

HEAD OF "P" BRANCH

A.F.Os. 4907—5049/43

(See Diagram Issue No. 43/43)

RESTRICTED

(FOR OFFICIAL USE ONLY)

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

ADMIRALTY FLEET ORDERS

ADMIRALTY, S.W.1,

21st October, 1943.

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

A list of these Orders is enclosed.

By Command of Their Lordships,

J. V. Markham

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

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

Head of "P" Branch

P1

P2

P3

PA

(64880)

Head of "P" Branch

ADMIRALTY FLEET ORDERS

- | No. | Subject. |
|-------|--|
| 4903. | Control of Aircraft at R.N. Air Stations and Seaplane Bases—Responsibilities and Duties of Flying Control Staff. (<i>Issued separately on 14th Oct. 1943 only to all Commanders-in-Chief, Flag Officers, Senior Naval Officers, Captains and Commanding Officers of H.M. Ships and Vessels, fitted for Aircraft, Commanding Officers of R.N. Air Stations and Sections, and R.N. Air Training Establishments.</i>) |
| 4904. | Aircraft Radio—Reporting of Defects in Radio-Communication and Radar Equipment. (<i>Issued separately on 14th Oct. 1943 only to all Commanders-in-Chief, Flag Officers, Senior Naval Officers, Captains and Commanding Officers of H.M. Ships and Vessels fitted for Aircraft, Commanding Officers of R.N. Air Stations and Sections, and R.N. Training Establishments.</i>) |
| 4905. | Comforts, Amenities and Welfare Funds. (<i>Issued separately on 14th Oct. 1943.</i>) |
| 4906. | Medical Instructions for Aircrew Personnel of the Fleet Air Arm. (<i>Issued separately on 14th Oct. 1943.</i>) |

21st October, 1943.

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

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

4907. Surrender of the Italian Fleet—Broadcast by the First Lord of the Admiralty, 16th September.
4908. Message on the Occasion of the National Day of China.
4909. Warship Weeks—Ships Adopted.
4910. R.N. Air Stations, Sandbanks and Lawrenny Ferry.

SECTION 2.—PERSONNEL, PAY, SERVICES, DISCIPLINE, ETC.

4911. Honours and Awards—"London Gazette" Supplement of 3rd Sep. 1943.
4912. Honours and Awards—"London Gazette" Supplement of 12th Oct. 1943.
4913. Honours and Awards—Royal Hellenic Navy.
4914. Judge Advocate of the Fleet—New Appointment.
4915. Retinues of Flag Officers Afloat (other than Commander-in-Chief)—Provision of R.M. Orderlies.
4916. R.N.R. and R.N.V.R. Officers—Qualified Status and Modified Qualified Status.
4917. Photographic Officers—Extension of Specialisation to Pilots.
4918. Meritorious War Service—Grant of Additional Seniority.
4919. Officers' Marriage Allowance Scheme—Effect of Increase in Certain Pensions on Rate of Children's Allowance issued in Respect of Step-children or Children of Naval Officers.
4920. Confirmation and Promotion of Dominion Reserve Officers on Loan to the Royal Navy during the War.
4921. Warrant Officers (a) Provisionally Selected for Promotion to Lieutenant, Lieutenant (E) and Lieutenant (A); (b) Selected for Promotion to Commissioned Officer.
4922. Royal Marines—Commissions from the Ranks.
4923. Temporary Commissions in the Royal Marines—Standards of Vision.
4924. Summary Punishment—Chief Petty Officers and Petty Officers.
4925. Warrant Stewards—Catering Duties for Wardroom, Gunroom and Warrant Officers' Messes.
4926. Telegraphist Air Gunners—Advancement.
4927. Instructors in Air Gunnery.
4928. Able Seamen Medically Unfit for General Service—Eligibility for Advancement to Temporary Acting Leading Seaman (N.Q.).
4929. Acting Leading Stokers (N.Q.)—Confirmation in Rating.
4930. Ratings Holding "Acting" Rates—Progressive Pay.
4931. Professional Examination for Accelerated Advancement to Ordinary-Seaman, Ordinary Signaller and Ordinary Telegraphist.
4932. Advancement in the Mechanic Branches—Very Good Conduct Qualifications.
4933. Special Repair Ratings (D)—Advancement.
4934. Navigator's Yeoman—Recommendations.
4935. Naval and W.R.N.S. Ratings of Naval Air Categories—Drafting.
4936. Royal Marines—Institution of A.A. Non-Substantive Rates.
4937. Allotments by Ratings—Restoration After Suspension or Reduction on Account of Punishment, Debt, etc.

SECTION 2.—PERSONNEL, PAY, SERVICES, DISCIPLINE, ETC.—contd.

4938. Summary Punishment of D.E.M.S. Personnel.
4939. Canadians Serving in the Royal Navy—Facilities for Cashing Service Cheques, Bankers' Drafts, etc.
4940. W.R.N.S. Ratings in Specialised Categories—Spare Time Training for Other Categories Not Permissible.
4941. W.R.N.S.—Radio Mechanics—Conditions of Service.
4942. W.R.N.S.—Ship Mechanics (L.C.)—Conditions of Service.
4943. Post-War Credit of Wages—Premature Payments.
4944. Leave.
4945. Leave Tickets—Surrender on Expiry of Leave.
4946. Leave Journeys to Orkney and Shetland Isles.
4947. R.C.N. and Reserve Ratings Serving in R.N. Ships or Establishments—Leave to Return to Canada.
4948. Schemes of Complement—Amendment—Escort Carriers.
4949. Films—Naval Censorship (Serial No. A.143).
4950. Admiralty Surgeons and Agents.
4951. Jamaica—Appointment of Captain-General and Governor-in-Chief.
4952. Radio Improvement Funds—Introduction.
4953. British Legion Poppy Day, 11th November, 1943—Sale of Poppies in Fleet Shore Establishments.
4954. H.M.S. "Gambia"—Canteen Fund.
4955. Sports—R.N. and R.M. Sports Control Board—Donation.

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

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

4956. Ammunition, 20-mm., Hispano, H.E. Incendiary—Liability of Certain Lots to Give Low Order Prematures—Withdrawal—REPORTS.
4957. Ammunition—General—Cordite Lot Numbers—Recording.
4958. Ammunition—Magazines—Stowage for Bofors Ammunition Boxes.
4959. Guns—Q.F., 12-pdr., 12-cwt., Mark V and "A", Mark V—Fitting of Mark II, Screw Retaining Breech Screw.
4960. Guns—Q.F., 40-mm. Bofors and 0.5-in. Browning, M.2, Water-cooled and Air-cooled Gun Sights.
4961. Guns—20-mm., Oerlikon, Marks II and U.S. IV—Allowance of Spare Breech Pawls.
4962. Guns—0.5-in. Machine, Browning, M.2, Water-cooled and Air-cooled—Deck Guns and Aircraft Guns—Modification.
4963. Guns—0.303-in., Lewis III** and IV.
4964. Gun Mountings—2-pdr., Marks VII, VII*, P. and R.P. 50, Mark VII—Safety Firing Gear.
4965. Aircraft-Bombs—Bomb Aircraft, Igniting Oil, 45-lb.—Jettisoning.
4966. Aircraft—Guns, Hispano, 20-mm., Marks I, II and II*—Locking of the Return Spring Guide.
4967. Anti-Aircraft Fire Control—H.A.C.S.—G.R.U.B. Low Power Switching Modification.
4968. Armament Stores—0.303-in., Vickers, G.O.—Tensioning Plates—Fitting—As. and As.
4969. Armament Stores—Helmets, Steel (R.A.C.), Mark I—Introduction.
4970. Stores for Use of Ordnance Artificers (O).
- Torpedo.—(Torpedoes, Tubes, Mines and Minesweeping, Depth Charges, Paravanes, Electrical Equipment, Anti-Gas, Aircraft Torpedoes, etc., and Stores.)*
4971. Torpedoes—18-in., Marks XII-XV—Gagging of H.V. During 20-lbs./sq. in. Test of Balance Chamber.
4972. Torpedo Tubes and Equipment—Trials of.
4973. Mounting Torpedo Tubes—Arrangements for Conversion, Alignment and Torpedo Equipment Trials.
4974. Minesweeping Cutters—Modification.
4975. Torpedo Stores—Spanners St. No. 1093—Modification.
4976. Demolition Stores—Proportions for Sea-going Ships.
- Engineer.—(Main and Auxiliary Engines, Boilers, other Machinery in Charge of the Engineer Officer, including Catapults, Coal and Oil Fuel, and Engineering Stores.)*
4977. Boiler Tubes.
4978. Condensers and Heat Exchangers—Application of Protective Paints.
4979. Funnel Casings—Inspection.
4980. Main Gearing Inspection Doors.
- Navigation.—(Navigation Stores, Sextants, Compasses, Charts, Anchors, Sails, etc.)*
4981. Compasses in L.C.V.(P).
4982. Lanterns, Steaming—Revised Allowances.
4983. W/T Transceiver, Type T.C.S.—Introduction of Crystal Adaptor.

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

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

Signals.—(W/T and V/S Apparatus, Radar, D.F., S.R.F., Wa/T and Stores.)

4984. Cinema Equipment—Fitting of.
4985. Radar Installation, Type 275—Fitting-out Information.
4986. Radar Installation, Type 970—Fitting-out Information.

Naval Aircraft.—(Technical.)

4987. Seafire and Spitfire Special Instructions.
4988. Thermostatic Header Tank Relief Valves (D.S. Type).

Anti-Submarine.—(Asdics, Hydrophones and Echo Sounding and Stores.)

4989. H.E. Attachment for Submarine Torpedo Attack Teacher—Establishment List.

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

4990. Aircraft Carriers—Introduction of Standard Deck Landing Control Officer's Position—Revised Guidance Arrangement.
4991. Aircraft Radio—Radar Aerials—Painting.
4992. Bituminous Paint for Controlled Mining Services.
4993. Butane and Calor Gas—Economy in Use.
4994. Davis Submerged Escape Apparatus.
4995. Fire Fighting in H.M. Ships—Fitting of Internal Standpipes in Ships Supplied with Diesel-driven Portable Fire Pumps.
4996. Lamps—Red Silicate Sprayed, Pattern 16127—Introduction.
4997. Naval Stores for Damage Control Purposes.
4998. Photographic Equipments Supplied to Official Naval Photographers—Accounting.
4999. Pliers for use with Scuttling Charges.
5000. Propagas or Similar Gases—Precautions to be Observed when using.
5001. Sea Water Inlets—Modification of De-Icing Arrangements.
5002. 10-in. Signalling Projectors—Fitting of in lieu of 6-in. Hand Signalling Lanterns—As. and As.
5003. Structural Defects.
5004. Switch and Lamp Boxes, Patterns 12529 and 12530—Introduction.
5005. Switches, Plugs and Sockets, Commercial Types—Introduction.
5006. Target-Towing Cable for Aircraft—Re-winding.
5007. Towing Arrangements—105-ft. and 126-ft. M.M.S.'s.—As. and As.

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

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

5008. W.R.N.S.—Issuing Prices of Officers' Clothing.
5009. W.R.N.S.—Uniform Caps for Lower Ratings—Home Service.
5010. Aircraft—Repair of Hydraulic Equipment.
5011. Ball Bearings.
5012. O.U. 5420/42—Rate Book—Victualling and Royal Marine Stores—Alterations and Amendments.
5013. Oil Fuelling Equipment—Pattern Numbers.
5014. Emergency Flying Ration—Mark II—Safe Custody.
5015. General Mess Costs—REPORT.
5016. Meat, Offals, Butter and Margarine—Repayment Prices to Other Services.
5017. Victualling Arrangements—Christmas, 1943.
5018. Personal Hammock Bedding—Naval Air Apprentices.
5019. Purchase Tax.
5020. Badges for Naval Fire Parties (Stokers F.F.).
5021. Surplus Concrete Slabs ex-D.E.M.S.—Disposal.

SECTION 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE

5022. Amendments to Books.
5023. A.M.S.Is.
5024. B.R. 855 (43)—Handbook of Mark V* Oropesa Sweep—Issue.
5025. C.Bs and O.U. Books—Declassification.
5026. O.U. 5365—Priced Vocabulary of Naval Armament Stores.
5027. O.U. 6090 (K)—Range Tables Nos. 561 and 562, dated June, 1943, for Q.F 4-in. Guns, Mark XVI*.
5028. Form A.25A—Issue.
5029. Form D.127B—List of Particulars for Engineering Purposes (1943 Reprint).
5030. Form O.6—Ammunition Labels—Additions.

SECTION 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE—*contd.*

5031. Canteens—Administration (Form S.112).
5032. Newspapers, Books, Christmas and Greetings Cards, Etc.—Despatch to Neutral Countries.
5033. R.N. Auxiliary Hospital, Seaforth and Woolton—Telegraphic Address.
5034. H.M.S. "Celebrity"—Confusion with H.M.S. "Celerity".
5035. H.M.S. "Medway II"—Correspondence and Stores.
5036. Mail Lost by Theft.

SECTION 6.—SHORE ESTABLISHMENTS

5037. Promotion of Clerical Assistants (Treasury and Departmental) to the Clerical Class.
5038. Female Industrial Telephone Operators—Revised Rates of Pay.
5039. Civil Servants released for Service in H.M. Forces—Notation of Home Addresses, Etc.
5040. Adult Civilian Electricians Employed in Admiralty Establishments—Cost of Living (War) Addition.
5041. Transferees Upgraded to Dilutee Mechanic after Transfer—Rate of Pay.
5042. Applications for Release of Non-industrial Staffs for Nursing and Midwifery Services.
5043. Civilian Drivers of Heavy Articulated Vehicles and Lorries with Trailers—Additional Pay.
5044. Admiralty Police Forces—Issue of Police (N.R.111) Identity Cards.
5045. Passenger Traffic on Railways (Winter, 1943-4)—Restriction.
5046. Guns—Q.F., 40 mm. Bofors, and 0.5-in. Browning M.2 Watercooled and Aireooled Gunsights.
5047. Rubber Hose and Rubber Tubing—Endorsement of Orders.
5048. Bearing Control Recovery Depot.
5049. R.N. Store Depot, London—Transfer of Control to S.N.S.O., Park Royal.

(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.

*4907.—Surrender of the Italian Fleet—Broadcast by the First Lord of the Admiralty
16th September

(M/P. 019788/43.—21 Oct. 1943.)

(Included in Notice Boards Issue only.)

4908.—Message on the Occasion of the National Day of China

(M. 010759/43.—21 Oct. 1943.)

The following message was sent to the Chinese Naval Headquarters, Chungking :—

“ On the occasion of the National Day of China (10th October) I desire on behalf of the Board of Admiralty and the Royal Navy to send cordial greetings to the officers and men of the Chinese Navy and to express our profound admiration of the courage and fortitude of the Chinese people in their long and bitter struggle against the aggressors. We are confident that the Chinese Navy will play its part, in co-operation with the Navies of their Allies, in bringing about the total defeat of the enemy at sea.—A. V. Alexander.”

The following reply was received :—

“ I wish to express on behalf of the Chinese Navy the profound gratitude to British Board of Admiralty and to the officers and men of the Royal Navy for their inspiring message on the anniversary of the Chinese Republic. We are always proud of fighting shoulder to shoulder with the British Navy to bring about the total defeat of our common foe.—Sincerely, Chen Shao Kwan.”

4909.—Warship Weeks—Ships Adopted

(M. 2776/43.—21 Oct. 1943.)

The undermentioned ships have been adopted by the Towns or Areas specified. Most of these adoptions, all of which are made in connection with Warship Weeks, will not involve the presentation of a plaque or badge by the Admiralty.

Name of Ship.	Adopting Town or Area.
H.M.S. “ Barfoot ”	Crayford Urban District.
H.M.S. “ Comet ”	Chipping Norton and District.
H.M.S. “ Dittany ”	St. Asaph Civil Parish.
H.M.S. “ Egilsay ”	Borough of Romsey.
H.M.S. “ Indefatigable ”	Borough of Holborn.
H.M. M.G.B. 65	Upper Nidderdale.
H.M. M.G.B. 112	Stanley Urban District.
H.M. M.G.B. 116	Urban District of Whitstable.
H.M. M.L. 345	Civil Parishes of Burstwick, Halsham, Keyingham, Ottringham, Patrington and Paul (Yorks).
H.M.S. “ Sceptre ”	Borough of East Ham.
H.M.S. “ Zephyr ”	Borough of Doncaster.
H.M.S. “ Zodiac ”	County Borough of Bury and Tottington Urban District.
H.M.S. “ Zebra ”	Urmston Urban District.

2. H.M.S. “ Victorious ” has been adopted by the British War Savings Committee of India.

3. The attention of Commanding Officers is drawn to A.F.Os. 1327/42 and 5736/42, in which certain restrictions on the relationship between a ship and her adopting authority are provided.

(A.F.Os. 1327/42 and 5736/42.)

4910.—R.N. Air Stations—Sandbanks and Lawrenny Ferry

(A. 01841/43.—21 Oct. 1943.)

Their Lordships have approved the reduction of R.N. Air Stations, Sandbanks and Lawrenny Ferry, to Care and Maintenance.

2. Dates of completion will be reported.

3. Both stations are being kept at three months' notice for resumption of flying.

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

*4911.—Honours and Awards—“ London Gazette ” Supplement of 3rd September 1943

(H. & A.—21 Oct. 1943.)

The KING has been graciously pleased to approve the following award for gallantry and devotion to duty in the execution of air operations :—

The Distinguished Flying Cross

Lieutenant (A) John Walter Neale, D.S.C., R.N.

*4912.—Honours and Awards—“ London Gazette ” Supplement of 12th October, 1943

(H. & A.—21 Oct. 1943.)

ADMIRALTY

Whitehall.

12th October, 1943.

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

For courage, resolution and skill in successful patrols in H.M. Submarines :

To be a Companion of the Distinguished Service Order

Lieutenant John Charles Young Roxburgh, D.S.C., R.N. (Honiton, Devon).

Bar to the Distinguished Service Cross

Lieutenant Richard Barklie Lakin, D.S.O., D.S.C., R.N. (Bampton, Oxfordshire).

The Distinguished Service Cross

Lieutenant John Allan Wingate, R.N., (Okehampton, Devon).

The Distinguished Service Medal

Acting Chief Petty Officer Joseph Richard Wickens, D/JX.164991 (South Harrow).

Chief Engine Room Artificer Leon Tout, D/M.39447 (Weymouth).

Engine Room Artificer First Class Albert Alfred Shute, C/M.35658 (Barrow, Lancashire).

Petty Officer William Murray Hatherly, C/JX.138060 (Bedford).

Petty Officer Telegraphist Thomas Frederick Sheldon, P/JX.125570 (Belper, Derby).

Acting Stoker Petty Officer Francis Malone, C/KX.85452 (Newcastle-on-Tyne).

Able Seaman Ernest Raymond Dee, D/JX.227840 (Cardiff).

Able Seaman Donald Duckers, D/JX.213687 (Bury).

Mention in Despatches

Lieutenant William Stevenson Crawford, R.N. (Liverpool).

Temporary Acting Lieutenant Leslie Phillips Williams, R.N.V.R. (Cardiff).

Engine Room Artificer Second Class John Hughes, P/MX.58335 (Wallsend-on-Tyne).

Engine Room Artificer Fourth Class Roland Sandham, P/MX.79078 (Maryport, Cumberland).

Acting Petty Officer Harry Clegg Tillotson, C/JX.151324 (Bradford).

Stoker First Class Thomas Henry Redmond, D/KX.80965 (Newberry, Cheshire).

Able Seaman Cyril Horace Arthur Balls, C/LD/X.3879 (Walthamstow, E.17).

Able Seaman Ernest Blanchard, D/JX.212960 (Liverpool).

Able Seaman Joseph Henry Sutcliffe, P/JX.217986 (Birmingham).

For skill and daring in a successful action with an enemy submarine :

The Distinguished Service Cross

Lieutenant John Townshend Kimpton, R.N. (Northchurch, Herts).

The Distinguished Service Medal

Temporary Leading Seaman Frederick Arthur Le Carpentier, P/X.21401A. (Southampton).

Able Seaman Reginald Roberts, P/SSX.20479 (Derby).

Mention in Despatches

Commander Edward Mack, D.S.O., D.S.C., R.N.

Sub-Lieutenant John Edmund Cameron Thompson, D.S.C., R.N. (Machynlleth, Montgomeryshire).

Temporary Sub-Lieutenant Gordon Leslie Ticehurst, R.N.V.R. (Fareham, Hampshire).

Stoker Petty Officer George Victor Patrick, P/K.56732 (Portsmouth).

Able Seaman George Graham, C/JX.350945 (Darlington).

Able Seaman Harold Cecil Spencer, D/SSX.20853 (Bradford).

Able Seaman Denis William Wynne, D/JX.305834 (Doncaster).

For coolness and courage in many minelaying operations close to the enemy coast :

The Distinguished Service Cross

Temporary Lieutenant John Charles Buller Kitson, R.N.V.R.

For courage and determination in rescue work :

Mention in Despatches

Temporary Acting Lieutenant-Commander Charles Edwin John MacFarlane, R.N.R.

Lieutenant Patrick Hugh Bisset Taylor, R.N.

Lieutenant (E) Athelstane Peter St. Keverne Hill, R.N.

Able Seaman Richard Anton Hewitt, P/JX.289180.

Able Seaman Stanley Edwin Maycock, P/JX.182220.

For good services to survivors from torpedoed Merchant Ships :

Mention in Despatches

Leading Cook Derrick Percy Girling, LT/MX.87907.

Cook Herbert Arthur Damsell, LT/MX.86236.

Engineman Cuthbert Huntley Leighton, LT/KX.101653.

Seaman Robert Moncur Ritchie Stewart, LT/X.20990A.

For courage, coolness and devotion to duty :

Mention in Despatches

Temporary Lieutenant Robert Shaw Fraser, R.N.V.R.

Signalman William Foster, C/LD/X.4065.

For courage and devotion to duty while carrying vital supplies in a defensively equipped Merchant Ship :

The Distinguished Service Cross

Mr. Dickinson Boyes Ramsbottom, Chief Officer.

Mr. John William Robb, Chief Engineer Officer.

The Distinguished Service Medal

Temporary Acting Petty Officer James Gordon, D/JX.193628 (Annalong, Co. Down).

For endurance and skill in operations in North African waters :

Mention in Despatches

Temporary Acting Petty Officer Kenneth Ernest Baker, C/SR.8587 (South Ealing).

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

A.F.O. 4787/43

Mention in Despatches

Steward Michael Joseph Banner, LT/LX.30097.

Bronze Medal of the Order of Orange Nassau

Telegraphist Horace Edwin Lewis, BD/X.1142.

***4913.—Honours and Awards—Royal Hellenic Navy**

(H. & A. 763/43.—21 Oct. 1943.)

The King has been graciously pleased to approve the following Appointment and Awards to the undermentioned officers and men for outstanding services in War Patrols while serving in His Hellenic Majesty's Submarines "Papanicolis," "Katsonis" and "Triton":—

The Distinguished Service Order

Commander Basil Laskos, H.H.M.S. "Katsonis."

The Distinguished Service Cross

Lieutenant Constantinos Botsaris, H.H.M.S. "Papanicolis."

Lieutenant Nicolas Roussen, H.H.M.S. "Papanicolis."

Lieutenant Elias Tsokalas, H.H.M.S. "Katsonis."

The Distinguished Service Medal

Chief Petty Officer Michail Kavaloudis, H.H.M.S. "Katsonis."

Warrant Officer Nikolaos Maroulas, H.H.M.S. "Triton."

Chief Engine Room Artificer John Pipinos, H.H.M.S. "Papanicolis."

Chief Engine Room Artificer Constantinos Xenos, H.H.M.S. "Katsonis."

Petty Officer Michail Diamanteas, H.H.M.S. "Papanicolis."

