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ADMIRALTY FLEET ORDERS

ADMIRALTY, S.W.1,
15th October, 1942.

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

A list of these Orders is enclosed.

By Command of their Lordships,

J. V. Markham

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

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

Head of "P" Branch

TO 1-1031 P.H. 11/10/42 J.V.M.

P 2/10/42

P 3/10/42

P.H. (611) 10/10/42

ADMIRALTY FLEET ORDERS

- | No. | Subject. |
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| 4953. | Telegraphic Addresses of Naval and Civil Authorities (Home)—Revised List. Issued separately on 8th October, 1942.
15th October, 1942. |

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| 4956. | Honours and Awards—"London Gazette" Supplement of 6th October, 1942. |
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| 5007. | Fuze Covers, Nos. 11 and 12, for Fuzes, Nos. 207 and 211. |
| 5008. | Ammunition—Ready-use Locker Stowage, for 0-5-in., Mark V Equipments—A. and A. |
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| 5011. | Cartridges, Impulse, for Mark III Holman Projector with Brass Bound Cases—Withdrawal of Certain Lots. |
| 5012. | Cartridge, Catapult Aircraft, Cases, Empty No. 1, Mark I, Mark I* and Mark II—Withdrawal. |
| 5013. | Primers, Electric and Percussion, No. 14, Mark V, Lot 103, G.B., Filled, B.R.10/40. |
| 5014. | Pyrotechnics—Flashes, Photographic, 4-5-in.—Precautions—Classification and Stowage. |
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| 5016. | Trials of Torpedo Tubes and Torpedo Equipment. |
| 5017. | Trials of Torpedo Tubes and Torpedo Equipment. |
| 5018. | Torpedo Stores—Bushes, St. No. 930A—Introduction. |
| 5019. | Torpedo Stores—Adapters, St. Nos. T.184 and T.185—Revised Allowances. |
| 5020. | Torpedo Stores—Spanners, Box, Air Stop Valves—Allowance. |
| 5021. | Igniters, Torpedo, Mark XI—Lot Numbers 142, 463 and 472—Withdrawal. |
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| 5023. | Paravanes C, Mark III**—Supersession by Paravanes, Mark VII-VII*. |
| 5024. | German Mines—Identification. |
| 5025. | Ventilation of Main and Auxiliary Machinery Spaces—Policy and Modifications to Methods of Supply—A. and A. |
| 5026. | Sound Powered Telephones with Battery Call-up and Two-wire Battery Telephones—Replacement by Telephones, Mark XV. |
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| 5028. | Portable Electric Pumps—Modifications to Double Pole Switches. |
| 5029. | Plugs and Sockets on Connection Boxes for Gun Barrel Heaters—Lack of Water-tightness. |
| 5030. | General Civilian Respirator—Device for Use During Hard Work. |
| 5031. | Respirators—Losses of. |
| Navigation.—(Navigation Stores, Sextants, Compasses, Charts, Anchors, Sails, etc.) | |
| 5032. | Ships Permanently Moored—Surrender of Anchor and Cable Equipment—REPORTS. |
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| 5037. | Howden Johnson Boilers—Retarders. |
| 5038. | Hydraulic Dynamometers—(Heenan and Froude)—Inaccuracy Caused by Wear. |
| Signals.—(W/T and V/S Apparatus, R.D.F., D.F., S.R.E., Wa/T and Stores.) | |
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| 5041. | Type 282M (4) with Panel L22 and Type 283—Fitting-out Information. |
| 5042. | R.D.F. Sets, Type 241, 291, 290, 286, P/PQ, 79M and 279M—Improved Diode Valve. |
| 5043. | R.D.F. Type 281—Modulator Panel 3AB. |
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| 5045. | Mechanical Semaphores—Landing of. |
| 5046. | Ardent Loud Hailing Equipment in Destroyers—Additional Loudspeakers. |
| Anti-Submarine.—(Asdics, Hydrophones and Echo Sounding and Stores.) | |
| 5047. | Hydrophone Installation, Type 712—Establishment List. |
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5057. Bottom Compositions.
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5064. Signalling Projectors—24-in. American General Electric—Supply of Carbons.
5065. Spares for Telephones and Broadcasting Alarm System—Allowances.
5066. D.G. Equipment—Modification.
5067. Naval Aircraft—Emergency Equipment.
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5069. Aircraft Tyres—Bowes "Seal Fast" Repair Outfits.
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5072. Pads, Rubber—Discontinuance of Supply for W/T and Certain A/S, etc., Installations.
5073. Despatch of Naval Stores and Spare Gear Urgently Required.
5074. Naval Stores—Revised Allowances.
5075. Jacks for Drums for Electric Cables—Supply.
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5078. Anti-glare Spectacles.
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5089. Descriptive Pamphlet of the 21-in. G.7A and G.7A.D. Torpedo.
5090. O.U. and B.R. Publications—Distribution during September, 1942.
5091. Books—B.R. 292—Instructions for the Maintenance of Naval Ordnance and Gun Mountings, 1942—Issue.
5092. B.R. 300—A.A. Verifying Cameras—Issue.
5093. B.R. 633(1)—Instructions for Torpedo Equipment and Torpedo Discharge Trials.
5094. B.R. 636—Sketches of Norwegian Landfalls.
5095. Forms S.361 and S.362—Performance Analysis for I.C. Engines.
5096. Form S.1098—Alphabetical List of Consumable Naval Stores—Errata No. VI.
5097. Form S.1523—W.R.N.S. Conduct Sheet—Revision.
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5106. M/T Vehicles—Precautions Against Damage by Frost—Anti-Freeze Liquid
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(Orders marked * have been reprinted for posting on Notice Boards; marked † may be communicated to the Press.)

Section 1

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

4954. { H.M.S. "Indefatigable"
Training Ship "Indefatigable"
French Tug "Infatigable" } Confusion over Stores, etc.

(M./P. 09967/42.—15.10.1942.)

Stores etc. for the above three ships are being wrongly addressed. Attention is therefore drawn to the following renamings—

Training Ship "Indefatigable" renamed "Carrick II".
French Tug "Infatigable" renamed "Le Lutteur".

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

*4955.—Honours and Awards—Extract from "London Gazette" Supplement of 2nd October, 1942

(H. & A.—15.10.1942.)

CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD,

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

2nd October, 1942.

The KING has been graciously pleased to give orders for the following appointments to the Most Excellent Order of the British Empire, for skill and resource in the combined attack on Dieppe:—

To be Additional Officers of the Military Division of the said Most Excellent Order:—
Commander John David Luce, D.S.O., R.N.
Commander Richard Lindsay Stephen Gaisford, R.N.

ADMIRALTY,

Whitehall, S.W.1.

2nd October, 1942.

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

For daring and resolution in command of the Naval Forces in the combined attack on Dieppe:—

To be a Companion of the Distinguished Service Order.

Captain John Hughes-Hallett, R.N.

For gallantry, daring and skill in the combined attack on Dieppe:—
Bar to the Distinguished Service Order.

Lieutenant-Commander Edward Nigel Pumphrey, D.S.O., D.S.C., R.N.

To be Companions of the Distinguished Service Order.

Commander Hubert Victor Perry McClintock, R.N.

Lieutenant-Commander Ronald John Hanson, D.S.C., R.N.

Lieutenant-Commander John Alverduis Lowe, D.S.C., R.N.R.

Temporary Lieutenant Herbert Reginald Hewett Williams, R.N.V.R.

Temporary Lieutenant Henry Thomas Buckee, R.N.V.R.
 Temporary Surgeon Lieutenant Miles Patrick Martin, M.R.C.S., L.R.C.P., R.N.V.R.

The Distinguished Service Cross.

Commander Derek Bathurst Wyburd, R.N.
 Lieutenant-Commander Earl Beatty, R.N.
 Lieutenant-Commander John Hartley Dathan, R.N.
 Lieutenant-Commander Colin William McMullen, R.N.
 Lieutenant-Commander Hugh Hedworth Hubback Mulleneux, R.N.
 Lieutenant-Commander John Percival Scatchard, R.N.
 Lieutenant-Commander John Henry Wallace, R.N.
 Acting Lieutenant-Commander William Whitfield, R.N.R.
 Lieutenant Peter Barthrop North Lewis, R.N.
 Lieutenant James Antony Syms, R.N.
 Lieutenant William Basil Willett, R.N.
 Lieutenant James John Simon Yorke, R.N.
 Temporary Lieutenant Montague John Proby Armstrong, R.N.V.R.
 Temporary Lieutenant Dennis Frederick Brown, R.N.V.R.
 Temporary Lieutenant Gilbert Alfred Byerley, R.N.V.R.
 Temporary Lieutenant Robert Wilmot Howarth Chancellor, R.N.V.R.
 Temporary Lieutenant John Henry Coste, R.N.V.R.
 Temporary Lieutenant Alexander Douglas Fear, R.N.V.R.
 Temporary Lieutenant William Charles Hewitt, R.N.V.R.
 Temporary Lieutenant Harry Leslie, R.N.V.R.
 Temporary Lieutenant Peter Ralph Mackinnon, R.N.V.R.
 Temporary Lieutenant George Phillips, R.N.V.R.
 Temporary Lieutenant Stanley Edgar Sharpe, R.N.V.R.
 Temporary Lieutenant Dennis Rupert Stephens, R.N.V.R.
 Temporary Lieutenant George Alexander Wright, R.N.V.R.
 Lieutenant (E) Albert James Lee, R.N.
 Probationary Temporary Surgeon Lieutenant Thomas Pollard Storey, M.R.C.S.,
 L.R.C.P., R.N.V.R.
 Temporary Sub-Lieutenant Stanley Allanson, R.N.V.R.
 Temporary Sub-Lieutenant Jack Frederick Brigden, R.N.V.R.
 Temporary Sub-Lieutenant Robert Trevor Davey, R.N.V.R.
 Temporary Sub-Lieutenant Raymond Sidney Evans, R.N.V.R.
 Temporary Sub-Lieutenant Francis John Keep, R.N.V.R.
 Temporary Sub-Lieutenant John Whitehead, R.N.V.R.
 Temporary Sub-Lieutenant Andrew Allan Wedd, R.C.N.V.R.
 Mr. Cyril George Cooper Gouge, Commissioned Engineer, R.N.
 Temporary Skipper Thomas Andrew Cook, T.S.905, R.N.R.

The Conspicuous Gallantry Medal.

Ordinary Seaman Thomas Albert Lee, C/JX.299940.

While the craft in which Ordinary Seaman Lee was serving was beached for some 15 minutes landing tanks, under concentrated fire, her guns were kept in action against an enemy gun position and houses on the beach, until all the guns' crews had been killed or wounded. Although gravely wounded himself, his cheerful courage and devotion to duty were an example to the rest. He carried on until the guns were silenced and then crawled away to report to his Skipper.

The Distinguished Service Medal.

Chief Engine Room Artificer Bertram Stanley Brading, P/M.36662.
 Chief Engine Room Artificer Sydney Charles Harrison, P/M.39381.
 Chief Motor Mechanic 4th Class Robert Ringham Dawson, C/MX.72043.
 Engine Room Artificer Roy Jennings Eastlake, C/MX.50004.
 Sergeant Thomas James Badlam, Ply.X.345, R.M.
 Petty Officer Phillip Harold Allen, D/JX.139349.
 Petty Officer George Thomas Boothroyd, P/J.112416.
 Petty Officer Harry Brook, P/JX.135236.
 Petty Officer William James Caine, P/JX.140668.
 Petty Officer Ernest Peter Cast, C/J.112083.
 Petty Officer Albert Victor Johnson, P/JX.136499.
 Petty Officer Telegraphist Terence William McDonald, C/JX.133198.

Petty Officer John Philip Snape, P/JX.251866.
 Petty Officer Steward John Edward Tucker, D/L.13385.
 Petty Officer Motor Mechanic Frederick Thomas Barnard, C/MX.73692.
 Petty Officer Motor Mechanic George William Reynolds, C/MX.73631.
 Engineman Robert Sharp, LT/KX. 117217.
 Engineman Robert George Towell, LT/KX. 114175.
 Temporary Acting Petty Officer Horace Roland Ayres, P/JX.152998.
 Leading Seaman Frederick Edward Martin, P/JX.125763.
 Acting Leading Seaman Archibald Henry Elsey, L/DX.1966.
 Acting Leading Seaman Frederick Ellis, C/TD/X.1730.
 Acting Leading Seaman Donald Morrison, X.9631B., R.N.R.
 Acting Leading Seaman Christopher Musgrove, C/SSX.22273.
 Acting Leading Stoker Anthony Pepperell, D/KX.81740.
 Acting Leading Stoker Arthur Woods, C/KX.91619.
 Leading Signalmen Denis Walter Coggeshall, C/JX.151900.
 Able Seaman Reginald Bellenie, P/JX.217574.
 Able Seaman Frederick Dunn, C/SSX.20518.
 Able Seaman Benjamin Joseph Evans, C/JX.243199.
 Able Seaman Frank Finlay Ferguson, D/JX.288277.
 Able Seaman Fred George Harding, C/JX.214929.
 Able Seaman Stanley Harding, C/JX.189761.
 Able Seaman Ernest Clyde Jenkins, D/JX. 209897.
 Able Seaman William Kerr Kenny, P/JX. 207873.
 Able Seaman Ebenezer Lutttig, D/SSX. 21885.
 Able Seaman William George Marriott, P/JX. 283925.
 Able Seaman Thomas Ritchie, P/JX.223028.
 Able Seaman Leonard Wood, C/JX.235386.
 Stoker 1st Class Eric Ellis, P/KX.127649.
 Stoker 2nd Class Robert Samuel Heaton, P/KX.144336.
 Ordinary Seaman Thomas Percy Orlando Chambers, P/JX.290816.
 Ordinary Seaman Albert Henry Hopkins, P/JX.298352.
 Ordinary Seaman Alec Kiddie, P/JX.298630.
 Ordinary Seaman Samuel Wilson, D/JX.288481.
 Ordinary Telegraphist James Irvine, D/JX.321677.
 Motor Mechanic Maurice Mellett, D/MX.72692.
 Sick Berth Attendant Ezra White Foden, P/SBR/X.6085.
 Sick Berth Attendant Henry William Kelsey, P/MX.67219.

Mention in Despatches (Posthumous).

Temporary Lieutenant-Commander Charles Llewellyn Corke, R.N.V.R.
 Lieutenant Edward Gervase Egerton, R.N.
 Temporary Acting Lieutenant Leslie Breach, R.N.V.R.
 Temporary Acting Lieutenant Arthur Gordon Flory, R.N.V.R.
 Able Seaman Lawrence Marshall, P/JX.183514.
 Stoker 1st Class Gilbert James Doyle, P/KX.123618.
 Stoker Horace Stanley Payton, D/KX.111843.

Mention in Despatches.

Captain George Lewis Downall Gibbs, D.S.O., R.N. (Retd.).
 Acting Captain Donal Scott McGrath, R.N. (Retd.).
 Commander Ronald Ernest Cotton Dunbar, R.N. (Retd.).
 Commander Lionel James Spencer Ede, D.S.O., R.N.
 Commander Henry Thew Rust, D.S.O., R.N.
 Commander Robert Edward Dudley Ryder, V.C., R.N.
 Acting Temporary Surgeon Commander William Burnett Douglas Miller, D.S.C.,
 M.B., Ch.B., R.N.V.R.
 Lieutenant-Commander William John Stride, R.N.
 Lieutenant-Commander John Wilkinson, R.N.
 Lieutenant-Commander Harold Wilkinson Goulding, D.S.O., R.N.R.
 Temporary Lieutenant-Commander Norman Crawford Roulston, R.N.V.R.
 Temporary Lieutenant-Commander Thomas Nelson Cartwright, R.N.V.R.
 Temporary Lieutenant-Commander George Howard Garrard, R.N.V.R.
 Acting Temporary Lieutenant-Commander Norman Hubert Hughes, R.N.V.R.
 Acting Temporary Lieutenant-Commander Geoffrey Shaw-Brundell, R.N.V.R.
 Temporary Lieutenant-Commander William Lyon Nesbit Wallace, R.N.V.R.
 Lieutenant Malcolm Buist, R.N.

