...	Bar, tommy, extension tubes (2 per set)	*	*	*	*	*	*	*					4	3	2	2	6	4
2223	P.C.756A ...	Wrench, c/w cap ...	*	*	*	*	*	*	*		2			4	3	2	2	6	
2224	P.C.762/1 ...	Wrench, piston nut ...	*	*	*	*	*	*	*					4	3	2	2	6	
2225	P.C.775 ...	Puller, blade (2 per set) ...	*	*	*	*	*	*	*					2	2	1	1	2	2
2231	P.C.742 ...	Spanner, blade plug nut ...			*	*	*	*	*					2	2	1	1	2	
2232	P.C.938 ...	Extractor, bearing shaft bush ...			*	*	*	*	*			1		1	1	1		2	1
2233	P.C.939 ...	Extractor, bearing shaft bush ...			*	*	*	*	*					1	1	1		1	1
2235	P.C.771 ...	Screw, adjuster pitch setting ...	*	*	*	*	*	*	*					1	1	1		1	1
2238	P.C.948 ...	Mandrel to balance spinners ...		*	*	*	*	*	*					1	1	1		1	1
2240	P.C.788 ...	Arbor, balancing ...	*	*	*	*	*	*	*					1	1	1		1	1
2241	P.C.767 ...	Arbor for base ...	*	*	*	*	*	*	*					1	1	1		1	1
2243	P.C.808 ...	Spring clip, retaining ...	*	*	*	*	*	*	*					12	12	12	6	16	12
2246	P.C.849 ...	Extractor, adjusting screw and nuts...	*	*	*	*	*	*	*					2	2	2	1	4	2

§ When stocks are exhausted no further issues will be made. Superseded by Ref.2015.

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)
2249	P.C.766	Sleeve, balancing	*									1		1	1	1		1	2
2251	P.C.703	Spanner, head of barrel bolt	*											2	2	2		4	2
2253	P.C.769	Spanner, barrel bolt (2 per set)	*											2	2	2		4	2
2254	P.C.1019	Spanner, head spinner locknut	*								1			2	2		2	4	
2273	P.C.1037	Mandrel balance spinners		*	*	*												1	
2291	P.C.1031	Extractor, stoping								*	1	2	1	3	2	2	2	4	3
2296	P.C.972	Spanner, CSU								*	1	2	1	3	2	2	2	4	3
2297	P.C.1091	Spanner, CSU	*							*	1	2	1	3	2	2	2	4	3
2298	P.C.1018	Bar, tommy, dome nut and wrench							*	*	1	3	2	5	4	4	2	7	5
2299	P.C.1029	Bar, tommy								*	1	3	2	5	4	4	4	7	5
2300	P.C.1027	Wrench, propeller retaining nut								*	1	2	1	3	2	2	2	4	3
2311	P.C.870	Arbor for base								*				1	1	1	1	1	1
2314	P.C.1035	Pin, fitting roller shaft								*		2	1	3	2	2	1	4	3
2315	P.C.862	Puller roller shaft								*		2	1	3	2	2	1	4	3
2317	P.867	Splined sleeve								*		1	1	1	1	1		3	1
2320	P.C.1067	Tool bag								*	1								
2321	P.C.1094	Handle, for lifting dome								*	1	2	1	3	2	2	2	4	3
2322	P.C.1066	Rod, cam slot								*		2	1	3	2	2	1	4	3
2323	P.C.1063/1	Wrench, dome retaining nut								*	1	2	1	3	2	2	2	4	3
2326	P.C.1065	Wrench, blade packing nut								*		1	1	1	1	1		2	1
2330	P.C.864	Arbor, balancing								*		1	1	1	1	1		1	1
2332	P.C.1069	Rig, balancing pitch change assembly								*		1	1	1	1	1		1	1
2334	P.C.1068	Wrench, spring housing cap								*		2	1	3	2	2	1	4	3
2343	P.C.1099	Screwdriver, C.S., unit adjustment	*							*	1		1	3	3	2	2	4	3
2348	P.C.1125	Extractor, sleeve								*	1	2	1	3	2	2	2	4	3
2378	P.C.1128	Support, servicing								*		2	1	2	2	2	1	4	3
2381	P.C.1333	Sleeve, for test rig								*								1	1
2383	P.C.1340	Twister, angle checking								*		1		1	1	1		2	1
2384	P.C.1396	Transport sling								*		2	1	3	2	2	1	4	3
2387	P.C.1398	Insertor, stop lug cam								*								1	1
2388	P.C.1399	Grinding fixture for stop lug rotating cam.								*								1	1
2501	P.C.907	Adaptor, counterpoise			*	*	*	*	*	*								1	1
2502	P.C.946	Marking chisels			*	*	*	*	*	*								6	3
2503	P.C.900A	Counterpoise		*	*	*	*	*	*	*								1	1

2508	P.C.925	Taper, spline gauge		*														1	
2509	P.C.926	Taper, spline gauge			*	*												1	
2510	P.C.943	Marking jig c/w graduations				*	*	*	*									1	1
2511	P.C.944	Marking jig c/w graduations			*	*												1	
2513	P.C.928	Mandrel, checking piston			*	*	*											1	
2515	P.C.930	Mandrel, checking piston			*	*	*	*	*									1	
2518	P.C.773	Protractor †	*	*	*	*	*	*	*	*		1		1	1	1		1	1
2519	P.C.931	Checking rig c/w bracket			*	*	*	*	*			1		1	1	1		1	1
2520	P.C.932	Checking rig c/w bracket			*	*	*	*	*									1	1
2521	P.C.933	Checking rig c/w bracket			*	*	*	*	*									1	1
2522	P.C.927A	Rig cone lapping and spider checking			*	*	*	*	*	*								1	1
2529	P.C.914	Splined sleeve for P.C.927A			*	*	*	*	*	*								1	1
2530	P.C.915	Splined sleeve for P.C.927A			*	*	*	*	*	*								1	1
2531	P.C.916	Splined sleeve for P.C.927A			*	*	*	*	*	*								1	1
2539	P.C.937	Spacing washer			*	*	*	*	*	*								1	1
2562	P.C.1188	Table, angle checking	*	*	*	*	*	*	*	*								3	1
2565	P.C.1192	Adaptor, headstock			*	*	*	*	*	*								2	1
2567	P.C.1189	Headstock			*	*	*	*	*	*								2	1
2568	P.C.1183	Blade, twisting machine			*	*	*	*	*	*								2	1
2601	P.C.1208	Checking rig c/w bracket	*															1	1
2632	P.C.1045	Extractor, bearing shaft bush		*			*	*	*	*								1	1
2638	P.C.1075	Balancing stand for spinners			*	*	*	*	*	*								1	1
2639	P.C.1074	Knife edge and rollers			*	*	*	*	*	*								1	1
2646	P.C.1168	Extractor blade bush			*	*	*	*	*	*								1	1
2650	P.C.1172	Insertor blade bush			*	*	*	*	*	*								1	1
2652	P.C.1187	Extractor, lead wool			*	*	*	*	*	*								1	1
2653	P.C.1186	Blade, plug extractor			*	*	*	*	*	*		1		1	1	1		1	1
2656	P.C.1178	Reamer, blade bush (small)			*	*	*	*	*	*		1		1	1	1		1	1
2657	P.C.1080	Extractor bearing, shaft bush			*	*	*	*	*	*								2	2
2660	P.C.1179	Reamer, blade bush (large)	*		*	*	*	*	*	*								1	1
2662	P.C.1283	Cutters, for reamers			*	*	*	*	*	*								2	2
2671	P.C.1275	Gauge, face plate † See over.			*	*	*	*	*	*								sets 1	sets 1
2673	P.C.1277	Blueing, face plate			*	*	*	*	*	*								1	1
2684	P.C.1238	Wrench, adjuster, valve housing								*		1	2	1	3	2	2	4	3
2685	P.C.1239	Adaptor, valve housing								*		1	2	1	3	2	2	4	3

† When existing stocks of P.C.773 are exhausted, P.C.1529 will be issued in lieu. P.C.1529 may be used on fully feathering types of propeller (De Havilland and Hamilton) if necessary. If neither P.C.773 or P.C.1529 are available, Rotol type protractor T.L.2260-2 may be used, provided that the straight and not the contoured edge is used.