Petty Officer Dimitrios Panagiotopoulos, H.H.M.S. "Papanicolis."

Petty Officer Basilios Rantos, H.H.M.S. "Katsonis."

Petty Officer Leonidas Stamou, H.H.M.S. "Katsonis."

Electrical Petty Officer Konstantinos Floros, H.H.M.S. "Papanicolis."

2. These Awards will not be gazetted.

A.F.O.

4914.—Judge Advocate of the Fleet—New Appointment

(N.L.17259/43.—21 Oct. 1943.)

Their Lordships, by Warrant dated 15th October, 1943, have appointed Mr. John Lind Pratt to be Judge Advocate of the Fleet in succession to Mr. J. Graham Trappell, R.N. ~~1164/45~~

4915.—Retinues of Flag Officers Afloat (other than Commanders-in-Chief)—Provision of R.M. Orderlies

(N. 24747/42.—21 Oct. 1943.)

Each Flag Officer afloat (other than Commanders-in-Chief) flying his flag in a capital ship, cruiser or aircraft carrier, will in future be allowed two Marine Orderlies (including one acting corporal) as part of his authorised retinue, additional to the flagship's complement.

2. Where the complement of the flagship already includes an acting corporal for charge of Admiral's Orderlies, this acting corporal is to be reduced without substantive alteration in the strength of the R.M. detachment.

3. Schemes of complement will be amended in due course.

(C.-in-C., Home Fleet, 23 Oct., 1942, No. 1459/H.F. 36/23.)

A.F.O.

4916.—R.N.R. and R.N.V.R. Officers—Qualified Status and Modified Qualified Status

(C.W. 35384/43.—21 Oct. 1943.)

The high standard of professional ability required for the grant of Qualified or Modified Qualified Officers must be maintained. ~~1291/45~~ ~~7025/45~~ ~~1277/45~~

Before recommending an Officer for either status the reporting officer must be satisfied, from personal observation, that the Officer is fully competent to take rank and command, in the appointment from which he is recommended, with an R.N. Officer of equal rank and seniority.

2. The following revised regulations for the grant of full and modified status of "Qualified Officer" to Officers of the R.N.R. and R.N.V.R. below the rank of Commander and which introduce for the first time "Modified Qualified Officer" status for Engineer Officers serving in shore appointments in the Coastal Forces

and Combined Operations Organisations, cancel those laid down in A.F.Os. 3880/40, 4581/41 and 4084/42. For the period of the war, the peace time regulations for the grant of "Qualified Officer" status to Officers of the R.N.R. (R.N.R. Regulations (Officers) Articles 18 and 19) are in abeyance. Article 51 (7) is also in abeyance. Qualified status for Signal Lieutenants and Telegraphist Lieutenants, R.N.V.R., is dealt with in A.F.O. 3374/43.

Part I—Full "Qualified Officer" Status

3. *Qualifications.*—(i) *For Executive Officers* :—

(a) Served at sea for a minimum period of 12 months in a major war vessel in the confirmed rank of Lieutenant or above, since commencing mobilised service in 1939 or later;

or

(b) Having held Modified Qualified Status C.F. or S.V., has served at sea in a major war vessel for a minimum period of three months.

Note.—A list of types of vessels which are classed as Major War Vessels for this purpose is shown as Appendix I.

(c) In possession of a full Naval W/K certificate.

(d) Proficient as Officer of the Quarters in the ship from which he is recommended.

(e) A good knowledge of service customs and discipline.

(f) In all respects able and recommended to perform the ordinary duties of an Officer of the R.N. of corresponding rank and seniority in the class of vessel in which he is serving.

(ii) *For Engineer Officers* :—

(a) Served at sea for six months during the present war (in a Major War Vessel as stated in Appendix I if manned by R.N. Engine Room personnel) in the confirmed rank of Lieutenant (E) or above.

(b) A good knowledge of service customs and discipline.

(c) In all respects able and recommended to perform the ordinary duties of an Officer of the R.N. of corresponding rank and seniority in the class of vessel in which he is serving.

(iii) *For Accountant Officers* :—

(a) Served for six months ashore or afloat during the present war in the confirmed rank of Paymaster Lieutenant or above.

(b) A good knowledge of service customs and discipline.

(c) In all respects able and recommended to perform the ordinary duties of an Officer of the R.N. of corresponding rank and seniority in the appointment in which he is serving.

4. *Recommendations.*—(i) Recommendations for Officers of all branches are to be initiated by the Commanding Officer of the ship or establishment in which the Officer is serving, or, if the Officer in question is in command of one of H.M. ships, by his Senior Officer, or administrative authority.

(ii) Recommendations are to be forwarded through the usual Service channels to the Admiral Commanding Reserves.

(iii) If the initiating Officer is below the rank of Commander the recommendation is to be supported by a certificate from an Officer not below that rank, that he is satisfied, from personal observation, that the Officer is in every respect competent to carry out the normal duties of an R.N. Officer of corresponding rank and seniority in the class of vessel (or appointment, if applicable, in the case of Accountant Officers) in which he is serving.

(iv) Recommendations are to be accompanied by a Form S.206 (fully completed) and, for Executive Officers, by a copy of the W/K certificate awarded to the Officer.

(v) Recommendations for Executive Officers must be in respect of service in a sea-going appointment and must be initiated whilst they are so serving.

(vi) A certificate of qualifications detailed in paragraph 3 (i), (ii) or (iii) of this Order must be given in full as applicable.

5. *Effect of Status.*—Qualified Officers of the R.N.R. and R.N.V.R. will be distinguished in the Navy List by a star in a circle against their names. They will

take rank and command immediately after Officers of the R.N. of the same rank and seniority and qualified Officers of the R.N.R., and R.N.V.R., of the same rank and of more seniority; they will thus rank senior to all R.N., qualified R.N.R. and qualified R.N.V.R. Officers of the same rank but of less seniority, and to all R.N.R. and R.N.V.R. Officers of the same rank who are not qualified, whatever their seniorities.

6. *Retention of Status.*—For the period of the war, Lieutenants, Lieutenants (E) and Paymaster Lieutenants of the R.N.R. and R.N.V.R., who are granted "Qualified Officer" status will retain the status on promotion to the rank of Lieutenant Commander, but Lieutenant Commanders will not retain the status on promotion to higher rank.

7. *Retired and Temporary Officers.*—Retired and Temporary Reserve Officers (except those serving under T.124 Agreement, its variants, or other special agreements, and Engineer Officers in the Patrol Service) are eligible to be recommended for the grant of Qualified Officer status.

8. *Deprivation of Status.*—Any Officer who has been granted Qualified Officer status and is reported on as being unsuitable to retain it, may be deprived of the status by the Admiral Commanding Reserves and is not thereafter to be recommended for restoration of the status for a period of at least six months.

9. *General.*—Time served under T.124 Agreement, its variants, or other special agreements will not count as qualifying service for the grant of Full "Qualified Officer" status to Officers who subsequently transfer to the General Service.

Part II—Modified "Qualified Officer" Status

10. Permanent (Active and Retired Lists) or Temporary R.N.R. and R.N.V.R. Executive and Engineer Officers of the rank of Lieutenant or Lieutenant Commander who are serving in Coastal Forces, Combined Operations, M/S (other than Fleet M/S), A/S or Auxiliary Patrol Vessels are eligible for the grant of modified "Qualified Officer" status.

Note.—A list of types of vessels applicable is shown as Appendix II.

11. *Qualifications.* (i) *For Executive Officers* :—

(a) Served at sea for a minimum period of 18 months in the confirmed rank of Acting Sub-Lieutenant or above, of which the last six months must have been spent in the particular service for which the qualified status is awarded. (For Officers serving in Combined Operations Vessels all such service may count as seagoing service.)

(b) Six months of the above service must have been in command of one of H.M. ships at sea. (For Officers serving in Combined Operations vessels this requirement is not essential.)

(c) In possession of a full Naval W/K Certificate or a restricted certificate in accordance with A.F.O. 6000/42, paragraph 10, for the class of vessel in which he is serving.

(d) A good knowledge of service customs and discipline.

(e) Fit to take command of a "group of vessels" in the service for which qualified status is recommended. (For Officers serving in Coastal Forces this implies experience in an Operational Flotilla and fitness to take command accordingly.)

(ii) *For Engineer Officers* :—

(a) Served for six months during the present war in the confirmed rank of Lieutenant (E) or above.

(b) A good knowledge of Service customs and discipline.

(c) In all respects able and recommended to perform the ordinary duties of an Officer in the R.N. of corresponding rank and seniority in the class of appointment in which he is serving.

12. *Recommendations.*—(i) Recommendations are to be initiated by the Commanding Officer of the ship in which the Officer is serving, or, if the Officer in question is in command of one of H.M. ships, by his Senior Officer or Administrative Authority.

(ii) Recommendations are to be forwarded through the usual Service channels to the Admiral Commanding Reserves.

(iii) Recommendations are to be accompanied by a Form S.206 (fully completed) and a copy of the W/K Certificate awarded to the Officer (where applicable).

(iv) A certificate of qualifications detailed in paragraph 11 of this Order must be given in full.

(v) In the case of Engineer Officers serving in shore appointments the recommendation is to be initiated by his Senior Officer or Administrative Authority.

13. *Effect of Status.*—Officers granted the Modified "Qualified Officer" status will be distinguished in the Navy List by a star in a circle against their names, with the letters—

- C.F. (for Coastal Forces);
- C.O. (for Combined Operations);
- S.V. (for service in M/S, A/S or A/P vessels).

They will take rank and command within the particular service for which the status is granted as though they were fully Qualified Officers, i.e. they will rank senior to all R.N., Qualified R.N.R. and Qualified R.N.V.R. Officers (including Officers granted Full Qualified Status under Part I of this Order) of the same rank but of less seniority *who are employed in the same service* and all R.N.R. and R.N.V.R. Officers of the same rank who are not qualified, whatever their seniorities, and *are employed in the same service*. Officers granted the status of Qualified Officer (S.V.) will take rank and Command in accordance with the above rules in M/S, A/S and A/P vessels generally.

14. *Retention of Status.*—Lieutenants who are granted the modified "Qualified Officer" status will retain the status on promotion to the rank of Lieutenant Commander, but Lieutenant Commanders will not retain the status on promotion to higher rank.

15. *Deprivation of Status.*—Any Officer who has been granted qualified status under Part II of this Order and is reported on as being unsuitable to retain it, may be deprived of the status by the Admiral Commanding Reserves and is not thereafter to be recommended for restoration of the status for a period of at least six months.

16. *General.*—(i) The grant of modified "Qualified Officer" status will not entitle an Officer to responsibility allowance.

(ii) Officers serving under T.124 Agreement, its variants, or other special agreements will not be eligible for the grant of this status.

(iii) Time served under Agreements referred to in paragraph 16 (ii) above will not count as qualifying service for the grant of Modified "Qualified Officer" status to Officers who subsequently transfer to the General Service.

APPENDIX I.

Types of vessels, service in which will be regarded as service in a major war vessel, for the purpose of Full "Qualified Officer" Status.

- Corvettes and above, including Submarines.
- Fleet Minesweepers.
- River Gunboats.
- Major vessels in Combined Operations.

Note.—Service in Base or non-seagoing Depot Ships is not qualifying Service for the status.

APPENDIX II.

Types of vessels, service in which will be regarded as qualifying service for the purpose of Modified "Qualified Officer" Status

C.F. status.—All Coastal Force Craft which operate in groups, or flotillas (training flotillas and H.D.M.Ls. are excluded.)

C.O. status.—Vessels (other than major vessels) in Combined Operations which operate in groups or flotillas.

S.V. status.—Minesweepers other than fleet minesweepers, A/S vessels and A/P vessels below corvettes; H.D.M.Ls. which operate in groups or flotillas.

Notes.—(i) The status of modified "Qualified Officer" is inappropriate for Officers serving in ships or vessels which operate individually and not in groups or flotillas.

(ii) Service in examination vessels, target towing vessels and harbour service vessels does not qualify as sea service for the grant of this status.

(iii) Group and Unit Officers who have not served in command of one of H.M. ships are ineligible for consideration under this Order.

(iv) For other than Engineer Officers service in Base or non-seagoing Depot ships is not qualifying service for the status.

(A.F.Os. 6000/42 and 3374/43.)

(C.A.F.O. 1158/39, A.F.Os. 3880/40, 2008/41, 4581/41 and 4084/42 are cancelled.)

*4917.—Photographic Officers—Extension of Specialisation to Pilots

(C.W. 43171/43.—21 Oct. 1943.)

It has been decided that specialisation as Photographic Officers is to be open to Executive R.N., R.N. (A) Branch, and R.N.V.R. (A) Branch Officers, qualified as Fleet Air Arm Pilots as well as to those qualified as Observers.

2. Officers should have completed at least one year's service as Pilot, and should normally hold the rank of Lieutenant or Lieutenant (A). Sub-Lieutenants or Sub-Lieutenants (A) will, however, be considered before reaching the rank of Lieutenant, if specially recommended.

3. Names of volunteers for specialisation as Photographic Officer should be forwarded to the Admiralty through the usual channels.

(A.F.O. 5372/42.)

4918.—Meritorious War Service—Grant of Additional Seniority

(C.W. 43322/43.—21 Oct. 1943.)

Additional seniority, under the terms of A.F.O. 1027/41 has been granted to the following officers:—

Lieutenant-Commander E. R. C. Morris, R.N.	3 months
Lieutenant-Commander R. J. Hanson, D.S.O., D.S.C., R.N.	1 year
Lieutenant-Commander (Acting Commander) G. O. Symonds, D.S.C., R.N.	6 months
Lieutenant-Commander R. E. N. Kearney, R.N.	6 months
Lieutenant-Commander (Acting Commander) R.M. Smeeton, M.B.E., R.N.	18 months
Lieutenant-Commander J. B. Saunders, R.N.	3 months
Lieutenant K. W. Hay, D.S.C., R.N.	6 months
Lieutenant (Acting Lieutenant-Commander) V. G. H. Ramsey-Fairfax, R.N.	1 year
Lieutenant P. B. N. Lewis, D.S.C., R.N.	6 months
Lieutenant L. W. A. Bennington, D.S.O., D.S.C., R.N.	2 years
Lieutenant M. N. Tufnell, D.S.C., R.N.	1 year
Lieutenant (Acting Lieutenant-Commander) F. M. A. Torrens-Spence, D.S.O., D.S.C., D.F.C., R.N.	18 months
Lieutenant A. R. Hezlet, D.S.C., R.N.	1 year
Lieutenant J. H. Higson, D.S.C., R.N.	1 year
Lieutenant R. L. Alexander, D.S.O., R.N.	1 year
Lieutenant W. F. Skelton, R.N.	1 year
Lieutenant C. G. Forsberg, R.N.	6 months
Lieutenant R. W. B. Lacon, D.S.C., R.N.	18 months
Lieutenant S. L. C. Maydon, D.S.O., R.N.	6 months
Lieutenant D. S. R. Martin, D.S.O., R.N.	6 months
Lieutenant P. J. Hill-Norton, R.N.	6 months
Lieutenant P. R. H. Harrison, D.S.O., D.S.C., R.N. ...	6 months
Lieutenant F. C. Morgan, R.N.	1 year, 3 months
Lieutenant T. M. Dorrien Smith, R.N.	6 months
Lieutenant (Acting Lieutenant-Commander) P. U. Bayly, R.N.	6 months
Lieutenant E. C. McDougall, R.N.	18 months

Lieutenant R. Hart, D.S.C., R.N.	2 years
Lieutenant R. B. Lakin, D.S.O., D.S.C., R.N.	1 year
Lieutenant E. A. S. Bailey, D.S.C., R.N.	1 year
Lieutenant A. Gray, D.S.O., R.N.	1 year
Lieutenant B. J. Anderson, R.N.	6 months
Lieutenant D. E. Payne, R.N.	6 months
Lieutenant A. J. T. Harris, R.N.	6 months
Lieutenant M. E. Impey, D.S.C., R.N.	6 months
Lieutenant P. G. C. Dickens, D.S.O., D.S.C., M.B.E., R.N.	2 years
Lieutenant R. G. D. Keddie, D.S.C., R.N.	1 year
Lieutenant I. R. Griffiths, D.S.C., R.N.	1 year
Lieutenant I. C. MacIntyre, R.N.	6 months
Lieutenant A. T. Trim, R.N.	1 year
Lieutenant (A) (Acting Lieutenant-Commander (A)) M. J. S. Newman, R.N.	2 years
Lieutenant (A) P. T. Lawman, R.N.	6 months
Lieutenant (A) (Acting Lieutenant-Commander (A)) R. J. Cork, D.S.O., D.S.C., R.N.	2 years
Lieutenant (Acting Lieutenant-Commander) F. R. A. Turnbull, D.S.C., R.N.	9 months
Lieutenant-Commander (E) D. J. Hoare, R.N.	6 months
Lieutenant (E) L. P. Barker, D.S.C., R.N.	6 months
Lieutenant (E) W. E. Chick, D.S.C., R.N.	1 year
Lieutenant (E) L. H. J. Masters, R.N.	1 year
Lieutenant (E) A. P. Monk, D.S.C., R.N.	2 years
Paymaster Lieutenant-Commander M. A. McMullen, R.N.	9 months
Paymaster Lieutenant-Commander (Acting Paymaster Commander) R. A. J. Owen, R.N.	6 months
Paymaster Lieutenant-Commander (Acting Paymaster Commander) E. J. Webb, R.N.	6 months
Paymaster Lieutenant-Commander (Acting Paymaster Commander) E. N. Hickson, R.N.	6 months
Paymaster Lieutenant-Commander (Acting Paymaster Commander) G. D. Ardron, R.N.	6 months
Paymaster Lieutenant-Commander A. G. D. Davidson, R.N.	6 months
Paymaster Lieutenant-Commander (Acting Paymaster Commander) E. J. Shelbourn, R.N.	6 months
Paymaster Lieutenant-Commander K. H. Farnhill, R.N.	6 months
Paymaster Lieutenant R. M. Garside, R.N.	6 months
Paymaster Lieutenant (Acting Paymaster Lieutenant-Commander) P. G. Bowden, R.N.	6 months
Paymaster Lieutenant (Acting Paymaster Lieutenant-Commander) P. F. Gick, R.N.	6 months
Paymaster Lieutenant H. M. de B. Lipscomb, R.N.	6 months
Paymaster Lieutenant (Acting Paymaster Lieutenant-Commander) G. H. L. Kitson, R.N.	6 months
Paymaster Lieutenant A. J. Petrie-Hay, R.N.	6 months
Paymaster Lieutenant A. K. D. Edmunds, R.N.	6 months
Paymaster Lieutenant F. E. Astley-Jones, R.N.	6 months
Lieutenant-Commander T. Fraser, D.S.C., R.N.R.	1 year
Lieutenant (Acting Lieutenant-Commander) E. B. Rhead, R.N.R.	9 months
Lieutenant H. G. Chesterman, D.S.C., R.N.R.	2 years
Paymaster Lieutenant-Commander (Acting Paymaster Commander) D. W. Caine, R.D., R.N.R.	1 year
Paymaster Lieutenant-Commander A. M. H. Baker, R.N.R.	6 months
Paymaster Lieutenant-Commander J. Hawley, R.N.R.	6 months
Paymaster Lieutenant L. B. Charles, R.N.R.	3 months
Lieutenant J. W. Boyle, R.N.V.R.	18 months
Paymaster Lieutenant-Commander J. A. S. Carson, R.N.V.R.	6 months

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

4919.—Officers' Marriage Allowance Scheme—Effect of Increase in certain Pensions on Rate of Children's Allowance Issued in Respect of Step-Children or Children of Naval Officers.

(D.N.A. 4377/43.—21 Oct. 1943.)

The attention of Accountant Officers and officers affected is drawn to the increased rates of pensions issued by the Ministry of Pensions in respect of children of deceased Commissioned Officers and men of the three Forces, and Warrant Officers, R.N., effective as from 16th August, 1943.

2. Officers who have a step-child or step-children in receipt of a pension in respect of the deceased father's service in the R.N., R.M., Army or R.A.F., or officers in receipt of a pension for service in the R.N., R.M., Army or R.A.F., which includes an addition to pension for a child, receive a special rate of Children's Allowance in accordance with A.F.O. 4392/43, paragraph 8.

3. The increase in rate of pensions from 16th August, 1943, is required to be taken into consideration in assessing the special rate of Children's Allowance authorised in such cases, and officers affected are to report the circumstances to their Accountant Officers for adjustment accordingly (A.F.O. 4392/43, paragraph 53).

4. Details of such adjustments are to be reported by Accountant Officers to the Director of Navy Accounts, Branch 4.

(A.F.Os. 345/43 and 4392/43.)

4920.—Confirmation and Promotion of Dominion Reserve Officers, on Loan, to the Royal Navy during the War

(C.W. 44943/42.—21 Oct. 1943.)

The rules for confirmation and promotion of R.N.V.R. officers, laid down in A.F.O. 6000/42, have now been accepted by the Naval authorities of the following Dominions as applicable to their Volunteer Reserve personnel on loan to the Royal Navy with effect from the dates shown:—

South Africa ... S.A.N.F.(V) officers as from 1st December, 1942.

New Zealand ... R.N.Z.N.V.R. officers as from 1st May, 1943.

Australia ... R.A.N.V.R. officers as from 1st October, 1943.

2. R.N.Z.N.V.R. ratings who have been promoted to the rank of Acting Sub-Lieutenant between 1st December, 1942, and 30th April, 1943, will have their rank adjusted to that of Sub-Lieutenant as from the date of promotion.

3. These rules are not applicable to officers of the R.C.N.V.R. serving with the Royal Navy, who will continue to be governed by the regulations applicable to R.C.N.V.R. officers generally.

4. Paragraph 14 of A.F.O. 6000/42 is to be amended accordingly.

(A.F.O. 6000/42.)

*4921.—Warrant Officers (a) Provisionally Selected for Promotion to Lieutenant, Lieutenant (E) and Lieutenant (A); (b) Selected for Promotion to Commissioned Officer

(C.W. 41393/43.—21 Oct. 1943.)

The following name should be added to the list of Warrant Engineers, R.N., provisionally selected for direct promotion to Lieutenant (E) under A.F.O. 1874/42.

Paragraph 2(b) of A.F.O. 4677/43 is to be amended accordingly:—

To Lieutenant (E)

Warrant Engineer E. A. May, R.N.

(A.F.Os. 1874/42 and 4677/43.)

***4922.—Royal Marines—Commissions from the Ranks**

(C.W. 43755/43.—21 Oct. 1943.)

With reference to A.F.O. 1305/43, the undermentioned N.C. Officers have been selected to undergo the Non-Commissioned Officer Cadets' Course which commenced on 25th September, 1943:—

Ch.X.79, Q.M.S.I. (A/Sgt.-Major) Arnold Bell.
 Po.21852, Col.-Sgt. Ty. (A/Ty./C.S.M.) W. H. Bath.
 Po.X.1477, Sgt. Ty. (A/Ty./C.S.M.) A. G. Aldis.
 Po.X.1636, Sgt. (Ty.) D. L. Jones.
 Ply.X.1448, Sgt. Albert Rendell.
 Ply.X.718, Sgt. Norman Feltham, D.S.M.
 Ply.X.215, Col.-Sgt. J. D. Arthur.
 Ply.X.1507, (T) Sgt. F. M. Holloway.

(A.F.O. 1305/43.)

4923.—Temporary Commissions in the Royal Marines—Standards of Vision

(M.D.G. 37199/43.—21 Oct. 1943.)

For General Service—Vision Standard 2. Spectacles not permitted for constant wear.

For Shore Service (including Naval Air Stations defence duties)—Vision Standard 3.

Royal Marine Engineers—Vision Standard 4.

Barrack Service—Vision Standard 4.

4924.—Summary Punishment—Chief Petty Officers and Petty Officers

(N.L. 16987/43.—21 Oct. 1943.)