Lieutenant Adrian Rothwell Lane Butler, R.N.
 Lieutenant John Teague Gilhespy, R.N.
 Lieutenant Ian Raymond Griffiths, R.N.
 Lieutenant Peter Norris Howes, D.S.C., R.N.
 Lieutenant William Henry Paul Loftie, R.N.
 Lieutenant Richard George Lovell Pennell, R.N.
 Temporary Lieutenant Peter Markham Scott, M.B.E., R.N.V.R.
 Lieutenant John Maxwell Townley, R.N.
 Captain (Acting Major) Gordon Herbert Stockley, R.M.
 Acting Lieutenant David Frederick Johnson, R.N.
 Temporary Lieutenant Guy Horton Hummel, R.N.R.
 Temporary Lieutenant Henry Ogle Morris, R.N.R.
 Lieutenant Robert Willett Vyvyan Board, R.N.V.R.
 Lieutenant Alasdair Forbes Ferguson, R.N.V.R.
 Temporary Lieutenant Basil Laurence Bourne, R.N.V.R.
 Temporary Lieutenant Eric Peter Wellburn Cooper, R.N.V.R.
 Temporary Lieutenant George Clifford Fanner, D.S.C., R.N.V.R.
 Temporary Lieutenant Eric Leslie Graham, R.N.V.R.
 Temporary Lieutenant Richard Mallock Hall, R.N.R.
 Temporary Lieutenant James Basil Colgate Lumsden, R.N.V.R.
 Temporary Lieutenant Robert Manners, R.N.V.R.
 Temporary Lieutenant John Murray, R.N.V.R.
 Temporary Lieutenant Alfred Robert Howlett Nye, R.N.V.R.
 Temporary Lieutenant Noel Entwistle Burnett Ramsey, R.N.V.R.
 Temporary Lieutenant Francis Douglas Russell-Roberts, R.N.V.R.
 Temporary Lieutenant Peter Barton Snow, R.N.V.R.
 Temporary Lieutenant John Harry Frederick Thomson, R.N.V.R.
 Temporary Lieutenant Harold Charles Trickey, R.N.V.R.
 Temporary Acting Lieutenant Richard Joseph Dormer, R.N.V.R.
 Temporary Lieutenant George Benfield Eyre, R.N.V.R.
 Temporary Acting Lieutenant Donald Ralph Victor Flory, R.N.V.R.
 Temporary Acting Lieutenant Richard Lambert Lowcock, R.N.V.R.
 Lieutenant Thomas Malins Foggitt, R.A.N.V.R.
 Temporary Lieutenant Harry Mannix Nees, R.N.V.R.
 Temporary Acting Lieutenant (E) Loving Corke, R.N.V.R.
 Probationary Temporary Surgeon Lieutenant James Greer Campbell Murray, M.B.,
 Ch.B., R.N.V.R.
 Temporary Surgeon Lieutenant Richard Wadia, M.R.C.S., L.R.C.P., R.N.V.R.
 Lieutenant William Keith Rogers, R.M.
 Sub-Lieutenant Robert Allister Gilchrist, R.N.
 Sub-Lieutenant Arthur Francis Smith, R.N.
 Temporary Sub-Lieutenant Ronald Edward John Bridge, R.N.V.R.
 Temporary Sub-Lieutenant Kenneth Frederick Child, R.N.V.R.
 Temporary Sub-Lieutenant Frederick Burns Grant, R.N.V.R.
 Temporary Sub-Lieutenant Gerald Cecil Law, R.N.V.R.
 Temporary Sub-Lieutenant Ernest William Lee, R.N.V.R.
 Temporary Sub-Lieutenant Thomas Martin, R.N.V.R.
 Temporary Sub-Lieutenant Archibald John Milbourn Morrison, R.N.V.R.
 Temporary Sub-Lieutenant George Marsh Sambrook, R.N.V.R.
 Temporary Sub-Lieutenant Robert Henry Scopes, R.N.V.R.
 Temporary Sub-Lieutenant Donald Scott, R.N.V.R.
 Temporary Sub-Lieutenant Harold Edgar Snead, R.N.V.R.
 Temporary Sub-Lieutenant David Howard Spring, R.N.V.R.
 Temporary Acting Sub-Lieutenant Alfred Michael Button, R.N.V.R.
 Temporary Sub-Lieutenant Edwin Ernest Hallpike, R.N.V.R.
 Temporary Sub-Lieutenant David James Lewis, R.C.N.V.R.
 Temporary Sub-Lieutenant Glen Allen Northgrave, R.C.N.V.R.
 Temporary Sub-Lieutenant (E) Cyril Gordon Bennett, R.N.V.R.
 Mr. William George Bruty, Commissioned Engineer, R.N.
 Mr. Matthew John Hill, Temporary Acting Gunner, R.N.
 Mr. Percy John Allsebrook, Temporary Boatswain, R.N.
 Temporary Skipper Benjamin Duncan MacPherson, T.S.849, R.N.R.
 Chief Petty Officer Leslie Lennox Chetwynd Fairchild, D/JX.129940.
 Chief Engine Room Artificer George Ernest Walden, B.E.M., C/MX.46231.
 Chief Engine Room Artificer Jeremiah O'Brien, P/MX.49365.
 Chief Engine Room Artificer William John Collings Wright, D/MX.45259.

Chief Stoker John Henry Oekenden, D.S.M., C/K.65327.
 Chief Motor Mechanic 4th Class Peter Johnston Duncan, C/MX.68052.
 Chief Motor Mechanic Charles Irving Whyte James, C/MX.92283.
 Chief Motor Mechanic Ralph Puttock, C/MX.92559.
 Acting Chief Motor Mechanic Arthur Frederick Fordham, C/MX.77227.
 Engine Room Artificer Third Class Lewis Lewis, D/KX.56996.
 Engine Room Artificer Third Class William Ernest John Witt, P/MX.58820.
 Ordnance Artificer Third Class John Johnson, D/MX.59352.
 Acting Ordnance Artificer Fourth Class William Smith, D/SR.16077.
 Petty Officer Ronald Francis William Archer, P/JX.137030.
 Petty Officer William Charman, P/J.113279.
 Petty Officer John Charles Croucher, C/JX.139624.
 Acting Petty Officer Gerard Douglas Grinter, LT/JX.242276.
 Petty Officer Reginald George Hansell, C/JX.147238.
 Petty Officer Charles Henry Landricombe, D/J.110303.
 Petty Officer Arthur George Macey, D/JX.133753.
 Petty Officer Basil Vyvyan Bertram Marchant, P/JX.139675.
 Petty Officer Bertram Clifford John Porter, C/JX.141320.
 Petty Officer Raymond Philip Pugh, D/JX.141922.
 Petty Officer Joseph Richard Ward, D/JX.136615.
 Acting Petty Officer David John Hopkins, D/JX.167522.
 Acting Petty Officer Andrew Peebles, D/JX.151143.
 Acting Petty Officer Albert Arthur Taylor, P/JX.153004.
 Petty Officer Telegraphist James Harrison, C/JX.133083.
 Acting Petty Officer Telegraphist Robert Richardson Hockett, D/JX.134891.
 Petty Officer Motor Mechanic Reginald Milner, C/MX.77582.
 Stoker Petty Officer Herbert Howard, D/KX.78196.
 Stoker Petty Officer Charles James Turner, C/K.62956.
 Petty Officer Cook Albert George Reynolds, D/MX.48380.
 Leading Seaman Frank Vincent Finucane, P/J.100701.
 Leading Seaman Hugh Edwin Mansfield, P/J.108888.
 Leading Seaman Thomas Patterson, P/JX.140146.
 Leading Seaman Archibald Edward Wilkes, C/JX.141831.
 Acting Leading Seaman William George Atkins, C/JX.204472.
 Acting Leading Seaman Ronald Arthur Blankley, P/JX.159791.
 Acting Leading Seaman Victor Montague William Grace, C/SSX.23883.
 Acting Leading Stoker Thomas Harland, P/KX.95912.
 Acting Leading Seaman William Alfred Hawker, L/X.5622, R.N.R.
 Acting Leading Seaman Arthur Hugh Holt, C/JX.222477.
 Acting Leading Stoker Henry Lowden, D/KX.86971.
 Acting Leading Seaman John McKenzie, C/X.9599B.
 Acting Leading Seaman Albert Edward Potter, D/JX.131083.
 Acting Leading Stoker William Arthur Rhodes, P/KX.88941.
 Temporary Acting Leading Seaman Dennis Adams, P/JX.228314.
 Acting Leading Telegraphist James William Pearson, P/JX.153914.
 Leading Stoker Goronwy Owen, D/KX.90404.
 Able Seaman Harry Atkinson, C/J.111423.
 Able Seaman John Simon Brunskill, D/JX.198354.
 Able Seaman Morley Cade, P/JX.275401.
 Able Seaman James Craig Carlyle, C/JX.260146.
 Able Seaman Richard Arthur Cox, C/JX.153532.
 Able Seaman James McLachlan Dobson, P/JX.257898.
 Able Seaman Alfred Greenhalgh, C/JX.152243.
 Able Seaman James Harley, P/JX.171564.
 Able Seaman Sidney Herbert Harris, C/JX.259109.
 Able Seaman Herbert Clancey Hawkes, C/J.97993.
 Able Seaman Stephen George Jackson, C/JX.147256.
 Able Seaman James Jones, D/SSX.30341.
 Able Seaman Frederick Charles Lloyd, C/JX.278608.
 Able Seaman Andrew McBride, C/SSX.25601.
 Able Seaman Neil MacLeod, C/JX.214983.
 Able Seaman Norman Mitchinson, V.8986, R.C.N.V.R.
 Able Seaman George Scott Moore, P/SSX.25457.
 Able Seaman John Arthur Nutt, D/JX.203128.
 Able Seaman Harry Sutton William Oakey, P/JX.197691.
 Able Seaman Jack Perry, P/JX.286767.

Able Seaman Alexander Ross, D/JX.238078.
 Able Seaman Claude Scott Senior, D/SSX.28464.
 Able Seaman Edward Smith, C/JX.176875.
 Able Seaman Eric Linley White, C/JX.213633.
 Able Seaman Maxwell James Willcox, C/JX.235857.
 Able Seaman Hubert Charles Winch-Furness, P/JX.228352.
 Acting Yeoman of Signals Douglas Charles Read, C/JX.141710.
 Signalman James Edward Fitzsimmons, D/JX.262961.
 Signalman Joseph McDermott, P/JX.229550.
 Signalman Albert Edward Samuel Norris, C/JX.173760.
 Signalman Frederick Richard Wilkins, P/SSX.33358.
 Stoker 1st Class Collin Gilbert Billson, D/KX.96385.
 Stoker 1st Class John Brown, D/KX.116988.
 Stoker 1st Class James Henry Griffiths, D/KX.122004.
 Stoker 1st Class Reginald Wilfred Hall, D/KX.115215.
 Stoker 1st Class William James Hughes, C/KX.116570.
 Stoker 1st Class James William Norris, D/KX.115779.
 Stoker 1st Class John Alfred Pott, P/KX.111404.
 Stoker 1st Class Harry Seddon, D/KX.114804.
 Stoker 1st Class Wilfred Barnabus Smith, P/KX.119336.
 Stoker 1st Class Sidney Walker, C/KX.110228.
 Stoker 2nd Class Clifford Ashton, P/KX.137163.
 Stoker 2nd Class Eric Wheeldon, D/KX.121513.
 Stoker Thomas Rogerson, C/KX.117073.
 Ordinary Seaman Benjamin Roberts Anderson, C/JX.295988.
 Ordinary Seaman Jack Barber, C/JX.260997.
 Ordinary Seaman Donald William Congram, C/JX.300008.
 Ordinary Seaman Gordon Thomas Cook, C/JX.275599.
 Ordinary Seaman John Green, P/JX.326366.
 Ordinary Seaman Vincent Hood, P/JX.324852.
 Ordinary Seaman John William Iley, C/JX.238193.
 Ordinary Seaman Robert Ernest Main, P/JX.324834.
 Ordinary Seaman Buryl McIntyre, V.8862, R.C.N.V.R.
 Ordinary Seaman Hugh Ronald Tyas, P/JX.274375.
 Ordinary Signalman Victor Yates, P/JX.322594.
 Ordinary Telegraphist Percy Edgar Pieroway, D/JX.269951.
 Seaman George Ernest Chaulk, LT/JX.257251.
 Seaman James Donald Stephen McKenzie, LT/JX.242412.
 Petty Officer Ronald Nicholls, LT/JX.198795.
 Engineman John Charles Norbury, LT/KX.115927.
 Engineman David Benjamin Shaverin, LT/JX.109920.
 Motor Mechanic John Dick, C/MX.76554.
 Motor Mechanic Joseph Hyndman, C/MX.77151.
 Motor Mechanician James Taylor, D/MX.78931.

War Office,

2nd October, 1942.

The KING has been graciously pleased to approve the following awards in recognition of gallant and distinguished services in the combined attack on Dieppe :—

The Military Medal.

No. CH.X.105473 Marine George Reginald Bevan, R.M.
 No. PLY.X.105411 Marine Leslie Charles Bradshaw, R.M.
 No. CH.X.105010 Marine Terence Edward Breen, R.M.

War Office,

2nd October, 1942.

The KING has been graciously pleased to approve that the following be Mentioned in recognition of gallant and distinguished services in the combined attack on Dieppe :—

Royal Marines.

PO.X.107025 Mne. R.B. Singleton (killed in action.)

***4956.—Honours and Awards—“London Gazette” Supplement of 6th October, 1942**
 (H. & A.—15.10.1942.)

CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD,

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

6th October, 1942.

The KING has been graciously pleased to give orders for the following appointments to the Most Excellent Order of the British Empire, for bravery, endurance and sustained devotion to duty at Malta and at sea during and after the passage of an important Convoy :—

To be an Additional Commander of the Military Division of the said Most Excellent Order.

Rear-Admiral Kenneth Henry Litton Mackenzie (Ret.).

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

Acting Captain Edward Joseph Francis Price, D.S.C., R.N. (Ret.).

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

Acting Temporary Lieutenant-Commander Robert Johnson Knott, R.N.R.

Lieutenant David Vaughan Morgan, R.N.

Temporary Lieutenant Jonathan Dixon, R.N.R.

Mr. Alfred Maurice Booker, Gunner, R.N.

Mr. George Edward Thomas, Schoolmaster, R.N.

For resource and devotion to duty in the Middle East.

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

Major (Acting Lieutenant-Colonel) Joseph Thomas Hall, R.M.

ADMIRALTY,

6th October, 1942.

The KING has been graciously pleased to approve the following Awards for bravery, endurance and sustained devotion to duty in H.M. ships “Aurora”, “Avon Vale”, “Lance”, “Legion”, “Kingston”, “Penelope”, and at Malta, during and after the passage of an important Convoy.

Bar to the Distinguished Service Cross.

Commander Richard Frederick Jessel, D.S.O., D.S.C., R.N.

Lieutenant Kenneth Innes Hamilton, D.S.C., R.N.

Captain Franklin Falconer Clark, D.S.C., R.M.

The Distinguished Service Cross.

Lieutenant-Commander (E) Malcolm Hazlitt Sayers, R.N.

Temporary Acting Lieutenant Gwilym Pinkerton Evans, R.N.V.R.

Temporary Chaplain John Edward Inderwick Palmer, M.A., R.N.V.R.

Acting Sub-Lieutenant Harold Birks, R.N.R.

Mr. Arthur Allvey Shuttleworth, Commissioned Gunner, R.N.

The Distinguished Service Medal.

Chief Petty Officer George Raymond Potier, P/J.114507.

Chief Engine Room Artificer Jack Derrick, P/MX.47311.

Chief Engine Room Artificer William Frederick Short, C/M.14992.

Chief Shipwright Cecil Reginald Fisher, P/MX.57407.

Chief Stoker Harold Kelly, P/K.62319.

Temporary Colour Sergeant Frank Othen Smith, Po.22472, R.M.

Petty Officer Harold Jesse Augustus Gadsden, P/J.102425.

Petty Officer Noel Jeffrey, P/JX.140947.

Petty Officer Harry William Varney, P/J.99809.

Acting Petty Officer Frank Chaplin, P/JX.125890.

Yeoman of Signals Thomas Gregory Adams, C/J.114245.

Yeoman of Signals Clifford Banks, D/JX.133560.

Temporary Corporal Douglas Alfred Adecock, Po.X.2796, R.M.

Temporary Corporal Eric George Bower, Po.X.2198, R.M.

Temporary Corporal Gerald Frank Ricketts, Po.X.2850, R.M.

Leading Seaman Peter Richard Davis, LT/JX.209070.

Leading Seaman Alfred Hunt, P/JX.152353.

Leading Steward William Ernest Turner Watkiss, D/LX.26392.

Acting Leading Seaman Thomas Henry Wilson Popple, P/JX.154631.

Acting Leading Seaman Christopher Chapman Singleton, P/SSX.24482.

Acting Leading Seaman Thomas Charles Wheateroft, P/JX.141678.
 Able Seaman Benjamin Ward Bullock, P/J.111071.
 Able Seaman Jack Leonard Byatt, C/JX.239403.
 Able Seaman Arthur Henry Houghton, D/JX.140287.
 Able Seaman Kenneth Albert Hyland, P/JX.164287.
 Able Seaman Harold Sambrook Smith, P/JX.262678.
 Able Seaman Charles Robert Thompson, P/JX.160292.
 Able Seaman Leslie Vincent, P/SSX.19569.
 Able Seaman David Ernest Reeves-Tyler, C/SSX.32495.
 Temporary Band Corporal Frederick Valentine White, R.M.B., X.701, R.M.
 Stoker 1st Class Adrian Edgar John Parsloe, P/KX.80691.
 Marine John William Shipp, Po.X.2688, R.M.
 Mechanician Ernest Frank Hayles, P/K.15020.
 Signal Boy Roy Alfred Stanley De Moulpied, P/JX.171740.

Mention in Despatches (Posthumous).

Able Seaman Harold Cordery, C/JX.138929.
 Able Seaman Frederick Charles Eager, P/JX.183336.
 Able Seaman Alfred Robert Keylock, P/J.97691.
 Able Seaman Sydney Ivor Tancock, D/SSX.18317.

Mention in Despatches.

Commander Frank Louis Merriman, R.N. (Retd.).
 Lieutenant-Commander (E) Alexander Chancellor, R.N.
 Lieutenant Ian William Fleming Panton, R.N.V.R.
 Temporary Lieutenant Anthony John Brink, R.N.V.R.
 Temporary Lieutenant James Kerr Turnbull, R.N.V.R.
 Temporary Lieutenant Geoffrey Sutton, R.N.V.R.
 Lieutenant (E) Albert Edgar Newton, R.N.
 Lieutenant (E) Frank Montague Philby, R.N.
 Temporary Lieutenant (E) Donald Reginald Stuart Turner, R.N.
 Temporary Sub-Lieutenant David Albert Knowland, R.N.V.R.
 Temporary Sub-Lieutenant Leslie Arthur Tulk, R.N.V.R.
 Mr. Bertie Bell, Temporary Acting Gunner, R.N.
 Chief Petty Officer William Arthur Savage, D.S.M., P/J.109633.
 Chief Engine Room Artificer Frederick Davey Rowden, P/M.36109.
 Petty Officer James Arthur Radford, P/JX.134281.
 Petty Officer Thomas Cresswell Swanson, P/JX.128439.
 Acting Petty Officer William Boaz Berry, P/JX.145613.
 Acting Petty Officer Robert Ferlie Malone, P/JX.127657.
 Acting Yeoman of Signals Charles Webb, P/JX.148283.
 Petty Officer Telegraphist William Walter Adams, C/JX.141618.
 Petty Officer Telegraphist Frederick William Charrett, P/JX.143862.
 Stoker Petty Officer Arthur Keeble, P/KX.56116.
 Regulating Petty Officer John Alfred Bryant, P/M.40215.
 Acting Petty Officer Robert McPherson Benson, D.S.M., P/CD/X.2877.
 Ordnance Artificer 4th Class Sidney Stuart Wood, P/MX.50427.
 Engine Room Artificer 2nd Class John Watson Hall, X.933, E.B.
 Shipwright 1st Class William Alfred Charles Waller, P/M.33967.
 Temporary Sergeant Leslie Walter Rouse, Po.X.1018, R.M.
 Temporary Leading Seaman John Renouf, P/SSX.22885.
 Leading Seaman William Joy, LT/JX.210722.
 Acting Leading Seaman Ronald Victor Harbord, P/JX.157776.
 Acting Leading Seaman Albert John Smithers, P/SSX.14413.
 Acting Leading Signalman Roderick Noel McKenzie, D/MD/X.2240.
 Leading Stoker Langford Gerrard Frost, C/KX.85779.
 Leading Cook (S) Maurice Klass, P/MX.63174.
 Able Seaman Victor Bruce Anderson, C/JX.175648.
 Able Seaman Norman Leslie Apps, C/JX.214668.
 Able Seaman Arthur James Birch, P/JX.234623.
 Able Seaman William Dodds, P/JX.162957.
 Able Seaman Lewis Thomas Fysh, P/J.113837.
 Able Seaman Tony Hamilton Going, P/JX.149731.
 Able Seaman Henry John Haynes, P/JX.138167.
 Able Seaman Edward Healey, P/JX.154123.
 Able Seaman David Holmes, P/JX.159632.
 Able Seaman Aubrey Arthur Humphries, P/JX.139729.
 Able Seaman Mungo Ireland, P/JX.167773.