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)	
2688	P.C.1337	Micrometer, checking, pre-load Splined sleeve for P.C.927A ... Marking jig, c/w graduations Splined sleeve for P.C.927A ... Spanner, box, for bleeding system Spanner, box, for bleeding system Base, assembly, test rig sleeve Insertor, oil seal ... Test rig, hydromatic propellers, including pump unit, table and instruments. Test rig, hydromatic propellers, hand operated type. Gauge, concentricity, barrel ... Spanner, CSU ... Mandrel, balance spinners Rings, piston, for test rig Marking jig, c/w graduations Protractor, 90° type. (See †) Fixture, straightening, c/w bracket ... Flat, bending spanner ... Radial, bending spanner ... Radial, bending spanner ... Support, servicing ... R.A.F. Section 4A	*																	
2689	P.C.1336																			
2701	P.C.1147																			
2704	P.C.1157																			
2706	P.C.1150																			
2730	P.C.1083																			
2731	P.C.1248/A/1																			
2741	P.C.1392																			
2743	P.C.1371																			
2745	P.C.1438																			
—	—																			
2746	P.C.1376																			
NIV	P.C.1585																			
NIV	P.C.1329																			
NIV	P.C.1339																			
NIV	P.C.945																			
NIV	P.C.1529																			
NIV	P.C.1521																			
NIV	P.C.1522																			
NIV	P.C.1525																			
NIV	P.C.1526																			
1205	—	Apparatus, airscrew, measuring ...	*																	

† When existing stocks of P.C.773 are exhausted, P.C.1529 will be issued in lieu. P.C.1529 may be used on fully feathering types of propeller (De Havilland and Hamilton) if necessary. If neither P.C.773 or P.C.1529 are available, Rotol type protractor T.L.2260-2 may be used, provided that the straight and not the contoured edge is used.

To be made up locally as required.

4907.—Floodlights—Introduction of New Pattern

(N.S. 13660/42.—8.10.1942.)

Floodlights, Pattern 17022, which are non-watertight, are now obsolete, and are being replaced by Pattern 17069. The new floodlight and shade will be added to the authorised list as follows:—

Pattern 17069, Floodlight, portable. Subhead F2b.C707. Watertight. 200 watt.

Pattern 19168. Shade for Pattern 17069. Subhead F2b. C1124.

The new floodlight will be supplied complete with shade Pattern 19168.

2. Provision has been made for delivery as follows:—

	Stroud	Mossley	
Pattern 17069 ...	40 per month	40 per month	Benjamin Co.
	40 per month	35 per month	Veritys.
Pattern 19168 ...	500 per month	500 per month	Pearce & Cutler, Ltd.

3. Cable, Pattern 6051, is to be used with the new fitting, the third core being earthed to the tag provided on the lampholder casing.

4. Pattern 17022 should continue to be issued until stocks are exhausted, but at least 20 per cent. of the allowances of Floodlights authorised by A.F.O. 4515/40 should be of the watertight design, Pattern 17069.

(A.F.O. 4515/40.)

4908.—Firefighting in H.M. Ships—Supply of Adaptors with Instantaneous Couplings

Cruisers and above, "Adventure," Monitors and Fast Minelayers

(N.S. 23503/42.—8.10.1942.)

In order to facilitate the use of shore hydrants or pumps in conjunction with the fire-fighting equipment of ships fitted with A.S.B.J. couplings, adaptors, No. 3 A.S.B.J. coupling one end, 2½-in. male instantaneous the other, are to be supplied on the following basis:—

Capital ships and aircraft carriers 6 in No.

Cruisers, depot ships, monitors, fast minelayers and "Adventure" 4 in No.

2. Admiralty Pattern No. 1532 has been assigned to this adaptor and an initial purchase of 500 No. has been arranged from Messrs. Numan and Stove under contract dated 16th July, 1942, C.P. 7/58036/42 for delivery as follows:—

Chatham.	Portsmouth.	Devonport.	Rosyth.
100 No.	150 No.	100 No.	150 No.

3. Vessels concerned in commission should forward demands to their storing yards or depots accordingly. Supply to vessels under construction should be arranged by the storing yards, etc., in the usual manner.

4. The Establishment of Naval Stores concerned will be amended.

4909.—Lanterns, Signalling, "Aldis"—Increased Allowance

S.G.Bs.

(N.S. 29622/42.—8.10.1942.)

The allowance to S.G.Bs. of Aldis lanterns, Pattern 5110D, has been increased from one to two per boat, and supply of the additional lantern to each boat of the 1st S.G.B. Flotilla has already been arranged.

2. The Sea Store Establishment will be amended.

(C.-in-C., Portsmouth, 25.6.42, No. 3238/7872/7.)

4910.—Semaphores—Withdrawal of Allowance

A/S and M/S Trawlers

(N.S.25063/42.—8.10.1942.)

Mechanical semaphores are not required for A/S and M/S trawlers at present under construction or of future construction. Where supply has already been made to vessels under construction, the articles should be returned to storing yards.

2. Semaphores where fitted in H.M. trawlers already in service may be retained if considered necessary.

3. The Sea Store Establishment (B.R.347) will be amended.

(S.N.S.O., Chatham, 24.6.1942, No. 0301/42.)

4911.—Instruments for Use with Aircraft Plot

(N.S. 16464/42.—8.10.1942.)

Further to A.F.O. 3430/42, ships and services requiring replacements of instruments should proceed as follows:—

Naval pattern stores.—To be demanded from the appropriate dockyard, with the exception of Chinagraph pencils, which should be demanded from the Superintending Naval Store Officer, Haslemere.

R.A.F. pattern stores.—Ships and services at home should demand from the appropriate R.N. Store Depots, and those abroad from the nearest dockyard.

(A.F.O. 3430/42.)

4912.—Reels for S.W. Ropes—Return to Contractor—REPORTS

(N.S./C.P. 20758/41.—8.10.1942.)

Outstanding reports called for by A.F.O. 5426/41 are to be hastened.

(A.F.O. 5426/41.)

4913.—Potash, Caustic

(N.S./C.P. 63497/42.—8.10.1942.)

No further purchases of caustic potash, Pattern 404, will be made, and the material will be deleted from the Rate Book of Naval Stores.

2. Outstanding demands at the yards, etc., should be cancelled.

3. B.R. 363—Establishment of Naval Stores for Submarines of "Oberon" and later classes—will be amended.

(S.N.S.O., Chatham, letter 14.1.42, No. 537X.)

(A.S., Portsmouth, 30.7.42, No. 7323.)

4914.—Hides and Tallow—Allowances*Dockyards concerned*

(N.S. 29071/42.—8.10.1942.)

To prevent chafe on towing hawsers, ash chafing boards and iron chafing bands are being fitted in all rescue tugs at present under construction. The raw limed hides and tallow at present included in the first outfit of naval stores will not be required for vessels so fitted.

2. The Establishment of Naval Stores concerned will be amended.

(A.F.O. 1636/41.)

4915.—Chlorosulphonic Acid Drums—Pressure Test

(N.S. 21451/42.—8.10.1942.)

Drums containing chlorosulphonic acid supplied by contractors will in future be tested to a pressure of 60 lbs. per sq. in., the date of test being marked on the drum.

2. Only drums that have been tested to a pressure of 60 lbs. per sq. in. are to be used with low pressure chlorosulphonic acid apparatus.

3. Empty drums that have not been so tested are to be tested in the dockyards before being sent to the contractors for filling.

4. The drums are to be re-tested at yearly intervals.

4916.—"Perspex"—Disposal of Arisings*Ships and Dockyard Officers and all Overseers*

(N.S./C.P. 72831/42.—8.10.1942.)