In several instances recently brought to notice, Petty Officers have been disgraced and sentenced to a period of detention by summary punishment awarded on the same warrant for offences other than desertion. In consequence, Their Lordships have had no alternative but to annul the irregular sentence of detention.

2. Attention is drawn to K.R. & A.I., Article 552, and Article 540, Table II, Note (b) to Number 5.

***4925.—Warrant Stewards—Catering Duties for Wardroom, Gunroom and Warrant Officers' Messes**

(C.W.32550/42.—21 Oct. 1943.)

In view of the shortage of P.O. Stewards willing to enter into contracts as messmen the present arrangements for catering for Officers' messes in large ships and shore establishments have been under consideration. A trial will be made of a new system under which a Warrant Steward will be responsible for catering for the Wardroom, Gunroom and Warrant Officers' Messes separately, according to the standards decided upon by the Committees of the Messes concerned. The Warrant Steward will also be responsible for keeping the mess wine and tobacco accounts of all messes, under the direction of the mess treasurers and the wine and tobacco caterers.

2. Warrant Stewards will be appointed to ships and establishments where the total of Wardroom, Gunroom and Warrant Officers exceeds 60. Appointments will accordingly be confined to:—

Large shore establishments, large naval air stations, aircraft carriers, capital ships, large depot ships and cruisers with gunrooms.

3. This scheme will take a long time to implement, and, in the meantime, no mess which is satisfied with its existing arrangements should terminate them in order to apply for a Warrant Steward.

4. A considerable number of Warrant Stewards will be required, and it is important that all ratings who are considered suitable to undertake the new duties should be encouraged to acquire the necessary knowledge.

5. Promotion to Acting Warrant Steward will be made from suitable C.P.Os. and P.Os. from the Steward and Cook (O) Branches who have qualified educationally for warrant rank.

6. It is unlikely that sufficient active service ratings will be forthcoming at present to meet commitments and promotions to Temporary Acting Warrant Steward will be made from C.P.Os. and P.Os. in the Steward and Cook (O) branches who are pensioners or are within four years of pension. Such ratings need not be qualified educationally. Promotions will also be made to Temporary Acting Warrant Steward, R.N.V.R., of hostilities only ratings of any branch who possess the necessary qualifications in private life, e.g., experience in the hotel and catering trades.

7. Third Officers, W.R.N.S., with suitable qualifications will be considered for employment in lieu of Warrant Stewards in certain shore appointments.

8. Recommendations for suitable candidates may be forwarded at any time on Form S.198 to the Paymaster Director-General accompanied by medical certificates and copies of service certificate and history sheet. Half-yearly reports are to be forwarded after first recommendation in the usual manner.

9. Recommendations for W.R.N.S. ratings considered suitable for promotion to these duties are to be forwarded to D.W.R.N.S. through the usual channels.

(Admiralty General Message 782A is cancelled.)

***†4926.—Telegraphist Air Gunners—Advancement**

(N. 20854/43.—21 Oct. 1943.)

The conditions of advancement of Telegraphist Air Gunners in substantive and non-substantive ratings have been revised and are promulgated for information and necessary action.

2. The revised conditions are set out in paragraph 3 below. They are temporary and are introduced for the war period only. Advancements under the new rules are not to be dated before 27th August, 1943, and may be approved by Commanding Officers of ships and establishments in which Telegraphist Air Gunners are serving. Advancements made are not restricted by number, but only ratings who are qualified under the conditions shown and are also suitable to hold Petty Officer ratings are to be advanced.

3. (a) *Leading Airman (Temporary)*.—On qualifying as T.A.G. 3rd Class after course ratings will be confirmed in their rating of Leading Airman (Temporary). At the same time they will be rated confirmed T.A.G. 3rd Class instead of being given the acting rating as previously.

(b) *Acting and confirmed P.O. Airman (Temporary)*.—Rated after six months as T.A.G. 3rd Class if passed professional examination for Leading Airman. Before confirmation as P.O. Airman (Temporary) ratings will be required to pass the professional examination for P.O. Airman.

(c) *C.P.O. Airman (Temporary)*.—Rated after 12 months as P.O. Airman acting and confirmed. To have passed professionally for P.O. Airman and for T.A.G. 2nd Class.

(d) *Non-substantive ratings*.—T.A.G. 3rd Class may be rated T.A.G. 2nd Class after 12 months in the 3rd class rating if passed for the higher non-substantive rating. The examination for T.A.G. 2nd Class may be taken at any time by 3rd class ratings.

T.A.Gs. 2nd Class who have satisfactorily completed the course for T.A.G. 1st Class may be rated T.A.G. 1st Class after 12 months in the 2nd class rating.

4. Advancement of T.A.Gs. in substantive and non-substantive rating under the above rules should be reported on Form S.161.

***†4927.—Instructors in Air Gunnery**

(N. 19704/43.—21 Oct. 1943.)

In order to give greater effect to instruction in air gunnery, it has been approved that a larger measure of continuity in employment shall be afforded for Telegraphist Air Gunners employed as air gunnery instructor while, at the same time, the usual

prospects of pay and advancement will not be prejudiced. Accordingly, Telegraphist Air Gunners who are qualified for and employed as air gunnery instructors will be formed into a separate section of the non-substantive branch, so that their employment and drafting can be arranged as necessary.

2. The existing titles and pay will be retained but in order that the conditions in paragraph 1 above can be maintained the addition of "G.I." (i.e. Gunnery Instructor) will be used after the title of Telegraphist Air Gunner. Men holding the ratings of T.A.G. 2nd class and T.A.G. 1st class, will be eligible for employment as instructors and they will be shown as "T.A.G. 2nd class (G.I.)" or "T.A.G. 1st class (G.I.)"

3. Although primarily employed as Air Gunnery Instructor T.A.Gs. (G.I.) will maintain their W/T efficiency and will be liable for flying duty with squadrons as required.

4. The normal qualifications for candidates for T.A.G. (G.I.) will be:—

- (a) not less than 1 year's service as T.A.G. of which 6 months must have been in a 1st line squadron;
- (b) passed for Leading Airman and recommended as fit for immediate advancement to Petty Officer, if not already so rated;
- (c) recommended as likely to make a good instructor. As regards (b), eventually the qualification will be passed for P.O. Airman, but this will not be applied until later and due notice of the change will be given.

5. Transfer to T.A.G. (G.I.) to the number required will be subject to the approval of the Commodore, R.N. Barracks, Lee-on-Solent, to whom all recommendations should be forwarded.

6. Candidates for Air Gunnery Instructor will undergo a course of training lasting about 12 weeks. On qualifying, successful candidates will be rated T.A.G. 2nd class (G.I.), and will be advanced to Acting P.O. Airman if necessary, subject to the approval referred to in paragraph 5. Non-substantive advancement to T.A.G. 1st class (G.I.) will be preceded by a course of about 8 weeks.

7. Advancement, both substantive and non-substantive, will be made under the normal conditions applied to Naval Airmen and Telegraphist Air Gunners. An outlet to Warrant rank for T.A.G. (G.I.) will be provided.

8. Telegraphist Air Gunners already employed as air gunnery instructors who apply to be permanently transferred to the new section, will, if recommended by their Commanding Officer be transferred in accordance with the general rules prescribed, being given any necessary additional instruction beforehand.

9. The new gunnery instructor section will be effective from 27th August, 1943, from which date the new conditions of service of Telegraphist Air Gunners will take effect as announced in A.F.O. 4926/43.)

(A.F.O. 4926/43.)

***4928.—Able Seamen Medically Unfit for General Service—Eligibility for Advancement to Temporary Acting Leading Seaman (N.Q.)**

(N. 13708/43.—21 Oct. 1943.)

The arrangements approved in A.F.O. 2116/43 are applicable to Able Seamen who are medically unfit for general service. Such men are therefore eligible for advancement to Temporary Acting Leading Seaman (N.Q.) within the general terms of A.F.O. 2241/43.

(A.F.Os. 2116/43 and 2241/43.)

***4929.—Acting Leading Stokers (N.Q.)—Confirmation in Rating**

(N. 25848/42.—21 Oct. 1943.)

Acting Leading Stokers who have not undergone the Leading Stoker Course, and Acting Leading Stokers (N.Q.), may be confirmed as Leading Stoker (Temporary) (N.Q.), if satisfactory, on completion of three years in the Acting Leading rate.

(C.A.F.O. 149/41.)

4930.—Ratings Holding "Acting" Rates—Progressive Pay

(N. 11905/43.—21 Oct. 1943.)

With reference to paragraph 2 of A.F.O. 1796/43, progressive pay may be granted, under the conditions stated below, to the following categories of ratings holding "acting" rates while employed on special duties where no provision exists for confirmation of the "acting" rate held:—

- (a) D.E.M.S. Naval ratings and R.M. ranks holding the rate of Acting A.B. or one of the D.E.M.S. Temporary and Acting rates or ranks under A.F.O. 4485/41.
- (b) Combined Operations ratings advanced to Temporary Acting Leading Seaman or to Temporary Acting P.O. under the authority of Admiralty letter N.10370/41 of 8th July, 1941, and C.A.F.O. 1631/42.
- (c) Ratings advanced to Temporary Acting Leading Seaman within the Coastal Forces, under the authority of C.A.F.O. 187/42, paragraph 1 (b).
- (d) Physical Training Instructors (H.O.) specially entered under the conditions laid down in Admiralty letter N.14111/39 of 9th February, 1940.

2. The eligibility of the above categories for the grant of progressive pay is to be determined as follows:—

- (a) *Acting A.B.*—3 and 6 years' man's time calculated in accordance with K.R. & A.I., Appendix XVII, Part 1, paragraphs 6-8.
- (b) *Other Temporary Acting Rates and Ranks.*—3 years' (and when appropriate, 6 years') service in the "acting" rate held, in accordance with the relevant sections of K.R. & A.I., Appendix XVII, Part 1, appropriate to general service ratings.

As these concessions apply only so long as the "acting" rate is held on the special duties, any progressive pay allowed under this authority must cease when the "acting" rate on the special duties is no longer held, e.g., when a rating reverts to general service.

3. When progressive pay is granted or withdrawn under the foregoing rules, a reference to this A.F.O. is to be inserted in the discharge column of the man's Service Certificate, thus:—"Progressive Pay (A.F.O. 4930/43) as(rating)..... commenced (date) ceased (date)." In the event of a similar "acting" rate being held later in general service and subsequently confirmed, any arrears of progressive pay payable in accordance with the Note to K.R., Appendix XVII, Part 1, paragraph 4, must not be ante-dated to a date earlier than date of reversion to general service.

(K.R. & A.I., Appendix XVII.)

(C.A.F.Os. 187/42 and 1631/42, A.F.Os. 4485/41 and 1796/43.)

***4931.—Professional Examination for Accelerated Advancement to Ordinary Seaman, Ordinary Signaller and Ordinary Telegraphist**

(N. 15186/43.—21 Oct. 1943.)

As a war-time measure, Seaman and Communication Boys may in future take the professional examination for accelerated advancement in the training establishment while awaiting draft to sea, subject, as regards Communication Boys, to the qualifications given in Signal Training Instructions, Articles 37 (b) and 45 (b), and with the exception, in the case of Seaman Boys, of Section IX of the syllabus laid down in K.R. & A.I., Appendix XII, Part 22 (Duties in Part of the Ship). The necessary notation is to be made on the service certificates of successful Seaman Boys, who will then be required to pass in Section IX at sea.

2. Accelerated advancement to the "Ordinary" rate will not be granted until Boys are recommended from sea; it will then be awarded as from the date of attaining the age of 17½ years.

(K.R. & A.I. Appendix XII, Part 22, and Signal Training Instructions.)

***4932.—Advancement in the Mechanic Branches—Very Good Conduct Qualification**

(N. 7316/43.—21 Oct. 1943.)

With reference to K.R. & A.I., Article 409, it has been decided that the Very Good conduct qualification for advancement from E.R.M. 5th Class, O.M. 5th Class and E.M. 5th Class to the 4th Class is to be the same as for Artificer, Shipwright and Artisan 5th Class to Acting 4th Class rates, i.e., six months.

(K.R. & A.I., Article 409.)

Q. No. 1974/45 ***4933.—Special Repair Ratings (D)—Advancement**

(N. 23662/43.—21 Oct. 1943.)

With reference to paragraph 4(8), sub-paragraphs (i), (iii) and (v), of A.F.O. 4412/43, it is not the intention that men should be entered direct as Leading Stoker, Petty Officer Wireman or Leading Wireman. They are to be entered in the basic rating in the normal way and advanced on the following day.

(A.F.O. 4412/43.)

***4934.—Navigator's Yeoman—Recommendations**

(N. 26987/42.—21 Oct. 1943.)

Names of volunteers who are recommended for Navigator's Yeoman should be forwarded on Forms S.-1303 (countersigned by a qualified "N" Officer) to the Commodores of the depots through the Captain, H.M.S. "Dryad," to arrive not later than 30th November, 1943.

2. As the number required is small, recommendations should be confined to those H.O. ratings who are considered particularly suitable.

(A.F.O. 4167/43.)

4935.—Naval and W.R.N.S. Ratings of Naval Air Categories—Drafting

(N. 21232/43.—21 Oct. 1943.)

The drafting of Naval and W.R.N.S. ratings of Naval Air categories is carried out by Commodore, R.N. Barracks, Lee-on-Solent, for all requirements both at home and for overseas. He is generally responsible to Flag Officer Naval Air Stations for the execution of this duty in the same way that Commodores of the General Depots are responsible to their respective Commanders-in-Chief (vide paragraph 1 of Drafting Regulations, B.R.14/1938).

2. Item (iii) of paragraph 5 of C.A.F.O. 248/43 is to be cancelled.

(C.A.F.O. 248/43.)

4936.—Royal Marines—Institution of A.A. Non-Substantive Rates

(N. 29086/42.—21 Oct. 1943.)

It has been decided to institute A.A. non-substantive rates for Royal Marines and subsequently to allocate one-quarter of the close-range armament in ships carrying Royal Marine detachments to the Royal Marines.

2. This alteration in quarter-bills and complements will be effected when these are revised to provide for the institution of R.C.R. and P.C. ratings.

3. The training of Royal Marines as A.A. ratings will commence forthwith, and, as an interim measure pending action as in paragraphs 1 and 2 above, authority is given for these men to be borne in the ships affected in lieu of a proportion of the Seaman A.A. ratings at present allowed.

4937.—Allotments by Ratings—Restoration after Suspension or Reduction on Account of Punishment, Debt, etc.

(N. 24759/43.—21 Oct. 1943.)

Increasing concern is being occasioned by the number of cases of failure to carry out the rules which were promulgated in A.F.O. 2977/42 with a view to securing the early resumption of a ratings allotment to a dependent which had been reduced or stopped as a result of punishment, debt, etc.

2. Such failures not only cause hardship to the dependent but give rise to criticisms of naval administration which are difficult to meet.

3. An amendment to K.R. & A.I., Article 1756, 3 (g), incorporating the rules given in A.F.O. 2977/42 will shortly be issued and Commanding Officers are enjoined to take special steps to ensure that all concerned are fully aware of and strictly observe the prescribed procedure.

(A.F.O. 2977/42.)

4938.—Summary Punishment of D.E.M.S. Personnel

(N.L./T.D./D.E.M.S. 1306/43.—21 Oct. 1943.)

When a D.E.M.S. rating is alleged to have committed an offence under the Naval Discipline Act, the complaint is to be investigated by the D.E.M.S. Staff Officer of the port, and if in his opinion the case is one for further hearing or punishment the rating should normally be transferred nominally to the books of the nearest base ship to be dealt with by the Commanding Officer of that ship, the D.E.M.S. Staff Officer attending the investigation together with such witnesses as may be necessary. At ports at Home the rating's service certificate and conduct sheet should be obtained from H.M.S. "President III", on whose books all D.E.M.S. Officers and ratings are borne. After the Commanding Officer's decision has been made known, the offender should be discharged from the books of the base ship.

2. In certain circumstances, e.g., at a port where it is not practicable for the matter to be dealt with by the Commanding Officer of one of H.M. ships, it may be desirable for the D.E.M.S. Staff Officer himself to investigate cases and punish offenders. This he is empowered to do, in accordance with Article 535, Clause 3, King's Regulations and Admiralty Instructions, as the officer in immediate command of men on detached service.

3. The question whether or not offences generally, or any particular offence, should be dealt with by the D.E.M.S. Staff Officer as the officer in immediate command, or by the Commanding Officer of the base ship on the rating being transferred to her books, is a matter to be decided locally by the Flag Officer-in-Charge or Naval Officer-in-Charge of the port concerned according to the arrangements which he considers to be most suitable for his port or area.

4. D.E.M.S. ratings, when embarked, sign on Ships' Articles and are subject to the Merchant Shipping Act. They may be punished either by the Master under this Act, or by a Naval Officer under the Naval Discipline Act. They cannot be punished under both. Masters of merchant ships usually prefer that Naval offenders should be dealt with under the Naval Discipline Act.

5. When dealing with D.E.M.S. offenders, the officer awarding punishment should bear in mind that the D.E.M.S. service is necessarily of a detached nature, that the men are specially trained for service in Defensively Equipped Merchant Ships, and that the following punishments are not suitable where the offender is considered fit for further detached service in the D.E.M.S. :—

- (a) Punishments which involve a character assessment below "Good" (see drafting Regulations, Article 12, Clause 3—A.F.O. P.350/42).
- (b) Those which involve prolonged Naval supervision while under punishment (e.g. reduction to the Second Class for conduct and/or leave).
- (c) Suspended sentences.

6. When punishment is awarded by the Commanding Officer of one of H.M. ships, the D.E.M.S. Staff Officer should be consulted regarding the offender's suitability or otherwise for further service in the D.E.M.S. In cases of doubt reference may be made to the Director of Trade Division, Admiralty, giving brief particulars of the offence.

7. D.E.M.S. ratings awarded any of the punishments in paragraph 5 will normally be reverted to General Service. Such punishments should therefore be awarded only when loss of training and experience in D.E.M.S. service etc., is considered to be justified.

8. Reports of offences and punishments.—Particulars of all offences and punishments of D.E.M.S. personnel are to be reported as soon as possible to the Director of Trade Division, Admiralty, with a recommendation in serious cases whether or not the offender is to be retained for further service in D.E.M.S.

9. D.E.M.S. Serial Orders contain details of the information required and of the method of furnishing it. Where punishments are awarded by officers other than a D.E.M.S. Staff Officer, it is recommended that the latter (if one is present) shall be responsible for originating the report on information supplied to him by the officer awarding punishment.

Where no D.E.M.S. Staff Officer is present, the officer dealing with the offender is to report immediately in writing to the Director of Trade Division, Admiralty, full details of the offence and punishment awarded, the number and date of the punishment warrant (if applicable) and the disposal of the offender.

10. *Disposal of punishment warrants* :—

(a) *Where punishment is awarded by D.E.M.S. Staff Officer, as the officer in immediate command of men on detached service (K.R. & A.I., Article 535, Clause 3.)*

After approval and completion, warrants are to be forwarded *unnumbered* to the Accountant Officer, H.M.S. "President III", Dedworth Manor, Windsor.

(b) *Where offender is transferred nominally to the books of one of H.M. ships and is dealt with by the Commanding Officer of that ship.*

Warrants are to be numbered and included in the series of the ship concerned.

11. *Personnel of the Maritime R.A. Regiments.*—Army ranks of the Maritime R.A. Regiments are signed on ships' articles, but serve under the Army Act. On representation by the Master, offenders are dealt with by the military authorities.

(A.F.O. 505/40 is cancelled.)

4939.—Canadians Serving in the Royal Navy—Facilities for Cashing Service Cheques, Bankers' Drafts, etc.

(D.N.A. 13812/43.—21 Oct. 1943.)

Accountant Officers of H.M. ships and Naval Establishments are authorised to cash for personnel of Canadian origin serving with the Royal Navy :—

(a) Dollar cheques drawn on the Receiver-General of Canada by Canadian Government Departments. (Accountant Officers are to ensure before encashment that each cheque is correctly endorsed in accordance with the details shown on the face of the cheque and a further endorsement is to be added by the payee as follows :—"For deposit to credit of Receiver-General of Canada".)

A special rate of exchange is to be used for these encashments, viz., \$4.47 = £1.

(b) Cheques drawn in sterling on the Bank of Montreal, London, by the Canadian Treasury Office in the United Kingdom.

(c) Bankers' drafts drawn in sterling on a recognised British bank.

(d) Bankers' drafts drawn in sterling on the London office of one of the following banks :—

Bank of Montreal
Royal Bank of Canada
Canadian Bank of Commerce
Bank of Nova Scotia
Dominion Bank of Canada
Imperial Bank of Canada
Bank of Toronto
Barclays Bank (Canada).

(e) Money Orders drawn in sterling on the London offices of the Canadian National Express Company and the Canadian Pacific Express Company.

2. Dollar cheques cashed under paragraph 1 (a) are invariably to be forwarded to the Director of Navy Accounts for clearance. Cheques and bankers' drafts cashed in accordance with paragraphs 1 (b) to (e) inclusive are to be negotiated through the Service Banking Account where an Accountant Officer has that facility; otherwise they are to be forwarded to the Director of Navy Accounts in the manner indicated in A.F.O. 5505/42.

3. This authority does *not* apply to private cheques.

(A.F.O. 5505/42.)

A.F.O.

3120/45

***4940.—W.R.N.S. Ratings in Specialised Categories—Spare Time Training for Other Categories Not Permissible**

(N. 15964/43.—21 Oct. 1943.)

Instances are occurring of W.R.N.S. ratings in specialised categories endeavouring to train themselves in their spare time for other specialised work in anticipation of obtaining approval for a change of category.

2. In this connection, attention is drawn to A.F.O. 1179/43, paragraph 1. This practice should be discouraged, as only in exceptional circumstances and when transfer would be in the best interests of the Service can change of specialised category be entertained.

3. As an exception to the above general rule, prospective transferees to the Quarters Assistant, Administrative and Mess Caterer categories may be given a short period of preliminary training in order that an opinion may be formed of their suitability for the category concerned. Transfers to these categories will not, however, generally be permitted after personnel have reached the rating of P.O. Wren.

(A.F.O. 1179/43.)

4941.—W.R.N.S.—Radio Mechanics—Conditions of Service

(N. 15231/43.—21 Oct. 1943.)

With reference to A.F.O. 2214/42, the following rules will apply for advancement of W.R.N.S. Radio Mechanics.

2. On satisfactorily completing specialised training in a Service establishment, a rating will be awarded the higher specialised rate of pay as Wren (AWM) or (ARM), as appropriate, and, if recommended, advanced to Leading Wren (AWM) or (ARM) the next day.

3. After a year as Leading rate, advancement to the confirmed rating of Petty Officer Wren (AWM) or (ARM) may be made by the Commanding Officer if satisfied that the rating is suitable for Petty Officer rate. Recommendation for advancement should be initiated by the W.R.N.S. Unit Officer, vide A.F.O. 4864/42, paragraph 9.

4. Chief Wren Radio Mechanics will be trained in both Air Radar and Air W/T, and will therefore have the qualifying initials (ACM) after their rate. Advancements to Chief Wren (ACM) will be made in vacancies from roster with a service qualification of three years in the Petty Officer rating and qualifications in accordance with A.F.O. 126/43, paragraph (b).

5. In the case of any W.R.N.S. Radio Mechanic employed outside the Fleet Air Arm, separate arrangements will be made and announced in due course.

6. The provisions of this Order are retrospective as from 1st January, 1943.

7. A.F.O. 1901/43 is to be amplified by the insertion of the initials (AWM) and (ARM) after "Radio Mechanic".

(A.F.Os. 2214/42, 4864/42, 126/43 and 1901/43.)

(A.F.O. 2131/43 is cancelled.)