Able Seaman Charles Henry Jennings, P/J.100673.
 Able Seaman John Horsburgh Lloyd, P/JX.223944.
 Able Seaman Albert Harold Lock, P/SSX.12610.
 Able Seaman David Charles Murdoch, P/JX.156420.
 Able Seaman Albert Edward Orman, P/J.105818.
 Able Seaman Harry Raymond Palmer, D/SSX.20838.
 Able Seaman Leslie Cyril Pond, P/SSX.22599.
 Able Seaman Arthur Roberts, D/SSX.23176.
 Able Seaman Donald Milne Ross, P/JX.145541.
 Able Seaman Duncan Watson, P/JX.170933.
 Temporary Corporal Arthur John Bradley, Po.X.4118, R.M.
 Lance Corporal Robert Francis Isley, Po.X.4456, R.M.
 Marine Walter Albert Hutchings, Po.X.101742, R.M.
 Ordinary Seaman Bernard Hook, D/JX.255688.
 Signalman Leslie Stokes, D/JX.23716.
 Signalman Jarvis Boam, C/SSX.27187.
 Stoker 2nd Class Harry Neil, C/KX.118701.
 Telegraphist Derek William Smith, C/JX.258141.
 Motor Mechanic Goronwy Hughes, C/MX.68705.

These Awards are in addition to those Appointments and Awards already approved by His Majesty for services in this action and published in A.F.O. 2835/42.

A few further Awards will be published shortly.

For bravery and skill in air operations in the Middle East:—

Bar to the Distinguished Service Cross.

Lieutenant Philip David Gick, D.S.C., R.N.

The Distinguished Service Cross.

Lieutenant Alan Ritson Hallett, R.N.
 Lieutenant (A) Francis Alan Swanton, R.N.

Mention in Despatches.

Temporary Sub-Lieutenant (A) Ian Gordon Templer, R.N.V.R.

4957.—Appointment of Commandant of Royal Air Force Staff College

(M. 3588/42.—15.10.1942.)

Air Vice Marshal R. M. Hill, C.B., M.C., A.F.C., has been appointed Commandant of the Royal Air Force Staff College as from 28th September, 1942.

4958.—Reserve Officers—Promotion to Lieutenant when Serving Abroad

(C.W. 29062/42.—15.10.1942.)

In order that Reserve Officers serving abroad should obtain their promotion to Lieutenant when due, Commanders-in-Chief abroad are authorised to approve provisionally the promotion and re-appointment of Reserve Officers of all branches to Lieutenant who are qualified and are recommended by their Commanding Officer. This applies also to promotion to temporary Lieutenant (E), R.N., and Lieutenant (A), R.N.

2. The Admiralty is to be informed of all promotions provisionally approved. The promotions will be promulgated in the Daily Return of Appointments, the date there given being the official date for promotion, any adjustments of pay necessary on account of the dates of provisional and final promotions differing, being made locally.

3. Provisional promotions should not be made unless the officer recommended has served for at least two months under the Reporting Officer.

4. In the case of executive and engineer officers who require to have obtained a watchkeeping certificate and Air Engineer Officers who require to have obtained a certificate of competency, care should be taken to ensure that these provisions have been complied with, before provisional promotions are approved. In the case of Executive Officers attention is drawn to paragraphs 5 and 6 of A.F.O. 3237/41; if the Watchkeeping Certificate has not previously been sent to the Admiralty, it is to be forwarded when the provisional promotion is notified to the Admiralty.

Note.—On the award of an Engine-room Watchkeeping Certificate, Engineer Officers are normally to be retained as additional to complement in the ship in which they are serving pending Admiralty instructions. A report of the award of the certificate should be made to the Admiralty forthwith by signal.

5. R.N.V.R. Officers transferred from the Straits Settlements or Hong Kong R.N.V.R. are eligible for promotion under the same rules as other R.N.V.R. officers. Service in the Straits Settlements or Hong Kong R.N.V.R. will count for purposes of promotion except that no promotion is to be ante-dated prior to 1st March, 1942.

6. Recommendations for accelerated promotion under A.F.O. 5493/41 of certain highly qualified Special Branch Officers employed on R.D.F. duties should continue to be forwarded to the Admiral Commanding Reserves and not approved locally. Promotions under A.F.Os. 424/42 and 425/42 will also continue to be made only by the Admiralty.

7. The revised procedure for promotions to Acting Sub-Lieutenant and Sub-Lieutenant have been promulgated in A.F.O. 4583/42.

8. At the foot of this Order is a list of all A.F.Os. governing promotion to Lieutenant of R.N. (A) Officers, Temporary R.N. (E) Officers and Reserve Officers.

(A.F.Os. 846/40, 847/40, 3237/41, 5230/41, 5493/41, 424/42, 425/42, 2731/42, 3347/42 and 4583/42.)

***4959.—Acting Sub-Lieutenants (E)—Promotions**

(C.W.15135/42.—15.10.1942.)

The undermentioned promotions to the rank of Acting Sub-Lieutenant (E), R.N., have been made, to date 1st July, 1942 :—

Charles Edward Over	O.A.3	...	D/MX.49551
Eric George Douglas	E.R.A.4	...	C/MX.50926
Francis Sydney Wilkes	E.R.A.4	...	D/MX.51826
Liefe Charles Selwood	O.A.4	...	C/MX.50422
Michael Harold Griffin	E.R.A.4	...	D/MX.53107
Arthur Norman Davies	Mechn. I.	...	P/KX.83872
Ian Donald Leverett	E.R.A.4	...	C/MX.51270

(K.R. & A.I., Appendix XII, Part 7, Section III.)

(A.F.O. 2472/42.)

4960.—Electrical Officers, R.N.V.R.—Withdrawal of A.T.Os.

(C.W. 30769/42.—15.10.1942.)

In view of the increasing requirements for electrical officers, and the shortage of qualified personnel, it has become necessary to cancel the allocation of R.N.V.R. Electrical Officers laid down in A.F.O. 1497/42, the majority of these officers being withdrawn for new commitments.

2. A pool of electrical officers will however be maintained in selected sea appointments to provide a source of supply of candidates for the Long Torpedo Courses.

(A.F.Os. 3054/39 and 3881/40.)

(A.F.O. 1497/42 is cancelled.)

***4961.—Examination for Warrant Engineer and Warrant Mechanician—February, 1942—Results**

(C.W. 34661/42.—15.10.1942.)

The following statement shows the main results of the examination for Warrant Engineer and Warrant Mechanician held in February, 1942. There are still a few candidates whose worked papers are being awaited and a further list of successful candidates and the dates on which they will be due for promotion will be issued when the complete results are available.

2. The names of the successful candidates have been placed on the roster for promotion and the provisional dates for promotion are given in order to facilitate any necessary arrangements as to reliefs, passages, etc.

3. The advancement of candidates to Acting Warrant Rank will be subject to their being physically fit and to their conduct and ability continuing to be satisfactory. Attention is specially called to King's Regulations and Admiralty Instructions, Articles. 306 and 313 (3) and (4).

4. Commanding Officers are to take all necessary action to ensure that the ratings who are due for promotion on the 1st April, 1943, reach their Depots by that date.

Reports giving the dates of arrival and stating whether the candidates are still medically fit for promotion are to be rendered by the Depots concerned as soon as possible.

Name	Official No.	Where serving	Depot	Provisional date for promotion	Marks		Total
					Paper I 600	Paper II 600	
Pryer, R. F.	M.35657	"Sapphire"	C	1942 1st October	483	515	998
Galpin, G. T.	KX.80875	"Rodney"	D	1st October	481	501	982
Malyon, G. S.	M.35104	"Danac"	P	1st October	483	495	978
Bullock, A. E.	MX.47801	M.T.E. Chatham	P	1st October	504	463	967
Dolan, V. A. J.	MX.47312	"Durban"	P	1st October	506	458	964
Swayne, L. J.	MX.47340	"Spartiate" (Poole)	P	1st October	480	482	962
Woodland, F. D. P.	M.38777	"Abdiel"	D	1st October	483	477	960
Francis, R. J.	MX.47649	"Queen Elizabeth"	P	1st October	503	456	959
Adams, F. C.	KX.81211	"Blenheim"	P	1st October	500	457	957
Baldwin, F.	MX.47756	"Pembroke"	C	1st October	459	490	949
Savage, A. J.	MX.47786	"Pembroke"	C	1st October	492	444	936
Little, W. A.	KX.80539	"Nasturtium"	D	1st October	481	454	935
Rapson, W. L.	MX.46958	"Holoombe"	P	1st October	445	487	932
Mulholland, J. R.	MX.47752	"Folkestone"	C	1st October	484	446	930
Blackman, G. W.	M.37088	"Skate"	P	1st October	481	449	930
Browne, T. J.	MX.48010	"Fame"	D	1st October	452	475	927
Buck, E. J.	M.38810	"Implacable"	D	1st October	448	477	925
Wheels, H. J.	MX.47343	R.N.A.S. "Dekhells"	D	1st October	476	445	921
Hard, H. J.	MX.47985	R.N.B. Portsmouth	P	1st October	460	454	914
Towle, F. K.	MX.46060	"Ramillies"	P	1st October	479	435	914
White, W. J.	M.39388	"Anson"	C	1st October	479	435	914
Baker, R. V.	MX.49395	"Quail"	D	1st October	498	415	913
Peters, C.	MX.46853	"Whaddon"	D	1st October	444	467	911
Hickman, A. C.	MX.48225	"Erebus"	P	1st October	465	442	907
Bartlett, L. G.	MX.46504	"Drake"	D	1st October	462	452	904
Wicken, B. E.	MX.45657	F.S. "La Cordeliere"	P	1st October	498	405	903
Classey, W. A. J.	M.37901	"Liverpool"	C	1st October	453	449	902
Marfell, J. I.	KX.80441	"Dart"	D	1st October	488	413	901
Kendall, R.	MX.48582	"Pangbourne"	D	1st October	480	416	896
Walley, L. G.	MX.45222	"Uganda"	C	1st October	407	484	891
Gilbert, C. F.	MX.47796	"Calpe"	C	1st October	450	437	887

Name	Official No.	Where serving	Depot	Provisional date for promotion	Marks		
					Paper I 600	Paper II 600	Total 1,200
Lynch, D. H.	MX.45637	"Cyclops"	P	1942 1st October	450	437	887
Blundell, H. J.	M.35669	"Tenby"	C	1st October	455	430	885
Burditt, W. H.	MX.45262	"Dido"	C	1st October	453	430	883
Herbert, G. F.	MX.46536	"P.52"	P	1st October	436	446	882
Myhill, R. V.	MX.49749	"Belfast"	P	1943 1st April	464	417	881
Keys, R. G.	MX.45632	"Partridge"	C	1st April	448	432	880
Dibsdall, J.	MX.46933	"Pegasus"	P	1st April	419	457	876
Ray, W. H.	M.38397	"P.46"	D	1st April	446	430	876
Liddle, M. J.	M.38774	"Springtide"	D	1st April	434	441	875
Rutland, C. R.	MX.47891	"Shearwater"	C	1st April	408	466	874
Jones, E.	MX.47970	"Folkestone"	C	1st April	463	408	871
Barrow, H. W.	MX.46929	"Marksmen"	D	1st April	443	427	870
Fineh, G. E.	MX.47315	"Belfast"	P	1st April	449	420	869
Frearson, A. A. C.	MX.52188	ex "Bedouin"	C	1st April	436	432	868
Kellar, J. A. W.	MX.48211	"Guardian"	D	1st April	444	423	867
Bliss, J. F.	M.34518	"Cumberland"	C	1st April	465	400	865
Walker, W. T.	M.38788	"Woolwich"	C	1st April	440	424	864
Morris, A. W.	MX.45264	"Saladin"	P	1st April	426	438	864
Turner, A. G.	MX.47784	ex "Malaya"	P	1st April	489	373	862
Kenny, A. G.	KX.81697	"Albatross"	D	1st April	436	425	861
Martin, C. L.	M.37218	"Kenya"	D	1st April	507	354	861
Tole, P. J.	MX.47960	"Tynedale"	P	1st April	475	384	859
Read, L. W.	MX.47766	"Queen Elizabeth"	D	1st April	454	404	858
Knight, W. H. J.	KX.78500	"Pembroke"	C	1st April	417	439	856
Allies, L. C.	MX.46501	"Diomedes"	D	1st April	460	395	855
Albrow, E. A.	M.36646	"Vernon"	P	1st April	458	395	853
Ball, G. W.	MX.46927	Staff of Captain Devonport, ex "Jackal"	D	1st April	436	416	852
Chomas, R. J.	MX.46569	"Despatch"	D	1st April	438	409	847
Tuthbertson, H. R.	KX.79679		P	1st April	436	409	845

Examination No. Allotted.	Examination No. Used (if different).	Marks.		
		Paper I, 600.	Paper II, 600.	Total, 1,200.
44		464	376	840
193	62	415	420	835
136		476	356	832
143	D/MX.52324	434	398	832
83	87	417	414	831
145	P/MX. 48561	433	395	828
77		422	401	823
50	114	384	437	821
199		408	413	821
80	66	430	389	819
132		409	410	819
42		425	393	818
238		412	406	818
6		417	398	815
7		444	369	813
—	137	419	394	813
212		442	368	810
175		403	403	806
240		451	349	800
22		453	345	798
23		457	341	798
174		427	365	792
142	113	388	403	791
75		413	375	788
47	110	429	358	787
160		401	384	785
182		431	353	784
16		405	375	780
38		421	356	777
120	101	388	386	774
192	57	436	337	773
241		465	302	767
11		404	361	765
48	115	365	397	762
51	58	376	381	757
	Abdiel 2	391	366	757
	C/MX.48207	395	359	754
52	105	359	385	744
89		436	304	740
197		390	349	739
18		395	341	736
81		371	360	731
119	102	408	315	723
21		349	370	719
28		417	295	712
292		323	389	712
30		340	346	686
281		329	347	676
	Abdiel 3	346	319	665
46		337	269	606
78		301	305	606
117	65	338	255	593
45		282	257	539
170	D/KX.78273	279	214	493

4962.—Gunnery—Further Dilution by R.N.V.R. Officers

(C.W. 25702/42.—15.10.1942.)

It has become necessary to extend the dilution of Gunnery by R.N.V.R. Officers promulgated in A.F.O. 2971/42 to certain other classes of ships.

2. In future the undermentioned appointments will be filled by specially trained R.N.V.R. Officers as the latter become available :—

- (i) The Second Store Gunner in "Frobisher" and "Hawkins".
- (ii) The Gunner in "Wairs," "Esses," "Hunts," Corvettes and Coastguard Cutters.
- (iii) The Gunner in sloops.
- (iv) The Second Store Gunner allowed for duty with Fleet Air Arm Stores in Aircraft Carriers, except auxiliary Aircraft Carriers. The R.N.V.R. Officer appointed will have special instruction in Fleet Air Arm Stores.
- (v) The Stores Gunner in "C", "D", and "E" Class Cruisers.
- (vi) The Stores Gunner in "C" and "D" Class A.A. Cruisers.
- (vii) The Stores Gunner in "Leander" and "Arethusa" Class Cruisers.

The Gunner will not be removed from the Senior Officer's Ship of an Escort Group.

3. A turnover period of one month will be allowed, and pending further experience, R.N.V.R. Officers on first appointment will not be sent to ships within six months of commissioning or recommissioning.

(A.F.O. 2971/42.)

*4963.—Educational Tests Afloat—January to July, 1943—Dates of Commencement and Time Table for H.E.T.

(N. 23190/42.—15.10.1942.)

1943

18th January	...	...	*Examination for rank of Paymaster Sub-Lieutenant.
15th March	...	...	Higher Educational Test.
16th March	...	...	Educational Test 1.
19th March	...	...	Educational Test 2.
17th May	...	...	*Examination for rank of Paymaster Sub-Lieutenant.
17th May	...	...	*Examination for C.P.O. Writer and Supply C.P.O.
15th June	...	...	Examination for 2nd Class Certificate of Education, R.M.
6th July	...	...	Educational Test 1.
9th July	...	...	Educational Test 2.
19th July	...	...	*Examination for Warrant Writer and Warrant Supply Officer.

* These examinations are mainly professional ; the following subjects only are under the superintendence of the Director, Education Department : C.P.O. Writer and Supply C.P.O.—Arithmetic ; Warrant Writer and Warrant Supply Officer—Mathematics ; Paymaster Sub-Lieutenant—Foreign Languages, Naval History and Economics.

2. The programme for the Higher Educational Test commencing 15th March, 1943, will be as follows :—

Monday, 15th March	...	...	1330-1600	Magnetism and Electricity.
Tuesday, 16th March	...	...	No H.E.T. papers.	
Wednesday, 17th March	...	...	0930-1200	Practical Mathematics.
			1330-1600	Geography.
Thursday, 18th March	...	...	0930-1200	Navigation.
			0930-1130	Military Topography.
			1330-1600	General Knowledge.
Friday, 19th March	...	...	0930-1200	Mechanics.
			1330-1600	English History.

3. Attention is drawn to the order in which the papers are to be taken.

A.F.O.
3280/43

*4964.—The Navy Records Society

(C.W. 37233/42.—15.10.1942.)

At the request of the Council of the Navy Records Society attention is drawn to the work of the Society which has contributed so greatly to the elucidation of naval history. The Society is open to all who are interested in the history and traditions of the Royal Navy. Their Lordships desire to encourage officers to join the Society and to give it the support of a strong naval membership.

2. The Society was founded in 1893 under the patronage of His late Majesty King George V, then Duke of York, who continued to be its patron on his accession to the Throne and was succeeded as patron by His Royal Highness the late Duke of Kent.

3. The purpose of the Society is to make the original records of our naval history more readily accessible. Since its foundation it has published eighty-two volumes dealing with every aspect of naval activity, including records of the Armada, the First Dutch War and the Napoleonic Wars, and the papers of several First Lords of the Admiralty.

4. The volume for the year 1942 is the "Recollections of Captain John Harvey Boteler," which gives an interesting picture of life in the Royal Navy in the early nineteenth century.