Instructions have been issued by the Ministry of Aircraft Production stating that, as a condition of the sale of Perspex, all offcuts and scrap are to be stored in dry conditions and returned to Imperial Chemical Industries (Plastics), Ltd., carriage paid at Holme Works, Rawtenstall, Lancashire. A price of £70 per ton will be paid by Imperial Chemical Industries (Plastics), Ltd. It is important that this instruction should be strictly complied with by all concerned with fitting of Perspex for Admiralty service. The arisings are to be carefully collected, dry-stored, and forwarded to a dockyard or other convenient Naval store, as opportunity occurs, for transmission to the firm.

(A.F.O. 2679/42 is cancelled.)

4917.—Stores for L.C.T.—Increases and Reductions

(N.S. 25686/42.—8.10.1942.)

Details are given in the appendix hereto of approved modifications to the quantities and descriptions of stores to be carried on board each L.C.T.

2. Storing yards for craft building are to put the amended allowances into effect immediately. Quantities of stores on board commissioned craft should be adjusted as necessary.

3. The Sea Store Establishment will be amended.

APPENDIX

Item No.	Pattern No.	Description.	Denomination of Quantity.	Allowance per L.C.T.	
				Existing.	As now Approved.
<i>Permanent Stores</i>					
<i>B.4</i>					
1	—	Stopper, Blake's, for 1-in. cable ...	No.	1	Nil
<i>D.5</i>					
2	—	Cordage, 4-in., H.L., sisal or manila ...	Fms.	Nil	120
3	—	Cordage, coir, H.L., 4-in. ...	"	120	Nil
<i>F.I.C.</i>					
4	1640	Cell tester ...	No.	1	"
<i>F.2.B.</i>					
5	—	Torch, Wefco, flashlight ...	No.	1	1A
<i>Consumable Stores</i>					
<i>A.</i>					
6	10A	Wedges, beech ...	No.	12	20
<i>B.2</i>					
7	—	Bolts and nuts, steel, $\frac{3}{8}$ in. \times $3\frac{1}{4}$ in. ...	No.	6	Nil
<i>B.5</i>					
8	—	Wire, line and strand, $\frac{3}{8}$ in. ...	Fms.	12	24
9	—	Wire, line and strand, $\frac{1}{8}$ in. ...	"	12	24
<i>B.9</i>					
10	1192A/ B/C or 5754	Hydrometer ...	No.	1	2

APPENDIX—contd.

Item No.	Pattern No.	Description.	Denomination of Quantity.	Allowance per L.C.T.	
				Existing.	As now Approved.
<i>Consumable Stores—contd.</i>					
<i>B.10</i>					
11	3807	Kettle, paint, 1-quart	No.	Nil	1
12	3808	Kettle, paint, 2-quart	"	Nil	1
13	94	Can, 2-gallon, for petrol, etc.	"	4 (not to L.C.T.(4))	3
<i>B.11</i>					
14	468	Pliers	No.	1	2
<i>D.3</i>					
15	C.1512	Twine, seaming, medium	Lbs.	Nil	1
16	—	Ensigns, white, 4 breadths	No.	1	Nil
17	—	Ensigns, white, 2 breadths	"	Nil	1
<i>E.2</i>					
18	9	Packing, hemp, ½-in., for stern glands ...	Lbs.	1½	3
19	35	Sheet, compressed asbestos fibre, ½-in.	Sheet	Nil	1
20	35	Sheet compressed asbestos fibre, ¼-in.	"	"	1
21	—	Sheet, rubber, ¼-in.	"	"	1
22	SE	Sheet, rubber, insertion, ¼-in.	"	"	½
<i>E.6</i>					
23	114	Solution, silver nitrate	Bottle	Nil	1B
24	114	Soda, common	Lbs.	14	28
<i>E.7</i>					
25	114	Distilled water	Galls.	Nil	4
<i>E.9</i>					
26	T.801	Cotton waste, coloured	Cwts.	Nil	½
<i>E.10</i>					
27	564	Pan, mixing, for electrolyte	No.	1	Nil
<i>E.11</i>					
28	C.269	Brush, paint, ¼-in.	No.	Nil	2
29	C.274	Brush, paint, 1-knot	"	"	2
30	297	Tubes, test	"	2	2B
31	141	Bottles, drop	"	Nil	2B
32	200	Bottles for distilled water or acid	"	1	4
<i>E.12</i>					
33	983	Cloth, emery, coarse	Sheets	6	24
34	981	Cloth, emery, fine	"	6	24
<i>F.I.C.</i>					
35	13100	Cable, electric	Yards	3	10C
<i>F.2B</i>					
36	—	Plugs, sparking, spare, Lodge C.3	No.	Nil	4C

A—Not to diesel-engined craft.

B—Only to craft with Napier engines.

C—Only to L.C.T.(1).

4918.—Discount Arrangements Offered by Ford Motor Co., Ltd.

(C.P. 48689/40.—8.10.1942.)

The discounts which Ford Motor Co., Ltd., dealers should allow on orders when local purchasing authorities demand Ford engine spares are—

Retail price list—plus 20 per cent., less 25 per cent.

(Special items—plus 20 per cent., less 15 per cent.).

Section 4

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

4919.—Models of British and Foreign Warships for Instructional Purposes

(G.D. 0887/42.—8.10.1942.)

In order to simplify and accelerate production of ship models for instructional purposes, it has been decided to establish a standard set (in two alternative sizes) which is considered adequate to cover the needs of all establishments for models of warships, destroyers and larger).

2. Models of submarines, merchant ships and coastal craft will be supplied for new special services on their merits and as already approved.

3. Gunnery Schools, Torpedo Schools, R.N. Air Stations and Sections, Aircraft Carriers and Submarine Depot ships should forward demands to the Director of Stores, Admiralty, for any models not already held or on order which are considered essential. Models already demanded, but not yet supplied, will not be provided if they are not included in the new standard sets, unless work on them is advanced.

4. Models of the larger size will only be supplied for use on attack teachers of the various types designed to work with this size of model.

5. Particulars of any models to the scale 100ft.—1 in. included in the new set which are held by Torpedo Schools, but are not required, should be reported to Director of Stores, Admiralty, for utilisation.

6. The new set will be reviewed every six months, and in order that replacement of existing models (if necessary) may be made, a report should be forwarded to Director of Stores from each of the services mentioned in paragraph 3, except R.N. Air Stations, giving details of the models included in the new set already held.

7. The standard set, to which Pattern 1760 has been assigned (*see* Appendix) will be added to the Rate Book for Naval Stores under Sub-head E, item 2. The sets of models Patterns 214 and 215 will be marked obsolete.

8. The Sea Store Establishments concerned will be amended.

APPENDIX

Models of British and Foreign War Vessels

Pattern 1760

BRITISH

Serial No.	Battleships	Serial No.	Cruisers—contd.	Serial No.	Cruiser Minelayer
B.1.	"King George V"	16.	"Southampton" class	34.	"Adventure"
2.	"Malaya"	17.	"London"		
3.	"Royal Sovereign"	18.	"Leander" class		<i>Fast Minelayer</i>
4.	"Nelson"	19.	"Arethusa" class	35.	"Abdiel"
5.	"Queen Elizabeth"	20.	"D" class		
		21.	"C" class (A.A. ships)		<i>Monitor</i>
		22.	"Kent" class	36.	"Roberts"
		23.	"Hawkins"		
			<i>Battle Cruisers</i>		<i>Destroyers</i>
6.	"Renown"				<i>Minesweepers</i>
			<i>Aircraft Carriers</i>		
7.	"Indomitable"	24.	"L" class	37.	"Halcyon"
8.	"Illustrious"	25.	"J" class	38.	"Bangor"
9.	"Furious"	26.	"Tribal" class		
10.	"Argus"	27.	"H" class		<i>Sloop</i>
11.	"Unicorn"	28.	"Pakenham" class		Modified
12.	"Avenger"	29.	"Rotherham" class	39.	"Black Swan"
		30.	"Wairs"		
		31.	"Town" class		<i>Corvettes</i>
		32.	"Hunt" class (Type 3)	40.	"Flower" class
			<i>Cruisers</i>	41.	"Kingfisher" class
13.	3-Turret "Fijis"			42.	"River" class
14.	4-Turret "Fijis"		<i>Submarine Depot Ship</i>		
15.	5-Turret "Dido"	33.	"Hecla"		