4942.—W.R.N.S.—Ship Mechanics (L.C.)—Conditions of Service

(N. 20778/43.—21 Oct. 1943.)

A new specialised W.R.N.S. category of Ship Mechanic (L.C.) with the following conditions of service has been introduced.

2. W.R.N.S. ratings in this category will be employed, at Combined Operations bases only, on work similar to that carried out by male Ship Mechanics (L.C.).

3. *Training.*—After general and disciplinary training at a W.R.N.S. Central Training Establishment, a course of technical training lasting 18 weeks is undergone at the Government Training Centre, Slough.

4. *Pay* will be as laid down in A.F.O. 1180/43, paragraphs 5 (a) and 6.

5. *Advancement.*—Advancement to Leading Rate will not be by roster but subject to recommendation, W.R.N.S. Ship Mechanics (L.C.) will be advanced to leading rate six months after satisfactory completion of training.

6. Advancement to Petty Officer rate will be by roster, and provision for P.O. rates will be made, in due course, in proportion of about 1 P.O. in each four W.R.N.S. Ship Mechanic (L.C.) ratings borne.

7. The Appendix to A.F.O. 1901/43 is to be amended as follows:—

<i>Add</i> :—	Column 1	...	...	Ship Mechanic (L.C.).
	Column 2	...	...	Mobile.
	Column 3	...	...	No.
	Column 4	...	...	18 weeks.
	Column 5	...	...	Portsmouth.

(A.F.Os. 1180/43 and 1901/43.)

4943.—Post War Credit of Wages—Premature Payments

(D.N.A. 16149/43.—21 Oct. 1943.)

A number of instances of the premature payment of Post War Credit of Wages to personnel discharged for causes other than death or invaliding have come to notice, and attention is drawn to paragraph 3 of A.F.O. 2212/42 and the preamble of A.F.O. 5387/42.

2. In the case of personnel discharged for any cause other than death or invaliding Post War Credit of Wages should not be paid, and it is unnecessary to enter the amount of the Credit in the ledger.

3. Cases in which Post War Credit of Wages has been prematurely paid should be reported to the Director of Navy Accounts (Branch 3).

(A.F.Os. 2212/42 and 5387/42.)

*4944.—Leave

(M.N. 18428/43.—21 Oct. 1943.)

The question of the grant of leave to officers and men is one which constantly engages the attention of Their Lordships. Rigid rules cannot be laid down, but the instructions which follow form a general guide to administrative authorities.

2. *Seagoing ships.*—(a) Ships based on and regularly working from ports in the United Kingdom.—Subject to the war-time exigencies of the Service a minimum of 14 days' leave a year should be given to seagoing ships permanently based in home water. Leave is not to be restricted by any maximum when circumstances allow of more being given, and as much leave should be granted as conditions permit, subject to the proviso at (d).

(b) Home Fleet ships and other ships which may be employed at home or abroad.—When in home waters leave will be given as and when circumstances permit, with no restriction on the number of days that may be granted in any one year, subject to the proviso at (d).

(c) If operational requirements or employment away from the United Kingdom have prevented grant of leave it is the intention that officers and men shall receive leave on not less than the foreign service scale shown at (e) below as soon as opportunity arises, e.g., when a long refit in the United Kingdom becomes due, or on paying off, or on the return of individual men to depot.

(d) Where ships are due to reduce complement or pay off on conclusion of leave, leave in excess of the maxima laid down for foreign service at (e) below, is not to be granted without prior Admiralty approval.

(e) *Ships on foreign service.*—Foreign service leave will be granted on the scale of seven days' leave for each six months abroad up to a maximum of 21 days. If drafting requirements permit, an extension of foreign service leave may be granted on the scale of seven days for every additional six months abroad, but when such an extension of leave is given, personnel are to be warned before proceeding on leave that after 21 days a telegram of recall may be sent.

In the case of men who have been abroad for four years or more the maximum is to be extended to 28 days and leave in excess of 28 days, if granted, will be subject to recall.

3. *Stationary ships, shore bases and shore establishments other than training establishments.*—It is intended that leave should be given at the discretion of administrative authorities, with a minimum of 14 days a year. Leave on the full peace-time scale must not necessarily be expected. (Note.—Training establishments are dealt with separately.)

4. *Drafting leave.*—The grant of normal drafting leave is not practicable in war. A few days' leave (in no case more than seven days) should be given, if circumstances permit, prior to draft to sea-going ships or to foreign service. This leave will not normally be given if within one month of completion of a man's "periodical" leave, but this rule may be waived at the discretion of the drafting authority.

5. *Re-engaging leave* may be given when practicable, and otherwise may be deferred.

6. *Survivors' leave.*—The survivors from a ship sunk will be given 14 days' leave on return to their home port depot. This cannot be in addition to foreign service leave due, since drafting requirements make such extended leave impracticable; nevertheless, survivors should be given every possible consideration in respect of extensions of foreign service leave as mentioned in paragraph 2(e) above.

(A.F.Os. 4374/41 and 4171/43 are cancelled.)

4945.—Leave Tickets—Surrender on Expiry of Leave

(N.L. 15800/43.—21 Oct. 1943.)

Attention is drawn to the instructions relating to the surrender of leave tickets which are printed on the covers of books of Forms S.248 and S.248A, and the individual forms, on D.N.A. Form No. 822 (Leave portion), and contained in K.R. & A.I., Article 654, clause 2.

2. In order to prevent subsequent misuse, every effort is to be made to collect leave tickets on expiration of leave and to investigate the failure of ratings to hand them in.

(K.R. & A.I., Article 654.)

4946.—Leave Journeys to Orkney and Shetland Isles

(N. 28205/42.—21 Oct. 1943.)

A complaint has been received that Combined Leave and Railway Tickets are being made out to destinations in Shetland although they are not available for sea passages to or from Orkney and Shetland Isles.

2. Attention is accordingly again drawn to the instructions in A.F.O. 4263/42, paragraph 4, which direct that for leave journeys to or from the Orkney and Shetland Isles, D.N.A. Forms 811 or 822 are only to be issued to or from Thurso and Invergordon respectively. The sea passages will be arranged by the Services Embarkation Officers.

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

*4947.—R.C.N. and Reserve Ratings serving in R.N. Ships or Establishments—Leave to Return to Canada

(N. 21076/43.—21 Oct. 1943.)

The Canadian Naval Authorities are prepared to consider requests from R.C.N. and Reserve ratings who have served for at least two years in R.N. ships or establishments, to return to Canada for leave.

2. Although a rating who has completed two years' service away from Canada may apply for leave in Canada, the time when the leave is granted will depend on the needs of the service and upon the availability of passages.

3. The request should be forwarded through the usual channels to the Commanding Officer of the R.N. ship or establishment in which the rating is serving. The rating should state in his request whether he wishes to revert to R.C.N. service or return to the U.K. on completion of his leave, but service requirements may prevent the granting of every application. The Commanding Officer should forward the request, whether approved or not, with his recommendation, to H.M.C.S. "Niobe," c/o G.P.O., Greenock, Scotland.

4. If leave is approved by the Commanding Officer and H.M.C.S. "Niobe," H.M.C.S. "Niobe" will, if no R.C.N. rating is available, apply to the ship's manning depot for a relief and, on relief, the rating should be discharged to H.M.C.S. "Niobe" for passage to Canada.

5. Depending on the exigencies of the service, the period of leave will be as laid down in Canadian Naval Order 2557, viz.:—14 days for every completed 6 months' service outside Canada, plus 2 days for each complete month of such service for periods less than 6 months, with a cumulative maximum of 60 days.

4948.—Schemes of Complement—Amendment

Escort Carriers

(N. 21339/43.—21 Oct. 1943.)

The following amendment is to be made to schemes of complement:—

H.M. Escort Carriers of "Tracker" Class (Admiralty letter N/D.P.S. 304/42/M of 25th June, 1942).

H.M. Escort Carriers of "Archer" and "Avenger" Classes (Admiralty letter N/D.P.S.573/41/M of 15th November, 1941, and amended by Admiralty letter N.52/42 of 17th July, 1942).

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

H.M. Escort Carriers "Nairana" and "Campania" (Admiralty letter N.20524/42 of 2nd December, 1942).

H.M. Escort Vessel "Pretoria Castle" (Admiralty letter N.8351/42 of 20th November, 1942).

H.M.S. "Pretoria Castle," as Trials Carrier (Admiralty letter N/D.P.S.60/43/M of 17th May, 1943).

T.124 X Complement

Add: 1 Engineer's Writer.

4949.—Films—Naval Censorship (Serial No. A.143)

(T.S.D. 2361/43.—21 Oct. 1943.)

With reference to A.F.O. 4251/43, a series of short films (3-5 minutes each), on "Naval Censorship", are under production. The Serial No. under which these films will be known in the catalogue of Instructional Films listed in A.F.O. 4251/43, will be A.143.

2. The object of these films is to emphasise the need for care in letter writing, and in all forms of correspondence. They are also being designed to overcome natural dislike of any form of Censorship and to show the necessity for it, and for co-operating to make it effective.

3. Number 1 of this Censorship Series has now been completed, and will be distributed, without demand, as follows:—

No. of Copies.
35 mm. 16 mm.

(a) Home—

Command Instructional Film Libraries:—

Scapa	...	...	...	...	4	4
Glasgow	...	...	...	...	2	2
Rosyth	...	...	...	...	4	4
Liverpool	...	...	...	...	2	2
Chatham	...	...	...	...	2	2
Portsmouth	...	...	...	...	2	2
Devonport	...	...	...	...	2	2
London	...	...	...	...	1	1

No. of Copies.
35 mm. 16 mm.

(b) Abroad—

C.-in-C., Eastern Fleet	...	...	...	1	1
C.-in-C., Mediterranean	...	...	...	1	1
C.-in-C., Levant	...	...	...	1	1
C.-in-C., South Atlantic	...	...	...	1	1
S.B.N.O., Western Atlantic	...	...	...	1	1
F.O., Ceylon	...	...	...	1	1
F.O.C., West Africa	...	...	...	1	1
V.A., Malta	...	...	...	1	1
F.O.C., Gibraltar	...	...	...	1	1
F.O.C., Royal Indian Navy	...	...	...	1	1
A.C., Iceland (C)	...	...	...	1	1
F.O., East Africa	...	...	...	1	1
S.N.O., Persian Gulf	...	...	...	1	1
S.N.O., Aden	...	...	...	1	1
N.O.I.C., Trinidad	...	...	...	1	1

4. Copies will also be issued with certain recreational programmes issued by the Royal Naval Film Corporation for the use of sea-going ships not in Home Waters.

5. It is emphasised that these short films are eminently suitable for showing in recreational programmes, both in Shore Establishments and in ships, as well as in the normal programme of instructional films.

6. Application for a loan of copies of these films should be made to the authorities and libraries referred to in paragraph 3 above, in accordance with A.F.O. 4251/43.

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

4950.—Admiralty Surgeons and Agents

(C.E. 11405/43; C.E. 13497/43; C.E. 13985/43.—21 Oct. 1943.)

The undermentioned appointments as Admiralty Surgeons and Agents have been approved:—

Place	Name	Address	Remarks
Whitby, Yorks.	Mr. H. O. Lyne, M.R.C.S., L.R.C.P.	22, Bagdale, Whitby, Yorks.	<i>vice</i> Mr. J. A. Fraser.
Penclawdd and Gowerton.	Mr. Morgan Owen, M.R.C.S., L.R.C.P.	"Dolycoed", Gowerton, Glam.	—
Sidecup ...	Mr. S. S. Morton Wood, M.R.C.S., L.R.C.P.	"Southbank", 73, Station Road, Sidecup, Kent. (Telephone: Footscray 2198.)	<i>vice</i> Mr. H. H. Jenkins.
Marsden ...	Mr. G. R. Aspinwall, L.M.S.S.A.	Ingfield House, Marsden, near Huddersfield.	—
Bootle & Gosforth	Mr. J. M. Norman, M.B., Ch.B.	Haverigg, Gosforth, Northumberland.	—

4951.—Jamaica—Appointment of Captain-General and Governor-in-Chief

(M. 2794/43.—21 Oct. 1943.)

Sir John Huggins, K.C.M.G., M.C. has been appointed Captain-General and Governor-in-Chief of Jamaica as from 29th September, 1943.

4952.—Radio Improvement Funds—Introduction

(N. 5257/43.—21 Oct. 1943.)

With reference to K.R. & A.I., Article 1527, clauses 9 and 12, and Appendix VII, Part 4, it has been decided to introduce funds for Air W/T and Radar improvements and to combine these with the existing W/T Improvement Funds under the general title "Radio Improvement Funds".

2. Grants to these funds are only available to ships where a qualified Signal Officer or Air Signal Officer is borne and to Flag Officers' Commands on shore in which a fully qualified Signal Officer or Air Signal Officer is borne on the Staff.

3. The funds are to be administered by the qualified Signal or Air Signal Officer, the money being employed chiefly in connection with radio experiments, for the purchase of small condensers, inductances etc., and accounted for as laid down in K.R. & A.I. Article 1527, clause 12.

4. The annual amounts allocated are as follows:—

	£	s.	d.
(1) Heavy Ship Flagship	24	0	0
(2) Fleet Carriers	12	0	0
(3) Escort Carriers	6	0	0
(4) Cruiser Flagship	12	0	0
(5) Flagship of each R.A. (D) or Commodore (D)	14	0	0
(6) Each Captain (D)	20	0	0
(7) Commanders-in-Chief Commands ashore	12	0	0
(8) Iceland (C) and Gibraltar Commands	10	0	0
(9) Minelaying Squadron	6	0	0

5. K.R. & A.I. Article 1527, clauses 9 and 12 and Appendix VII, part 4, will be amended and the amendments thereto in A.F.O. 5383/41 are superseded by this Order.

(V.A. Aircraft Carriers H.F., No. 108/V.A.A. 272, 25 Feb. 1943.)

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

(A.F.O. 5383/41.)

A.F.O.

4953.—British Legion Poppy Day, 11th November, 1943—Sale of Poppies in Fleet Shore Establishments

(N. 24470/43.—21 Oct. 1943.)

Commanding Officers of Fleet Shore Establishments may at their discretion grant facilities for British Legion helpers to offer poppy emblems for purchase by officers and men within the establishment on 11th November, 1943, any necessary arrangements being made if and when requested by local British Legion authorities.

2. It is not the intention that permission should be given for the entry of sellers of emblems into H.M. Dockyards, etc., or in sea-going ships.

*4954.—H.M.S. "Gambia"—Canteen Fund

(N. 24742/43.—21 Oct. 1943.)

(Included in Notice Board Issue only.)

*4955.—Sports—R.N. and R.M. Sports Control Board—Donation

(N.—21 Oct. 1943.)

(Included in Notice Boards Issue only.)

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

4956.—Ammunition—20 mm. Hispano H.E./Incendiary—Liability of Certain Lots to give low Order Prematures—Withdrawal—REPORT

(A.S. 12241/43 & A.S. 12641/43.—21 Oct. 1943.)

The undermentioned lots of 20-mm. Hispano H.E./Incendiary ammunition are liable to give low order prematures, and any held on board ships or at Naval Air Stations are to be returned to the nearest Naval Armament Depot, fully serviceable rounds being demanded in lieu.

The lots concerned are:—

Manufacturer.	Lot Number.	Date.
B.M.A.R. Co.	68/43	24.4.43
"	101/43	25.6.43
Swynnerton (B.A.E.)	668A/42	16.11.42
"	753A/42	25.11.42
"	792A/42	30.11.42
"	812A/42	2.12.42
"	846A/42	8.12.42
"	239/43	2.3.43

2. Naval Armament Depots should report to D.A.S. (Branch B) the quantity of these lots held or subsequently received, in order that disposal instructions may be given.

4957.—Ammunition—General—Cordite Lot Numbers—Recording

(A.S. 540/43.—21 Oct. 1943.)

As a wartime measure to reduce clerical work, the following revised procedure is authorised for recording cordite lot numbers.

2. Recording of cordite lot numbers in the Magazine Log and the rendering of Form O.130 is temporarily suspended.

3. Cordite lot numbers, in addition to the number of rounds supplied, will be shown on the issue voucher (S.1401). Explosives Accounting Officers are to continue to enter in the Cordite Record (S.1147) a complete list of all cordite received on board.

Every effort will be made by the Armament Supply Depot to forward the issue vouchers to the ship before cordite is embarked, but occasions may arise in which the issue voucher cannot be made available when cordite is supplied. In these circumstances it will be necessary for the Explosives Accounting Officer in the ship to compile a list of the cordite lot numbers embarked. This can best be done by obtaining the necessary data from the packages.

4. When ammunition is landed or placed on deposit, Cordite Portfolios are to be forwarded with the "Return Vouchers" to the Naval Armament Depot concerned. This will enable the Armament Supply Depots to check the cordite lot numbers. If it is found that any lots have been deposited that have been ordered to be withdrawn or are about to fall due for withdrawal, the Armament Supply Depot is to inform the Commanding Officer of the ship, who is to arrange for the lot to be returned to store.

5. The instructions contained on the front cover of the Cordite Portfolio (S.1431) concerning Form O.130/S.1424 are to be considered as in abeyance.

6. N.M.E.Rs. and N.C.Rs. will be amended.

4958.—Ammunition—Magazines—Stowage for Bofors Ammunition Boxes

Authorities concerned

(G. 010308/43.—21 Oct. 1943.)

The arrangement of portable horizontal battens shown on A.F.O. Diagram 292/42 (A.F.O. 5404/42) for the stowage of 2-pdr. C. 190 boxes should not be used for the stowage of boxes C. 216 or C. 219 stowing Bofors ammunition as compression and variation in size of these boxes may result in the battens not coinciding with the edges of the boxes.

2. The arrangement shown on the diagram for the stowage of Oerlikon ammunition boxes A.S.A. H.33 where the battens cross the middle of the boxes should be adopted.

(A.F.O. 5404/42.)

4959.—Guns—Q.F., 12-Pdr., 12-Cwt., Mark V and "A" Mark V—Fitting of Mark II Screw Retaining Breech Screw

(A.S. 11802/43.—21 Oct. 1943.)

The following modification is approved:—

Gun	Q.F., 12-pdr., 12-cwt., Mark V, and "A", Mark V.
Part affected	Screw, retaining, breech screw, Mark I.
Purpose	To prevent excessive longitudinal play of the breech screw on the carrier pintle.
Nature of modification	Screw, retaining, to be converted to Mark II, and Mark I block replaced by Mark II.
Drawing	Instructional Print N.O.D. 2172/74.
New parts required	Mark II blocks, breech screw retaining screw, and pins. These parts, also screws, retaining breech screws, Mark II, should be demanded from D. of A.S., Admiralty, Bath, as required.
By whom to be done	R.N. Armament Depots.
Degree of urgency	Guns in service and in store as necessary, i.e., when Mark I screw retaining breech screw wears and requires replacement.

4960.—Guns—Q.F., 40-mm. Bofors, and 0.5-in. Browning M.2, Watercooled and Aircooled Gun-Sights

(A.S. 12547/43.—21 Oct. 1943.)

Attention is drawn to A.F.O. 5046/43 in Section 6 of this issue.

(A.F.O. 5046/43.)

4961.—Guns—20-mm., Oerlikon, Marks II and U.S. IV.—Allowance of Spare Breech Pawls

(A.S./T.D./D.E.M.S. 1/43.—21 Oct. 1943.)

Breech pawls for 20-mm. Oerlikon, Mark II or U.S. IV guns, are in future to be allowed spare in the proportion of one left and one right per ship.

2. Ships carrying U.S. Mark IV equipments have been supplied with one left and one right spare breech pawls for each gun mounted. These surplus pawls should be landed at the nearest R.N. Armament Depot for distribution.

3. H.M. ships should demand breech pawls as required from R.N. Armament Depots.

4. Naval Proportion Book will be amended.

(A.F.O. 1413/43.)

4962.—Guns—0.5-in., Machine, Browning, M.2 Water-cooled and Air-cooled—Deck Guns and Aircraft Guns—Modification

(A.S/G. 011610/43.—21 Oct. 1943.)

In future, the firing pins of 0.5-in. M.2 water-cooled and air-cooled Browning machine guns, also of aircraft guns, are to be modified by forming flutes as shown in A.F.O. Diagram 211/42 and Instructional Print N.O.D. 3131/1B. The alternative of reducing the diameter of the firing pin collars to 0.438-in. is cancelled. As far as local stocks admit, R.N. Armament Depots are to utilise firing pins with fluted collars of diameter H. 0.482-in., L. 0.477-in., in preference to those with collars of 0.439-in. or 0.438-in. diameter. Where use of firing pins with 0.439-in. or 0.438-in. collars is unavoidable, the collars should not be fluted.

2. It has now been decided that firing pins and firing pin extensions must in all cases be fluted as in paragraph 1 above, irrespective of whether the guns are fitted with bolts which have vent holes.

3. Action is, therefore, to be taken in respect of modifications previously ordered as follows:—

(a) *Aircraft guns.*—All aircraft guns are to be modified in accordance with Instructional Print N.O.D. 3131/1B, dated 8 Sep. 1943, before the guns are issued to service. After modification, the rear end of the oil buffer body and breech block is to be stamped with the letter "M" and N.O.D. 3131/1B stencilled in white 1-in. block letters on the top plate at rear of gun for ready identification. Aircraft guns in service are to be examined by ships or air station staff and, if found to be unmodified, action is to be taken as follows:—

(i) *Ships in or arriving at United Kingdom ports and R.N. Air Stations at home.*—should notify Director of Armament Supply, Admiralty (Branch A), Bath, at the first opportunity, of the number of unmodified guns when arrangements for exchange of guns will be made.

(ii) *Abroad.*—Guns are to be modified at the nearest R.N. Armament Depot at the first opportunity.

(b) *Deck guns, water-cooled and air-cooled.*—Firing pins and firing pin extensions are to be modified in accordance with A.F.O. Diagram 211/42. This modification is to be done by R.N. Armament Depots before guns are issued to service whenever time admits. Unmodified guns already issued to service are to be modified when they are in hand for overhaul or repair. Other modifications shown on Instructional Print N.O.D. 3131/1B are desirable but not essential for deck guns and are to be carried out where possible.

4. R.N. Armament Depots are to ensure that spare firing pins and firing pin extensions are similarly modified as necessary.

5. Depot copies of Instructional Print N.O.D. 3131/1B are to be amended under date 8th Sep. 1943 by deleting the note "Grooves are not required on collars found reduced in diameter to 0.438-in."

(A.F.O. 2956/43 and A.F.O. Diagram 199/43 are cancelled.)

4933.—Guns—0.303-in., Lewis III and IV**

(A.S. 10666/42.—21 Oct. 1943.)

Two new marks of 0.303-in. Lewis shoulder shooting guns have been introduced into Naval service, known as guns, machine, Lewis, 0.303-in., Mark III**, and Mark IV.

2. The Mark III** gun is generally similar to the Mark I S.S., but cannot be fitted with the Mark IV A.A. sights. The Mark I S.S. is fitted with a modified Lewis butt, the Mark III** being fitted with a butt extension.

3. The Mark IV differs from the Mark III** as follows:—

(a) Return spring, Mark II; tube, spring, return; rod, spring, return; are fitted in place of the casing, pinion assembly.

(b) Retainer, tube return spring fitted.

(c) Mark III sear is fitted in place of the Mark I or II.

(d) Mark II spring, sear is fitted in place of the Mark I.

(e) Mark II body, locking pin is fitted in place of the Mark I.

(f) Mark IV guard, trigger is fitted in place of the Mark I*.

(g) Mark II butt, extension is fitted in place of the Mark I.

(h) Locking piece, barrel is fitted in place of the front, centre and rear distance pieces.

4. Spare parts issued to service with the Mark I S.S., Mark III** and the Mark IV are interchangeable with the exception of the casing, pinion, complete, and the spring, return, Mark II, and spring, sear, Mark II.