5. Anyone who wishes to become a member should write to the Hon. Secretary, care of the Library, Admiralty, S.W.1, who will supply a full prospectus.

The annual subscription is one guinea, which entitles a member to receive a copy of the volume published for the year. Members are entitled also to purchase previous volumes at a reduced price.

(A.F.O. 3687/41 is cancelled.)

4965.—Officiating Ministers of Religion

(C.E. 57145/42.—15.10.1942.)

The following appointments of Officiating Ministers have been approved :—
Church of England

Tilbury	...	...	Rev. Wm. C. Brown, St. John's, Tilbury Docks, Essex.
Hartlepool	...	...	Rev. J. Fulton, M.A., The Missions to Seamen, 1, Church Street, West Hartlepool. (Honorary).

Roman Catholic

R.N. Detention Quarters, Preston	The Very Rev. Canon Joseph Prescott, St. Augustine's, St. Austin's Place, Preston.
R.N. Auxiliary Hospital, Cholmondeley Castle, Cheshire.	Rev. O. R. Caldebank, St. George's Presbytery, Whitechurch.
Methil, East Fife	Rev. G. Dorrian, St. Agatha's, Cross Roads, Methil, East Fife.

Methodist

Hempstead Road, Watford, Herts.	Rev. T. B. Heward, Redwoods, 32, Cassiobury Drive, Watford, Herts.
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Church of Scotland

R N. Air Station, Twatt.	Rev. T. T. Alexander, The Manse, Sandwich.
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2. The following amendments (as underlined>) to appointments of Officiating Ministers have been approved :—

Church of England

H.M.S. "Flying Fox" ... Rev. H. J. C. Day, R.D., R.N.R. (Retd.),
The Missions to Seamen,
Prince Street,
Bristol, 1.
(Honorary).

Roman Catholic

Troon, Burgh and
Dundonald Very Rev. Canon Thomas Hayes,
The Presbytery,
Troon, Ayrshire.
(A.F.O. 3493/42.)

†4966.—Admiralty Surgeon and Agent

Kingsclere

(C.E. 12922/42.—15.10.1942.)

Dr. D. N. Philip, M.R.C.S., L.R.C.P., "Cleremedé," Kingsclere, Newbury, Berks. (Telephone No.—Kingsclere 229) has been appointed Admiralty Surgeon and Agent for Kingsclere.

4967.—Medical Consultants

(M.D.G.53225/42.—15.10.1942.)

The list of Civil Consultants to the Navy in A.F.O. 4696/42, paragraph 3, is to be amended as follows :—

Gynaecology :—

LONDON—

J. P. Hedley, Esq., M.D., F.R.C.P., F.R.C.S., F.R.C.O.G., 17, Bentinck Street, London, W.1.

Telephone No. (remains unchanged)—Langham 3432.

(A.F.O. 4696/42.)

*4968.—Examinations for V/S, W/T and Coder Ratings

(N. 19532/42.—15.10.1942.)

Air Signal Officers are eligible to conduct examinations for V/S, W/T and Coder ratings (including W.R.N.S.), with the exception of the V/S2, V/S3, W/T2 and W/T3 examinations, both higher and lower standard.

(A.F.Os. 1776/40, 514/41, 3746/42.)

†4969.—Sick Berth Branch (Dental Section)—Advancement

(N. 15992/42.—15.10.1942.)

No qualifying examination is to be held for the advancement of Sick Berth ratings who have been transferred or entered specially for dental duties. Sick Berth ratings transferred to the Dental Section may count all time served in the Sick Berth branch including probationary time, for advancement purposes in the Dental Section.

2. Sick Berth ratings (Dental Section) will be eligible for temporary advancement provided they fulfil the following requirements.

3. *Dental Surgery Attendants—S.B.A. (D).*, etc.—The Dental Officer must certify that men are qualified under the following rules :—

(a) *Probationary S.B.A. (D) to S.B.A. (D).*—On the completion of six weeks' training, if certified by the Senior Dental Surgeon to be suitable in all respects and to have taken full advantage of the course of instruction, and if recommended. The Commodore of the depot will authorise the confirmation of probationary S.B.As. (D).

(b) *S.B.A. (D) to L.S.B.A. (D).*—On the completion of 15 months' service as a dental surgery attendant, provided the rating has attained a good standard of proficiency in the duties of a dental attendant (indicated in the schedule below), a sound knowledge of (1) first aid, (2) the properties and uses of drugs and materials used in dental surgery, and (3) regulations governing dental treatment and routine.

Sick berth ratings entered specially for dental duties may count probationary time towards the 15 months' service required for advancement to L.S.B.A. (D).

(c) *L.S.B.A. (D) to S.B.P.O. (D).*—On the completion of two years' service as L.S.B.A. (D). The standard of proficiency in dental duties, with special reference to store-keeping and clerical duties generally, maintenance of discipline in the dental department, and general knowledge of dental standards and regulations governing dental routine, etc., must be such as to justify recommendation for advancement to Petty Officer rating.

4. Advancement to L.S.B.A. (D) and S.B.P.O. (D) will be governed by depot rosters based on seniority.

The procedure laid down in A.F.O. 4372/40 for advancement to L.S.B.A. is to be applied to advancement to L.S.B.A. (D) : Forms S.507 are not to be rendered in connection with advancement to that rate.

5. S.B.P.Os. (D) will be allowed as follows :—

- One for each Surgeon Commander (D) authorised by complement.
- One for duty with the Senior Dental Surgeon at centres where dental laboratories are established, if one is not allowed in accordance with (a) above.
- S.B.P.Os. (D) are to be included in the staffs at dental centres in the proportion of one in every six (or part of six exceeding two) dental ratings allowed. Any S.B.P.Os. (D) allowed in accordance with (a) and (b) should, however, be counted in this scale.

6. The duties of dental attendants are as follows :—

- Maintenance of cleanliness and orderliness in the dental centre.
- Classification and care of dental equipment and stores and their special uses. Surgery economy, etc.
- Sterilisation of dental instruments. Preparation of materials for the filling of teeth and for taking of impressions, etc.
- Casting of plaster models and preparation of blocks, etc.
- Maintenance of dental records, preparation of store accounts and demands, etc. and their disposal. General clerical duties connected with the dental centre. (These duties involve an accurate knowledge of the meaning and use of dental charts and forms, etc., and of the signs and abbreviations used thereon).
- General attendance upon the Dental Officer during operations.
- Development of X-ray films (optional).

7. *Dental Mechanics—S.B.A. (D.M.), etc.*—Entries will, as far as practicable, be restricted to candidates who can produce evidence that they have had at least six years' experience as dental mechanics in civil life (including apprenticeship). It may be necessary to accept men with less than six years' experience and suitable candidates will be selected by the Medical Director-General. In all cases men will be entered as S.B.A. (D.M.) and will be eligible for advancement as follows :—

(a) *S.B.A. (D.M.) to L.S.B.A. (D.M.).*—On the satisfactory completion of a test of proficiency in their craft, and Part I Training, Anti-Gas Course and the series of lectures on First Aid as laid down for S.B.As. (D). Must be recommended by Senior Dental Surgeon under whom they are serving.

Ratings with less than six years' experience as dental mechanics in civil life will not be eligible for advancement to L.S.B.A. (D.M.) until they have completed six years' total practical experience, including apprenticeship and civilian employment. Must be recommended by the Senior Dental Surgeon under whom they are serving.

(b) *L.S.B.A. (D.M.) to S.B.P.O. (D.M.)*.—On the completion of eight years' total practical experience, including apprenticeship and civilian employment, if recommended by the Senior Dental Surgeon under whom they are serving. Such recommendations are to be based, not only on technical skill and experience, but also on general suitability and ability to take charge of a laboratory.

8. Advancement to *L.S.B.A. (D.M.)* and *S.B.P.O. (D.M.)* will be authorised by the Commanding Officers of the ships or establishments in which the men are serving.

9. The above arrangements for the entry and advancement of dental mechanics apply to new entries only. Civilian dental mechanics already employed who transfer to Naval status will continue to be eligible for immediate or early advancement to *S.B.P.O. (D.M.)* in accordance with *A.F.O. 2666/40*.

10. Advancements in the Dental Section will not count in the Port Division numbers of general service Sick Berth ratings.

(*A.F.Os. 2666/40 and 4372/40.*)

(*A.F.Os. 1791a/41 and 2482/41 are cancelled.*)

*4970.—Advancement to Leading Wireman (C.M.S.)

(*N. 21556/42.—15.10.1942.*)

With reference to *A.F.O. 3857/42*, no further advancements to Leading Wireman (C.M.S.) are to be made by Commanding Officers. In future, all advancements to that rating will be made from a roster, based on seniority as Wireman (C.M.S.), maintained by the Captain, H.M.S. "Vernon", Hillside House, Purbrook, Hants.

2. Recommendations for advancement are to be forwarded by Commanding Officers of Controlled Mining Stations on the first day of each quarter, through their administrative authorities, to the Captain, H.M.S. "Vernon", in the same way as all other Controlled Mining ratings, and advancements will be made by the Captain, H.M.S. "Vernon", as vacancies occur.

(*A.F.O. 3857/42.*)

4971.—Photographer Ratings Employed with Fleet Requirement Units—Advancement

(*N. 12875/42.—15.10.1942.*)

With reference to *A.F.O. 2236/41*, ratings of the Photographer Branch employed in F.R. Units are eligible for advancement above the Leading rate under the usual rules for "Hostilities Only" Photographer ratings.

(*A.F.Os. 2236/41 and 3751/42.*)

4972.—Ratings Recommended for Instructional Duties—Notation on Form S.239a

(*N. 19523/42.—15.10.1942.*)

A.F.O. 4589/42 is to be amended as follows:—
In heading and paragraph 1, line 2—

For "Flying Branch" read "F.A.A. Division."

(*A.F.O. 4589/42.*)

4973.—Formation of South African Naval Force—Position of R.N.V.R. (S.A.) and S.D.F. Officers

(*C.W. 33918/42.—15.10.1942.*)

The Government of the Union of South Africa has decided to combine the R.N.V.R. (South Africa) and the Seaward Defence Force with effect from 1st August, 1942, to form a new unit to be known as the South African Naval Forces. From that date all members of the R.N.V.R. (S.A.) and S.D.F. will become members of the S.A.N.F. by duly promulgated emergency legislation. The R.N.V.R. (S.A.) will become dormant and the S.D.F. will cease to exist.

2. Permanent force members of S.A.N.F. will be designated S.A.N.F., while personnel serving on a non-permanent, i.e. active citizen force basis will be designated S.A.N.F. (V).

Captain J. Dagleish, Former Director of the Seaward Defence Force, has been appointed Director of South African Naval Forces to date 1st August, 1942.

3. *Transfer of officers serving with R.N.*—The Union Government has also decided that personnel of the R.N.V.R. (S.A.) at present serving with R.N. will from 1st August, 1942, be seconded to the R.N. from S.A.N.F. The method of secondment and placing under the Naval Discipline Act will be as laid down in C.A.F.O. 891/42 for the S.D.F. The same arrangement will be applied to future drafts of S.A.N.F. seconded to the R.N. Any permanent members of the S.A.N.F. will be attached to R.N. instead of R.N.V.R.

4. The following officers will also be granted temporary S.A.N.F. (V) commissions in existing rank and seniority. (A) all ex R.N.V.R. (S.A.) ratings granted temporary R.N.V.R. (U.K.) commissions. (B) A few temporary R.N.V.R. (U.K.) officers who as Union Nationals have been granted dormant commissions in R.N.V.R. (S.A.) War Reserves. (C) R.N.V.R. (S.A.) officers promoted since the war.

5. R.N.V.R. (S.A.) officers not promoted since the war will consequently be granted temporary S.A.N.F. (V) commissions in the rank they commenced full time service during the present War in R.N.V.R. (S.A.) or S.D.F. and with seniority of date of commencing such service.

6. *Promotion of officers and ratings.*—The existing rules for promotion by the Admiralty of R.N.V.R. (S.A.) officers seconded to the R.N. will apply to S.A.N.F. (V) officers seconded to R.N. other than those serving in H.M.S.A. Ships under Admiralty.

7. R.N.V.R. (S.A.) Lieutenants on the active list will, however, become eligible for promotion to Lieutenant-Commander S.A.N.F. (V) on the same date as if they had retained their R.N.V.R. (S.A.) seniority.

8. All present R.N.V.R. (S.A.) and future S.A.N.F. (V) ratings selected by the Admiralty for commissions will be granted S.A.N.F. (V) commissions. The Admiralty will telegraph to the South African Department of Defence the name, rank and seniority as and when selections are made.

9. S.A.N.F. (V) ratings seconded to the R.N. will be advanced by the Admiralty in accordance with R.N. rules in the same way as R.N.V.R. (S.A.) ratings have hitherto been advanced. This will not, however, apply to S.A.N.F. (V) ratings serving in H.M.S.A. ships under the Admiralty.

10. *Uniform.*—The Uniform is the same as R.N., but with distinctive buttons and orange flash or tab on the lower part of each sleeve for both officers and ratings and top of shoulder strap for officers. Special cap ribbons for ratings and the words South Africa on shoulder of each sleeve. Ex R.N.V.R. (S.A.) officers may wear present uniforms until they require replacement.

11. *Pay, allowances and pensions.*—The Union Government has accepted financial liability for the difference between R.N. and South African rates of pay, with effect from 1st June, 1942, and for the difference between U.K. and South African Pension rates with effect from 1st August, 1942. Consequently all ex-R.N.V.R. (S.A.) personnel seconded to the R.N. are, with effect from 1st June, 1942, to be paid at South African rates as laid down in *A.F.O. 4910/41*. All S.A.N.F. personnel seconded to R.N. will be paid at these rates.

12. Officers and ratings who are surveyed by a R.N. Medical Board and found permanently unfit for further service in R.N. should be returned without delay to South Africa for discharge to South African Naval Authorities for disposal. They will be dealt with under South African regulations, and will be paid to date of discharge to South African Naval authorities only. Plain clothes gratuity will not be credited.

Death and disability pensions and benefits for all seconded S.A.N.F. personnel will, with effect from 1st August, 1942, be assessed at South African rates as laid down in the War Pensions Act, 1942 (Act No. 44) of the Union of South Africa. Copies of invaliding documents and detailed reports in cases of death should be sent to the Ministry of Pensions, Norcross, Blackpool, Lancs, so that the divisions of liability between U.K. and Union Government may be determined in each case.

13. The Cashier, Simonstown, will continue to pay allotments, but transfer from R.N. marriage allowances to S.A. marriage allowances will require new allotments to conform to paragraph 22 of *A.F.O. 4910/41* and paragraph 26 of Appendix 1. The following action will be necessary:—

(A) Accountant officers are to credit South African rates of pay and marriage allowances as from 1st June, 1942, and deduct R.N. rates of pay already credited. They should also prepare new antedated allotments of at least half basic pay plus marriage and cost of living allowances.

Marriage allowances are to be credited on a signed and witnessed statement by ratings, where the requisite information in respect of family is not available from the service certificate or in a marriage record form attached to the service certificate. The South African rates and the number of children are to be clearly indicated on forms S.63 to be forwarded direct to the Cashier, Simonstown.

(B) The Cashier will check the forms and will arrange to pay allotments at the new rates. He will also pay differences between the previous allotments plus R.N. marriage allowance and the new allotments for the period from 1st June, 1942, to date of commencing payment of allotments at new rates.

Payment of dependants allowances in force at R.N. rates will be continued at R.N. rates until reassessed by South African Authorities.

In view of A.F.O. 4910/41, paragraph 18, the Union Defence Force Authorities request that South African ratings be strongly encouraged to allow the increased pay to accumulate on the ledger to provide funds for any period of leave in South Africa.

14. *Income Tax.*—All members of the South African Naval Forces, whether transferred from Imperial R.N.V.R. or R.N.V.R. (S.A.) or entered direct into the S.A.N.F. are eligible for the tax concession referred to in A.F.Os. 3979/42 and 4099/42 so far as Income Tax or Service Pay is concerned.

(A.F.Os. 4910/41, 3979/42 and 4099/42.)

(C.A.F.O. 891/42.)

***4974.—Southern Rhodesian Personnel Serving in H.M. Ships or Establishments—Balance Between Civil and Naval Pay**

(N.21580/42.—15.10.1942.)

All Southern Rhodesian personnel serving in H.M. ships or establishments who are being paid the excess of their civil pay over their naval pay are informed:

- (a) That the Naval Authorities accept no responsibility for adjustment of balance between civil and naval pay. This matter must be settled between the officer or rating and his former employer, whether a Government Department or not.
- (b) That if the officer or rating was a Government servant:—
 - (i) He must inform the Fixed Centre Paymaster, Fixed Centre Pay Office, Salisbury, Southern Rhodesia, without delay, of his full name, rank or rating, official number, ship or establishment in which serving, and details of his civilian employment, if this has not already been done.
 - (ii) If he has not already done so, he should also inform the Fixed Centre Paymaster as to his wishes in regard to the disposal of the balance of his civil pay.
 - (iii) Any changes in the above details should likewise be notified to the Fixed Centre Paymaster as they occur.
 - (iv) Any omission to furnish the required details to the Fixed Centre Paymaster may entail delay in effecting payments of the balance of the civil emoluments.
- (c) The Accountant Officer of the ship or establishment in which the officer or rating concerned is borne for pay will, if requested, provide a certificate as to the naval pay and allowances in payment to the individual concerned.

4975.—Beach Minefields—Precautions against Accidents

(N.L. 8701/42.—15.10.1942.)

See A.F.O. 5108/42 in Section 6 of this issue.

4976.—R.N. and R.M. Special Reserve—G.C. Badges and Progressive Pay

(N. 16249/42.—15.10.1942.)

The mobilised service of R.N. and R.M. Special Reservists counting towards the award of Good Conduct Badges and Progressive Pay, reckons from the 31st August, 1939, in the case of men under training on that date or from the date of call-up if after the 31st August, 1939.

2. Service Certificates are to be suitably noted, the authority quoted being N. 16249/42.

3. As the particular type of Service Certificate established for Special Reservists (R.N.S.R.9) does not provide for the recording of badge history, the space allocated to "Character and Efficiency" assessments is to be divided into two sections, the lower section being utilized for the notation of awards, etc., of Badges.

(Admiralty General Message 320A is cancelled.)

AFO 903/43 ***4977.—Silver A/S—M/S Badge—Award to Allied Officers and Ratings**

(N. 17591/42.—15.10.1942.)