AMERICAN

Serial No.	Battleships
A.1.	"Maryland"
2.	"California"
3.	"Pennsylvania"
4.	"Nevada"
5.	"New York"
6.	"North Carolina"
7.	"South Dakota"
<i>Aircraft Carriers</i>	
8.	"Ranger"
9.	"Saratoga"
10.	"Wasp"

Serial No.	Cruisers
11.	"Philadelphia"
12.	"Brooklyn"
13.	"Helena"
14.	"New Orleans"
15.	"Pensacola"
16.	"Omaha"
17.	"Augusta"
18.	"San Diego"

Serial No.	Destroyers
19.	"Mocall"
20.	"Porter"
21.	"Drayton"
22.	"Clemson"
23.	"Sims" class
24.	"Somers"
25.	"Farragut"

JAPANESE

Serial No.	Battleships
J.1.	"Nagato"
2.	"Hyuga"
3.	"Fuso"
4.	"Kongo"
<i>Aircraft Carriers</i>	
5.	"Hosho"
6.	"Ryujo"
7.	"Shokaku"
<i>Seaplane Carrier</i>	
8.	"Chitose"

Serial No.	Cruisers
9.	"Atago"
10.	"Kako"
11.	"Mogami"
12.	"Zintu"
13.	"Natori"
14.	"Tone"
15.	"Tatsuta"
16.	"Yubari"
17.	"Nachi"
18.	"Kinugasa"

Serial No.	Destroyers
19.	"Asashio"
20.	"Shirayuki"
21.	"Sawakaze"
22.	"Hatuharu"
23.	"Momi"
24.	"Siguro"
25.	"Kamikaze" class

ITALIAN

Serial No.	Battleships
I.1.	"Littorio"
2.	"Conte di Cavour"
3.	"DUILIO"

Serial No.	Cruisers
4.	"Regolo"
5.	"Garibaldi"
6.	"Muzio Attendolo"
7.	"Cadorna"
8.	"Trieste"
9.	"Bolzano"

Serial No.	Destroyers
10.	"Vincenzo Gioberti"
11.	"Luca Tarigo"
12.	"Borea"
13.	"Sirtori"
14.	"Baleno"
15.	"Grecale"

GERMAN

Serial No.	Battleships
G.1.	"Admiral von Tirpitz"
2.	"Scharnhorst"
3.	"Gneisenau"
4.	"Admiral Scheer"
5.	"Lutzow"
<i>Aircraft Carrier</i>	
6.	"Graf Zeppelin"

Serial No.	Cruisers
7.	"Admiral Hipper"
8.	"Koln"
9.	"Nurnberg"
10.	"Leipzig"
11.	"Emden"

Serial No.	Destroyers
12.	"Elbing" class
13.	"Narvik"
14.	"Leberecht Maass"
<i>Torpedo Boats</i>	
15.	"Iltis"
16.	"T1"—"T19" class

FRENCH

Serial No.	Battleships
F.1.	"Richelieu"
2.	"Courbet"
3.	"Dunkerque"
4.	"Provence"

Serial No.	Cruisers
5.	"Algerie"
6.	"Suffren"
7.	"La Gallissoniere"
8.	"Duguay Trouin"
9.	"Mogador"

Serial No.	Destroyers
10.	"Chacal"
11.	"Le Fantasque"
12.	"Simouin"
13.	"Cassard" class
14.	"L'Alcyon"
15.	"Le Hardi"
<i>Sloop</i>	
16.	"D'Entrecasteaux" class

4920.—Cap Covers Obtained Locally in South Africa

(V. 4410/42.—8.10.1942.)

Cap Covers (Classes I and III) made of white drill instead of marcelline are being purchased in South Africa for issue from the local Victualling Yards. These are to be accepted in lieu of cap covers of the normal type.

(C.-in-C., South Atlantic, No. 933/390, 22.8.42.)

4921.—Condensed Milk

(V. 2337/42.—8.10.1942.)

Condensed milk produced in Canada and the U.S.A., packed in both 16 oz. and 14½ oz. tins and having a lower fat content than milk of English and Australian origin (about 7½ per cent. against 9 per cent.) is now included in supplies to the Fleet.

2. Owing to its lower fat content, milk of this type has a smaller equivalent in fresh milk than a similar quantity of English or Australian condensed milk.

3. To provide for this variation separate issuing prices have been promulgated in A.F.O. 4719/42.

4. Condensed milk of similar fat content to that prepared in the United Kingdom and Australia is, however, produced in Canada and the U.S.A. and quantities thereof in 16 oz. tins may from time to time be included in supplies to the Fleet. Tins of this milk can be readily identified by the fact that the 16 oz. tin is labelled to show that the contents are the equivalent of 2 pints of fresh milk. Such tins should be issued at the price for a 16 oz. tin of English milk.

(A.F.O. 4719/42.)

(A.F.O. 4887/41 is cancelled.)

*4922.—Frozen Pork Loins

(V. 4274/42.—8.10.1942.)

Frozen pork sides are at present in short supply. Until the position improves supplies of frozen pork loins are being made available for issue on demand to H.M. Ships and Establishments through the normal channels (A.F.O. 3200/41).

2. The issuing price of frozen pork loins will be 1s. 5d. per lb. This price should also be used in connection with the valuation of any supplies made on repayment to authorised services (see A.F.O. 3287/42).

(A.F.Os. 3200/41 and 3287/42.)

4923.—Rubber Sea Boots—Reduction in Demand

(V. 21069/42.—8.10.1942.)

The 10 per cent. reduction in the total quantities of sea boots allowed to Destroyers Sloops and Corvettes (paragraph 1 of A.F.O. 3291/42) is to be effected in all vessels with complements of 70 or more to which the 20 per cent. reduction laid down for vessels larger than Destroyers is not applicable.

B.R. 93—Manual of Victualling, Chapter X, Sections 8 and 25.)

(C.A.F.Os. 1113/40, 1671/40, 1709/40 and 119/42 and A.F.O. 3291/42.)

4924.—Influenza Virus Vaccine "A"—Disposal of Stocks

(M.D.G. 51125/42.—8.10.1942.)

Any stocks remaining of Influenza Virus Vaccine "A" are not to be used, and should be destroyed.

4925.—Packing Cases—Obliteration of Markings on Unpacking

(N.S. 1355/42.—8.10.1942.)

All markings on packing cases are to be obliterated after the cases have been unpacked at destination, to avoid confusion if and when cases are used for other purposes.

2. Markings placed on packing cases to indicate their contents should be obliterated or cancelled as early as convenient after unpacking if there is any likelihood of the cases being repacked at a later date with a different class of content.

Section 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE

4926.—Amendments to Books

(E.F.O.—8.10.1942.)

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

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

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

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

*See footnote**

A.F.O. P.445/42.—B.R. 46A—Admiralty Manual of Navigation, Volume III—Amendment No. 3.

P.446/42.—B.R. 119 (1) (Formerly O.U. 6329 (1))—Silhouettes of German Merchant Vessels—Amendment No. 2.

P.447/42.—O.U. 5485—Handbook of Depth Charges and Equipment—Amendment No. 21.

P.448/42.—O.U. 5511 (39)—Paravane Drill Book—Amendment No. 11.

P.449/42.—O.U. 5517 (1)—Torpedo Drill Book—General Pamphlet on Above Water Revolving Tubes—Amendment No. 6.

P.450/42.—O.U. 5531—Regulations for Maintenance of 21-in., Marks VIII-VIII** Torpedoes—Amendment No. 29.