5. Plates, safety catch, may not be fitted to these guns when received, and R.N.A.D's. should fit plates, which should be demanded from D.A.S. as necessary. Guns may be issued to service without side plates in an emergency if plates are not available.

4964.—Gun Mountings—2-pdr., Marks VII, VII*P, and R.P.50, Mark VII, Safety Firing Gear

Ships and Establishments concerned

(G. 013525/43.—21 Oct. 1943.)

When 2-pdr. Mark VII mountings fitted with safety firing gear are replaced either by 2-pdr. R.P.50 Mark VII or 2-pdr. Mark VII* "P" mountings, it may be found that, owing to small variations between individual mountings in the height of the cam roller relative to the base of the mounting for any given cut-off position, the existing deck cam is unsuitable.

To avoid alterations to the deck cam, any adjustment found necessary should be made to the thickness of the washers at the top of the cam roller plunger, as shown in red on A.F.O. Diagram 313/43 (G.R. 6416).

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

4965.—Aircraft—Bombs—Bomb Aircraft, Igniting Oil, 45-lb.—Jettisoning

(G. 05808/43.—21 Oct. 1943.)

Aircraft carrying bombs I.O. 45 lb., should jettison them if not expended before landing on aircraft carriers.

2. Landing on airfields with these bombs is permissible, but is not recommended unless special circumstances prevail.

3. N.M.E.R. Art. 251 will be amended.

(N.M.E.R.)

4966.—Aircraft—Guns, Hispano, 20-mm., Marks I, II and II*—Locking of the Return Spring Guide

(A.S/G. 4906/43.—21 Oct. 1943.)

The original method of locking the Hispano 20-mm. M.G. return spring guide was accomplished by a retainer spring guide which consists of a washer fitted with a pin.

2. In order to assist manufacture a plain steel washer return spring guide, R.A.F. Reference 7G/528, which is the Mark II washer described in A.P. 1641F/C. 5-W, has been evolved and incorporated in guns.

3. After assembly the washer return spring guide, Mark II is to be bent by means of a blunt cold chisel or drift onto the flat of the back block and turned back onto one of the flats of the return spring guide hexagon.

4. Whenever the assembly has been dismantled the washer should be bent over in fresh places on re-assembly. If this is not possible a new washer must be fitted.

5. Retainers return spring guide, Ref. No. 7G/162, should continue to be used until stocks are exhausted.

4967.—Anti-Aircraft Fire Control—H.A.C.S.—G.R.U.B. Low Power Switching Modification

Ships Fitted with G.R.U.B.

(G. 014888/42.—21 Oct. 1943.)

In order to prevent failures of torque amplifiers in G.R.U.Bs. caused by operating the instrument with the main drive switched off, it has been decided to effect simultaneous switching of the low power supplies to:—

(i) Constant speed motor in G.R.U.B.,

(ii) Target speed (Spotting Correction) transmitter in director,

(iii) Presentation (Spotting Correction) transmitter in director,

as follows:—

(a) Fit a 4-pole switch, Pattern 5605, to provide double pole switching for (i) and single pole switching for (ii) and (iii).

(b) Where (i), (ii) and (iii) are all wired to the G.R.U.B. via the same junction box.

Fit cable, Pattern 2524D, containing + - + - constant speed motor, + . + . Target speed (Spotting Correction) and + . + . Presentation (Spotting Correction) between this junction box and the switch at (a).

Where (i) is wired direct from the fuze panels to the G.R.U.B. and (ii) and (iii) are in one junction box.

Divert the twin cable, containing + . - . Constant speed motor, between the fuze panels and the G.R.U.B. via the switch at (a).

Fit cable, Pattern 2522D, containing + . + . Target speed (Spotting Correction) and + . + . Presentation (Spotting Correction) between the junction box and the switch at (a).

Where (i) is wired direct from the fuze panels to the G.R.U.B. and (ii) and (iii) are in separate junction boxes.

Divert the twin cable, containing + . - . Constant speed motor, between the fuze panels and the G.R.U.B. via the switch at (a).

Fit cable, Pattern 2520D, between each junction box and the switch at (a) one to contain + . + . Presentation (Spotting Correction) and the other + . + . Target speed (Spotting Correction). Junction box connections to be suitably arranged.

(c) Cut out of the circuit the switch to the main drive motor already incorporated in the G.R.U.B.

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

4968.—Armament Stores—0.303-in. Vickers G.O.—Tensioning Plates—Fitting—As. and As.

Coastal Force Craft.

(G. 4148/43.—21 Oct. 1943.)

0.303-in. Vickers G.O. tensioning plates are to be fitted in Coastal Force craft in the following positions:—

"A" Type Fairmiles, "B" type M.L. and R.M.Ls.—One in the magazine and one on the lid of the firework locker.

"C" Type M.G.B.—As for "B" Type M.L.

"D" Type Fairmiles.—Outside at the extreme corners of the bridge fixed to the structure below the level of the bridge back plating.

M.G.B. "502," "503" and "509."—On the after end of the bridge, one to port and one to starboard.

71-ft. 6-in. M.G.Bs. "74" to "81" and "107" to "138" (ex "123").—One on the lid of either of the 2-pdr. stowage tanks, and one on a bracket on the superstructure.

M.T.Bs. under 100-ft., not 71-ft. 6-in. or 73-ft.—Two to be fitted on the upper deck in the vicinity of the gun mountings and the ready-use buckets

H.D.M.Ls.—One only on sliding cover of engine-room hatch on centre line.

S.G.Bs.—One on lid of firework tank P. One on lid of locker on upper deck under gun position S. One on side of boiler room casing P. and S. abreast fore end of torpedo tube.

M.A./S.Bs.—One P. and S. secured to superstructure in vicinity of gun mountings.

M.G.Bs under 100-ft. (not 71-ft. 6-in.)—As for M.A./S.Bs.

2. All tensioning plates fitted in positions exposed to the weather are to be provided with canvas covers and with arrangements for securing the cover in position. When fitted on the lid of the firework locker the cover should be designed to cover the tensioning plate and the locker.

3. An A. and A. item has been raised to cover the work involved. The work is to be carried out by base staffs.

(C.A.F.O. 1139/43.)

4969.—Armament Stores—Helmets, Steel (R.A.C.), Mark I—Introduction

Coastal Force Craft

(A.S./G. 6877/42.—21 Oct. 1943.)

Helmets, Steel (R.A.C.), Mark I, are hereby introduced into the naval service for issue to Officers and Upper Deck Ratings only of Coastal Force Craft.

2. The helmets are expected to become available shortly, and will be supplied in the usual sizes, viz., 6½ by ¾ by 7¾.

3. Demands should be made on the nearest R.N. Armament Depot or O.C.A.S.

4. When the new type helmet is received the present service pattern steel helmet (now known as No. 1, Mark I) in possession of the Officers and Ratings referred to above is to be surrendered and returned to the nearest R.N. Armament Depot or O.C.A.S.

5. The order of priority of issue is to be as follows:—

(a) Gun Layers (and trainers where applicable) in:—

- (i) S.G.Bs. in service.
- (ii) "D" type M.G.Bs. (Fairmile) in service and new construction.
- (iii) "D" type M.T.Bs. (Fairmile) in service and new construction.
- (iv) 71 ft. 6 in. M.G.Bs in service and new construction.
- (v) M.T.Bs (non-Fairmile) in service and new construction.
- (vi) "C" type M.G.Bs (Fairmile) in service.
- (vii) M.G.Bs (not 71 ft. 6 in. or Fairmile) in service.
- (viii) M.A./S.Bs in service.
- (ix) R.M.Ls in service and new construction.
- (x) "B" type M.Ls in service and new construction.
- (xi) "A" type M.Ls in service.

(b) Remainder of personnel affected in vessels in (a) above in similar priority.

6. The helmets are to be accounted for in accordance with paragraph 5 of A.F.O. 2634/42.

(A.F.O. 2634/42.)

4970.—Stores for Use of Ordnance Artificers (O)

(N.S. 30717/43.—21 Oct. 1943.)

The stores shown in the Appendix to this Order are to be allowed to ships and establishments where Ordnance Artificers (Optical) are borne, in addition to the tools and appliances already authorised by A.F.O. 154/43, paragraph 2, of which indicates the appropriate classification for allowance to each of the services at present concerned.

2. The classification for allowance to H.M.S. "Philoctetes" has, however, been changed from "B" to "C", and quantities in accordance with the revised allowances of items detailed in A.F.O. 154/43 have been demanded by the ship.

3. Local purchase of the total quantities of all the stores shown in the Appendix should be arranged by the Superintending Naval Store Officer, Mersey Area, and distribution made, without demand, direct to services concerned except as follows:—

Stores to be forwarded to Yards for retention until required.

ARTIFEX	...	...	...	...	Devonport
AUSONIA	...	...	...	...	Portsmouth
MONTCLARE	...	...	...	...	Portsmouth
WESTERLAND	...	...	...	...	Chatham

4. B.R. 323—Establishment of Naval Stores for Gunnery Purposes—will be amended.

APPENDIX

Description	Denom. of quantity	Classification for allowances			Supplied by
		A	B	C	
<i>Permanent</i>					
<i>B.11</i>					
Hand chasing tools for following threads per in.: 20, 22, 24, 26, 28, 30, 32, 36, 40, 48, 50 and 60 (1 of each, inside and outside).	sets	1	1	1	
<i>Consumable</i>					
<i>B.10</i>					
Screws (Grub), 10BA × ¾-in., steel (plated).	gross	1	1	2	} Guest, Keen & Nettlefold, Heath Street, Birmingham.
Screws (Grub), 10BA × ¾-in., brass	gross	1	1	2	
Screws, cheese head, 4BA × ½-in., steel (plated).	gross	½	½	1	
Screws, cheese head, 4BA × ½-in., brass.	gross	½	½	1	
Screws, cheese head, 6BA × ½-in., steel (plated).	gross	½	½	1	
Screws, cheese head, 6BA × ½-in., brass.	gross	½	½	1	
Screws, cheese head, 8BA × ½-in., steel (plated).	gross	½	½	1	
Screws, cheese head, 8BA × ½-in., brass.	gross	½	½	1	
Screws, countersunk head, 4BA × ½-in., steel (plated).	gross	½	½	1	
Screws, countersunk head, 4BA × ½-in., brass.	gross	½	½	1	
Screws, countersunk head, 6BA × ½-in., steel (plated).	gross	½	½	1	
Screws, countersunk head, 6BA × ½-in., brass.	gross	½	½	1	
Screws, countersunk head, 8BA × ½-in., steel (plated).	gross	½	½	1	
Screws, countersunk head, 8BA × ½-in., brass.	gross	½	½	1	
Rubber washers (assorted) as used in Ottways pattern telescopes.	gross	1	1	2	Ottways, Ltd.
Cork sheets, 4-in. × 4-in. × ⅛-in.	doz.	2	4	6	} Messrs. Barr & Stroud.
Cork sheets, 4-in. × 4-in. × ⅜-in.	doz.	2	4	6	
<i>E.7</i>					
Cellulose paint—Hurleys Standard Dead Black.	2-lb. tins	1	2	3	} Anglo-American Varnish Co., Slough.
Nobel enamel, S.1645 (grey)	2-lb. tins	1	2	3	
Nobel thinners, T.6049	2-lb. tins	1	2	3	
Belco green, 584/5146	2-lb. tins	1	2	3	} I.C.I. Paints, Slough.
<i>E.8</i>					
Eye-piece grease (for focussing cells)	1-lb. tins	1	2	3	Sandeman Bros., Ltd., Rush Hill Oil Works, Glasgow.

APPENDIX—contd.

Description	Denom. of quantity	Classification for allowances			Supplied by
		A	B	C	
<i>E.12</i>					
Quills (used in process of cleaning)	doz.	2	4	6	Messrs. Barr & Stroud.
<i>F.1C</i>					
Graticule wire, 0.001-in. diam. ...	feet	50	100	150	Ross, Ltd.
Assorted items used in Pattern 1900 series binoculars. (Symbols from Messrs. Barr & Stroud list):—					
41069 Washer	doz.	2	4	6	Messrs. Barr & Stroud, Anniesland, Glasgow.
41068 Screw	doz.	2	4	6	
41101 Spring	doz.	2	4	6	
15058 Screw	doz.	2	4	6	
15077 Washer	doz.	2	4	6	
25013 Pinion	doz.	1	2	3	
25039 Grub screw	doz.	2	4	6	
25040 Screw	doz.	2	4	6	
25062 Screw	doz.	2	4	6	
31013 Packing	doz.	2	4	6	
31027 Washer	doz.	2	4	6	
42031 Washer	doz.	2	4	6	
42033 Spring	doz.	2	4	6	
30104 Screw	doz.	2	4	6	
41109 Grub screw	doz.	2	4	6	
— $\frac{1}{8}$ -in. diam. dowel pins ...	doz.	2	4	6	

(A.F.Os. 153/43 and 154/43.)

4971.—Torpedoes—18-in., Marks XII—XV—Gagging of H.V. during 20 lbs./sq. in. Test of Balance Chamber
(T. 09389/43.—21 Oct. 1943.)

The clamping plate, St. No. 11795, introduced by C.A.F.O. 2145/43, prevents the adapter and blank, St. No. T.271, relieving the H.V. disc of any of the pressure imposed on it during the 20 lbs./sq. in. test of the balance chamber.

2. Preliminary trials indicate that the H.V. disc will not be damaged by the application of 20 lbs./sq. in. because of the support afforded to it by the clamping plate.

3. The separate 10 lbs./sq. in. test with H.V. ungagged and the use of adapter and blank, St. No. 271, should be discontinued on torpedoes fitted with clamping plates, St. No. 11795.

4. Until more experience has been gained, however, a careful watch should be kept for any signs of damage or deterioration of H.V. discs.

(C.A.F.O. 2145/43.)

4972.—Torpedo Tubes and Equipment—Trials of

Coastal Force Torpedo Craft

(T.02522/43.—21 Oct. 1943.)

The following amendment is to be made to A.F.O. 1669/42:—

At end of paragraph 2. *Add*:—

“*Note*.—Instructions regarding torpedo equipment trials of commissioned M.G.Bs. converted to M.T.Bs. on being fitted with torpedo tubes are given in A.F.O. 4973/43”.

(A.F.Os. 1669/42, 5016/42, 5017/42, 1213/43, and 4973/43.)

4973.—Mounting Torpedo Tubes—Arrangements for Conversion, Alignment and Torpedo Equipment Trials

(M.T.Bs. (ex M.G.Bs. in Commission))

(T. 02522/43.—21 Oct. 1943.)

General Procedure

M.T.Bs (ex M.G.Bs.) in commission which are ordered to mount torpedo tubes will be allocated to a refitting yard where the work of fitting the tubes and firing gear will be carried out, followed by an alignment of sights and tubes.

2. The M.T.B. will then proceed to her flotilla base where a torpedo equipment trial will be carried out on her.

Maintenance and Installation of Tubes and Sights

3. The torpedo tube builder is responsible that the tubes and fittings are put in a state of preservation before despatch to the refitting yard and that they are adequately protected against damage during transit to the refitting yard.

4. It is the responsibility of the refitting yard, under the direction of the Emergency Repair Overseer, that the torpedo tubes and fittings are thereafter maintained in efficient working condition until taken over by the ship's officers.

5. The Emergency Repair Overseer is responsible for fitting the tube bearers, sights, exactor firing gear, and torpedo handling equipment. The sights are to be demanded from S.N.S.O., Portsmouth, and are to be in place for the alignment test by H.M.S. “Vernon” (see paragraph 7).

6. The Emergency Repair Overseer is responsible for mounting the tubes.

Alignment of Tubes and Sights

7. Arrangements for alignment of tubes and sights by H.M.S. “Vernon” are to be made by the Emergency Repair Overseer as directed in B.R. 633(1), page 18.

Torpedo Equipment Trials

8. *Initiation of trials*.—Trials are to be initiated by the Commanding Officer of the Coastal Force Base to which the M.T.B. is attached, the date of the trial being fixed after consultation with H.M.S. “Vernon” (N.T.S.) or H.M.S. “Vernon” (S.T.S.) (see B.R. 633(1), paragraph 43 and War Modification No. 1).

9. The Commanding Officer of the coastal force base is to arrange for representatives of the tube builder to carry out an examination of torpedo tubes and fittings of the M.T.B. at the base within a period of 6 days prior to the date of the equipment trial and to attend at this trial.

10. *Provision of men, torpedoes and stores for the trial*.—The Commanding Officer of the coastal force base is to arrange for the provision, from base outfit, of the torpedoes and stores required for the trial and for the men required for preparing, handling and recovering torpedoes.

11. Not less than one torpedo should be provided for each pair of tubes under trial and, where conditions for recovery and reparation of torpedoes are difficult, it may be necessary to provide one torpedo per tube in order to ensure completion of the trial within the allotted period.

12. Impulse charges of the appropriate nature should be made available at the rate of two per tube under trial.

13. Other stores and tools required for the trial are indicated in B.R. 633(1), pages 14–16.

14. *Conduct and report of the trial*.—The trial, which will last one day, will be conducted and reported by H.M.S. “Vernon” (N.T.S.) or (S.T.S.) on the general lines laid down in B.R. 633(1).

15. *Clearance of defects found during the trial*.—The Commanding Officer of the coastal force base is to arrange for clearance of any outstanding items shown on the equipment trial report.

(A.F.O. 1669/42.)

4974.—Minesweeping Cutters—Modification

(T. 2464/43.—21 Oct. 1943.)

Due to the hardness of the cutter frames, difficulty has been experienced in carrying out the modification referred to in C.A.F.O. 1254/43, paragraph 6.

2. The following method has been found to be satisfactory in overcoming this difficulty, the channel being softened without softening the teeth of the cutter:—

- (i) Remove the end blades, rudder, snatch plate and spring.
- (ii) Place a bar through the jaws of the cutter and immerse the jaws in a bucket of water, leaving the channel exposed.
- (iii) Soften the channel and the snatch plate by heating to a cherry red with an oxy-gas or other flame.
- (iv) Machine the channel to 0.86-in. width and the snatch plate to give a depth of channel of 0.86-in. It is not necessary to re-harden the channel and snatch plate.
- (v) Re-assemble the end blades, rudder, snatch-plate and spring.

(A.S. Malta's 211535/Aug.)

(C.A.F.O. 1254/43.)

4975.—Torpedo Stores—Spanners, St. No. 1093—Modification

(A.S. 1587/43.—21 Oct. 1943.)

Spanners, St. No. 1093, may foul the adjusting nut of 21-in. Marks VIII-IX** and 18-in. Marks XI, XII-XII*** and XV depth gears, when the top collar of the hydro-valve is being screwed down. To increase the clearance it has been decided to open out the 1-in. diameter bore of spanners, St. No. 1093, to 1.125-in. diameter.

2. Spanners, St. No. 1093, carried in chests on board ships, etc., are to be modified as necessary by ships', etc., staffs under Category "C" (A.F.O. 3169/43).

3. A simplified design of this spanner of built-up welded construction having a 1.125-in. diameter bore and an "L"-shaped handle in lieu of "T" handle, is being introduced for new manufacture.

4. The new design spanner will be accounted for as follows, viz.:—

Section III

Spanners, pin, stops, top and bottom, H.V., St. No. 1093A.

Spanners, St. No. 1093, will become "O.F.M.", but will continue to be issued in lieu of spanners, St. No. 1093A, until stocks are exhausted.

5. Labels of chests and Torpedo Store Accounts are to be amended as necessary.

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

4976.—Demolition Stores—Proportions for Sea-Going Ships

(T. 2577/43.—21 Oct. 1943.)

Demolition stores for seagoing purposes are classified as follows:—

2. *Class I.*—Battleships, Battle Cruisers, Cruisers of 8,000 tons and over, Submarine and Destroyer Depot Ships, Fleet Repair Ships, "Adventure", Coastal Force Bases and fast Minelayers.

Class II.—Aircraft Carriers, Cruisers less than 8,000 tons, and all Minelayers other than "Adventure" and fast Minelayers.

Class III.—Frigates, Sloops and all Escort Vessels (Permanent), Destroyers, Leaders, A.M.Cs., River Gunboats, Monitors, Surveying Ships, Patrol Vessels (Permanent) and Base Ships, other than Coastal Force Bases, but excluding Corvettes, Trawlers, Drifters and all Coastal Force craft.

Class IV.—All Submarines.

3. Details of the allowance of stores for each class of ship are given in C.B. 1990 (b) and will, in addition, be included in the new "Demolition Handbook" which is to be published shortly.

4977.—Boiler Tubes

(D. 12044/43.—21 Oct. 1943.)

In future, supplies of boiler tubes to Schedule 160 are to be lap-welded steel, but seamless hot finish tubes will be accepted if lap-welded tubes cannot be supplied by the delivery date demanded.

2. When forwarding charts of the renewals of boiler tubes, the position of the old tubes, and whether the new tubes are lap-welded or seamless hot rolled finish, should be indicated thereon.

(A.E.O., Glasgow, 21 Aug. 1943, No. S.11/359.)

4978.—Condensers and Heat Exchangers—Application of Protective Paints

(D. 13597/43.—21 Oct. 1943.)

An instance has arisen in which an important vessel was unnecessarily delayed because of the need for renewal of ferrules in the main condensers after only a short period of service. This defect was directly due to the faulty application of the protective paint to the tube plate. In future, therefore, it should be ensured that whenever possible Debecote or Detel is sprayed on the surfaces to be protected and further, that these surfaces are perfectly dry and degreased before application.

2. In the case of Detel paints, the makers, Messrs. Detel Products Ltd., market a special brand of Detel Red A (C) for spraying purposes, and this variety should always be demanded when it is decided to use Detel. Debecote should always be sprayed.

3. These paints may be applied with a brush in cases of urgency where a paint spray pistol is not available.

(A.F.Os. 5186/42 and 1972/43.)

4979.—Funnel Casings—Inspection

(D.019276/43.—21 Oct. 1943.)

Attention is invited to the necessity for inspecting funnel casings before lighting up boilers, especially after the completion of repairs in their vicinity. Failure to ensure that the access doors to the funnel and uptakes were properly closed before raising steam in one of H.M. ships allowed funnel gases to escape into the casing and caused serious damage to electric cables situated therein.

(C.-in-C. H.F., 25 Jul. 1943, No. 1079/H.F. 390/65.)

4980.—Main Gearing Inspection Doors

"Nelson", "Rodney", "Albatross" and "Furious", "C" and "D" Class Cruisers", "Hawkins" and Class, "Emerald" and "Enterprise", "S", "V" and "W" Class Destroyers and Leaders

(E. in C/N.L. 13509/43.—21 Oct. 1943.)

A case of suspected sabotage revealed that positive securing arrangements had not been fitted to the handhole doors provided on the gear cases for the purpose of examining gearing and sprayers. The following instructions are to be carried out in all ships of the above classes.

2. All small doors, through which access may be obtained to the gear teeth, are to be secured by means of tap bolts with sealing wires passing through one of the wings of the butterfly nuts.

3. This order does not refer to doors secured by more than six studs and nuts.

(A.F.O. 785/41—not in Annual Volume—is cancelled.)

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

4981.—Compasses in L.C.V. (P)

(M./C.D. 504/43.—21 Oct. 1943.)

In L.C.V. (P) it is found that the steering is affected considerably by the height of the steering wheel which has three alternative positions. It is also found that the after compass is affected by the position of the lifting ring near it.

2. Whenever L.C.V. (P) are swung or when their compasses are in use care is to be taken that the steering wheel is in the centre of these three positions and that the after lifting ring lays on the deck pointing aft.

4982.—Lanterns, Steaming—Revised Allowances
"Uganda" Class Cruisers

(N.S./P. 02919/43.—21 Oct. 1943.)

The allowance of steaming lanterns, Pattern 8023 (electric) and Pattern 4116 (oil) to "Uganda" Class cruisers has been reduced from two to one of each pattern per ship. Two lanterns of each pattern are allowed in addition when ships are employed on special towing duties.