Allied officers and ratings serving at home or abroad, in M/S and A/S vessels of a type normally manned by the R.N. Patrol Service, may be awarded the Silver A/S—M/S badge, under the conditions laid down in A.F.Os. 1512/40 and 2654/40.

(A.F.Os. 1512/40 and 2654/40.)

***4978.—Identity Discs**

(V. 4359/42.—15.10.1942.)

Attention is again drawn to the instructions in Chapter XII, Section 10, of the Manual of Victualling, B.R.93, Vol. I, 1939 edition, that during hostilities identity discs are to be removed from the containers of the respirators and worn by personnel around the neck. Great difficulty is still being experienced in the identification of casualties owing to failure to carry out these instructions and special steps are to be taken to ensure that all officers and men are in possession of identity discs and wear them as directed.

2. On no account should the identity discs be removed from casualties while the latter are being listed.

(B.R.93, Manual of Victualling, Chapter XII, Section 10.)

(A.F.Os. 2656/40 and 5633/41 are cancelled.)

4979.—Fire Prevention and Fighting

Trawlers.

(D./N.L. 11631/42.—15.10.1942.)

See A.F.O. 5061/42 in Section 3 of this issue.

***4980.—Journalism—Advice to Members of H.M. Forces**

(N. 20034/42.—15.10.1942.)

The Institute of Journalists has set up an advisory panel of trained journalists who are prepared to give advice and to criticise manuscripts for men and women in H.M. Forces who have journalistic aspirations. Manuscripts are not to be sent to the Institute unless they are of sufficient originality and merit to deserve serious expert criticism.

2. In deciding whether this standard has been reached, Commanding Officers should use the services of the Instructor or Schoolmaster Officer. If neither is borne, an officer with suitable qualifications should perform this duty. Except as indicated below, approved manuscripts and requests for advice are to be sent to the General Secretary, Institute of Journalists, 2, Tudor Street, London, W.C.2.

3. Manuscripts will be subjected to the normal Naval censorship, any doubtful cases containing matters of Naval interest being forwarded to the Secretary of the Admiralty (for Director of Press Division) in accordance with A.F.O. 1795a/40.

4. Articles, etc., intended for publication must be subject to the present rules, as laid down in K.R. & A.I., Article 17, and not sent through the Institute of Journalists.

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

*4981.—Naval Salvage Money—Distribution

(D.N.A. 3A/N.L.17116/41.—15.10.1942.)

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

Award for the salvage of S.S. "Gothic" by H.M.S. "Woolston" and H.M.R.T. "St. Cyrus" during the period 1st and 2nd August, 1940.

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

	H.M.S. "Woolston"		H.M.R.T. "St. Cyrus"	
	£	s. d.	£	s. d.
2nd Class	26	14 6	36	8 0
5th Class	13	7 3	18	4 0
6th Class	10	0 4	13	13 1
7th Class	8	0 4	10	18 4
8th Class	6	13 7	9	2 0
9th Class	5	7 0	7	5 7
10th Class	4	0 2	5	9 2
11th Class	3	6 10	4	11 0
12th Class	2	0 1	—	—

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

*4982.—Customs Smuggling Offences by Naval Personnel—Disciplinary Action

(N.L. 5623/42.—15.10.1942.)

In future, naval ratings found attempting to smuggle duty-free tobacco or other stores will not be allowed to proceed on leave until the offence has been dealt with. In cases where detections are made by Customs Officers and the services of the Royal Marine Police are readily available, offenders will be handed over to the Royal Marine Police, together with a brief report of the facts of the case. The Dockyard Police or the Customs official, where the above procedure is not practicable, will, whenever possible, contact the offender's ship and request an escort to take the alleged offender back to his ship or establishment. In all cases a written report of the case will be handed to the Petty Officer of the escort. Such offenders are in future to be considered as coming under the provisions of K.R. & A.I., Article 552, which is being amended accordingly.

(K.R. & A.I., Article 552.)

4983.—Evacuation of Battle Training Areas—Compassionate Leave and Travel Warrants

(N. 19261/42.—15.10.1942.)

Applications may be received from officers and men for compassionate leave in order to enable them to settle affairs consequent on compulsory evacuation of their families from battle training areas. Favourable consideration should be given to such requests whenever possible.

2. The following personnel may be allowed one free return leave warrant or the refund of the cost of one return ticket at the Government rate, for the purpose indicated:—

- (a) Officers not above Lieutenants, R.N., or Captains, R.M., who are—
- On the active list of the R.N. or R.M.
 - Mobilised members of the R.N.R. or R.N.V.R.
 - On the retired list and re-employed in naval appointments.
 - Serving under Admiralty Agreement T.124 or one of its variants.
- (b) Naval and mobilised reserve ratings, R.M. other ranks, and men serving under Admiralty Agreement T.124 or one of its variants.

3. A reference to this order is to be plainly noted on all warrants issued under this concession, which will be in addition to those already approved for free leave travel.

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

4984.—Inventions and Suggestions

(M. 012381/42.—15.10.1942.)

In 1939, and again in 1942, an invitation was extended to all serving Officers and men to forward ideas and suggestions which might assist in the prosecution of the war. Such ideas and suggestions might vary from proposals for major operations to minor ruses de guerre, and from entirely new weapons of war to improvements to the smallest details of existing material.

2. There has been a considerable response to these invitations, and large numbers of ingenious and thoughtful suggestions have been received. Their Lordships trust that all officers and men will continue to forward suggestions which appear to have some value in the prosecution of the war; and administrative authorities should give every encouragement to this end. Notions, which may appear fanciful, should not be excluded if they contain the germ of an idea which might be put to good account. All are welcome and will be carefully examined by experts.

3. Suggestions should be forwarded through the normal service channels and may, if convenient, be in manuscript. To avoid postal delay, they may be forwarded by the originator's immediate administrative authority at his discretion and, if desired, without comment.

4. Authors of inventions, which are adopted and used, will be eligible for awards under Article 16, K.R. & A.I. or for grants from the Naval Trust Efficiency Fund (A.F.O. 1277/30).

5. Originators of suggestions for operations or for new or improved weapons should constantly bear in mind the necessity for caution in discussing their ideas outside Service circles. The more original or valuable an idea, the more important is it that it should not become known to the enemy. The most valuable idea might become useless, if the enemy had learned to expect it.

6. In addition to bringing the foregoing invitations to the notice of officers and men, Commanding Officers of ships and establishments are invited to assist in the preliminary examination of ideas and suggestions submitted to them for transmission to the Admiralty. Proverbially, two heads are better than one; and a proposal which not only appeals to its originator but convinces his shipmates, is more likely to prove valuable than one which has never been scrutinised by an impartial and friendly critic. In fact, experience in research shows that results by a single worker are comparatively rare and that progress normally results from discussion and criticism by a number of people.

7. It is suggested, therefore, that whenever practicable ideas should be discussed and if necessary elaborated on board before being forwarded. Such discussion should be sympathetic and informed, and should have for this purpose the elaboration and evaluation of ideas rather than destructive criticism alone.

(A.F.O. 1277/30.)

(A.F.O. 882/42 is cancelled.)

4985.—W.R.N.S.—Officers Training Courses

(C.W. 42075/41.—15.10.1942.)

W.R.N.S. OFFICERS

W.R.N.S. Officers, other than probationary Officers, who are already in receipt of the pay of their rank, are, when attending the W.R.N.S. Officers' Training Course, or other Course at R.N. College, Greenwich, to receive the pay of their rank without allowances, subject as regards lodging allowance to Paragraph 9 of A.F.O. 1511/40.

2. Those serving under the old conditions are to receive the pay of their rank as laid down in A.F.O. 3223/39, less a deduction at the prescribed rate of £75 per annum.

3. All such Officers will be accommodated and victualled in the R.N. College, but are to remain for pay on the books of the establishment in which they are borne immediately prior to their attendance at the course. They are to be lent for victuals only to H.M.S. "Pembroke III" and nominal transfer lists are to be forwarded accordingly.

4. Appointments to the course showing them as lent to H.M.S. "Pembroke III" will appear in C.W. Appointments Lists.

AFO 2720/43

W.R.N.S. PROBATIONARY OFFICERS

5. Probationary Officers, i.e., those entered direct from shore, are not accepted without special authority from the Admiralty. If such authority is obtained, Probationary Officers will be appointed to the Officers' Training Course at R.N. College, Greenwich, and are to receive a payment at the rate of 10s. a week for the period of the course. They are in addition to receive accommodation and victualling in the College without charge.

6. Probationary Officers undergoing cyphering or other technical instruction are to be paid at the rate of 10s. a week. If they are not accommodated at the R.N. College or in W.R.N.S. Quarters they are to receive the allowances of a Third Officer.

7. Probationary Officers attending the Officers' Training Course or other course at Greenwich are to be borne for pay on the books of H.M.S. "Pembroke III" and in all other cases on the books of the establishment in which they are receiving their tuition.

8. Appointments of Probationary Officers will be promulgated in C.W. Appointments Lists.

W.R.N.S.—RATINGS UNDER TRAINING FOR OFFICER RANK—CADET WRENS

9. W.R.N.S. Ratings, of whatever rate, who are under training for promotion are to be known as Cadet Wrens.

10. Cadet Wrens attending the Officers' Training Course at the R.N. College, Greenwich, in addition to receiving accommodation and victualling at the College without charge will be paid at their normal rate of pay as a rating. They will remain for pay on the books of the establishment in which they were borne immediately prior to the course but are to be lent to H.M.S. "Pembroke III" for victuals only. Nominal Transfer Lists are to be forwarded accordingly.

11. Establishments concerned are to advance three weeks' pay (to cover the three weeks of the course) to each Cadet Wren prior to her proceeding to Greenwich. No payments will be made by H.M.S. "Pembroke III".

12. Cadet Wrens undergoing cypher or other training at the R.N. College, Greenwich, will be accommodated, victualled and borne for pay in all respects as in Paragraph 10. They are to be advanced two weeks' pay on the last day of the course of instruction by the Accountant Officer, H.M.S. "Pembroke III" who will communicate the amount advanced to the appropriate Accountant Officer—see Paragraph 10.

13. Cadet Wrens undergoing training at places other than the R.N. College, Greenwich, will continue to receive the pay of their rating and will whenever possible be victualled and accommodated in W.R.N.S. Quarters. If no accommodation is available in Quarters, they will receive Lodging and Provision Allowances at the rates applicable for Third Officers. They are to be lent for pay and victualling to the establishment in which the instruction takes place and nominal transfer lists are to be forwarded accordingly.

14. The Director, W.R.N.S., will communicate direct to the Commanding Officers, both of the establishment from which drafted, and to which lent, the names of ratings detailed for courses, together with the commencing date and duration of the course.

(A.F.Os. 3223/39 and 1511/40.)

(A.F.Os. 2678/40 and 4105/42 are cancelled.)

A.F.O. 2129/45

4986.—W.R.N.S.—Recruitment of Officers

(C.W. 42075/41.—15.10.1942.)

It is necessary to draw further attention to the importance of ensuring an adequate flow of candidates for officer rank in the Women's Royal Naval Service.

PROMOTION OF RATINGS ALREADY SERVING

2. The principle of filling officer vacancies as far as possible by promotion of W.R.N.S. ratings will be maintained. W.R.N.S. ratings are to be kept under continuous review and the names of those who are considered suitable for officer rank are to be forwarded as soon as they can be recommended.

3. Their Lordships desire to emphasise once again that the recommendation of a W.R.N.S. rating who is considered to be in all respects suitable for officer rank, and would be prepared to accept the conditions laid down for W.R.N.S. Officers, is not to be withheld because she has made herself particularly useful as a rating. Some temporary inconvenience and loss of efficiency will need to be accepted.

4. The reports are to be prepared in triplicate, and forwarded to the Superintendent, W.R.N.S., in each Command. An order of merit should be indicated where more than one rating is recommended. One copy of each of the reports is to be retained by the Superintendent, W.R.N.S., the remaining two copies are to be forwarded by her to the Commander-in-Chief. The Superintendent will also prepare an order of merit (in duplicate) to accompany the reports sent to the Commander-in-Chief, who if he approves the recommendations, will forward one copy of each report and an order of merit to the Director, W.R.N.S.

The form of recommendation is now established as S.1530, and may be obtained from R.N. Store Depot, Park Royal.

ACCELERATED PROMOTION

5. In addition to the main source of recruitment referred to above, likely candidates may be noted by W.R.N.S. Recruiting Officers as "probably suitable for accelerated promotion to Officer rank". These words should be endorsed on their Interview Forms when they are recruited.

6. For such recruits Form S.1525 analogous to the "White Paper" in use for Naval personnel (A.F.O. 3970/40) has been instituted. This form is to be completed in duplicate by the Commanding Officer and W.R.N.S. Officer of the Unit in which the rating serves her probationary period, one copy being attached to the rating's papers and the other forwarded to the Director, W.R.N.S.

7. Such recruits will go through the usual probationary period and if enrolled, will thereafter be regarded in all respects as serving ratings. They will, however, be eligible to be recommended for promotion to officer rank after completing not less than three months' satisfactory service, and a report in the usual form is then to be made. If acceptable and required, they will be put through the Officers' Training Course in the normal way, as Cadet Wrens.

8. A rating in respect of whom a W.R.N.S. "White Paper" (Form S.1525) has been issued should be given as much opportunity as possible to acquire experience of the kind likely to increase her fitness for Officer rank.

SPECIAL ENTRY

9. "Special Entry" will be restricted to candidates whose experience outside the service has rendered them particularly suitable for officer posts of a character which cannot be filled so satisfactorily from available personnel already in the service.

10. The Interview Forms of applicants who are considered suitable for Special Entry should be endorsed S.E. in red by the Recruiting Officer and the papers of such applicants should be forwarded to W.R.N.S. Headquarters when they are completed. Candidates considered suitable by the Director, W.R.N.S., will then be called before a Selection Board. If passed, they will be required to undergo the usual probationary period at a W.R.N.S. Depot.

11. On satisfactory completion of probation "Special Entry" candidates will be enrolled and sent as Wrens under training for officer rank (Cadet Wrens) to the W.R.N.S. Officers' Training Course at Greenwich. On passing out from there they will serve not less than a fortnight, either as Acting Third Officers or as Cadets at the discretion of the Officers Training Course Board, in association with the particular kind of duties they will, if accepted, be required to take up as Officers.

12. It is to be clearly understood that no recruit to the W.R.N.S. has any prescriptive title to be considered for promotion to Officer rank, and when for any reason, such promotion is not forthcoming, members will be expected to fulfil the terms of their engagement as ratings.

13. A.F.O. 1043/41 is cancelled. When White Paper, Form S.1525, is used, the reference to A.F.O. 1043/41 is to be altered in the manuscript to A.F.O. 4986/42, 15th October, 1942, pending amendments of the form on reprint.

(A.F.O. 3970/40.)

(A.F.O. 1043/41 is cancelled.)

4987.—W.R.N.S.—Acting Third Officers

(C.W. 42075/41.—15.10.1942.)

Cadet Wrens may, on completion of their Officers' Training Course, be sent to the ports for further training and experience in the probationary rank of Acting Third Officer.

2. They will be confirmed in the rank on receipt of a satisfactory report. An Acting Third Officer who is not found satisfactory may be transferred to another category and if not recommended for confirmation after a maximum of three months will be reverted to the ranks.

3. When an Acting Third Officer is reverted to the ranks, the Director, W.R.N.S., will inform the Commanding Officer of the ship in which she is borne. An Acting Third Officer who is reverted to the ranks is to retain her previous rating if she returns to the category in which she was serving prior to selection for training as a Cadet Wren. The W.R.N.S. Officer-in-Charge will be responsible for arranging, through the W.R.N.S. Drafting Officer of the Command, for her to be drafted in this rating.

4. Acting Third Officers will wear the uniform and receive the pay (and allowances if applicable) of a Third Officer. If an Acting Third Officer is reverted to the ranks, refund of her uniform grant will be waived, but she will not be eligible for a further grant in the event of subsequent promotion.

4988.—W.R.N.S.—Cadet Wrens in Training at Ports

(C.W. 42075/41.—15.10.1942.)

Cadet Wrens who have completed the Officers' Training Course may be sent to the ports for 14 days' training before promotion.

2. At the end of the 14 days a report on their suitability for promotion should be made by the Commanding Officer and the W.R.N.S. Officer-in-Charge and forwarded through the Superintendent and Commander-in-Chief to the Director, W.R.N.S. These reports should be rendered and forwarded as promptly as possible.

3. The period of training will be extended if the Cadet misses part of her training through sickness or other emergency, and may be extended on recommendation of the Commanding Officer if he considers it desirable.

4. If at the end of her training a Cadet has not attained the required standard, she may be transferred for further training elsewhere or reverted to the ranks at the discretion of the Director, W.R.N.S.

5. When a Cadet is reverted to the ranks, the Director, W.R.N.S., will inform the Commanding Officer of the Ship in which she is borne. The W.R.N.S. Officer-in-Charge will be responsible for arranging through the W.R.N.S. Drafting Officer of the Command for her to be drafted to another unit.

6. A Cadet who is reverted to the ranks is to retain her previous rating if she returns to the category in which she was serving prior to selection for training as a Cadet Wren.

7. Cadets in training are to receive the pay of their rating and are to be accommodated wherever possible in W.R.N.S. Quarters. If no accommodation in Quarters is available, they will receive the compensatory allowances of a Third Officer.

4989.—W.R.N.S. Despatch Riders—Cessation of Recruitment—REPORTS

(N. 14643/42.—15.10.1942.)

It has been decided to close recruitment for the W.R.N.S. category of Despatch Rider and no further recruits will be accepted.

2. Reports are to be furnished to the Admiralty through Commanders-in-Chief as to the efficiency and medical fitness of serving W.R.N.S. Despatch Riders.

*4990.—W.R.N.S. Ratings—Unauthorised Badges

(V. 4219/42.—15.10.1942.)

It has come to notice that a number of W.R.N.S. Despatch Riders are wearing a blue badge similar in design to that worn by Army Despatch Riders. Other W.R.N.S. ratings have also been observed wearing unauthorised badges.

2. The only badges to be worn by W.R.N.S. ratings at present, are those authorised by A.F.Os. 2938/42, 3810/42 and 3924/42. Particulars of any additional badges approved for wear by W.R.N.S. ratings will be promulgated by Admiralty Fleet Order.

(A.F.Os. 2938/42, 3810/42 and 3924/42.)

4991.—W.R.N.S.—Medical Arrangements

(M.D.G. 30092/42.—15.10.1942.)