P.451/42.—O.U. 6324—Maintenance of A.B., Marks I-I* Gyroscope—Amendment No. 16.

*P.452/42.—O.U. 6327 (General)—A.S.E. for Aircraft Embarked in H.M. Ships other than Aircraft Carriers—Amendment No. 3.

*P.453/42.—O.U. 6328 (General)—A.S.E. for Aircraft Embarked on H.M. Aircraft Carriers—Amendment No. 11.

P.454/42.—O.U. 6350—Manual of Minesweeping—Amendment No. 8.

P.455/42.—O.U. 6385—Drill Book for Mines "A", Marks I-IV—Amendment No. 16.

* Exceptionally as regards A.F.O. P.452/42 and 453/42, requirements are to be demanded from 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. 4805/42.)

4927.—A.M.S.Is.

(E.F.O.—8.10.1942.)

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

(A.F.O. 4806/42.)

4928.—Admiralty Engineer Overseer, Southampton and West of England District—Telephone Number

(E.-in-C.—8.10.1942.)

The telephone number of the Office of the Admiralty Engineer Overseer Southampton and West of England District, has been changed from Woolston 88186 to Woolston 88212 and 88213.

4929.—Naval Officers-in-Charge, Hartlepool and Middlesbrough—Lapsing of Appointments

(M. 3524/42.—8.10.1942.)

See A.F.O. 4835/42 in Section 2 of this issue.

4930.—"Official Paid" Parcel Post Label—Introduction—REPORTS

(Sta. 15266/42.—8.10.1942.)

It is under consideration to introduce a plain "Official Paid" label, for the purpose of transmitting parcels by post, without the prepayment of postage.

2. The issue of this label would be restricted to Establishments at Home which regularly post 100 or more inland parcels weekly, and its use would be restricted to official parcels for addresses in Great Britain and Northern Ireland.

3. Parcels, bearing this label, will not be accepted at Post Office counters, but would have to be taken direct to the sorting office by the establishment concerned, or will be collected by the Post Office, whichever is the more convenient.

4. Reports are to be rendered forthwith to the Keeper of Stationery and Printing, Admiralty, by Establishments at home desiring to use the proposed label, together with information as to the anticipated approximate weekly expenditure, and whether the parcels will be taken to the sorting office, or whether collection is desired.

4931.—Mails Lost through Enemy Action

(M. 012456/42.—8.10.1942.)

Non-confidential correspondence for the following ships and authority has been lost as the result of enemy action. Duplicates should be forwarded if necessary:—

Letter mail posted in the United Kingdom between 19th and 26th August, 1942, and parcel mail posted between 19th and 30th August, 1942. Addressed to:—F.O.C. Newfoundland Force—

H.M. Ships "Frisky", "Greenwich", "P.554", "Tenacity".

H.M. Canadian Ships "Agassiz", "Albani", "Algoma", "Avalon II and III", "Baddeck", "Fennel", "Hepatica", "Kamsack", "Moosejaw", "Naparee", "Niagara", "Barrie", "Buctouche", "Camrose", "Chambly", "Cobalt", "Columbia", "Dunvegan", "Pictou", "Prescott", "Restigouche", "Rimouski", "Rosthern", "St. Clair", "St. Taurent", "Shawinigan", "Shediac", "Sorel", "Trail".

4932.—Alterations in Navigational Aids—Correspondence and Signals

(M./H. 03280/42.—8.10.1942.)

Correspondence and signals intended for the Admiralty regarding—

- the exhibition or extinction of lights
- the operation of fog signals
- the operation of radio beacons
- establishment, removal or alteration of buoys, light buoys, light floats and light vessels

in Home Waters, including Iceland (C), should in future be addressed to the Hydrographer of the Navy, Admiralty, London.

4933.—W.R.N.S.—Rendering of Forms S.165A

(N. 21371/42.—8.10.1942.)

It is essential that Forms S.165A concerning W.R.N.S. ratings should be rendered to the Director, W.R.N.S., as soon as practicable after the ratings concerned have been transferred from one ship or establishment to another and that the forms should be completed in accordance with A.F.O. 2026/42, paragraph 10 (iii).

2. Forms rendered are frequently incorrectly and inadequately filled in, the chief omissions being:—

- Christian names.
- Official number (if this is not available, date of birth and date of entry should be given.
- Name of ship from which discharged.
- Rating, category and branch.
- Name of tender when entering a rating from another ship.
- Stamp of ship rendering return.

3. Information required under the above headings must be given in full.

(A.F.O. 2026/42.)

4934.—Books—B.R.245—Handbook of the 2-pdr. Q.F. Gun, Mark II^c on H.A., Mark II^c Mounting—1940—Return of Surplus Copies

(G.6435/42.—8.10.1942.)

The stock of B.R.245 has become exhausted and further copies are urgently needed to meet other requirements. As it is not proposed to reprint this publication, all copies of the handbook which have become surplus to requirements, and all copies that can be spared, should be forwarded forthwith to the Superintending Naval Store Officer, R.N. Store Depot, Edgware Road, Cricklewood, London, N.W.2.

4935.—B.R.115—Merchant Ships Identification—Addendum No. II

(N.I.D. 1434/42.—8.10.1942.)

Addendum No. II to B.R.115 is now in the press and will shortly be issued by the Superintending Naval Store Officer, Park Royal, N.W., to all holders of B.R.115 without demand.

4936.—B.R. 260/41—Recall of Copies, etc.

(Sta. 10272/42.—8.10.1942.)

The following amendment is to be made to the establishment of B.R. 260/41. Handbook of the Mark XX Sinker :—

<i>Delete.</i>	“ Flag Officers	...	...	...	...	...	1 ”
<i>Insert.</i>	“ Commanders-in-Chief	...	...	...	...	...	1
	Rear-Admiral (M)	...	...	...	...	...	1 ”

2. Copies held by Flag Officers, to whom the book is not now allowed, should be returned to the R.N. Store Depot, Edgware Road, Cricklewood, N.W.2., forthwith.

(A.F.O. 4039/41.)

4937.—B.R. 347—Establishment of Naval Stores for H.M. Trawlers and Corvettes (“ Flower ” Class)—Reprint

(N.S. 23276/42.—8.10.1942.)

The “ Establishment of Naval Stores for H.M. Trawlers and Corvettes (“ Flower ” class) ” (B.R. 347) has been reprinted and will be distributed from R.N. Store Depot, Park Royal, to ships and services concerned. On receipt of this reprint copies of the earlier edition and lists of errata thereto should be disposed of.

(A.F.O. 495/41.)

4938.—Form M.198—Prescription for Spectacles

(M.D.G./Sta. 17288/42.—8.10.1942.)

Army Form I.1240, “ Prescription for Spectacles ”, is in future to be used when spectacles are ordered for Naval and W.R.N.S. personnel.

2. This form has been allotted the Naval number shown above. Pending its reprinting, alterations to the form where necessary to conform to Naval nomenclature, should be made by the medical officer issuing the prescription.

3. Demands for supplies of this form, which is contained in pads of 100 forms, should be made on the Naval Store Depot, Elveden Road, Park Royal, N.W.10. Initial supplies will be made without demand to hospitals, medical depots and hospital ships abroad.

4939.—O.U. 5292—Block Sketch Cards of British Warships

(P. 03327/42.—8.10.1942.)

With reference to A.F.Os. 2948/42 and 4338/42 the undermentioned cards in O.U. 5292 should be destroyed. Some of these cards have been, or shortly will be, replaced as shown.

<i>Cards to be destroyed.</i>	<i>Page</i>	<i>New Cards.</i>
“ Queen Elizabeth ”	5	“ Queen Elizabeth ”
“ Hood ” ...	6	—
“ Ark Royal ” ...	7B	—
“ Hermes ” ...	8	—
“ Eagle ” ...	9	—
“ York ” ...	14	“ Devonshire ”
“ London ” ...	15	“ London ”
“ Faulknor ” ...	24A	“ Faulknor ”

2. The card for “ Capetown ” which will shortly be issued should be numbered 20A and not 20.

(A.F.Os. 2948/42 and 4338/42.)