2. Any lanterns carried in excess of the revised allowance should be returned to the nearest dockyard or naval store depot.

3. The Sea Shore Establishments concerned will be amended.

4983.—W/T Transceiver, Type TCS—Introduction of Crystal Adaptor

(N.S. 11042/43.—21 Oct. 1943.)

In order to allow Air Ministry type crystal holders to be used with American TCS transceivers, a crystal adaptor has been provided. This adaptor is used with both the transmitting and receiving crystal.

2. Commanding Officers of ships concerned are to demand two Pattern No. 53246 crystal adaptors from Superintending Naval Store Officer, Haslemere, quoting this Order as authority.

3. Establishment list No. E.620 for Type TCS installation will be amended in due course.

4984.—Cinema Equipment—Fitting of
"C and D" Class Cruisers and Escort Carriers

(S.D. 260/43.—21 Oct. 1943.)

It has been decided to fit cinema equipment in "C and D" Class Cruisers and Escort Carriers (British built).

2. "C and D" Class Cruisers.—Ships not already fitted are to insert an item classification "A", in their next list of As. and As.: "To convert S.R.E., type 455NC to type 455". In the case of ships not in full commission the work is to be deferred until brought forward for service.

3. Stores will be supplied without demand by S.N.S.O., Portsmouth, in accordance with list No. K.1, dated 31 Oct. 1940, for cinema projectors and accessories, to enable the above change to be effected.

The following additional stores will also be supplied without demand by S.N.S.O., Portsmouth, to enable the cinema and broadcast equipments to be run simultaneously:—

Pattern No.	Description	Quantity
912A	Amplifier, 10 watts, for S.R.E. 110/250 volts A.C. supply.	1
	Leads connecting:—	
4428	Type B	1
4597	Type C	2
4612	Type E	1
4613	Type F	3

4. Escort Carriers (British built).—Ships not already fitted with cinema equipment are to insert an item, classification "A", in their next list of As. and As.: "To fit S.R.E., type 456".

5. Stores will be supplied without demand by S.N.S.O., Portsmouth, in accordance with List No. K.2, dated 16 Aug. 1940, for cinema projector equipment, type 456, when the above work is taken in hand. The Commanding Officer should inform S.N.S.O., Portsmouth, of the date by which the stores should be supplied.

6. Principal Electrical Overseers are to take action to implement this A.F.O. in the case of new construction auxiliary carriers.

4985.—Radar Installation, Type 275—Fitting-out Information
(S.D. 01995/43.—21 Oct. 1943.)

A.S.E. Preliminary Specification No. B.307/43 has been prepared to show the method of fitting and wiring Radar Installation, Type 275.

2. Copies of the specification have been forwarded to Commanders-in-Chief, Eastern Fleet and Western Approaches; Admirals Superintendent, Chatham, Devonport, Portsmouth, Orkneys, Malta and Rosyth; Flag Officers, West Africa, East Africa and Ceylon; Flag Officers-in-Charge, Milford Haven and Aden (for Radar Officers); Commodore, Algiers; Commodore Superintendent, Gibraltar and Simonstown; Commodore-in-Charge, Sheerness and Halifax; Commodore Commanding R.I.N., Bombay; Captain-in-Charge, Bermuda; Captains Superintendent, Alexandria and Durban; Chief Constructor-in-Charge, H.M. Naval Repair Base, Corpach; Naval Officer-in-Charge, Londonderry; Deputy Superintendent, Pembroke; Naval Secretaries, Wellington and Melbourne, for the Officers concerned at Melbourne, Sydney and Fremantle; Secretary, Naval Board (N.D.A), Ottawa; and B.A.M.R., Washington.

3. Copies of the specification have also been forwarded to the Warship Production Superintendents, Scottish, East Coast of Scotland, North Western, North Eastern, Southern, South Wales, London, Humber and Belfast Areas, and to the Warship Electrical Superintendents, Scottish, North Western, North Eastern, South Wales, London, South Western and Northern Ireland Areas. The Principal (Ship) Overseers and Emergency Repair Overseers of all ships approved to be fitted with Radar Installations, Type 275, are therefore to apply to the Warship Production Superintendents of their areas for a copy of A.S.E. Specification No. B.307/43, in accordance with the procedure laid down in A.F.O. 790/40.

4. It is to be noted that any advance fitting-out drawings, etc., which may already have been distributed are superseded by this specification and should be destroyed.

(A.F.O. 790/40.)

4986.—Radar Installation, Type 970—Fitting-out Information

(S.D. 04037/43.—21 Oct. 1943.)

A.S.E. Preliminary Specification No. B.310/43 has been prepared to show the method of fitting and wiring Radar Installation, Type 970.

2. Copies of the specification have been forwarded to Commanders-in-Chief, Eastern Fleet and Western Approaches; Admirals Superintendent, Chatham, Devonport, Portsmouth, Orkneys, Malta and Rosyth; Flag Officers, West Africa, East Africa and Ceylon; Flag Officers-in-Charge, Milford Haven and Aden (for Radar Officers); Director, Coastal Force Material Division; Commodore, Algiers; Commodore Superintendent, Gibraltar and Simonstown; Commodore-in-Charge, Sheerness and Halifax; Commodore Commanding R.I.N., Bombay; Captain-in-Charge, Bermuda; Captains Superintendent, Alexandria and Durban; Chief Constructor-in-Charge, H.M. Naval Repair Base, Corpach; Naval Officer-in-Charge, Londonderry; Deputy Superintendent, Pembroke; Naval Secretaries, Wellington and Melbourne (for the Officers concerned at Melbourne, Sydney and Fremantle); Secretary, Naval Board (N.D.A.), Ottawa; and B.A.M.R., Washington.

3. Copies of the specification have also been forwarded to the Warship Production Superintendents, Scottish, East Coast of Scotland, North Western, North Eastern, Southern, South Wales, London, Humber and Belfast Areas, and to the Warship Electrical Superintendents, Scottish, North Western, North Eastern, South Wales, London, South Western and Northern Ireland Areas. The Principal (Ship) Overseers and Emergency Repair Overseers of all ships approved to be fitted with Radar Installation, Type 970, are therefore to apply to the Warship Production Superintendents of their areas for a copy of A.S.E. Specification No. B.310/43, in accordance with the procedure laid down in A.F.O. 790/40.

4. It is to be noted that any advance fitting-out drawings, etc., which may already have been distributed are superseded by this specification and should be destroyed.

(A.F.O. 790/40.)

4987.—Seafire and Spitfire—Special Instructions

(A.M.R. 893/43.—21 Oct. 1943.)

The following action is to be taken regarding Seafire and Spitfire special instructions in the R.D.A. series issued before 1st May, 1943. All other special instructions issued before that date are cancelled.

1. To be cancelled on embodiment of the modifications stated:—

Origin.	Admiralty Instruction Ref.	Subject.	Modification.
R.D.A.11	A.L. AMR/DO/DEF/SEAF/1-P7 dated 7th May, 1942, to R.A.N.A.S.	Cracking of gun-heating manifold.	Merlin Mod/401.
R.D.A.45	Message T.O.O.121017/June, 1942 to R.A.N.A.S.	Shearing of rivets on front gun mounting unit.	Seafire Alt/106. Spitfire Mod/635.
R.D.A.362	Message 515R	Failure of rubber diaphragm in flap control unit in cockpit.	Seafire Mod/141. Spitfire Mod/890.
R.D.A.371	Message 484R	Loose bolts at root end of wing leading edge.	Seafire Mod/111. Spitfire Mod/308.
R.D.A.445	A.L. AMR/2407/43/DO/DEF, dated 16th August, 1943, to F.O.C. Force "H".	Freezing of drop tank control.	Seafire Mod/116. Spitfire Mod/828.
R.D.A.510	Message 568R	Defect in rudder spar, at hinge fittings.	Seafire Mod/130. Spitfire Mod/817.

2. Applicable until further notice:—

Origin.	Admiralty Instruction Ref.	Subject.
R.D.A.1	... A.L. AMR/DO/DEF/SEAF/1-H2, dated 4th May, 1942, to R.A.N.A.S.	Fitting of drop fuel tanks.
R.D.A.66	... Message T.O.O.292042/May, 1942, to R.A.N.A.S.	Drop fuel tanks. Examination of vent pipe.
R.D.A.138	... A.L. AMR/DO/DEF/SEAF/3-H3, dated 11th July, 1942, to R.A.N.A.S.	Wiring of cock in the "off" position when Spitfire Mod/450 (Seafire Alt.26) is embodied.
R.D.A.458 and R.D.A.539.	Message 599R and A.F.O. 1231/43 ...	Tail wheel tyre and oleo pressures modified.
R.D.A.617	... A.L. AMR/DO/DEF/SPIT.I/M-11, dated 30th March, 1943, to F.O.N.A.S.	Alternative fairlead for rudder cables when Spitfire Mod./584 is embodied.

(A.F.O. 1231/43.)

4988.—Thermostatic Header Tank Relief Valves (D.S. Type)

(A.M.R.2405/43.—21 Oct. 1943.)

Failures of the above valve have been reported due to the thermal bellows being free to vibrate during a small range of temperatures, when aircraft cruise for long periods at low coolant temperature. This failure has the effect of changing the operation of the valve into that of a plain spring loaded valve blowing off at 9–12 lbs./sq. in. This means that the valve is satisfactory until the difference between the vapour and atmospheric pressure exceeds the 9–12 lbs./sq. in. If this condition is exceeded, coolant will be lost from the system, ultimately resulting in engine failure.

2. The instructions outlined in paragraphs 3 to 5 below give the method to be employed for checking the serviceability of the valve, and this inspection should be carried out:—

(i) On all aircraft operating for long periods at low temperatures, at the next minor inspection and subsequently at all alternate minor inspections.

(ii) On all aircraft whenever excessive loss of coolant is found.

(iii) On all aircraft when engines or power plants are being replaced.

3. To check that valve is free, gently push phial upward (see A.F.O. Diagram No. 310/43). A total movement of approximately $\frac{7}{16}$ in. should be obtained, and when released, the phial should return to its former position.

4. To check that the thermal element is intact. While pushing the phial upward as described above, view the thermal bellows through the atmosphere port and the slot in the cage (stop tube).

(a) If the thermal element is intact there will be no relative movement between the bellows and its cage (see Figures 1 and 2).

(b) If the thermal element has lost its charge, there will be relative movement between the bellows and its cage (see Figures 3 and 4). The instrument must then be returned for repair to the nearest R.N. Store Depot or Storing Yard, labelled defective, vide A.F.O. 4988/43.

5. In some cases it will be found that it is not possible to view the bellows through one of the slots in the stop tube owing to the position of the slot relative to the atmosphere port (see Figure 5).

In such cases proceed as follows:—

(a) Make a pencil mark on the stop tube exactly opposite centre of atmosphere port (see Figure 5).

(b) Remove locking screw.

(c) Press phial upwards to disengage valve from valve seat, and turn bellows cage (stop tube) until one of the slots is central with the atmosphere port.

(d) Test as in paragraph (2) above.

If as the result of this test the thermal element is found to be intact, again push phial upward to disengage valve from seat and turn bellows cage (stop tube) back to its previous position, locating it by means of the pencil mark—see 5(a) above—and replace locking screw.

(e) Re-check as in paragraph 3 above to ensure that the valve is free.

4989.—H.E. Attachment for Submarine Torpedo Attack Teacher—Establishment List

(N.S. 018367/43.—21 Oct. 1943.)

Establishment List No. A/S 98, dated 5th September, 1943 of Naval Stores comprising H.E. attachment for submarine torpedo attack teacher has been prepared and copies will be distributed to the services concerned by the Superintending Naval Store Officer, R.N. Store Depot, Copenacre, Hawthorn, Wiltshire.

4990.—Aircraft Carriers—Introduction of Standard Deck Landing Control Officer's Position—Revised Guidance Arrangement

(A.C.R.D./A.M. 6909/42.—21 Oct. 1943.)

In all new construction aircraft carriers the platform, escape, and communication arrangements for the deck landing control officer are now standardised so far as constructional limitations allow.

2. As a result of sea experience the standard arrangements have been revised as indicated in A.F.O. diagram No. 309/43, incorporating a larger platform and dodger and revised position of instruments.

3. This D.L.C.O.'s. position is normally sited abreast about the third to fifth arrester wire from astern, but this is dependent upon the general layout of the deck. It must be on the port side of the flight deck forward of the port sector light, the optimum position for the latter being 150 ft. forward of the round down lights if sufficient space is available (vide C.A.F.O. 1057/43 on flight deck lighting).

4. It is desirable that an escape into an adjoining walkway, gallery deck, or sponson should be provided, whenever possible, to enable the D.L.C.O. and his talkers to escape if a burning aircraft crashes near them. This is in addition to the hemp safety net.

5. It is not possible to meet the standard requirements in all carriers, e.g., "Implacable" class and merchant aircraft carriers in particular. In such cases working drawings are prepared by shipbuilders to incorporate those standard features which, by agreement with Admiralty, can be fitted.

6. Existing aircraft carriers are to insert an item, classification "A", in their next list of As. and As. to modify existing arrangements to those shown in the above quoted diagram.

(C.A.F.O. 1057/43.)

(A.F.O. 3455/43 and A.F.O. diagram No. 220/43 are cancelled.)

4991.—Aircraft Radio—Radar Aerials—Painting

(A.C.R.D. 318/43.—21 Oct. 1943.)

When repainting Radar aerials, the paint used must be chosen from the following list. No other paint should be used. The colour selected should be in accordance with the camouflage scheme on the aircraft.

Stores Ref.	Nomenclature
33B/369	Finish, pigmented, lanolin-resin, matt, dark slate grey.
33B/370	Finish, pigmented, lanolin-resin, matt, extra dark sea grey.
33B/372	Finish, pigmented, lanolin-resin, matt, sky.

4992.—Bituminous Paint for Controlled Mining Services

(N.S./T. 02609/43.—21 Oct. 1943.)

The bituminous paint supplied from Portsmouth to C/M bases, base ships, and laying vessels, for Controlled Mining Services, according to the authorised allowances, is mixed in the yard to the following formula:—

- 1 part enamel bitumastic black.
- 5 parts solution bitumastic black.

2. Any local requirements of the paint are to be mixed to this formula.

4993.—Butane and Calor Gas—Economy in Use

(N.S. 31441/43.—21 Oct. 1943.)

The production of butane, and, consequently, of calor gas, has been seriously affected by certain factors. They are, therefore, in very short supply, and the greatest economy is to be exercised in their use.

(A.F.Os. 807/42, 2807/42, 5464/42 and 419/43.)

4994.—Davis Submerged Escape Apparatus

(N.S. 02201/43.—21 Oct. 1943.)

In view of the difficulty which is being experienced in maintaining adequate supplies of Davis submerged escape apparatus, Pattern 1451, to meet the requirements of new construction submarines, all services using this apparatus for shallow water diving are to arrange for the sets held to be exchanged for Salvus breathing apparatus, Pattern 3485, which is in future to be used for ordinary shallow water diving purposes. Where this exchange cannot be made, a report of the circumstances should be forwarded to the Director of Stores, Admiralty.

2. All sets of Davis submerged escape apparatus thus released are to be forwarded without delay to H.M.S. "Dolphin".

3. The seven years' life of the 2-cubic-foot oxygen bottles for use with Davis submerged escape apparatus laid down in B.R. 4 is temporarily extended as a war measure to meet the increased requirements for training, and all over-age bottles held in dockyards, etc., should be returned to H.M.S. "Dolphin" for retest of 3,000 lbs. per square inch. The bottles will be charged for re-issue to a pressure of 1,500 lbs. per square inch.

4. The cylinders should have a white band 2 ins. wide and parallel to the axis painted on them. Inside this band the words "REDUCED PRESSURE" should be stencilled in black letters.

(B.R. 4.)

4995.—Fire Fighting in H.M. Ships—Fitting of Internal Standpipes in Ships Supplied with Diesel-driven Portable Fire Pumps

(P. 2697/43.—21 Oct. 1943.)

It has been decided that internal standpipes with seacocks are to be fitted in all ships to which the supply of diesel-driven fire pumps has been authorised, so that suction can be obtained with the ship moving at speed.

2. The standpipes are to be fitted in suitable positions, generally two forward and two aft of the machinery spaces except in destroyers where one pipe forward and one aft are to be fitted. In capital ships the positions are to be forward and aft of the main armament turrets. In monitors the suction should be taken from the water jackets, where practicable, to avoid piercing the ship's side.

3. A typical arrangement is shown in A.F.O. Diagram 312/43. As the pumps are difficult to transport, the positions selected for stowing the pumps should be either in the open or near a hatch or door and one of the suction positions should be adjacent to each pump. The remaining suction positions should also be in or easily accessible from the open air in places near to which the pumps can be transported. The upper end of the suction pipe should not be more than 20 ft. above the average waterline and should be arranged to give an easy run of suction hose to the pump or its probable working position. The sea inlet should be far enough below the waterline to eliminate the risk of its being brought out of the water by a small angle of heel.

4. In those ships where the pump will be operated between decks it is necessary that the exhaust gases should be discharged to the open air, and for this purpose hoses, details of which will be promulgated in a separate A.F.O., are being purchased for issue on demand to ships concerned.

5. Commanding Officers of ships concerned should forward an A. and A., item classification "A" accordingly, "To fit internal standpipes for portable firepumps", the proposed positions of the standpipes and the stowage positions of the portable pumps being reported.

6. For ships building, P.S.Os. should submit proposals.

(C.A.F.O. 336/42 and A.F.Os. 5303/41, 189/43, 1841/43.)

4996.—Lamps—Red Silicate Sprayed, Pattern 16127—Introduction*Submarines*

(N.S./S.R.E. 690/42.—21 Oct. 1943.)

In connection with A.F.O. 5419/42, a lamp, red silicate sprayed, 230 volts, 60 watts, Pattern 16127, has been introduced for use in the living spaces of submarines, and requirements should be demanded by submarine depot ships and bases for use in attached vessels.

2. A running contract for this lamp is being instituted for monthly deliveries as follows:—

Stroud.	Preston.	Portsmouth.	Chatham.	Devonport.	Rosyth.
200	200	100	100	100	100

3. Supplies to depots abroad should be arranged as follows:—

From Stroud.		From Preston	
Durban ...	...	200	Alexandria ... 200
Ceylon ...	...	200	Gibraltar... .. 100
			Malta 100

4. Further details concerning red lighting in submarines will be promulgated when results of present trials are known.

(F.O.(S) 12 Mar. 1943, No. 588/SM.49.)

(F.O. Force "H", 24 Apr. 1943, No. 232/100a.)

(A.F.O. 5419/42.)

4997.—Naval Stores for Damage Control Purposes*"Town" Class Destroyers*

(N.S. 019970/43.—21 Oct. 1943.)

With reference to A.F.O. 1642/43, the Naval Stores for damage control purposes to be carried in "Towns" are to be as shown below.

2. Additional timber, etc., for damage control purposes is to be carried to bring the total, with applicable Naval Stores already on board, up to the quantities mentioned in the A.F.O., subject to the following:—

- (a) Total for deals, planks and shores to be as for group 5.
- (b) Total for remainder of stores to be as for group 4.

Stowage for these stores, apart from cement and timber and other bulky stores, is to be provided in two ready-use lockers, one to be stowed on upper deck forward and one aft. Cement, timber and remainder of stores are to be distributed, and stowed wherever possible, below upper deck.

(A.F.O. 1642/43.)

4998.—Photographic Equipments supplied to Official Naval Photographers—Accounting

H.M. ships, Fleet Establishments, Dockyards and R.N. Store Depots

(N.S. 25560/43.—21 Oct. 1943.)

In future, all cameras, spares and accessories (permanent naval stores) supplied for the use of Official Naval Photographers are to be charged on issue by the supplying dockyards and depots to "Item 330 (Vote 12) of the Account of Fleet, Port, National and Unappropriated Charges, Part I, Section III".

2. The Press Division, Admiralty, will keep a record of all such photographic equipment supplied to these officers and copies of all relevant issue vouchers are, therefore, to be forwarded to the Director of Press Division, Admiralty, for accounting purposes.

3. Flagships, Fleet Establishments, etc. having any items of photographic equipments on charge in the Naval Store accounts and issued on permanent loan to Official Naval Photographers, should remove them from charge by Stocktaking form S.148 quoting this order as the authority.

4. Losses of any items of photographic equipments by Official Naval Photographers, should continue to be dealt with and reported to Admiralty, in accordance with the instructions in force for other valuable and important naval stores. Replacements will, however, be arranged by the Director of Press Division on application.

5. Plates, batteries, bulbs and other photographic materials (consumable naval stores) required for use by Official Naval Photographers will continue to be obtained from Dockyards and R.N. Store Depots on Forms S.134d, and accounted for through the Naval Store Account of the ship or establishment in which the Officer is accommodated.

(Fleet Accountant Officer, Home Fleet, letter 13th May, 1943—H.F. 1021/48.)

4999.—Pliers for Use With Scuttling Charges

Coastal Force Craft

(N.S./A.S. 04895/42.—21 Oct. 1943.)

Pliers, Pattern 468, are to be allowed to Coastal Force Craft as follows, for use with scuttling charges, in addition to any of this pattern which may be allowed for other purposes:—

S.G.Bs., Fairmile type M.Ls., M.T.Bs., M.G.Bs., Camper and Nicholson type M.G.Bs. and M.T.Bs.—4 pairs, i.e., one per charge.

72-ft. H.D.M.Ls., M.T.Bs. and M.G.Bs. under 100-ft.—3 pairs, i.e., one per charge.

2. The pliers should be stowed with the fitted safety fuzes so as to be available for immediate use.

3. Pliers required for boats in commission should be demanded by Coastal Force Bases to which attached. Supply to boats under construction should be arranged by warrant and storing yards or depots in the usual manner.

4. One pound each of rubber tape, Pattern 257, and Chatterton's sealing compound, Pattern 2292, will be required for fitting four charges. In all cases the fitting will be carried out by Coastal Force Bases, who should forward bulk demands for these items to storing yards, estimated on the number of craft to be fitted. Supply of the tape and compound to individual boats is not required.

5. The Establishments of Naval Stores will be amended.

(C.A.F.O. 991/43.)

5000.—Propagas or Similar Gases—Precautions to be Observed when using

(D. 11364/43.—21 Oct. 1943.)

A serious accident which recently occurred was due to the leakage of "Propagas" from a burner's torch.

2. Attention is drawn to A.F.O. 1123/43 issued after a similar accident earlier in the year.

3. The following precautions with regard to the use of gases for cutting and welding are to be strictly observed:—

(i) Gas cylinders are not generally to be placed on board ships. In exceptional circumstances during refit of ships where excessive lengths of piping would be required, they may be placed on board with permission of the Constructive Department Officer in charge of the ship, but are not to be taken below the weather deck.

(ii) Officers in charge of gas burning or welding operations on ships are to arrange that the spaces in which such work is being done are well ventilated.

When Propagas is in use the ventilation supply is to be led to the bottom of the space.

(iii) All burners, welders and others using gas are to close the valves on their torches when the latter are not actually in use, and are to take the following action on ceasing work each day:—

(a) Hand torches are to be disconnected from piping and locked up in a safe place.

(b) Valves of all gas bottles, acetylene generators and coal gas connections are to be securely closed.

(c) All hoses to be disconnected from gas supply at the bottle and generator unions, and from gas mains.

(d) In the case of "Propagas" bottles the reducing valve fitting is also to be removed and put in a safe place.

(e) When burning or gas welding is done in a confined space, all hoses are to be removed from the compartment when burning or welding ceases.

The responsible chargemen are to make a search to ensure that these instructions are carried out.

(iv) Hoses are to be distinctly marked with a 6-in. coloured band at the end of each length, red for burning gas and black for oxygen.