The medical arrangements for W.R.N.S. personnel are made by the Medical Director-General, and the resources of the Naval Medical Services (including consultant, specialist, dental, nursing and medical transport services) are available to that Service as required. Wherever a Naval Medical Officer is not available, the services of the local Surgeon and Agent are to be utilised.

2. Consultants in Gynaecology have been appointed, vide A.F.O. 4696/42. Application for the services of one of these should be made by Medical Officers to the Medical Director-General in grave and obscure cases.

3. Plans for new accommodation should be discussed with the Local Naval Medical Officer, and if necessary the services of the Naval Health Officer of the Command should be sought.

4. Normally, the Naval Medical Officer is responsible for the treatment of members of W.R.N.S. serving in the establishment. When convenient and practicable, the Principal or Senior Medical Officer is to nominate a suitable Naval Medical Officer as Medical Officer to the W.R.N.S. personnel in the district.

5. Accommodation for sick members of W.R.N.S. (*i.e.*, sick bays and in some cases, sick quarters) has been instituted in the charge of Medical Officers and Nursing Sisters, and additions will be made as and when they are shown to be required. Cases will also be admitted to Naval hospitals where practicable.

6. Where practicable and necessary, Nursing Sisters of Queen Alexandra's Royal Naval Nursing Service and Reserve and V.A.D. members will be admitted to W.R.N.S. sick accommodation for treatment.

7. Form M.15A is to be rendered from W.R.N.S. sick quarters established separately from R.N. hospitals and W.R.N.S. quarters. The following is a list of existing W.R.N.S. sick quarters:—

- W.R.N.S. Sick Quarters, Portsmouth.
- W.R.N.S. Sick Quarters, Bristol.
- W.R.N.S. Sick Quarters, Plymouth (Leigham Manor).
- W.R.N.S. Sick Quarters, Winchester (Courteney House).

Form M.15, where rendered, should include W.R.N.S. personnel under treatment.

8. Any difficulties in connection with the medical arrangements of W.R.N.S. should be reported through the usual channels to the Medical Director-General.

(Instructions for Naval Hospitals, etc., Articles 86 and 475.)

(A.F.O. 4696/42.)

(A.F.O. 120/41 is cancelled.)

4992.—Sports—R.N. and R.M. Sports Control Board—Donation
(N.—15.10.1942.)
(Included in Notice Boards Issue only.)

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

4993.—Director Firing System—Director Firing Gear—Director Control
Towers—Spare L.S.T. and D.S. Units
H.M. Ships "King George V" class, "Dido" and "Fiji" Class
(G.011194/42.—15.10.1942.)

It has become evident that ships' spare L.S.T. and D.S. units have not in every instance been delivered to the above vessels.

2. Provision has been made for one spare instrument to be supplied for cruisers and one for capital ships.

3. Where these are not already held on board, demand should be made for the requisite unit to H.M. Dockyard, Devonport.

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

4994.—Gun Mountings—5.25-in. Mark II—Fouling of Guns of "B" Turret
with the Ventilation Cowls of "A" Turret in "Dido" Class Cruisers
H.M. Ships "Phoebe", "Dido", "Cleopatra", "Sirius" and "Argonaut"
(G. 010533/42.—15.10.1942.)

It has been reported that a foul can occur between the guns of "B" turret and the ventilation cowls on the roof of "A" turret in "Dido" class cruisers.

2. The position at which the foul occurs is with the guns of "B" turret in depression and on a forward bearing.

3. Commanding Officers of the ships concerned should issue instructions that the guns of "B" turret should not be depressed below 0° in the position at which the foul is likely to occur.

4995.—Gun Mountings—2-pdr., Marks XV and XVI, Mountings—Protection of
Gun Water Jacket from Depression Control Rail
M.G.Bs., M.T.Bs. and S.G.Bs.
(G. 09899/42.—15.10.1942.)

Depression control rails for 2-pdr., Marks XV and XVI mountings fitted in "C" Type Fairmile M.G.B., "D" Type Fairmile M.G.B. and M.T.B., S.G.B., and 71-ft. 6-in. M.G.B. are fitted by shipbuilders.

2. It is necessary to protect the gun water jacket at its point of contact with the depression control rail, and the protection is to consist of thick rubber strips, retained in position by an encircling band of Ferodo.

3. The protecting pad is to be removed at frequent intervals for examination of the external surface of the water jacket, which should be kept thoroughly free from rust, and lightly greased.

4. Commanding Officers of boats in which the work outlined in paragraph 2 has not already been carried out are to treat the fitting of such protection as a defect item, to be carried out at the first opportunity.

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

(A.F.O. 5265/41 is cancelled.)

4996.—Gun Mountings—2 pdr., Mark XVI—Details of Sight Testing Board
Ships concerned
(G. 01534/42.—15.10.1942.)

Sight tests of the above mounting are to be carried out in accordance with A.F.O. Diagram 274/42 (1-2) (G.R. 5960 and G.R. 6116).

4997.—Guns, 6 and 3-pdr. (including sub-calibre)—De-coppering Charges
(A.S./G. 6290/41.—15.10.1942.)

To prevent coppering or provide means for de-coppering Q.F. 6- and 3-pdr. guns (including sub-calibre guns) arrangements have been made for the incorporation of tinfoil in all ammunition of these calibres filled from July, 1942 (approx.) onwards.

2. Outfits of service ammunition are to be adjusted as opportunities offer to include at least 20 per cent. of "foil" rounds.

3. Pending the exhaustion of stocks of non-foil practice rounds not more than 20 per cent. of the allowance of practice and sub-calibre ammunition is to be embarked and arrangements are to be made as far as practicable for only one round in every five used to be "foil".

4998.—Guns, Q.F., 2-pdr., Mark VIII, H.V. and L.V. and Q.F., 2-pdr., Mark XIV—
Assessment of Barrel Life—Exchange of Worn Barrels
(G. 02005/40.—15.10.1942.)

A.F.O. 3510/42 is to be amended as follows:—

Footnote.—Add "C.A.F.O. 1035/40" to cancelled Fleet Orders.

(A.F.O. 3510/42.)

4999.—Guns and Breech Mechanisms, Q.F., 4.7-in., Mark XI—Replacement of
Enots Lubricating Nipples by Tecalemit Lubricators
(A.S. 13413/42.—15.10.1942.)

The following modification is to be carried out:—

Gun	...	...	Q.F., 4.7-in., Mark XI.
Parts affected	...	...	(a) Levers breech mechanism. (b) Shafts actuating. (c) Breech ring.
Purpose	...	...	To avoid breakage of protruding Enots nipples.
Nature of Modification	(a) and (b)	Tecalemit lubricators, No. 4657 (A.P. 4986)	to be substituted for Enots lubricating nipples on the lever B.M. and shaft actuating.
	(c)	Five Enots lubricating nipples on the breech ring, viz., three Fig. 1 (A.P. 4147) for lubricating the actuating shaft and two Fig. 2 (A.P. 4148) for the recoil lug to be replaced by Tecalemit lubricators, three No. 4657 (A.P. 4986) and two No. 28 (A.P. 4789) respectively. The remaining two Enot's lubricating nipples, Fig. 1, on the breech ring are protected by being fitted into recesses and are not affected.	
By Whom to be done	...	...	Armament Supply Department. Tecalemit lubricators are to be obtained from the Naval Store Department.
Degree of Urgency	...	...	Items in service at the first opportunity, those in store before issue.

5000.—Breech Mechanisms, Q.F., 4.7-in., Marks XII, XII* and XII B, and Q.F., 4.5-in., Marks I and III Guns—Shafts Actuating—Replacement of Enot's Lubricating Nipples by Tecalemit Lubricators.

(A.S. 13413/42.—15.10.1942.)

The following modification is to be carried out :—

Gun	...	...	Q.F., 4.7-in., Marks XII, XII* and XII B. Q.F., 4.5-in., Marks I and III.
Parts affected	...	...	Shafts actuating.
Purpose	...	...	To maintain interchangeability with O.Q.F., 4.7-in., Mark XI, shaft actuating.
Modification	...	...	Tecalemit lubricators, No. 4657 (A.P. 4986) to be substituted for the Enot's lubricating nipple on the actuating shaft.
By Whom to be done	...	...	Armament Supply Department. Tecalemit lubricators are to be obtained from the Naval Store Department.
Degree of Urgency	...	...	Shafts actuating in service as soon as possible, those in store before issue.

5001.—Guns—Oerlikon, Marks I and IV, Equipments—Firing Step—A. and A. Authorities concerned

(G. 07380/42.—15.10.1942.)

To enable gun layers of less than average height to use the eyepiece at full depression with Oerlikon, Mark I and Mark IV, equipments, a firing step will be necessary, as shown on A.F.O. Diagram 269/42. In some cases the advantage of getting full depression may not be sufficient to justify the obstruction caused by the firing step, and in other cases a step on specified arcs only may suffice.

2. Commanding officers of ships concerned should, if desired, insert an item Classified "A*" in their next list of As. and As. to cover the work involved.

3. Firing steps are also to be provided and fitted by shipbuilders as required by ship's officers in ships being armed with Oerlikon, Mark I or Mark IV, equipments.

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

5002.—Guns, Hispano, 20 mm., for Aircraft and Ground Use—Removal and Fitting Barrels

(G. 6536/42.—15.10.1942.)

Initial supply of 8D/2283 vices, breeching up, and 8D/2284 clamps, barrel, has been made to certain naval air stations. Supply is being made to ships, remaining naval air stations, and bases concerned, without demand.

2. Until these implements are received, barrels which are found to be unserviceable as a result of gauging for wear, or for any other reason, are not to be exchanged by ships, naval air stations or bases. The complete gun is to be returned to the appropriate naval armament depot, clearly labelled to show the reason for return.

3. When the implements are received, barrels may only be removed and fitted under the direct supervision of an O.A., or A.A.(O) or Air Fitter(O) ex Air Apprentice, the unserviceable barrel being returned to the appropriate naval armament depot, clearly labelled to show the reason for return.

4. If the barrel is marked SPECIAL, it is only to be exchanged by manufacturers, the complete gun being returned through a naval armament depot for the purpose.

5. Instructions for removal and fitting of barrels are contained in A.P.1641F, Vol. II, Part 3, Sect. I, Chap. I.

(A.P. 1641F.)

5003.—20-mm. Oerlikon Machine Guns—Missfires, Hangfires and "Cook-offs"

(G. 012130/42.—15.10.1942.)

A hangfire after a missfire of greater duration than 1 minute in this gun has not been definitely experienced and the missfire interval will, therefore, remain at 1 minute.

2. In a gun heated by continuous fire, however, when a missfire occurs, the breech block as usual is brought up on its metal to metal stop and rebounds slightly; the effect of this is that the shell, due to its inertia may leave the cartridge case and proceed slightly up the bore, particularly in worn barrels. This will expose the propellant and may leave some grains in direct contact with the hot steel of the bore, and ignition of the whole charge may result with a very short or relatively long delay according to the temperature of the barrel. Should the shell not separate from the cartridge case the barrel heat must be transmitted to the propellant through the cartridge case and ignition of the propellant is not likely to occur without some minutes delay.

3. By experiments so far conducted it appears that the barrel heat is insufficient to ignite the propellant unless at least 240 rounds have been fired in rapid succession. "Cook-offs" of 4 to 6 minutes have been experienced after rapid fire of between 420 to 540 rounds in new guns, but there is also evidence pointing to a "cook-off" (mistaken for a hangfire) occurring in similarly heated but worn barrels in times varying from 30 seconds to 2 minutes.

4. When a "cook-off" occurs after a period of time exceeding say 3 minutes, the propellant charge as a whole has reached such a high temperature that the chamber pressure developed is extremely high and has been known to bulge the chamber and cause material damage to the breech face piece, breech block and striker, in addition to leaving a part of the cartridge case in the chamber. A change in propellant to avoid this and other features is under consideration.

5. In the event of a magazine becoming defective, a round will sometimes be fed into the chamber ahead of and disengaged from the breech face piece. An apparent missfire will ensue. Whereas this can be overcome by the normal drill and the use of the ejector be rapidly overcome in a cool gun, the liability to "cook-off" in a hot gun must not be overlooked. This "cook-off" if it is allowed to occur with the breech block to the rear (or cocked) will put the gun out of action, by damage to the breech block and breech face piece and by driving the shell part of the way up the bore. Should the shell be a H.E.T. or H.E.I.T. the tracer composition will be ignited and may, by transferred heat, cause the T.N.T. or C.E. filling to explode and expand the barrel and shell together.

6. It must be remembered that the position of the horns of the double loading stop give an immediate indication as to whether a cartridge case is in the chamber or not (whether the breech block is back or forward).

7. From the above it should be clear that in a gun heated by firing more than 240 rounds rapid, removing the magazine and re-cocking the gun after the elapse of the 1 minute missfire interval may be attended by a risk of "cook-off" occurring during (or if as in paragraph 5 during or after) the operation. No attempt either to remove the magazine or re-cock should, therefore, normally be made after a missfire in a heated gun until the barrel has been adequately externally cooled by a hose. Care should be taken that water does not enter the muzzle. In order to avoid "cook-off" the hose should be applied as quickly as possible.

8. Attention is drawn to A.F.Os. 2506/42 and 2034/42. Missfires in this gun are in general caused by bent or broken strikers or by closing up of the central hole in the breech face piece under the stress of firing many rounds.

(A.F.Os. 2506/42 and 2034/42.)

5004.—20 mm. Oerlikon Magazines—Care of

(A.S./G. 07861/42.—15.10.1942.)

A.F.O. 3512/42 is to be amended by deleting paragraph 5 and substituting the following :—

"All serviceable magazines should accordingly be sealed and stencilled by R.N. Armament Depots and O.C.A.S. as shewn on A.F.O. Diagram 275/42, before issue. Bolts, sealing (item 471) are on order and should be demanded from D.A.S. (Branch A), Bath. The seals which are to be made locally, are to bear the monogram of the sealing authority. Magazines manufactured in the future will be sealed by the manufacturer and stamped with a monogram after passing proof."

(A.F.O. 3512/42.)

5005.—Ordnance Holman Projectors, Mark III—Attachment of Elevating Stop to Revolving Part of Mounting

(A.S./C.I.N.O. 7658/42.—15.10.1942.)

The following modification should be carried out, viz. :—

<i>Gun</i>	Holman Projector, Mark III.
<i>Part affected</i>	35° elevating stop.
<i>Purpose</i>	To enable stop to revolve with mounting.
<i>Nature of modification</i>	Elevating stop to be attached to swivel of mounting, vide N.O.D. 3117/74.
<i>By whom to be done</i> ...	Armament Supply Department.
<i>Degree of urgency</i> ...	As convenient.

2. Projectors manufactured in future will be so modified.

5006.—Shoulder Shooting Lewis Guns—Surrender on Fitting Twin Lewis Equipment 105 ft. Motor Minesweepers

(A.S./G. 010013/42.—15.10.1942.)

When Twin Lewis equipments are fitted in 105 ft. Motor Minesweepers, the two 0.30-in. shoulder shooting Lewis Guns are to be surrendered. The guns surrendered in accordance with this Order, also outfits of spare parts and ammunition, should be returned to the nearest Naval Armament Depot or Officer-in-Charge of Armament Supply.

2. 105 ft. Motor Minesweepers which have already been fitted with twin Lewis equipments and which still carry 0.30-in. shoulder shooting guns should land the latter, also ammunition, at the first convenient opportunity.

(A.F.O. 3511/42.)

5007.—Fuze Covers Nos. 11 and 12 for Fuzes Nos. 207 and 211

(G. 03087/42.—15.10.1942.)

Difficulty is found in fitting No. 11 covers to No. 207 fuzes due to the tongues of the cover catching in the slots on the fuze. Care is needed to see that the tongues are clear of the slots before pressing down on the cover and its securing band. If tongues appear likely to foul, they can be opened out a sufficient amount to clear the slits by pressing them outwards with the thumb.

2. With early covers there is some tendency for the securing ring to become loose in transit due to the top portion of the bayonet joint being short, and in addition there is a tendency for the cover to rock on the two pins.

3. Various modifications have been made during manufacture and Nos. 11 and 12 covers may be found with all or any of the following modifications incorporated :—

- (i) Three bayonet joints instead of two.
- (ii) Slots sloped instead of vertical.
- (iii) Portion at top of slot lengthened.
- (iv) Rivetting of pins strengthened.
- (v) A gap left on either side of the cover so that the tongues can be kept clear of the spanner slot of the fuze when assembling.

4. Trials are in hand with a new type of cover which uses a simple toggle mechanism to secure the band and this cover will be introduced if found satisfactory and should be much easier to assemble and equally easy to remove.

5008.—Ammunition—Ready-use Locker Stowage for 0.5-in., Mark V Equipments—A. and A.*Coastal Force Craft—R.M.Ls.*

(G. 6010/42.—15.10.1942.)

On R.M.Ls. mounting 0.5-in., Mark V, equipment forward, the ready-use lockers (2 in No.) should be fitted approximately 2-ft. abaft the mounting and 3-in. on each side of the centre line of the ship.

2. The Commanding Officers of vessels affected are to include an item, Classified "B", in their next list of approved As. and As. to cover the work involved.

*(This Order is to be retained until complied with.)***5009.—Ammunition—Oerlikon Ready-use Lockers—Positions—A. and A***Ships, P.S.Os. and Authorities concerned.*

(G. 09567/42.—15.10.1942.)

It is desirable that Oerlikon ready-use ammunition lockers should be within the protection of the screens round the mountings but this is not often practicable.

2. Where ready use lockers have to be fitted outside the screens it is advantageous for the lockers to be fitted against the screens with their lids level with the tops of the screens. This enables the gun's crew to reach the magazine without climbing out of the screens. This arrangement where practicable should be fitted in ships building and is recommended for existing ships subject to—

- (a) The locker being supported at the base only and no additional fittings being secured to its sides.
- (b) Any additional weight involved in providing the necessary supports being acceptable.
- (c) No delay being caused in completion of ships refitting or under construction.

3. Commanding Officers of ships in service in which improvement in the position of Oerlikon lockers is essential should include an item, Classified "A", in the ship's list of As. and As. to cover the work involved.

(A.F.O. 2153/42.)

*(This Order is to be retained until complied with.)***5010.—Ammunition Supply Arrangements***"Hunt" Class., 29-ft. beam*

(G./D. 017595/42.—15.10.1942.)

A.F.O. 4631/42 is to be amended as follows :—

Line two, for "40 ft." read "40-belt".

(A.F.O. 4631/42.)

5011.—Cartridges, Impulse, for Mark III, Holman Projector, with Brass Bound Cases—Withdrawal of Certain Lots

(A.S. 6836/42.—15.10.1942.)