4940.—O.U.6090(B)—Revised Page 1, dated August, 1942, to Range Table No. 232, for Q.F. 4.7-in. Guns, Mark VIII—Issue

(G.010077/42.—8.10.1942.)

The above-mentioned revised page 1 to Range Table No. 232 is now in the press, and copies will be issued to all concerned by the Superintending Naval Store Officer, Royal Naval Store Depot, 307, Elveden Road, Park Royal, N.W.10, when supplies become available.

2. The new page 1, dated August, 1942, supersedes the existing page 1, revised September, 1936, which should be disposed of in accordance with Form O.U.2A—O.U. catalogue, when the revised page 1 is received.

4941.—O.U.6090(K)—Range Tables—New and Revised Pages—Issue

(G.010429/42.—8.10.1942.)

Range Table No.	Page No.	Date of Existing Page.	Date of New or Revised Page.									
O.U. 6090(K)	<table border="0"> <tr> <td rowspan="3" style="vertical-align: middle;">{</td> <td>358B</td> <td rowspan="3" style="vertical-align: middle;">} Q.F. 4-in. Guns.</td> <td>New page 1A ...</td> <td rowspan="3" style="vertical-align: middle;">} Revised August, 1941 July, 1940</td> </tr> <tr> <td>358A</td> <td>Revised page 1A</td> </tr> <tr> <td>469</td> <td>Revised page 10</td> </tr> </table>	{	358B	} Q.F. 4-in. Guns.	New page 1A ...	} Revised August, 1941 July, 1940	358A	Revised page 1A	469	Revised page 10		
{	358B		} Q.F. 4-in. Guns.		New page 1A ...		} Revised August, 1941 July, 1940					
	358A				Revised page 1A							
	469	Revised page 10										

The above-mentioned new and revised pages, as enumerated in column two to Range Tables detailed in column one, 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, N.W.10, when supplies become available.

2. The revised pages, dated July, 1942, supersede the existing pages as dated in column three, which should be disposed of in accordance with the instructions in Form O.U.2A—O.U. Catalogue—when copies of the revised pages are received.

Section 6.—SHORE ESTABLISHMENTS

4942.—Resident Naval Officer, Conway—Abolition of Post

(M./C.W. 35912/42.—8.10.1942.)

The post of Resident Naval Officer, Conway, has been abolished and the office closed as from the 30th September, 1942.

4943.—Civil Servants Serving with the Forces—REPORT

(C.E. 13029/42.—8.10.1942.)

Establishments are reminded that a further return, showing the position as at 1st October, 1942, is to be rendered of Civil Servants, non-industrial and industrial who have been released for service with H.M. Forces and the Civil Defence Forces, and who are eligible to receive balance of civil pay, whether in receipt of it or not.

2. The return is to be in the form set out in A.F.O. 3127/39 and is to be forwarded to the Admiralty (C.E. Branch II, Bath) *not later than 10th October, 1942.*

(A.F.Os. 1135/39, 3127/39, 3542/39 and 4114/39.)

4944.—Workpeople Conditioned to an "All Time Worked" Basis—Revised Arrangements for "Ex-gratia" Payments

(L. 3135/42.—8.10.1942.)

For workpeople whose rates of pay normally cover all time worked and who at present are in receipt of "ex-gratia" payments for extra hours exceptionally worked during the present abnormal conditions, in accordance with Admiralty letter L.16174/39 dated 6th September, 1939, and Admiralty letter L.13229/39, the following revised arrangement and revised scale of payments (the latter as set out in the appendix to this order) should be introduced as from a current date.

2. Where, under due authority, three or more extra hours are necessarily worked in any one pay week, over and above the hours normally worked by the grade at the establishment, payment for the extra hours will be made in accordance with the scale set out in the appendix attached.

3. Normal attendance will be based on a 6-day week. Where an employee is required to attend also on the 7th day, payment will be made at plain time rates, subject to a minimum payment of 4s, i.e. where the normal daily number of hours are worked also on the 7th day, payment of one-sixth of the weekly wage will be made and if part of the day only is worked, payment will be on a *pro rata* basis, with a minimum payment of 4s. The hours worked on the 7th day will also count for payment under the ex-gratia payments scheme in addition to any other hours worked during the week in excess of normal.

Example.—An "all time worked" employee of a grade whose wage is 68s. 6d. and whose normal 6-day week consists of 51 hours. If he is required to perform a full day's work on the 7th day he will receive one-sixth of 68s. 6d. for this day plus ex-gratia payments, viz. :—

	s.	d.
Weekly wage for 6 days' work (normal week)	68	6
Payment for work on 7th day—one-sixth	11	5
Ex-gratia payment (for time worked on the 7th day in excess of the normal week)	11	0
	90	11

Extra hours worked above the normal on other days in that pay week will be added to the hours worked on the 7th day for the purpose of ascertaining the total ex-gratia payment due, e.g. if the employee in question worked 5 extra hours on other days, the 5 hours would be added to those worked on the 7th day. Thus, if 8 hours are worked on the 7th day, the employee will be eligible for "ex-gratia" payments in accordance with the scheme for 13 extra hours, i.e. for payment of 19s. 6d.

4. Exceptions to the above arrangements are (a) Telephone Operators (male) for whom revised pay arrangements are set out in A.F.O. 4945/42 and (b) Watchmen. Watchmen should normally be conditioned to a 6-day week. Any case where a Watchman is employed on 7 days a week should be reported to the Secretary of the Admiralty (Labour Branch) for consideration.

These instructions do not apply to the grade of Night Watchers, who should continue to be paid on the existing basis.

Any other cases where present conditions of employment are such that introduction of these revised arrangements would produce unduly high earnings should similarly be reported to the Secretary of the Admiralty (Labour Branch) with full particulars.

5. The grant of ex-gratia payments under this authority is without prejudice to the principle that normally the wages of the grades concerned are assessed to cover all time worked.

6. The above arrangements should be regarded as cancelling the existing payments set out in the Admiralty Letters quoted in paragraph 1 of this order.

7. Any case of doubt or difficulty in the application of this authority should be submitted with full particulars for decision to the Secretary of the Admiralty (Labour Branch), Bath.

APPENDIX

Scale of ex-gratia payments for extra hours worked by full-time civilian industrial employees, male and female (adult and juvenile) who are not eligible for overtime pay.

Weekly wages of employees.	Extra hours necessarily worked under due authority in any one week <i>over and above</i> the hours usually worked by the grade at the establishment concerned.						
	3 and under 6.	6 and up to 9.	Over 9 and up to 12.	Over 12 and up to 15.	Over 15 and up to 18.	Over 18 and up to 21.	Over 21.
Under 24s.	2s. 0d.	3s. 6d.	4s. 6d.	6s. 0d.	7s. 0d.	8s. 6d.	10s. 0d.
24s. and under 30s. ...	2s. 6d.	4s. 0d.	6s. 0d.	7s. 6d.	9s. 6d.	11s. 0d.	12s. 6d.
30s. and under 36s. ...	3s. 0d.	5s. 0d.	7s. 0d.	9s. 6d.	11s. 6d.	13s. 6d.	15s. 6d.
36s. and under 42s. ...	4s. 0d.	6s. 0d.	8s. 6d.	11s. 0d.	13s. 6d.	16s. 0d.	18s. 6d.
42s. and under 48s. ...	4s. 6d.	7s. 0d.	10s. 0d.	12s. 6d.	15s. 6d.	18s. 6d.	21s. 0d.
48s. and under 54s. ...	5s. 0d.	8s. 0d.	11s. 0d.	14s. 6d.	17s. 0d.	20s. 6d.	24s. 0d.
54s. and under 60s. ...	6s. 0d.	9s. 0d.	12s. 6d.	16s. 0d.	19s. 6d.	23s. 0d.	26s. 6d.
60s. and under 66s. ...	6s. 6d.	10s. 0d.	14s. 0d.	17s. 6d.	21s. 6d.	25s. 6d.	29s. 6d.
66s. and under 72s. ...	7s. 0d.	11s. 0d.	15s. 0d.	19s. 6d.	23s. 6d.	28s. 0d.	32s. 6d.
72s. and under 78s. ...	7s. 6d.	11s. 6d.	16s. 6d.	21s. 0d.	24s. 0d.	30s. 6d.	35s. 0d.
78s. and under 84s. ...	8s. 0d.	12s. 6d.	17s. 6d.	22s. 6d.	28s. 0d.	33s. 0d.	38s. 0d.
84s. and under 90s. ...	8s. 6d.	13s. 6d.	19s. 0d.	24s. 6d.	30s. 0d.	35s. 6d.	41s. 0d.