(v) Couplings between hoses are to be made by Jubilee or similar type clips.

(A.S. Portsmouth, 14 Aug. 1943, No. 6538.)

(A.F.O. 1123/43.)

5001.—Sea Water Inlets—Modification of De-Icing Arrangements

(D./N.L. 15184/43.—21 Oct. 1943.)

A case has recently occurred in one of H.M. ships in which the fracture of a steam pipe fitted to a magazine flood seacock for de-icing purposes led to the flooding of the containing compartment and thence of a magazine. The steam pipe was welded direct to the ship-builder's tube and no means of isolating it from the sea were provided.

2. In all cases where this is applicable, and if modification is not covered by and undertaken under the terms of C.A.F.O. 1460/43 and A.F.O. 6305/42, paragraph 6 (7), the arrangement is to be modified to include a cock attached by studs to a pad welded to the ship-builder's tube as indicated in C.A.F.O. Diagram 86/42. If the cock is fitted in a space which is not easily accessible an operating rod is to be fitted so that the cock can conveniently be worked from an adjacent compartment.

3. The modification, where not already carried out, is to be treated as an urgent defect, and is to be carried out on the next occasion of refit of the ship.

(C.-in-C., H.F., 31 Aug. 1943, No. 1300/H.F.163/32.)

(C.A.F.O. 1460/43 and A.F.O. 6305/42.)

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

5002.—10-in. Signalling Projectors—Fitting of in lieu of 6-in. Hand Signalling Lanterns—As. and As.

Destroyers

(N.S. 31852/43.—21 Oct. 1943.)

It has been approved to fit two 10-in. signalling projectors in all destroyers in lieu of 6 in. hand signalling lanterns. The 6-in. hand signalling lanterns are to be returned to store when this alteration has been carried out.

2. Existing ships concerned should insert an A. and A. item, "To fit 10-in. signalling projectors in lieu of 6-in. hand signalling lanterns, classification "A".

3. In new construction where time does not permit of fitting the projectors without delay in completion, the necessary A. and A. item should be inserted as in paragraph 2 above.

4. Owing to the large recent increase in requirements of these projectors, it may not be possible to meet all demands until the new production which has been arranged is in operation.

5003.—Structural Defects

L.S.T. (2)

(D/P. 09759/43.—21 Oct. 1943.)

Reports have been received that in some instances the welding of the plate butts on the underside of the upper deck plating has not been carried out satisfactorily in certain L.S.T. (2). Difficulties have also been encountered due to some of the air escapes to the oil fuel tanks being inadequate or obstructed, giving rise to excessive pressures whilst tanks were being filled.

2. Arrangements should be made for these two items to be carefully inspected on the next available opportunity at a dockyard, and any deficiencies made good, the work being treated as a defect.

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

5004.—Switch and Lamp Boxes, Patterns 12529 and 12530—Introduction

(N.S. 29976/43.—21 Oct. 1943.)

The following switch and lamp boxes have been added to the rate book of naval stores under subhead F, item 1C, as a result of an increase in the number of out-stations which require to be connected to the compilation group:—

Pattern	Description
12529	Telephone switch and lamp box, 8-way (weatherproof type), for sound powered telephones.
12530	Telephone switch and lamp box, 8-way (non-watertight type), for sound-powered telephones.

2. Initial purchase has been arranged from the Telephone Manufacturing Co., on C.P. 98476/43, for delivery as follows:—

Yard or Depot	Pattern 12529	Pattern 12530
Chatham	10	30
Portsmouth	10	30
Devonport	10	30
Stroud	10	30
Mossley	10	30
Glasgow	10	30
Rosyth	10	30
Carfin	10	30
Gateshead	10	30
Leeds	10	30

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

5005.—Switches, Plugs and Sockets—Commercial Types—Introduction

(N.S. 18579/43.—21 Oct. 1943.)

The following commercial types of all insulated N.W.T. switches, plugs and sockets, etc., have been approved for use in cabins, offices, and similar compartments in all types of vessels, except submarines:—

Pattern 4224.	Switch, 5 amp., S.P., tumbler, in lieu of Pattern 5624.
Pattern 17941.	Switch, 15 amp., D.P., tumbler, in lieu of Pattern 4221.
Pattern 17942.	Socket, 5 amp., in lieu of Pattern 4469.
Pattern 17943.	Plug, 5 amp., 3-pin, for Pattern 17942, in lieu of Pattern 4462.
Pattern 17944.	Switch socket, 15 amp., D.P., in lieu of Pattern 4461.
Pattern 17945.	Plug, 15 amp., 3-pin, for Pattern 17944, in lieu of Pattern 4462.

2. Wood blocks which will be required for mounting the above items are being introduced as follows:—

Pattern 17951.	Wood block for switch, Pattern 4224.
Pattern 17952.	Wood block for switch, Pattern 17941 and socket, Pattern 17942.
Pattern 17953.	Wood block for switch socket, Pattern 17944.

3. The method of mounting the switches, plugs, and sockets on the wood blocks, the method of mounting the wood blocks on steel bulkheads, and the method of earthing the sockets are shown on A.F.O. Diagram No. 311/43, together with a list of approved switches, plugs, and sockets.

4. The new fittings may also be used for replacement purposes in the compartments quoted on ships undergoing large repairs and refits.

5. The liability for supply to ships of new construction will be shipbuilders', except where special instructions are issued for supply from Admiralty stocks.

6. The new items have been included in the Authorised List of Naval Stores under Subhead F (2B). Contract Schedule C.710, and the Sea Store Establishments concerned will be amended.

(Admiralty Letter, 30 Aug. 1943, P/N.S. 18579/43, addressed to certain shipbuilding firms.)

5006.—Target Towing Cable for Aircraft—Re-winding

(N.S. Air 2099/43.—21 Oct. 1943.)

Arrangements have been made for the re-winding on to drums (Ref. 9A/793) of target towing cable (Ref. 9A/801) to be undertaken at R.N. Aircraft Workshops, Coventry, for all R.N. Air Stations at home and for Gibraltar.

2. All empty drums (Ref. 9A/793) at present held by R.N. Air Stations at home and Gibraltar, and those which become available, should be returned to Coventry for this purpose.

3. When facilities are available re-winding of target towing cable for R.N. Air Stations abroad, with the exception of Gibraltar, will be undertaken at certain selected R.N. Aircraft Repair Yards abroad.

4. Empty drums (Ref. 9A/793) at present held by R.N. Air Stations abroad (except Gibraltar) and those which become available, are to be held pending further instructions as to their disposal.

5007.—Towing Arrangements—As. and As.

105-ft. and 126-ft. Motor Minesweepers

(D.11951/43.—21 Oct. 1943.)

Owing to senhouse slips being in short supply, towing arrangements, where not already provided, are to be fitted in the undermentioned 105-ft. and 126-ft. motor minesweepers in accordance with A.F.O. diagram No. 314/43:—

(i) Vessels abroad.

(ii) Vessels at home which have been allocated to go abroad.

2. Drawing D.N.C. 29/A/648 is cancelled.

3. This item is an approved alteration and addition, classification "A", for all ships of the classes concerned.

(A.F.O. 1602/43 is cancelled.)

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

Section 4

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

5008.—W.R.N.S.—Issuing Prices of Officers' Clothing

(V. 1/4501/42.—21 Oct. 1943.)

Supplies of the items of W.R.N.S. Officers' clothing shown below are now available for issue on repayment from Service sources. Demands for these items should be limited to actual current requirements.

2. A.F.O. 3811/42 is to be amplified as follows:—

Officers' Clothing

Section 3.—Prices to be charged for clothing issued on repayment to Officers at home

	£	s.	d.
Badge, hat		12	2
Hat, tricorne	1	0	4
Hat, white felt (tropical)	1	5	6

Section 4.—Prices to be charged for clothing issued on repayment to Officers abroad

	s.	d.
Badge, hat	9	2
Hat, tricorne	15	3
Hat, white felt (tropical)	19	2

(A.F.O. 3811/42.)

5009.—W.R.N.S.—Uniform Caps for Lower Ratings—Home Service

(V. 5357/41.—21 Oct. 1943.)

With reference to paragraph 5 of A.F.O. 4193/42, hats of the gaberdine type supplied before the introduction of the blue cloth cap are in future only to be worn as *working rig* by ratings working under such conditions as to render the gaberdine hat more practical. For this purpose a small stock of the gaberdine hats will be maintained for issue on repayment to Leading Wrens and Wrens. (The issue on repayment of gaberdine hats to officers and higher ratings, W.R.N.S. is authorised by A.F.Os. 1302/42 and 1129/43 respectively.)

This Order does not apply to the tropical pattern gaberdine hats, in respect of which a further Order will be promulgated.

(A.F.Os. 1302/42, 4193/42, 328/43 and 1129/43.)

5010.—Aircraft—Repair of Hydraulic Equipment

(N.S. Air 6569/43.—21 Oct. 1943.)

Many instances have occurred of services returning unserviceable Hydraulic spares and components to No. 1 Repairable Equipment Depot Castle Bromwich instead of the appropriate R.N. Store Depot as laid down in paragraph 2 of A.F.O. 1563/42.

2. To ensure that all unserviceable items of Hydraulic equipment are repaired and made available for Naval aircraft as early as possible, it is essential that parts which cannot be made serviceable by local resources without delay are returned to the appropriate R.N. Store Depot by the

quickest possible means, where they should be dealt with in accordance with paragraph 2 of "Memorandum of instructions for the disposal of unserviceable Naval Aircraft Stores and Materials in U.K." issue No. 2 dated 30th September, 1942.

(A.F.O. 1563/42.)

5011.—Ball Bearings

(N.S. Air 6468/43.—21 Oct. 1943.)

The present system of referencing ball bearings, often of identical type, under various R.A.F. Vocabulary Sections has been under investigation, and it has been decided that certain ball bearings should be regrouped under a new Vocabulary Section 27S. Details of the reference numbers under the present sections and the reference numbers which have been allocated under the new section are shown in the Appendix.

2. On receipt of this order stocks should be re-classified under the new section and reference numbers.

3. The A.S.E's. will be amended in due course.

SECTION 27S

Details of Ball Bearings transferred to Section 27S from other R.A.F. Vocabulary Sections

Section 27S	Existing Section and Reference Numbers
2	26BC.4943, 26BT.3116.
6	26BN.312, 26BN.313, 26AJ.15312, 26EM.30536, 26AD.41428, 26B.30536.
7	26EM.36172, 26EM.35860, 26EM/35861.
8	26BN.2327, 26AJ.42877, 26BN.2327.
9	26AJ.42878.
16	9.2384.
17	26A.2142.
18	26AH.48507.
19	26AJ.15611, 26AJ.42900, 26EM.15611, 26AZ.142.
20	26AJ.20134, 26EM.20134, 26BB.22312.
21	26AJ.15150, 26EM.15427.
23	26AJ.11000, 26EM.11000, 26B.11000, 36FF.188.
25	26A.18296.
26	26.10987, 26B.10987.
32	26BT.2040.
45	36U.33216.
47	26BC.4583, 9.2385, 26EM/10894.
48	26BN.1165, 26AJ.15165, 9.2386, 26BC.7997, 26BE.2022, 36U.34002.
49	26BN.2315, 26BN.83, 26BE.2573, 26EM.39270, 26AD.42394.
50	26BN.425, 26BN.84, 26AJ.25841, 26AJ.20256, 36U.27187.
51	26BZ.788.
53	26BC.4219, 36U.10641.
54	36U.27186.
55	36U.20404.
59	36U.33704.
60	36U.33706.
63	26BC.3903.
64	26AD.42340.
65	26AH.48506.
70	36U.19822.
78	36FF.186.
79	26AJ.20951.
80	14AA.1832.
82	26BZ.3112, 26AD.40331, 42S.52, 26A.17776.
83	26BZ.3113.
84	42U.513.
86	36U.10639.
87	26AD.42384.
91	26BC.8407.
93	37F.3428, 6BB.759.
96	37A.10023.
97	42U.603, 37J.22, 36FF.8408, 36FF.184.

98	3A.848.
99	42S.384, 36U.23113.
102	26AH.46684, 36U.10639.
103	26AH.46683, 36FF.1794.
104	36FF.7467, 36FF.7468, 36FF.7466, 36FF.7469.
106	37F.9.
107	37F.3424, 37J.271.
109	37G.22.
112	26AD.44988.
125	36U.33220.
132	26BN.10544, 26AJ.23707, 26EM.23707.
135	26BZ.3093, 26BZ.2458, 26BZ.3167, 26EM.39268, 26EL.N.I.V.
136	26EM.39269.
137	26AR.479, 26BT.3123, 26EL.N.I.V., 26EM.36318.
138	26EL.3686, 26AR.481, 26EM.36272, 26AD.481, 26EM.39267.
139	26EM.39266, 26AD.42078.
141	26BE.1029.
142	26BJ.5551, 26BE.2737, 26BE.1158, 26BE.39264.
143	26BZ.2462, 26EM.39265.
144	26EL.3987.
145	26BZ.3092.
146	26EL.3692.
151	37F.6029.
152	37A.1024.
153	37A.7026.
154	37A.3363.
155	37A.3379.
156	37A.10824.
157	26BZ.2384.
158	26BC.80, 26EL.3940, 26BE.2571, 26EM.39262.
160	26BJ.6680, 26BC.4357, 26BE.3013, 26AR.3455.
161	26BJ.6661, 26BC.78, 26EL.N.I.V., 26BN.10545.
163	26BZ.3815.
164	26BT.2741, 26EM.39263.
165	26BZ.3114.
173	26BT.4542.
177	26EL.4195.
179	5U.360.
180	26BB.21754, 36FF.1652.
183	36FF.20422.
184	36BZ.34.
187	26BE.1803.
188	36U.7754.
195	26BT.2702.
199	26AD.41302.
202	26AD.41303.
216	37J.431.

**5012.—O.U.5420/42—Rate Book—Victualling and Royal Marine Stores—
Alterations and Amendments**

(V. 1787/43.—21 Oct. 1943.)

The following alterations are to be made to the Victualling Rate Book (O.U.5420/42), the revised rates being brought into force as from date of receipt of this order:—

Page	Line	Description of Stores.	Rate	
			£	s. d.
1	5	Beef or Bovril in 2-oz. bottles each	0	0 6
	12	Celery Seed lb.	0	2 0
	16	Coffee 100 lb.	7	6 0
2	8	Herrings in Tomato Sauce tin	0	0 10½
	23	Pickles, mixed, sweetened lb.	0	1 3
3	24	Pickles, mixed, unsweetened lb.	0	1 1½
	4	Onions, sweetened lb.	0	1 2½
4	2	Onions, unsweetened lb.	0	1 1½
	6	Walnuts lb.	0	1 11
	16	Soup, Asparagus lb.	0	0 8½
5	5a	Sugar (special rate) †100 lb.	1	15 5

Amendment

5 24 Insert "0" after the word "size".

2. This order does not affect the current Fleet Issuing Prices.

(A.F.O. 2900/43.)

5013.—Oil Fuelling Equipment—Pattern Numbers

(N.S. Fuel 11415/43.—21 Oct. 1943.)

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

Pattern No.	Description.
	Buoyant synthetic rubber fuelling hose (for oiling at sea), fitted with Admiralty screw couplings:—
5944	5-in. × 15-ft., armoured.
5945	5-in. × 60-ft., unarmoured.
	Coupling, screw, for buoyant hose:—
5946	5-in. male (with lug), for armoured hose.
5947	5-in. female (with lug), for armoured hose.
5948	5-in. male (with lug), for unarmoured hose.
5949	5-in. female (with lug), for unarmoured hose.
5950	5-in. male (slotted), for armoured hose.
5951	5-in. female (slotted), for armoured hose.
5952	5-in. male (slotted), for unarmoured hose.
5953	5-in. female (slotted), for unarmoured hose.
5954	Cap for male coupling.
5955	Plug for female coupling.
	Thread protector C.I. for:—
5956	Male coupling.
5957	Female coupling.
5960	Clamp, C.I., large, for hose, Pattern 5944.
5961	Clamp, C.I., small, for hose, Pattern 5945.
5966	Stirrup for supporting rubber hose.
5967	Hanger for stirrup, Pattern 5966.
5968	Machine, binding, for hose, Pattern 5945.
5970	Spanner for coupling, Patterns 5946-49 (as referred to in C.A.F.O. 1609/43).
5971	Spanner for coupling, Patterns 5950-53 (as referred to in C.A.F.O. 1609/43).
	Hose, oil fuel, flexible bronze:—
5980	5-in. bore × 30-ft.
5981	5-in. bore × 20-ft.
5982	5-in. bore × 10-ft.
5983	3½-in. bore × 30-ft.
5984	3½-in. bore × 20-ft.
5985	3½-in. bore × 10-ft.
5990	Adapter, plain flange, 14½-in. to 5-in. male screw.
5991	"Y" piece, complete.
5992	Clamp, bar, for adapter, plain flange.
5993	Adapter, 5-in. Admiralty female screw to 120 M.M. spigot flange.
5994	Adapter, 3½-in. Admiralty female screw to 80 M.M. female screw.
5995	Adapter, 3½-in. Admiralty male screw to 2½-in. U.S.A. female screw.

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

(C.A.F.O. 1609/43.)

(A.F.O. 4760/43 is cancelled.)

5014.—Emergency Flying Ration, Mark II—Safe Custody

(A.E. 4555/43.—21 Oct. 1943.)

Energy tablets, a component of the emergency flying ration, Mark II (Stores Ref. 27P/7), contain a substance scheduled under the Dangerous Drugs Act. These tablets are beneficial to the personnel for whom they are intended when taken in the prescribed dosage, and under the conditions for which they are provided; they will, however, prove harmful if taken indiscriminately. It is therefore of importance that every reasonable precaution be taken to ensure the safe custody of the emergency flying ration, Mark II, and that it should not be accessible to unauthorised persons.

2. It has been arranged in respect of deliveries from contractors that all cartons in which the rations are packed will be provided with a seal which must be broken before the rations can be extracted from the carton. A similar precaution will be taken in respect of all issues from maintenance units.

3. It is the responsibility of consignee units to inspect supplies immediately on receipt and, if there is any reason to suspect that loss or pilferage has occurred, e.g., by reason of the seal revealing signs of having been tampered with, the contents of the carton are to be checked immediately.

4. Discrepancies are to be given immediate attention, and, in the event of a satisfactory explanation of the shortage not being forthcoming the loss is to be reported in accordance with K.R. & A.I., Article 1938.

5015.—General Mess Costs—REPORT*Shore Establishments*

(V.6000/43.—21 Oct. 1943.)

Naval shore establishments at home, victualled on the general mess system, or which transfer to the general mess system, are to render to the Director of Victualling monthly statements of messing costs for the first six months after they commission or transfer to the general mess system. The statement should be accompanied by copies of menus for each week of the month, and should show:—

- (a) the numbers victualled during the month;
- (b) the general messing rate used;
- (c) the actual cost of messing;
- (d) the balance brought forward from the previous month and carried forward to the following month.

When several establishments are included in the same statement an indication of the numbers messes in each establishment should be given. No balance should be carried forward at 31st March in any year.

2. When an establishment victualled on the general mess system commissions abroad, or when an establishment abroad transfers to the general mess system, the Commander-in-Chief or Flag Officer Commanding is to fix a provisional general mess rate for the establishment and report the rate to the Admiralty. For the first five months after commissioning or transferring to general mess monthly statements are to be forwarded by the establishment to the Director of Victualling giving the information specified at (a), (b), (c) and (d) in the preceding paragraph and also details of the prices paid for non-service items of provisions. Copies of the menus for at least one week of the month should accompany the statement. At the end of six months a report is to be made to the administrative authority for transmission to the Admiralty on the adequacy or otherwise of the provisional rate and a similar report is to be made annually thereafter. These reports are to be accompanied by copies of the menus for the last four weeks and are to show the prices paid for non-service items of provisions purchased locally.

(A.F.O. 4719/42, Appendix B, Note (viii).)

5016.—Meat, Offals, Butter and Margarine—Repayment Prices to other Services

(V. 1670/42.—21 Oct. 1943.)

From the 1st October, 1943, until further notice the prices to be used by H.M. ships, shore establishments, and victualling yards at home, for valuing supplies to authorised services, on repayment, from Admiralty stocks of the

undermentioned items of fresh provisions are as follows. Percentage charges as set out in O.U. 5420 (Victualling Rate Book), page xv, paragraph 2, are to be added where applicable:—

	Per lb.
	s. d.
Butter, except as specified below	1 4½
Butter in tin-lined boxes	1 6½
Butter in boxes of 36 × 1 lb. tins	1 8½
Margarine, bulk	6½
Margarine, packets	6½
Margarine, bulk, in tin-lined cases	7½
Margarine, packets, in tin-lined cases	8
Frozen meats and offals:—	
Beef, quarter, bone-in	8
Beef, quarter, boneless	10½
Beef, packeted, boneless	1 0
Mutton	6½
Lamb (imported)	11
Pork sides (imported)	1 1
Pork loins (imported)	1 4
Veal (boneless)... ..	1 0
Livers, ox	9
Livers, sheep, lamb and calf	1 2
Livers, pig	11
Hearts, ox	6
Hearts, sheep, lamb, pig and calf	1 0
Kidneys, ox	1 1
Kidneys, sheep and lamb	1 3
Kidneys, calf	1 2
Kidneys, pig	10
Oxtails	7½

2. This order does not affect Fleet Issuing Prices.

(A.F.O. 1493/43 is cancelled.)

***5017.—Victualling Arrangements, Christmas 1943**

(V. 6527/43.—21 Oct. 1943.)

The following victualling arrangements for Christmas 1943 have been made:—

- (a) One issue of pork, not exceeding 8 oz. per head, may be made to messes on victualling allowance in H.M. ships and establishments at the issuing price of bone-in-beef (8d. per lb.). This concession does not, however, authorise any increase in the weekly ration allowance of meat (A.F.O. 3072/42, Appendix B). At home, adequate supplies of either pork sides or pork loins will be available through the normal channels. Sides should be drawn when available.
- (b) The Ministry of Food will release to N.A.A.F.I. sufficient fresh eggs to enable an issue of one egg per man to be made on Christmas Day in all ships and establishments at home.
- (c) A limited allocation of the ingredients of Christmas puddings has been made to N.A.A.F.I. by the Ministry of Food in order that N.A.A.F.I. may be in a better position to meet the requirements of ships and establishments not victualled on the general mess system. Accountant Officers of general mess ships and establishments should arrange as far as possible for requirements of Christmas puddings to be made on board with Service provisions and not obtained from N.A.A.F.I.
- (d) It is anticipated that an allocation of turkeys to N.A.A.F.I. at home will also be arranged by the Ministry of Food, but supply will be very limited. As soon as definite information is available as to the extent of the supply a further A.F.O. will be issued.

(A.F.O. 3072/42.)

5018.—Personal Hammock Bedding—Naval Air Apprentices

(V. 4443/43.—21 Oct. 1943.)

The issue of personal hammocks and bedding to Naval Air Apprentices is in future to be deferred until completion of their training at R.N. Aircraft Training Establishment, Newcastle-under-Lyme, and immediately before their departure to other ships or establishments.

2. The reference to Air Apprentices in A.F.O. 1616/43 is to be cancelled.

(F.O.N.A.S. 7131/946/7 of 21 Sep. 1943.)

(A.F.O. 1616/43.)

5019.—Purchase Tax

(C.P. 10C/101491/43.—21 Oct. 1943.)

The following officers have been added to the list of local officers authorised to make tax-free purchases of chargeable goods:—

The Naval Store Officer,
R.N. Store Depot,
Lathalmond.
The Victualling Store Officer,
Northern Ireland,
H.M. Naval Victualling Depot,
26-28, Ormeau Avenue,
Belfast.

(A.F.Os. 4619/40, 1451/42, and 4058/42.)

(A.F.O. 2664/43 is cancelled.)