A.F.O. 2759/42 is to be amended as follows :—

Delete Lots 42 and 43.

(A.F.O. 2759/42.)

5012.—Cartridge, Catapult Aircraft, Cases, Empty, No. 1, Mark I, Mark I* and Mark II—Withdrawal

(A.S. 14366/42.—15.10.1942.)

All cartridge, catapult aircraft, cases empty No. 1, Mark I, Mark I* and Mark II (brass) on board H.M. ships, at home or abroad, are to be landed at the nearest Naval armament depot at the first opportunity, and an outfit of cases empty No. 1, Mark III (steel) demanded in lieu.

2. Marks I, I* and II cases in store or subsequently received at Naval armament depots are to be brought to produce.

*(C.A.F.O. 149/42 is cancelled.)***5013.—Primers, Electric and Percussion, No. 14, Mark V, Lot 103, G.B. Filled BR/10/40**

(A.S./C.I.N.O. 9468/42/B89.—15.10.1942.)

A blow-through has occurred with a primer electric and percussion No. 14 of G.B., Lot 103, filled BR/10/40, due to a fault in the material. All cartridges fitted with primers of this description, maker, and lot number on board H.M. ships, are to be landed at the nearest R.N. armament depot or sub-depot. These primers may be on board ships in cartridges for the following guns :—

Q.F., 4.7-in., Marks IX–IX** (D.E.F.).

Q.F., 4.7-in., Marks XII–XII*.

Q.F., 4-in., Marks XVI–XVI*.

2. With reference to C.A.F.O. 991/42, these stores are regarded as coming under category (a).

3. At R.N. armament depots, all primers of this description and lot number, either in cartridges or loose in store, and any landed by H.M. ships in accordance with this Order, are to be brought to produce.

(C.A.F.O. 991/42.)

5014.—Pyrotechnics—Flashes, Photographic, 4·5-in.—Precautions—Classification and Stowage

(G. 6742/42.—15.10.1942.)

Extreme care is necessary when handling 4·5-in. photographic flashes, owing to the violence with which they will explode when ignited.

2. As laid down in the preliminary A.P. leaflet of instructions, fuze No. 28B, Mark II, is *invariably* to be used with these flashes, owing to the increased measure of safety afforded by its wind arming mechanism.

3. These flashes are similar in appearance to 4·5-in. reconnaissance flares, with the exception of the stencilling as appropriate, and can be distinguished by the following *internal* differences:—

Flare 4·5-in.

Should contain parachute visible after removing tail cap. If parachute absent shackle and candle will be visible.

Flash 4·5-in.

Contains no parachute. Tin closing plates and press cap with overseal should be visible after tail cap is removed.

4. The following additional means of distinguishing flashes from flares will be added as soon as possible:—

- (i) A circular label will be shellacked to the diaphragm of the flash under the nose plug, which will read—
“ Danger—when ignited this flash explodes violently.”
- (ii) Flashes will have the word “ Flash ” embossed in the metal of the body close to the nose.
- (iii) The tail pins, closing dome and the rear end of the body of the flash for the length of the tail pins will be painted bright red and the boxes will be stencilled “ Red Tails ” in yellow paint.

5. Flashes recommended for destruction will fall into three categories:—

- (i) Those with intact fillings.
- (ii) Those with slightly cracked or punctured bodies, with small leaks which can be sealed; and
- (iii) Those so badly damaged that the filling is exposed and which cannot be sealed.

When possible, flashes in categories (i) and (ii) above, are to be dumped in deep water; if this is impossible, they are to be destroyed, either in situ, if this is safe, or in a safe place, in accordance with A.P.1245, chapter 3, section XIX, paragraph 3, a 4·5-in. flash being taken as equivalent to a 20 lb. H.E. bomb.

6. If it is necessary to move flashes in category (ii) of paragraph 5 above, for dumping or destruction, any filling on the body is to be carefully wiped off with a *dry* cloth, the hole or crack is to be completely sealed with luting and the flash is to be carefully moved to prevent the filling from being spilled.

7. Flashes in category (iii) of paragraph 5 above, are in a very dangerous condition because the dry filling is very sensitive to friction and may interact with small quantities of moisture so as to ignite and explode. The ground contaminated by the filling is to be well flooded with water and the filling is to be washed out of the body of the flash with a good quantity of water; a hose jet should be used if possible, but a spray is not on any account to be used. By this means, one of the constituents of the filling will be dissolved and the danger of spontaneous ignition will be averted. When the body is empty, the gunpowder in the central tube is to be destroyed either by burning under precautions or by immersion in a plentiful supply of water.

8. Since there is a possibility that some of the flash filling may have adhered to the threads, the fuzes are not to be removed from flashes in category (ii) of paragraph 5 above. Fuzes No. 28B are, however, to be made safe by turning the time-ring to “ safe ” by hand, and fuze No. 848 by removing the dome and striker mechanism and capsule. Fuzes from flashes which have been destroyed by demolition or by the method described in paragraph 7 above are, if recovered, to be fired and boiled-out and certified “ free from explosive ” before reduction to produce or return for refilling.

9. After completion of the operations referred to in paragraphs 5 to 7 above, all traces of flash filling are to be removed from the ground, vehicles, aircraft, etc., by thoroughly hosing down. Any residue is to be swept up whilst wet and buried in a remote place.

10. These stores will be Group XIV for stowage on board H.M. ships (N.M. and B.Rs. will be amended accordingly). They should be stowed on the weather deck apart from other inflammable or explosive stores, and surrounded by as much steel plate protection as possible.

(A.P. 1245 and N.M.E.R.)

(A.F.O. 5531/41 is cancelled.)

5015.—21-in., Mark IV* and Mark V.M.T.B.T. Torpedoes Fitted with Collision Heads—Settings for Special Short Range Practice Running

(T. 06540/42.—15.10.1942.)

Owing to the recent decision under A.F.O. 3891/42 that collision heads only are to be supplied to the majority of coastal force torpedo craft bases for practice running and the restricted area available for torpedo running at many of these bases, it may be necessary for coastal force torpedo craft to run 21-in., Mark IV* or Mark V M.T.B.T. torpedoes fitted with collision heads to shorter ranges than those which are obtainable with the air charges and other settings laid down in the Torpedo Firing Manual.

2. The following information is therefore promulgated to enable these torpedoes when fitted with collision heads to be run:—

- (a) A total range of 2,000 yards, without a recorder in the head.
- (b) A range of 1,000 yards at stamped speed, and sufficient extra range at falling speed to give adequate buoyancy for recovery on shutting off, with a recorder fitted in the head.

Settings for a run of 2,000 yards, without recorder.

3. (i) A 21-in., Mark IV*, M.T.B.T. torpedo, fitted with a Mark IV, Type B, collision head, or a 21-in., Mark V, M.T.B.T. torpedo (converted from Mark V, W.S.L.) fitted with a Mark V, Type A, collision head, can be set to 2,000 yards range at the 35-knot setting under the following conditions:—

Collision head to be fitted with Holmes light and metal point St. No. T.604C but *without* recorder.

Air charge 1,040 lb./sq. in. (Mark IV*) or 1,020 lb./sq. in. (Mark V, W.S.L.).

Four pints of fuel and 20 pints of water to be omitted when filling bottles.

The stamped speed will be maintained throughout the run, and the positive buoyancy on shut-off will be 62 lb. (Mark IV) or 45 lb. (Mark V, W.S.L.).

(ii) A 21-in., Mark V, M.T.B.T. torpedo (converted from Mark V, A.T.) fitted with a Mark V, Type A, collision head with Holmes light and metal point, St. No. T.604C but *without* recorder, can be set to 2,000 yards range at the 35-knot setting under the following conditions:—

Air charge 760 lb./sq. in.

Six pints of fuel and 30 pints of water to be omitted when filling bottles.

The stamped speed will only be maintained for about 1,000 yards, after which the torpedo will run at falling speed until it shuts off. The positive buoyancy on shut-off will be approximately 35 lb.

Settings for a minimum range of 1,000 yards at 35-knots, with recorder.

4. (i) A 21-in., Mark IV*, M.T.B.T. torpedo, fitted with a Mark IV, Type B, collision head, or a 21-in., Mark V, M.T.B.T. torpedo (converted from Mark V, W.S.L.) fitted with a Mark V, Type A, collision head, with a Mark III recorder,

Holmes light and metal point, St. No. T.604C, may be set to 2,000 yards range at the 35-knot setting with an initial air charge of 770 lb./sq. in. (Mark IV) or 760 lb./sq. in. (Mark V), provided that 4 pints of fuel and 20 pints of water are omitted when filling bottles. The torpedo will run the first 1,000 yards at 35 knots and the remaining 1,000 yards at falling speed, and the positive buoyancy on shut-off will be approximately 67 lb. (Mark IV) or 51 lb. (Mark V, W.S.L.).

(ii) A 21-in., Mark V, M.T.B.T. torpedo (converted from Mark V, A.T.) fitted with a Mark V, Type A, collision head, with a Mark III recorder, Holmes light and metal point St. No. T.604C, may be set to 3,000 yards range at the 35-knot setting with an initial air charge of 760 lb./sq. in. provided that six pints of fuel and thirty pints of water are omitted when filling bottles. The torpedo will run the first 1,000 yards at 35 knots and the remaining 2,000 yards at falling speed, and the positive buoyancy on shut-off will be approximately 43 lb.

5. The following points should be borne in mind when running torpedoes under the above conditions:—

- The buoyancy of the torpedo on shut-off is in many cases less than the lowest permissible buoyancy of 60 lb. laid down in C.B. 3019 (1), Table 39, although they are in all cases greater than 30 lb. The buoyancies quoted are adequate under the conditions in which these practices are likely to be carried out, but torpedoes should not be run if the weather is such as to render recovery difficult, or if recovery is likely to be unduly delayed.
- The exact range at which the speed begins to fall during the over-run, and the consumption during the over-run on which the buoyancy on shut-off depends, may vary in different torpedoes according to the state of wear of the engine, etc.
- 21-in., Mark IV-V, torpedoes must not be set to over-run more than 2,000 yards.
- Where fuel and water are omitted in order to give increased buoyancy on shut-off, it is important that the quantities omitted shall be in the correct proportion of 1 part fuel to approximately 5 parts water in order to ensure that the water cannot run out before the fuel. In cases where a comparatively large volume of fuel is omitted a slight risk exists of the torpedo running cold, owing to the time taken for the pressure to build up in the fuel bottle.

(A.F.O. 3891/42.)

5016.—Trials of Torpedo Tubes and Torpedo Equipment

Coastal Force Torpedo Craft

(T. 06545/42.—15.10.1942.)

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

After paragraph 23 insert new paragraph 23(a).

“23(a) The Captain M.L. should arrange for a representative of the Fairmile Marine Co. to attend the trial as it is the responsibility of the Fairmile Marine Co. to arrange for the completion of outstanding or defective items which affect the shipbuilders.”

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

5017.—Trials of Torpedo Tubes and Torpedo Equipment

Coastal Force Torpedo Craft (C.F.T.C.)

(T.02286/42.—15.10.1942.)

A.F.O. 1669/42 is to be amended as follows:—

Heading above paragraph 34. After “TUBES” add “AND SIGHTS”.

Paragraph 36.

Line 2.—After “torpedo tubes” insert “and sights”.

Line 4.—Before “installation” insert “and sight”.

At end of paragraph 36 add “Torpedo sights are to be demanded from the S.N.S.O., Portsmouth, by the Fairmile Marine Co. in the case of Fairmile boats, and by the P.S.O. in other craft, in sufficient time for the sights to be fitted before the date arranged for the alignment test”.

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

5018.—Torpedo Stores—Bushes, St. No. 930A—Introduction

(A.S. 14262/42.—15.10.1942.)

To facilitate manufacture of bushes, St. No. 930, an alternative design of bush with a lead bronze lining in lieu of existing phosphor bronze lining has been introduced.

2. This new bush will be accounted for as follows, viz.:—

Section IV

Bushes for crank pin engine, St. No. 930A and will be interchangeable in supply with bushes, St. No. 930.

3. Torpedo store accounts are to be amended as necessary.

5019.—Torpedo Stores—Adapters, St. Nos. T.184 and T.185—Revised Allowances

R.N. Air Stations

(A.S. 14201/42.—15.10.1942.)

To reduce the number of types of H.P. air gauges to a minimum and to facilitate the tests carried out during routines on torpedoes the following revised allowances of adapters, St. Nos. T.184 and T.185 are to be made to R.N. Air Stations with torpedo facilities, viz.:—

<i>Item.</i>	<i>St. No.</i>	<i>Quantity</i>
Adapters for Air Service 2,500 lb. sq. in. ...	T.184	2
Adapters for Air Service 3,000–3,500 lb. sq. in. ...	T.185	4

2. R.N. Air Stations concerned are to demand to complete to the revised allowances from the nearest torpedo depot.

5020.—Torpedo Stores—Spanners, Box, Air Stop Valves—Allowance

Aircraft Carriers and R.N. Air Stations

(A.S. 13147/42.—15.10.1942.)

The following revised allowances of “Spanners, box, air stop valve”, have been approved, viz.:—

Squadron mobile equipment—

- 1 squadron of Albacores—St. No. 29—4 No.
- 1 squadron of Swordfish—St. No. 29—4 No.
- 1 squadron of Barracuda—St. No. 29A—4 No.

Aircraft carriers, etc., for A in U in carriers, etc.

- 1 squadron—St. No. 29 and 29A—1 No. each.
- 2 squadrons—St. No. 29 and 29A—2 No. each.

Maintenance spares—

- 1 squadron—St. No. 29 and 29A—1 No. each.
- 2 squadrons—St. No. 29 and 29A—2 No. each.

2. In future, when new squadrons of aircraft are formed, the allowance of these spanners will be issued at the same time as the gun spares.

3. Aircraft carriers, etc., are to adjust to the new allowances at the first opportunity.

5021.—Igniters, Torpedo, Mark XI—Lot Numbers 142, 463 and 472—Withdrawal

(A.S. 13698/42.—15.10.1942.)

Igniters, Torpedo, Mark XI, of lot numbers 142, 463 and 472 filled W. 6/39, W. 2/40 and W. 3/40 respectively, are to be withdrawn from service and appropriated for use in “brake machines only”.

2. Any igniters of these lot numbers on board H.M. ships are to be landed at Naval Armament Depots and others drawn in lieu.

5022.—“A” and “B” Type M.Ls. Fitted to Carry Mark XIV and Mark XIX Mines

(T. 01139/42.—15.10.1942.)

Commanding Officers of the above vessels which have not yet carried out a check of the holding down strips for the above mines, are if in the United Kingdom to arrange, through the Commanding Officers of their base for Captain, H.M.S. “Vernon’s” representative to check these strips with the approved template at the first convenient opportunity.

2. To avoid unnecessary travelling Commanding Officers of Coastal Force Bases should arrange for as many of these boats as possible to be checked at one visit.

3. Any modifications found necessary are to be carried out by Coastal Force Bases. Commanding Officers of Coastal Force Bases should demand from the Fairmile Marine Co., through the Rear-Admiral, Coastal Forces, replacements for any strips found incorrectly drilled. When replacing strips which have to be moved to correct either their drilling, or position, they are to be laid down by means of a fitting jig, in the manner adopted by the Fairmile Marine Company’s building instructions. The jig and instructions are to be demanded on loan from the Fairmile Marine Company through the Rear-Admiral, Coastal Forces.

5023.—Paravanes C, Mark III—Supersession by Paravanes, Mark VII-VII***

(A.S. 0258/41.—15.10.1942.)

Ranging of Mark C.III** paravanes is to be discontinued and no further conversion of H.S.M.S. type paravanes to bow protector type is being carried out. Repair of C.III** bow protector paravanes will continue, provided re-ranging is not involved.

2. Requirements for replacement of C.III** paravanes, when this type is not available, will be met with mark VII type paravanes, the undermentioned types of plane units being issued according to the maximum speed of the vessel concerned:—

Ship's maximum speed.	Type of Plane Unit
18 knots	18-knot
22 knots	22-knot
over 22 knots	31-knot

The type of plane units required should be indicated in all demands for replacement of C.III** paravanes.

3. Mark VII paravanes must *not* normally be issued to services for which C. Mark III** are suitable unless the latter are not available.

4. Reserve pools of mark VII-VII* plane units are being augmented where necessary to meet anticipated demands.

***5024.—German Mines—Identification**

(T. 06650/42.—15.10.1942.)

A.F.O. Diagram No. 266/42 shows for identification purposes the German mines, Types “Q” and “R”, and is supplementary to A.F.O. Diagram 58/42(1).

(A.F.O. 1272/42.)

5025.—Ventilation of Main and Auxiliary Machinery Spaces—Policy and Modifications to Methods of Supply—A. and A.

Cruisers and Larger Vessels

(D. 011063/42.—15.10.1942.)

War experience has demonstrated the vital importance of ensuring the continuance of ventilation of machinery spaces under all conditions of action damage, and, in consequence, the necessity of improving the electrical supply arrangements to electrically driven ventilating fans and arranging for a proportion of fans in machinery spaces to be steam driven.

2. For future new construction Capital Ships, Aircraft Carriers and Cruisers, the following policy has been adopted:—

(a) *Main Engine Rooms.*—One exhaust fan in each engine room to be steam driven. The remaining fans, normally three in number, to be electrically driven, the method of electrical supply being in accordance with A.F.O. Diagram 271/42 (Drawing D.E.E. 5050, Sheet 36).

(b) *Dynamo Rooms and Auxiliary Machinery Rooms containing Dynamos.*—The supply and exhaust fans to be electrically driven, each fan having triplicate electrical supplies through a change over switch situated at the fan starter. One of these supplies to be taken direct from the dynamo side of the main supply switchgear of the dynamo in the compartment concerned, and the other two supplies from the port and starboard sides of the ring main.

(c) *Auxiliary Machinery Rooms containing Steam Driven Machinery but not Steam Driven Dynamos.*—The exhaust fans to be steam driven and the supply fans electrically driven, the electrical supplies to the latter fans being taken, through change over switches situated at the fan starters, from port and starboard sides of the ring main.

3. In order to apply, as far as possible, the principles of the foregoing policy to ships in commission, Commanding Officers of Capital Ships, Aircraft Carriers and Cruisers are, as an interim measure, to insert an item Classification “A” in their lists of As. and As., worded as follows:—

“To fit an alternative supply, through change over switches fitted at the fan starters, to each electrically driven exhaust fan in the main engine rooms, dynamo rooms, auxiliary machinery rooms containing dynamos, and auxiliary machinery rooms containing steam driven machinery but not steam driven dynamos, this alternative being taken direct from the main supply switchgear of a nearby dynamo, preferably one which does *not* feed that ring main section from which the fan in question is normally fed. Work to be carried out by Ships’ staff with Dockyard assistance as necessary and practicable.”