(A.F.O. 3778/41.)

4945.—Telephone Operators (Male)—Revised Pay Arrangements

(L. 3135/42.—8.10.1942.)

In the case of Male Telephone Operators whose rates of pay and conditions of service are governed by A.F.Os. 3777/41 and 3778/41, time worked in excess of 47 hours per week should, as from a current date, be paid for at overtime rates as laid down in paragraph 3 of A.F.O. 5347/41.

(A.F.Os. 3777/41, 3778/41 and 5347/41.)

4946—Retention of Workpeople in Admiralty Establishments—Necessity for Prompt Action

(L. 12286/42.—8.10.1942.)

With further reference to A.F.Os. 4736/40, 1130/41, 409/42, and C.A.F.O. 525/41, the attention of Officers-in-Charge of Admiralty Establishments (other than those scheduled under the Essential Work Orders) is drawn to the fact that wherever it is desired to retain the services of an industrial employee who is known to intend to leave his employment in an Admiralty Establishment (whether he or she has given formal notice or not), it is of the utmost importance that the procedure described in the orders quoted should be followed out in detail and with all possible despatch.

(A.F.Os. 4736/40, 1130/41, 409/42, and C.A.F.O. 525/41.)

4947.—Women Workers—Head Covering

(N.S./L. 10533/42.—8.10.1942.)

Reports show that the official brown drill cap of dockyard manufacture issued to women workers in Admiralty Establishments is being worn by only a small proportion of the personnel concerned.

2. Reasons for the above are various, but the main objection appears to be the unattractive appearance of the brown drill article. It has been suggested that a coloured, light-weight cap, for example such as the "Clason" made by Messrs. Clay & Sons, Welbeck Road, Luton, Bedfordshire, would have more appeal and result in an increased number of workers conforming to the regulations by wearing head protection during their period of duty, particularly in the vicinity of machinery. The dangers attending personnel un-capped in these circumstances need no stressing.

3. Arrangements should be made for local purchase of supplies of the head coverings considered most suitable for the work in hand. The caps worn should be of design approved by the Ministry of Labour.

4. One cap should be issued free to all women workers on entry; additional requirements should be paid for by the workers.

4948.—Issue of Police (N.R.111) Identity Cards to Admiralty Police Forces

(U.S.B. 340/42.—8.10.1942.)

Arrangements have been made to issue Police (N.R. 111) Identity Cards to the members of the Admiralty Civil Police, the Royal Marine Police, and the Royal Marine Police Special Reserve Forces.

2. Heads of establishments (in the case of the A.C.P.) and Area Police Officers (in the case of the R.M. Police and R.M.P.S.R.) should requisition a supply of these cards, for issue to the personnel under their command, direct from the Superintending Naval Store Officer, R.N. Store Depot, Park Royal, London, N.W.10, who will maintain a stock. A small additional number of the cards over and above the actual numbers of men borne may be requisitioned to cover issue to new entrants, etc., but all such extra cards should be kept under lock and key.

3. Photographs of the personnel should be produced by official photographers when these are borne in the Establishment. At other establishments, suitable arrangements are to be made locally and payment made through the Cash Account as a charge to the Subhead bearing Wages of Police, etc.

4. The following rules are to be observed concerning the completion of the card and the affixing of the photograph.

(i) Photographs should be about 2-in. by 2-in., but not more. Photographs produced by machine process and photographs on thick paper or with glazed or oily backs should not be used if possible, as they cannot be satisfactorily and permanently affixed.

(ii) The name and National Registration number should be copied from the old card into the spaces at the top of page 2 of the Police Identity Card. Great care should be exercised in copying the letters and numerals comprising the National Registration Number to ensure that the original is accurately reproduced and

that each letter and numeral is clearly distinguished. These particulars should be copied in ink, unless a "record ink" typing ribbon is available. Ordinary typing ribbon ink may be easily removed and is not to be used.

(iii) The name must be copied exactly as it is stated in the old card. If any doubt arises as to the name or the right of the person concerned to hold the identity card, the proceedings should be stopped and the case referred to the Admiralty (the Under Secretary's Office, Bath, in the case of the A.C.P.; the Chief Constable, R.M. Police, Rex House, Lower Regent Street, London, S.W.1. in the case of the R.M. Police, and R.M. Police Special Reserve).

(iv) When the name and number have been copied the photograph should be affixed in the appropriate space and should be stamped with the official Admiralty stamp partly overlapping it. It is important that photographs should be affixed with great care.

(v) The other particulars provided for should then be entered on the Form. By "visible distinguishing marks" is meant any striking and permanent peculiarity visible in the case of a fully clothed person, such as "left little finger missing", "large scar on the forehead", "star tattooed on left wrist". No account should be taken of any normal feature or of any feature liable to alteration such as colour of hair, the presence or absence of a moustache. The object of the entry to be inserted is to supplement the photograph in such a way as to assist in rapidly distinguishing the individual upon sight. The word "None" should be recorded if no such permanent peculiarity exists.

(vi) If the address on the old card is not the holder's current usual address, he should have given the proper notice to a National Registration Office of the change of address and must be instructed to do so before the old card is exchanged for the new.

(vii) The card should be signed by the person to whom it is to be issued in the space provided on page 2, and the declaration on page 3 should be signed and dated by the Head of the Establishment (in the case of the A.C.P.) or the Police Officer-in-Charge (in the case of the R.M. Police and R.M. Police Special Reserve), after he has satisfied himself that the particulars given are correct, and that the photograph is a true likeness, and has checked the signature with that on the old card. The holder's Warrant Card should be endorsed with the National Registration Number. The official Admiralty stamp should be impressed below the declaration and the card should then be issued to the person concerned.

(viii) In the event of the special identity card being lost, the loss must be reported at once to the local National Registration Office and an application made at that office for its replacement. Upon the issue of a substitute (which will be in the ordinary form) the substitute may then be exchanged for a new special identity card in accordance with the above procedure. The substituted card will bear a different identity number and care must be taken to make a corresponding correction upon the Police Officer's Warrant Card.

5. The Police Identity Card provides evidence of the holder's identity only, and is not intended to serve as evidence that he is a police officer at any date subsequent to its issue. The holder, if and when required to prove that he is a police officer, must produce the Warrant Card, together with the identity card as evidence that he is the person to whom the Warrant Card relates. This should be explained to the person concerned at the time of the issue of the card.

6. The ordinary buff identity cards are to be withdrawn when the police identity cards are issued. They are to be kept together open (not folded) in packs, and are then to be sent by the Head of the establishment (or in the case of R.M. Police, the Police Officer-in-Charge) direct to the Central National Registration Office, Southport, with a clear indication of the force and station at which they have been collected. The old card should have

entered upon it the date of the holder's birth as stated for entry in the new card, and should then be stamped with the official Admiralty stamp before despatch.

7. There may be cases of members of the above Forces in possession of the green identity card or an ordinary buff identity card endorsed on the fourth page. Members of these Forces holding a green identity card may be allowed to retain it and need not be issued with Form N.R. 111. In the case of members of these Forces who hold an ordinary buff identity card endorsed upon the fourth page, it is unnecessary to replace the buff card by Form N.R. 111, where the card contains a photograph. Where it does not already bear a photograph properly declared in the endorsement on the fourth page Form N.R. 111 should be issued in substitution as laid down above.