*†5020.—Badges for Naval Fire Parties (Stokers F.F.)

(V. 1529/43.—21 Oct. 1943.)

A branch badge has been approved for wear by ratings of the permanent element of the Naval Fire Force, as follows:—

Existing badge of Stoker, 2nd Class (Pattern 27A and 27B) with letters "F.F." below.

2. Issuing prices and pattern numbers of the spare letters "F.F." are as follows:—

Pattern No.	Description	Issuing Price
29A	Letters "F.F."—red	1d. each
29B*	Letters "F.F."—blue	1d. for two.

(A.F.Os. 5515/42 and 5516/42.)

5021.—Surplus Concrete Slabs ex D.E.M.S.—Disposal

(C.P. 75335/43.—21 Oct. 1943.)

Information has been received that concrete slabs removed from D.E.M.S. on substitution by plastic armour are still accumulating in some areas.

2. The slabs are Admiralty property for which no future use can be foreseen and they should be disposed of on the best terms which can be arranged locally or by transference to another Government Department such as Ministry of War Transport, Ministry of Supply or Ministry of Works and Planning.

3. When transferred to another Government Department no charge should be made but the Ministry taking them over should bear the cost of removal.

Section 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE

5022.—Amendments to Books

(E.F.O.—21 Oct. 1943.)

The undermentioned amendments (A.F.Os. P.588-595/43) to B.R. and O.U. books are available for issue from the R.N. Store Depot, Elveden Road, Park Royal, N.W.10, in accordance with A.F.O. 1268/39, paragraph 3.

Demands from shore establishments in the Portsmouth Command should be sent to the Portsmouth Book Office, 51, Bedford Street, Leamington Spa, Warwickshire, and from those in the Plymouth Command, to the Devonport Book Office, R.N. Port Library, Devonport. Demands from other shore establishments at home should be sent to R.N. Store Depot, Park Royal, London, N.W.10.

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

A.F.O.P.588/43.—B.R. 632C—Gunnery Training Manual, Volume III, Amendment No. 6.

P.589/43.—B.R. 632C—Gunnery Training Manual, Volume III—Amendment No. 7.

P.590/43.—B.R. 4—Naval Storekeeping Manual, Part II—Amendment No. 6.

P.591/43.—B.R. 980(G) (formerly O.U. 6090(G)) R.T. No. 426 for 5.25-in. Guns—Amendment.

P.592/43.—B.R. 980(J) (formerly O.U. 6090(J)) R.T. No. 448 for 6-in. Guns—Amendment.

P.593/43.—B.R. 980(K) (formerly O.U. 6090(K)) R.T. No. 230 for 4-in. Guns—Amendment.

P.594/43.—B.R. 980(K) (formerly O.U. 6090(K)) R.T. No. 275 for 4-in. Guns—Amendment.

P.595/43.—B.R. 980(K) (formerly O.U. 6090(K)) R.T. No. 545 for 4-in. Guns—Amendment.

(A.F.O. 4876/43.)

5023.—A.M.S.Is.

(E.F.O.—21 Oct. 1943.)

Admiralty Merchant Shipping Instructions Nos. 287-289/43 are being distributed concurrently with this issue of A.F.Os.

(A.F.O. 4877/43.)

5024.—B.R. 855 (43)—Handbook of Mark V* Oropesa Sweep—Issue

(T. 1655/43.—21 Oct. 1943.)

Copies of the above book are being issued by the Naval Store Officer, R.N. Store Depot, Elveden House, Park Royal, N.W.10, to the following authorities:—

C-in-C., Levant	...	...	...	...	20
F.O.I.C., Gibraltar	...	...	...	...	15
F.O.I.C., Oran	...	...	...	...	20
F.O.I.C., Malta	...	...	...	...	12
F.O.I.C., Algiers	...	...	...	...	20
F.O.I.C., Freetown	...	...	...	...	15
F.O.I.C., Ceylon	...	...	...	...	10
P.M.S.O., Newhaven	...	...	...	...	30
P.M.S.O., Portsmouth	...	...	...	...	15
P.M.S.O., Lowestoft	...	...	...	...	20
P.M.S.O., Falmouth	...	...	...	...	12
P.M.S.O., Portland	...	...	...	...	15
P.M.S.O., Grimsby	...	...	...	...	12
P.M.S.O., Yarmouth	...	...	...	...	12
P.M.S.O., Dartmouth	...	...	...	...	15
P.M.S.O., Aberdeen	...	...	...	...	3

2. H.M. Ships in home waters fitted with the Mark V* Oropesa Sweep should demand a copy of the book from the local Port Minesweeping Officer. H.M. ships abroad should demand a copy from the nearest Flag Officer-in-Charge.

5025.—C.Bs. and O.U. Books—Declassification

(G./G.D. 0780/43.—21 Oct. 1943.)

A.F.O. 4640/43 is to be amended as follows:—

Appendix I. For "1923 (9) (40)" read "1925 (9) (40)".

Appendix II:—

Amend "B.R. 929 (1)" and "B.R. 929 (2)" to read "B.R. 959 (1)"
"B.R. 959 (2)".

Add:—	"O.U. No.	B.R. No.
	6125 (4)	935 (4)
	6363	982
	6345	983 "

(A.F.O. 4640/43.)

5026.—O.U.5365—Priced Vocabulary of Naval Armament Stores

(A.S. 14331/43.—21 Oct. 1943.)

For the duration of the war no additional prices or corrections to existing prices will be published for inclusion in the Vocabulary of Naval Armament Stores.

2. Prices, if required, may be obtained on application to the Director of Armament Supply (Branch E), Admiralty.

3. For the purpose of assessing the value of stores lost by neglect, etc. (K.R. and A.I., Article 1936), existing published prices may be regarded as stabilised.

5027.—O.U. 6090(K)—Range Tables, Nos. 561 and 562, dated June, 1943, for Q.F. 4-in. Guns, Mark XVI*

(G. 08945/43.—21 Oct. 1943.)

The above-mentioned range tables are now in the press, and copies will be issued to all concerned, *without demand*, by the Superintending Naval Store Officer, R.N. Store Depot, 307 Elveden Road, Park Royal, London, N.W.10, when supplies become available.

5028.—Form A.25A—Issue

(Sta./A. 01457/43.—21 Oct. 1943.)

A first issue of 250 copies of Form A.25A, Report of Minor Accidents, will be made to Aircraft Carriers, Catapult ships, and Naval Air Stations and Sections, without demand, from the R.N. Store Depot, Elveden Road, Park Royal, N.W.10.

(A.F.O. 4257/43.)

5029.—Form D.127B—List of Particulars for Engineering Purposes (1943 Reprint)

(N.S. 17965/43.—21 Oct. 1943.)

Form D.127B—"Particulars and Total Allowances in regard to Naval Stores allowed by scale for Engineering Purposes" has been reprinted and stocks are available at the R.N. Store Depot, Park Royal. Stocks at Park Royal and at dockyards of earlier reprints (blank forms) should be disposed of.

2. Warrant yards for the classes of ships to which the form is applicable should forward demands to the Superintending Naval Store Officer, Park Royal, to cover six months' anticipated requirements. The position should be reviewed every three months and replenishment quantities obtained from Park Royal as requisite.

3. The reprint incorporates all amendments promulgated in lists of errata Nos. 1 to 12, and some of those which will be included in list of errata No. 13 when issued. When future lists of errata are issued, copies of the Forms D.127B should be corrected as necessary at the warrant yards before despatch to new construction services. Similarly where copies of the form have already been provided for a new construction service, the warrant yard should forward *three* copies of subsequent lists of errata to the officer preparing the "List of Particulars" so that it may be brought up to date.

4. Ships' officers, etc., concerned with the preparation of the "List of Particulars" should not demand blank forms from R.N. Store Depot, Park Royal, as these should be supplied in good time and without demand by the Superintending

Naval Store Officer of the warrant yard to whom any correspondence on the subject should be addressed. The forms are not suitable for the preparation of "Lists of Special Stores" for which Form D.122 (in pads of 50 forms) should be used, these being obtainable from R.N. Store Depot, Park Royal, and not from the warrant yards.

5. Ships in commission are *not* required to prepare revised "Lists of Particulars" in consequence of this reprint.

6. *Park Royal only*.—Stocks of lists of errata Nos. 1 to 12 to Form D.127B, should be forwarded to the Director of Stores, Admiralty (N.S.4B).

5030.—Form O.6—Ammunition Labels—Additions

(A.S./Sta. 18798/43.—21 Oct. 1943.)

Serial No.	Description	Where used	Page in Form O.6	Sta. No.
N.888	Cartridges, squid... ..	On end of C.190 box	37	18798/43
N.889	Primers, electric, Squid, Ctg. No. 32.	In recess of front of package.	37	18798/43
N.890	1 Fuze Squid	On end of box ...	37	18798/43
N.891	1 Projectile Squid ...	In recess on end of crate	37	18798/43

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

(A.F.O. 97/43.)

5031.—Canteens—Administration (Form S.112)

(V. 3152/43.—21 Oct. 1943.)

Form S.112—Regulations for the Administration of Canteens—will shortly be out of print, and will not be reprinted until after the war.

2. When Form S.112 is not available in ships and establishments in which there are canteens, a typed copy of clauses 2 to 9, 12 and 12a of K.R. & A.I., Article 630 (of which S.112 is a copy), is to be exhibited in lieu in compliance with clause 14 of the article.

5032.—Newspapers, Books, Christmas and Greeting Cards, etc.—Despatch to Neutral Countries

(N.L./N.I.D. 7060/43.—21 Oct. 1943.)

Statutory Rule and Order No. 359 of 1941, prohibits, except under permit, the despatch by post of newspapers, books or other printed matter, including Christmas cards, greeting cards, and calenders, manuscripts or typescript publications, or cuttings or portions from any of the above; maps, plan sketches, drawings, prints, photographs, or other descriptive or pictorial representations or literature for the blind; postage or revenue stamps, gramophone records or sound tracks; impressions of any die, seal or stamp of or belonging to or used, made or provided by or on behalf of His Majesty; any goods or commodities, or sample post packets from Great Britain to Northern Ireland or from Great Britain or Northern Ireland to Eire or to the following countries:—

Afghanistan,	Portugal,
Andorra,	Saudi Arabia,
China,	Spain,
Egypt,	Sweden,
Iceland (C),	Switzerland,
Irak,	Tangier,
Iran,	Tibet,
Liberia,	Turkey,
Persian Gulf Ports of	Union of Soviet Socialist Republics,
Bahrein, Kuwait, Dubai,	Vatican City,
Muscat and Sharja,	Yemen,

or to any dependencies of the above or of Belgium, Denmark, France, Holland or Norway, other than Dutch Guiana and the Dutch West Indies.

2. Such articles may be despatched only by newsagents, stationers, dealers or booksellers possessing the necessary permit. Individuals wishing to despatch any of the above should, therefore, place their order with their newsagent, stationer, dealer or bookseller, together with a list of the names and addresses of those to whom the articles are to be sent.

3. Single Christmas cards or New Year greeting cards may, however, be despatched by post from Great Britain to Northern Ireland or from Great Britain or Northern Ireland to Eire on or after the 4th day of December, 1943, and before the 1st day of January, 1944.

4. This Order does not apply to correspondence addressed to and intended for members of H.M. Forces serving overseas, or British and Allied subjects interned in a foreign country.

5. The despatch of Christmas cards bearing photographs of H.M. Ships is forbidden if they are addressed to any neutral country either by individuals or under permit.

(A.F.O. 4061/42 is cancelled.)

5033.—R.N. Auxiliary Hospital, Seaforth and Woolton—Telegraphic Address

(M.D.G. 46024/43.—21 Oct. 1943.)

In future R.N. Auxiliary Hospital, Seaforth and R.N. Auxiliary Hospital, Woolton, will be administered as one unit.

2. The telephone number is Waterloo (Liverpool) 2005/6 and the telegraphic address is:—Navospital, Seaforth, Liverpool.

5034.—H.M.S. "Celebrity"—Confusion with H.M.S. "Celerity"

(M. 2769/43.—21 Oct. 1943.)

Instances are occurring where letters addressed to H.M.S. "Celebrity", the A/S and M/S Base Ship at Milford Haven, are being sent to the Minesweeper, H.M.S. "Celerity".

2. In order to avoid unnecessary delay, correspondence for the Base Ship should be addressed to:—

H.M.S. "Celebrity",
Milford Haven,
Pembrokeshire.

5035.—H.M.S. "Medway II"—Correspondence and Stores

(M. 2744/43.—21 Oct. 1943.)

Correspondence and stores intended for the First Submarine Flotilla should be addressed to H.M.S. "Medway II" in a similar manner to which correspondence and stores for personnel and vessels are sent to the parent ship of other Submarine Flotillas.

5036.—Mail Lost by Theft

(M. 09573/43.—21 Oct. 1943.)

Non-confidential correspondence posted in United Kingdom between 28th June and 13th July, for Senior British Naval Officer, Trinidad, has been lost by theft.

2. Duplicates should be forwarded as necessary.

Section 6.—SHORE ESTABLISHMENTS

5037.—Promotion of Clerical Assistants (Treasury and Departmental) to the Clerical Class

(C.E. 14189/43.—21 Oct. 1943.)

Heads of establishments are reminded that recommendations for promotion of Clerical Assistants and Departmental Clerical Assistants, Grade I, in accordance with A.F.Os. 3099/41 and 1614/42 should reach the Admiralty, C.E. Branch II, Bath, by the 15th November, 1943. Those candidates selected as a result of this review will normally be placed on trial on the 1st January, 1944.

2. At this review all Clerical Assistants and Departmental Clerical Assistants, Grade I, aged 18 and over, who are considered suitable may be recommended. Temporary Clerical Assistants and Temporary Departmental Clerical Assistants, Grade I, who have been retained on marriage, are also eligible for consideration.

3. Recommendations for the promotion of members of the Typing Grades should not be included with those relating to Clerical Assistants but should be submitted separately.

(A.F.Os. 3099/41, 1614/42, 3839/42, 5603/42 and 2093/43.)

5038.—Female Industrial Telephone Operators—Revised Rates of Pay

(L.7322/43.—21 Oct. 1943.)

Female Industrial Telephone Operators at outport establishments who are at present either conditioned to a 47-hour week, and paid in accordance with A.F.O. 3777/41, as amended by A.F.O. 87/42, or employed (as in H.M. Dockyards) for seven shifts of seven hours, and paid in accordance with Cash Duties Instructions, Appendix II, Section C, should be paid at the following revised inclusive rates:—

Age	Revised rates for Dockyards and Admiralty Establishments outside London Area.		Revised rates for establishments in London Area (within radius of 12 miles of Charing Cross).	
	s.	d.	s.	d.
16	43	0	46	0
17	48	0	51	0
18	53	0	56	0
19	56	0	59	0
20	59	0	62	0
21	62	0	65	0

2. These revised rates of pay will, as from the date of their introduction, cover a gross working week of 48 hours, and meal times will be included as attendance. Where, however, the normal working week of an establishment is 47 hours, and where telephone operators are not required to work for hours in excess of this number, no deductions should be made for the 47 hours (instead of 48) attendance.

3. Overtime payments should be made for hours worked in excess of 48 per week, but otherwise in accordance with A.F.O. 5691/41; and double time will be payable for hours worked between midnight Saturday and midnight Sunday.

4. These revised rates will operate, as from 1st June, 1943, and the necessary adjustments in pay should be made retrospectively to this date.

5. In the case of the dockyards, etc., where telephone operators are at present conditioned to a 7 shift (49 hour) week, the employees concerned should be re-conditioned to a six-day week in accordance with the new basis of payment, but any present seven-day arrangements could continue (appropriate overtime rates under the new arrangements being paid), until such time as adjustment is possible.

(A.F.Os. 3777/41, 5691/41 and 87/42.)

5039.—Civil Servants Released for Service in H.M. Forces—Notation of Home Addresses, etc.

(C.E. 14094/43.—21 Oct. 1943.)

In order that contact with members of the staff of Admiralty establishments released for service with H.M. Forces and eligible for payment of balance of civil pay may be established readily in all cases, e.g., for the purpose of despatch of statements of account, etc., a permanent home address should be obtained from the officers, preferably on Form C, Appendix II, of Treasury Circular No. 13/39, whenever a Bank is nominated to receive payment.

2. When payment of balance of civil pay to the Post Office Savings Bank is specified, the depositor's specimen signature is required by the Bank in duplicate.

3. For staff on loan from other Government Departments, the above-mentioned particulars should be obtained by the Cashier or Paying Officer and forwarded to the parent Department concerned.

5040.—Adult Civilian Electricians Employed in Admiralty Establishments—Cost of Living (War) Addition

(L. 9986/43.—21 Oct. 1943.)

Information has been received from the National Joint Industrial Council for the Electrical Contracting Industry, that an agreement was reached on 24th September, 1943, to the effect that the Cost of Living (War) Addition which is payable to journeymen electricians in the Electrical Contracting Industry in England and Wales, should now be calculated on an hourly, instead of on the existing weekly basis, and thus rank for overtime in the same manner as the standard hourly rate for these employees. Further, that as a result of this agreement, and with effect from the second pay day in October, 1943, for the pay period covered by that pay day, the existing weekly Cost of Living (War) Addition shall cease to be payable, and in lieu thereof there shall be an hourly addition of 4½d. in this respect.

2. Arrangements should accordingly be made to ensure that all adult civilian male electricians employed in Admiralty Industrial Establishments in England and Wales, who, in accordance with specific Admiralty approval, are paid Electrical Contracting Industry rates, are paid Cost of Living (War) Addition under the terms of the new Agreement, with effect from the operative date specified above, and until further notice.

3. The rates of pay of Civilian Electrical Fitters and Electricians who are in receipt of Admiralty Industrial Bonus remain unaffected by this decision.

4. In any case of doubt, adjustment should not be made without prior reference to the Secretary of the Admiralty (L. Branch).

(A.F.O. 1875/43.)

5041.—Transferees Upgraded to Dilutee Mechanic after Transfer—Rate of Pay

(L. 7471/43.—21 Oct. 1943.)

Workpeople of non-mechanic grades, who are transferred from a Dockyard, or other pre-war industrial establishment, to one in which mechanics are paid a "local" rate, and ungraded to dilutee mechanic after transfer, should be paid at the local district Fitters rate for the establishment concerned, and not at the Dockyard standard rate for Fitters.

2. In any cases where in the past such transferees upgraded after transfer have been paid the standard Dockyard rate for Fitters, the employees concerned may be allowed to retain this rate on a personal basis, but the arrangements set out in paragraph 1 should be observed in future.

3. In cases where any man proposed for upgrading would suffer a reduction in pay, a prior report should be forwarded to the Secretary of the Admiralty (Labour Branch).

5042.—Applications for Release of Non-industrial Staffs for Nursing and Midwifery Services

(C.E. 57093/43.—21 Oct. 1943.)

Members of the staff who have registered under the Nurses and Midwives (Registration for Employment) Order, 1943, and who are willing to resume nursing and are acceptable to the Appointments Department of the Ministry of Labour and National Service, may be the subjects of applications (from the Appointments Offices of the Ministry) for release for employment in nursing or midwifery. Any such applications for release which may be received by Establishments, together with any applications from volunteers for the Civil Nursing Reserve and Mobile V.A.Ds. or from women who wish to train as student nurses or pupil midwives, are to be referred to the Admiralty (Civil Establishments Branch—Armed Forces Section), London, S.W.1, with any remarks or recommendations which it is desired to make regarding them.

5043.—Civilian Drivers of Heavy Articulated Vehicles and Lorries with Trailers—Additional Pay

(L. 7987/43.—21 Oct. 1943.)

Men driving lorries with trailers or heavy articulated vehicles, without limit of weight, on journeys outside the precincts of Admiralty establishments should be paid while so employed an allowance of 6d. a day or part of a day in addition to the payment for which they are eligible in accordance with existing instructions, i.e., either, if employed in an establishment where Dockyard rates apply, at the rates specified in C.D.I., App. II, Sec. D., including Note (b), or, if employed in other Admiralty Industrial establishments, at the ordinary labourer's rate of the establishment plus a lead of 8s. 6d. or 10s. 6d. according to whether the vehicle's carrying capacity is limited to a maximum, or is in excess, of 2 tons.

2. This arrangement may be applied in any eligible cases retrospectively to the 18th May, 1943.

5044.—Admiralty Police Forces—Issue of Police Identity Cards (N.E.111)

(E.F.O./U.S.B. 991/43.—21 Oct. 1943.)

A.F.O. 4776/43 is to be amended as follows:—

Paragraph 9, last line. For A.F.O. 4948/47 read A.F.O. 4948/42.

(A.F.O. 4776/43.)

5045.—Passenger Traffic on Railways (Winter 1943-4)—Restriction

(C.E. 13956/43.—21 Oct. 1943.)

It is of paramount importance that passenger traffic on the railways during the coming winter should be reduced to a minimum, and accordingly it has been decided to apply the same restrictions on free and partly free journeys for Civil Servants as were in operation last winter, viz., that free and/or partly free journeys allowed under the provisions of A.F.O. 2824/42 to evacuated officers and those on detached duty should be limited to two during the period 1st October, 1943, to 31st March, 1944, inclusive. Neither of these two journeys should be permitted during the Christmas holiday period.

2. The twelve months during which an officer may be entitled to two free and three partly free journeys will, in many cases, end during the restricted period, but no "carry forward" can be allowed to any officer who as a result loses his entitlement to one or more assisted journeys.

(A.F.O. 2824/42.)

5046.—Guns—Q.F., 40-mm. Bofors and 0.5-in. Browning M.2 Watercooled and Aircooled Gun-Sights
(A.S. 12547/43.—21 Oct. 1943.)

Sights for the following guns are secured to the guns, but are to be regarded as a Vote 8 III G supply:—

- (a) O.Q.F. 40-mm. Bofors when mounted in land service single mountings and in U.S. twin and quad mountings.
- (b) 0.5-in. Browning M.2 watercooled and aircooled.

2. If for any reason a gun is exchanged, care must be taken that the sight is removed and retained with the mounting, and is kept with the mounting on all occasions.

5047.—Rubber Hose and Rubber Tubing—Endorsement of Orders

(P. 9846/43.—21 Oct. 1943.)

The following further amendment is to be made to A.F.O. 3121/43:—

Add:—

- (8) Where contractors are intending to obtain their requirements through a factor, they have been instructed to forward their orders to the appropriate Admiralty authority as laid down in A.F.O. 3121/43, attaching a special certificate entitling the holder to place an order with his suppliers for the quantity of hose required. If the essentiality of the requirement is confirmed, the certificate is to be endorsed by the Admiralty authority and returned with the order to the contractor. The certificate will then be passed by the contractor with his order to the factor.

The certificates will be obtained by the contractors direct from Admiralty P. Branch.

(A.F.O. 3121/43.)

5048.—Bearing Control Recovery Depot

(P.(L) 1187/43.—21. Oct. 1943.)

The Bearing Control has established a Recovery Depot for the following purposes:—

- (a) To break down used bearings and to recover usable components such as steel balls, rollers, cages and rings for
 - (i) bearing repair facilitation
 - (ii) meeting requisitions for loose balls etc. for paint mill etc. usage.
- (b) To re-clean and re-use used bearings in good condition for general industrial non-precision applications.

2. Used bearings accumulated at Admiralty depots and which have been recovered from Admiralty equipment should be returned to this depot, the address is: The Bearing Control Recovery Depot, 97, London Road, High Wycombe, Bucks.

5049.—Royal Naval Store Depot, London—Transfer of Control to S.N.S.O., Park Royal

(C.E. 10131/43.—21 Oct. 1943.)

It has been decided that the Superintending Naval Store Officer, Park Royal, should assume responsibility, under the Flag Officer-in-Charge, for the general administration and control of the London Naval Store Depot, including the motor transport organisation at Stepney. This depot is accordingly placed under his superintendence with effect from the date of this Order.