8. When the holder of this special police identity card ceases to serve as a police officer, the special card will be surrendered and an ordinary buff identity card substituted. The following procedure is, therefore, to be adopted when the holder of a special police identity card ceases to serve as a police officer and gives up the Warrant Card. The special identity card should be endorsed in writing on the third page: "Cancelled—ceased to serve as a police officer (date)," and stamped with the Admiralty stamp. It should then be sent at once to the nearest National Registration Office with a request for the re-issue in its place of an ordinary identity card, and when the latter is received from the National Registration Office it should be handed or sent, without delay, to the person concerned.

9. Civilian Detectives attached to the R.M. Police will be issued with Form N.R. 111 at the discretion of the Chief Constable, R.M. Police.

4949.—Fire Appliances, Home Office Type—Production and Demands

(D. 11092/42.—8.10.1942.)

The demand for Home Office type major fire fighting appliances is far exceeding the present rate of national production which is apportioned by the Controller of Supplies, Ministry of Works and Planning.

2. In view of the above, some delay in delivery must, at present, be accepted.

3. All demands for major fire fighting appliances are treated as urgent and the priority of distribution to Admiralty Shore Establishments is decided at the Admiralty when monthly requisitions are placed.

4. In order to save unnecessary correspondence and complication of orders, "Hasteners" are only to be forwarded in exceptional circumstances.

4950.—Authorisation to Acquire Rolled Rod and Extruded Products in Brass and Copper Alloys

(P. 15957/42.—8.10.1942.)

In view of the difficulties which have been experienced in the supply of rolled rod and extruded products in brass and copper alloys, the Non-Ferrous Metals Control have decided with the agreement of Service Departments to introduce an allocation system for these products.

2. Manufacturers have been instructed by the Control that as from September 21st, 1942, they may accept orders for Admiralty requirements only when accompanied by an authorisation issued by the Admiralty. Contractors placing new orders for material required in Admiralty work will be instructed to apply to P. Branch (Materials), The Empire Hotel, Bath, for forms of application to acquire the material. Application forms will be issued direct to firms requiring the material, and on being returned to P. Branch three copies will be submitted to the technical department concerned, for scrutiny of the quantities and specifications applied for. Two forms (amended where necessary) should be sent back to P. Branch, and one retained. A weekly statement of requirements for each specification and size will be forwarded by P. Branch every Tuesday to the Non-Ferrous Control—who, meeting each Thursday in consultation with Service representatives, will allocate supplies to the departments and give instructions as to the firms from which these supplies should be obtained. Authorisation and names of the producers with whom they are to place their orders will then be

issued by P. Branch to the firms. In the event of the control being unable to meet Admiralty requirements in full, departments will be consulted as to whether requirements may be reduced or deliveries postponed.

3. Dockyards, establishments, and authorities empowered to make local purchase orders when placing orders which need any of the above products should instruct their firms that they or their sub-contractors should make application to P. Branch (Materials).

4. Requisitions by the Director of Stores will continue to be made as before. A copy of the requisition will be forwarded to the Admiralty representative for inclusion in the weekly return, sent to the Non-Ferrous Control, covering Admiralty requirements.

5. Attention is drawn to the need for degrading specifications to the utmost limits compatible with efficiency, and also to the desirability of eliminating odd sizes as far as possible.

6. A.D.M.B. (M. and P.), Glasgow, is making similar arrangements to cover mercantile requirements. Manufacturers have been instructed to refer all mercantile orders to A.D.M.B. (M. and P.), St. Enoch Hotel, Glasgow.

4951.—M/T Vehicles—Precautions Against Damage by Post—Anti-Freeze Liquid

(N.S.M.T. 2820/42.—8.10.1942.)

The water-circulating systems of vehicles laid up for repair or maintained in storage should be drained completely, care being taken that "hidden" taps or plugs shall not be overlooked or remain choked. Anti-freeze liquid is to be added to the cooling systems of all other R.N. vehicles in the United Kingdom on the first sign of persistent frost.

2. Before "anti-freeze" is added, special attention is to be given to the following:—

(a) The cooling system of every engine is to be cleansed as detailed below; this treatment should be completed forthwith.

(i) Deposits of lime and/or foreign matter in radiators and water jackets should be removed with Admiralty pattern boiler disinfectant powder (Sub-head E.8, Schedule C.559, of Rate Book for Naval Stores), used in quantities as follows:—

Small passenger vehicles, and goods-carrying vehicles up to 1 ton capacity, and Scammell	
M.H. units	¼ lb.
Other vehicles	1 lb.

(ii) The powder should be put into the radiator whilst the engine is warm and still running. The vehicle should then be used for approximately two hours, after which the lower water-joint from radiator to engine should be broken, and the content of the cooling system allowed to gush out.

(iii) The whole system should then be thoroughly flushed through with clean water, the joint re-made, and the vehicle placed in service. At the end of the day the radiator should again be drained by means of the ordinary drain cock, and refilled with fresh water (or "anti-freeze" should conditions render this necessary).

(b) Cylinder head gaskets must be free from defects or leaks, and securing bolts and nuts must be pulled down evenly and tightly in their correct order.

(c) The proportion of ethylene glycol to be used is one part by volume mixed with three parts by volume of water.

(d) Care must be taken, when filling or replenishing, to ensure that there is no wastage, either from the filler cap, overflow pipe, or by spilling.

(e) All joints, glands, etc., must be maintained so that leakage shall not occur. Special care is required in connection with rubber connections and radiator hoses, as deterioration of such parts is likely to be accelerated. "Doubtful" hoses should be bound, or renewed, before filling with "anti-freeze".

- (f) When draining a cooling system containing anti-freeze mixture arrangements are to be made to collect and store the mixture, which should be strained before re-use.
- (g) Filler caps of radiators which contain ethylene glycol mixture are to be painted red, and all drain taps are to have wired to them metal tallies (obtainable from the nearest storing yard) with the words "Filled Anti-Freeze" stamped on them. The red paint on the caps is to be painted over and the tallies taken from the taps when a return is made to ordinary water for cooling purposes.

3. Demands for anti-freeze liquid required should be forwarded to the nearest dockyard. Stocks will be held at Portsmouth, Chatham, Devonport, and Rosyth.

4. In the event of supplies of ethylene glycol not being available, the following precautions must be observed:—

- (a) *Vehicles not required for service during "silent hours," etc.*—The entire water-circulating system is to be drained completely and special precautions taken to ensure that water shall not remain at the bottom of "pockets", pipes, pumps, or at the rear ends of water jackets, at which latter points small plugs and taps may escape notice. Engines fitted with thermostats should be drained while hot (i.e., with thermostat open), in order to prevent water from being trapped in an inlet or outlet pipe, or in the upper tank of the radiator.
- (b) *Vehicles required to "stand-by" for service at short notice.*—Radiator and bonnet are to be kept covered, and the water is to be maintained at a temperature well above freezing point by means of periodic running of the engine at a "fast idling" speed.
- (c) *Maintenance of heat during halts.*—The engine should be started and run for a few minutes.
- (d) When any cooling system is drained, a card bearing the words "NO WATER" is to be hung on the radiator.

5. Radiator mufflers or bonnet covers are to be brought into use as soon as weather becomes cool, and demands should be forwarded to the nearest storing yard.

(A.F.Os. 3133/39, 482/40, 4545/40, 95/41, 819/41 and 4347/41 are cancelled.)

4952.—Petrol Consumption—REPORTS

(N.S.M.T. 449/42.—8.10.1942.)

Returns from shore establishments reporting expenditure of petrol for Service motor transport vehicles and costs of hire transport, subsequent to the returns for the fortnight ending 31st October, 1942, should be forwarded twice monthly for the periods 1st to the 15th inclusive, and 16th to the last day of each month.