4. As a long term policy Commanding Officers of Capital Ships, Aircraft Carriers and Cruisers are to insert Items Classification “B” in their lists of As. and As., worded as follows:—

- “(i) To fit one steam driven exhaust fan in lieu of one electrically driven exhaust fan in each engine room.
- (ii) To modify the electrical supplies to the remaining electrically driven engine room fans in accordance with A.F.O. Diagram 271/42 (D.E.E. 5050, Sheet 36).
- (iii) To provide triplicate electrical supplies through change over switches situated at the fan starters, to electrically driven fans in dynamo rooms or auxiliary machinery spaces containing dynamos, the three electrical supplies to be taken, one direct from the dynamo side of the main supply switchgear of the dynamo in the compartment concerned and the other two from port and starboard sides of the ring main.
- (iv) To fit a steam driven exhaust fan in each auxiliary machinery room containing steam driven machinery but not a steam driven dynamo, and to provide duplicate electrical supplies, through change over switches situated at the fan starters, to each electrically driven fan in such compartments.”

(A.F.O. 2731/41.)

5026.—Sound Powered Telephones with Battery Call-up and Two-wire Battery Telephones—Replacement by Telephones, Mark XV

(T. 2348/42.—15.10.1942.)

Certain battleships, aircraft carriers and cruisers are fitted with telephones, Marks XIII, XVIII and XIV (Patterns 13224, 13235 and 13225) for direct lines. Although fitted with sound-powered receivers and transmitters, these telephones are dependent on a central low power supply for calling and operation of line relays.

2. Cases have occurred under damage conditions where telephones of these patterns failed due to flooding and failure of the central low power supply, rendering the call-up inoperative. (In ships fitted with battery operated 2-wire direct telephones, Mark II, etc., series, the entire system, with a few exceptions, is also put out of action by the failure of the supply.)

3. It is now practicable from a production point of view to replace a proportion of these types of telephones, by a sound-powered type, Mark XV (Pattern 13231) incorporating its own call-up and this can be done without any rewiring.

4. The reliability of these lines will be improved but the disadvantage is that the calling circuit will operate through the handset as well as the separate hooter and may in consequence blast a listener if care is not taken in operating them.

5. Certain lines of the direct telephone system are of major importance for the control of the ship under damage conditions and ships concerned are authorised to draw the necessary telephones, Mark XV—up to eight pairs for battleships and aircraft carriers and six pairs for cruisers—for fitting in those lines where they consider it necessary. In cases where telephones with an additional receiver are being replaced an additional receiver (Pattern 13249) is required. Where a telephone is fitted in a silent cabinet an external hooter (Pattern 13236) is also required for fitting in place of the lamp and bell. Demands should include the necessary quantity of extra receivers and external hooters required.

6. The replacement work should be undertaken by ships' staffs.

7. Each telephone line selected should be dealt with as follows:—

- (a) Lines "L" and "—ve" to be made continuous from one telephone position to the other by linking or reconnecting as necessary in junction boxes, line relay boxes and calling relay boxes (if any), in the circuit. All battery supplies to be disconnected from these two lines.
- (b) Line wire "L" to be connected to "L" terminal of the telephone and line wire "—ve" to "C" terminal of telephone.
- (c) Terminals "L" and "M" in telephone Mark XV to be connected together by a short length of insulated conductor.
- (d) When calling relay boxes are fitted it will also be necessary to provide for the lines to the external hooter to be connected to "L" and "—ve".

8. The replacement should also provide a saving in maintenance.

9. *Warning.*—Particular attention is drawn to the warning in paragraph 4 regarding "blast".

(A.F.O. 3258/42.)

5027.—C.W.S. Motor-Alternators—Supply of Spare Bearings

H.M. Ships "Formidable", "King George V", "Victorious", "Tyne", "Anson", "Hecla", "Illustrious", "Indomitable" and "Duke of York"

(T. 2578/42.—15.10.1942.)

No spare bearings having been provided for the alternators of this service for the above ships arrangements have been made for Sheerness to supply a spare set of bearings per ship, without demand under Vote 8IIIB.

2. Each set of bearings consists of 1 in No. Hoffman L.S.22 ball bearings and 1 in No. Hoffman R.L.S.22 roller bearing. The L.S.22 ball bearing is fitted with a high speed cage and when making demands for replacement of this bearing care should be taken to ensure that a bearing with a similar type of cage is called for.

3. The "as fitted" sectional arrangement drawing (Messrs. Metropolitan Vickers No. A.474975) should be modified accordingly upon receipt of the bearings.

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

5028.—Portable Electric Pumps—Modifications to Double Pole Switches

Destroyers

(D. 10846/42.—15.10.1942.)

An instance has been reported of one of the 100 amp., double pole switches, provided under A.F.O. 1523/41, for supplying portable pump connections, being damaged by shock, the four securing lugs of the cast iron case being broken off.

2. To obviate this defect the switches are to be fitted with two 1½-in. by ½-in. mild steel straps to each case, each strap being fixed to the case by means of three O.B.A. steel bolts tapped into the straps, the heads being inside the case. The straps are to be suitably drilled for mounting purposes. The four cast iron lugs on the case may be removed.

3. Ships supplied with these switches are to treat the item as a defect to be made good as opportunity offers by Base or Depot Ship, or Dockyard.

(A.F.O. 1523/41.)

5029.—Plugs and Sockets on Connection Boxes for Gun Barrel Heaters—Lack of Watertightness

(D. 11922/42.—15.10.1942.)

Complaints have been received of the lack of watertightness of the "Niphan" plugs and sockets which are fitted in the connection boxes for gun barrel heaters.

2. Instructions for improving the watertightness of these plugs and sockets are shown on A.F.O. Diagram No. 270/42.

3. The instructions are applicable to all types of "Niphan" plugs and sockets where trouble is experienced due to lack of watertightness.

5030.—General Civilian Respirator—Device for Use During Hard Work

(T. 06774/42.—15.10.1942.)

A disadvantage of the General Civilian respirator is that if it becomes necessary for the wearer to carry out strenuous exercises necessitating quick movements of the head the facepiece is liable to slip down. This can be overcome by fitting the following simple device:—

The bight of a piece of broad tape or 2-in. bandage is passed round the canister above the swage and knotted on the underside. When the respirator is put on, the ends of this tape are secured at the back of the neck. Added security is given if a loop of tape is fitted through the slot at the bottom of the head harness buckle; the ends of the tapes are then passed through this loop before securing.

(C.B., Note A. 649.)

5031.—Respirators—Losses of

(N.L./T. 06238/42.—15.10.1942.)

With reference to K.R. & A.I., Article 1936, paragraph 3, when charges are made against Naval personnel in respect of losses of respirators, in no case is the value of these articles to be assessed as less than two-thirds of the initial cost.

2. The necessary amendment will be made to K.R. & A.I.

(K.R. & A.I., Article 1936.)

(A.F.O. 1403/42.)

5032.—Ships Permanently Moored—Surrender of Anchor and Cable Equipment—REPORTS

(N.S. 27835/42.—15.10.1942.)

In view of the difficulty which is being experienced in obtaining anchors and chain cable, arrangements should be made for the return to the nearest Dockyard of all anchor and chain cable equipment not required in ships or hulks which are unlikely to go to sea again.

2. Reports should be forwarded by Administrative Authorities giving details of gear being surrendered.

5033.—Anchor and Overtaking Lights—Screening of

Ships concerned

(P. 13397/42.—15.10.1942.)

Approval has been given for the screening from overhead of the anchor and overtaking lights of all ships.

2. P.S.Os. should arrange for this work to be carried out in all new construction ships subject to no delay in completion.

3. In cases in which satisfactory arrangements have not already been made, an item to cover the work involved is to be included in the next list of As. and As. forwarded by ships concerned and the work is to be carried out as far as possible by the ship's staff.

4. Details of the screens are to be as shown on A.F.O. Diagram 273/42.

*Cancelled
by AFO 5966/45.*

5034.—Sextants—Revised Allowances

72 ft. M.Ls.

(N.S. 18551/42.—15.10.1942.)

With reference to A.F.O. 3134/42, in view of navigational difficulties in Icelandic waters the allowance of sextants to 72 ft. Motor Launches operating in that area should be retained.

2. The establishment of Naval Stores will be amended.

(Admiral Commanding Iceland (C) No. 349/99/53, 3.9.42.)

(A.F.O. 3134/42.)

5035.—Boiler Tubes, etc.

H.M. Ship "Martin" and F.F.S. "Commandant d'Estienne d'Orves"
(late "Lotus")

(N.S./P.12615/42.—15.10.1942.)

Particulars of the boilers and tubes fitted in H.M. Ship and F.F. Ship mentioned under "A" below are identical with those published in the A.F.Os. quoted against the ships mentioned under "B":—

A	B
"Martin"	"Marne."—A.F.O.4283/42.
"Commandant d'Estienne d'Orves" (late "Lotus")... ..	"Saxifrage."—A.F.O.1678/42.

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

(A.F.Os. 1678/42 and 4283/42.)

(This Order will not be reprinted.)

5036.—Boiler Tubes—Reserves

"Flower" Class Corvettes

(N.S./D. 014752/42.—15.10.1942.)

It has been decided to maintain at Portsmouth a reserve of lap-welded steel tubes for boilers, to Schedule 160, sufficient to replace all the plain tubes in the boilers of two corvettes and the stay tubes in one corvette.

2. Particulars of the tubes are as follows:—

Plain Tubes

External diameter	Thickness	Length	Number
in. 2½	160 W.D.G.	ft. in. 8 8	1,600

Swelled to 2⅝ in. for a length of 2 in. at one end.

Stay Tubes

External diameter	Thickness	Length	Number
in. 2½	in. ⅝	ft. in. 8 8	180
2½	⅝	8 8	140
2½	⅞	8 8	22

All stay tubes swelled to 2¾ in. for a length of 2 in. at one end. Swelled end only screwed 9 threads per inch.

5037.—Howden Johnson Boilers—Retarders

"Flower" Class Corvettes

(D. 12466/42.—15.10.1942.)

Experience on service has indicated that in some cases it is desirable to remove the retarders from the fire tubes of Howden Johnson boilers, in order to improve the draught when lighting up and to prevent sooting-up of the tubes.

2. The Commanding Officers of "Flower" class corvettes fitted with Howden Johnson boilers in which difficulty is experienced in raising steam from cold on natural draught are to arrange for the removal of all retarders at the next convenient opportunity.

3. When lighting up from cold on all occasions after removal of retarders, one No. 12 nozzle is to be used and the oil fuel pressure maintained at 50 lb./sq. in. The time taken to reach full boiler pressure should not be less than 6 hours.

4. The retarders are to be retained on board until experience shows that they can be dispensed with and then brought to produce.

5038.—Hydraulic Dynamometers (Heenan & Froude)—Inaccuracy Caused by Wear

(D. 12557/42.—15.10.1942.)

Certain types of hydraulic dynamometers are liable, after lengthy use, to inaccuracy owing to the following causes. The types mainly affected are the older L.S. and L.D. types and the more recent F series:—

(i) Indentation of the casing roller path owing to wear by the rollers.

This may be remedied by turning down the casing of the dynamometer to allow for ¼ in. thick case hardened steel bands to be clamped round the brake casing to form new abutment surfaces for the supporting rollers.

(ii) The formation of flats upon the trunnion rollers through running too long in one position.

The rollers should be rotated and inspected at intervals, and set in new positions.

(iii) Stiffness owing to rust or dirt in bearings, valve gear, lever gear, dash-pot, etc.

(iv) Misalignment of brake to engine under test.

2. The accuracy of a dynamometer should be checked periodically, one method being as follows:—

With the dynamometer uncoupled from the engine and the balance weights removed, measure the force required to deflect the end of the balance arm upwards and downwards with water flowing through the casings at the normal rate. There should be no "hard spot" throughout the range of movement of the arm.

The deflecting force should not in any case exceed 5 lb. and should be approximately equal in both directions.

5039.—Omission of Mizzen Mast—A. and A.

Admiralty design A/S—M/S Trawlers of "Tree," "Dance,"
"Shakespearian" and "Isles" Classes

(S.D. 876/42.—15.10.1942.)

When the Mizzen mast is removed from the above vessels, vide A.F.O. 4158/42, the steaming light formerly carried thereon is to be landed.

2. The triatic stay is to be retained.

3. For vessels where the triatic stay has been omitted an item is to be inserted in the list of As. and A's. Classification "A" as follows:—

"To fit an insulated triatic stay complete with four in number Pattern 398 blocks single gunmetal and four pairs of halyards."

(A.F.O. 4158/42.)

5040.—Aerial Outfits ATQ, ATR, ATS, ATT

(S.D. 1056/42.—15.10.1942.)

To reduce the risk of incorrect assembly it has been decided that, as regards aerial outfits ATQ, ATR, ATS, ATT, dipole stubs and rods should be painted grey and reflector stubs and rods black.

2. This is particularly applicable in the case of aerial outfits ATQ and ATR with which sets of rods are supplied for fitting with appropriate dipole and reflector stubs.

3. It is not intended that this distinguishing system should be retrospective, but arrangements have been made shortly to introduce the system into current production.

5041.—Type 282M(4) with Panel L22 and Type 283—Fitting-out Information

(S.D. 03152/42.—15.10.1942.)

A.S.E. Preliminary Specification No. B.180/42 has been prepared to show the method of fitting and wiring R.D.F. gunnery sets Type 282M(4) with Panel L22 and Type 283.

2. Copies of the specification have been forwarded to the Commander-in-Chief, Western Approaches; Deputy Commander-in-Chief, Eastern Fleet; Admirals Superintendent, Chatham, Devonport, Portsmouth, Rosyth, Orkneys, Malta and Simonstown; Flag Officer-in-Charge, West Africa; Flag Officer-in-Charge, East Africa and Zanzibar; Flag Officer-in-Charge, Milford Haven; Commodore Superintendent, Gibraltar; Commodore Commanding, R.I.N., Bombay; Commodore-in-Charge, Sheerness and Durban; Captains-in-Charge, Bermuda and Halifax; Captain Superintendent, Alexandria; Flag Officer, Ceylon; Deputy Superintendent, Pembroke; Naval Officer-in-Charge, Londonderry; Naval Secretary, Wellington; Secretary, Australian Naval Board for the officers concerned at Melbourne, Sydney and Fremantle; Chief of Naval Staff, Ottawa; and B.A.M.R., Washington.

3. Copies of the specification have also been forwarded to the Warship Production Superintendents, Scottish, East Scotland, Belfast, South Wales, North-Eastern, North-Western, Humber, Southern and Thames Areas. The Principal (Ship) Overseers and Emergency Repair Overseers of all ships approved to be fitted with Type 282M(4) with Panel L22 or Type 283 are therefore to apply to the Warship Production Superintendents of their areas for a copy of A.S.E. Specification No. B.180/42, 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 have been distributed are superseded by this specification and should be destroyed.

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

5042.—R.D.F. Sets, Type 241, 291, 290, 286 P/PQ, 79M and 279M—Improved Diode Valve

(S.D. 894/42.—15.10.1942.)

Attention is drawn to paragraph 7 of A.F.O. 4646/42. Stocks of the old type of diode valve are practically exhausted and issues of the new type only will start shortly.

(Admiralty A message No. 460A is cancelled.)

(A.F.O. 4646/42.)

5043.—R.D.F. Type 281—Modulator Panel 3AB

(S.D. 03252/42.—15.10.1942.)

It is important that the air blown on to the Thyatron NGT6(A.) should not be colder than 30°C.(86°F.). Ships are therefore to disconnect the D.C. blower, Pattern 7391 or 7392, at the blower terminals. The door of the cabinet containing the thyatron is to be left ajar and a thermometer placed inside the cabinet. Only if the temperature inside the cabinet rises to 43°C. (125°F.) is the blower to be re-connected.

2. In the event of it being necessary to re-connect the blower owing to excessive temperatures, ships are to report to A. S. E., Haslemere, giving the temperature of the thyatron cabinet and the atmospheric temperature at the time.

5044.—R.D.F., Types 286, 290 and 291—Interference from Type 86 VHF R/T

(S.D. 1094/42.—15.10.1942.)

Paragraph 3 of C.A.F.O. 952/42 is to be amended to read "It is important that the transmitter should be retuned in the manner described in the handbook. It will also be necessary to recalibrate the indicator in the case of Type 286".

(C.A.F.O. 952/42.)

5045.—Mechanical Semaphores—Landing of

(S.D. 308/42.—15.10.1942.)

One of the two mechanical semaphores complete with arms, carried in "Bangor" class minesweepers, is to be landed.

2. The equipment should be returned to the nearest storing yard.

3. B.180/42—Establishment of Naval Stores for Sloops, Minesweepers and Corvettes (except "Flower" Class)—will be amended.

5046.—Ardente Loud Hailing Equipment in Destroyers—Additional Loudspeakers

(S.D. 01440/42.—15.10.1942.)

The allowance of loudspeakers for Types 431 and 432 Ardente Hailing Equipment is to be increased to two per destroyer.

2. In new construction destroyers one loudspeaker should be mounted in a central position on the bridge whence it can be trained either side. The second loudspeaker will be available for passing orders to guns' crews.

3. Supply will be made without demand.

4. Relevant establishment lists will be amended.

5047.—Hydrophone Installation, Type 712—Establishment List

(N.S. 016965/42.—15.10.1942.)

An Establishment List No. A/S 86, dated 17th September, 1942, of Naval stores comprising hydrophone installation, Type 712, has been prepared and copies will be distributed to the services concerned by the Naval Store Officer, R.N. Store Depot, Walcot Street, Bath.

5048.—Aircraft Ground Equipment—Tripod Jacks—Precautions to be Observed in Use

(A.M.R. 789/42.—15.10.1942.)

When using Hydraulic Tripod Jacks to raise aircraft, every endeavour should be made to position the jacks to provide a vertical jacking lift.

2. To obviate side loads being imposed on the jacks, the following instructions are to be enforced:—

(a) Tripod jacks must be used for jacking under wing jacking points only.

(b) Tripod jacks must always be used in pairs.

3. The extension of a jack ram to raise a part of an aircraft which will move in an arc about a fixed point, may easily apply side loads sufficient to cause failure of the ram.

4. Certain types of these jacks are so constructed that two legs are positioned in the same plane as the ram, with a third leg acting as a trailing leg, and are designed to withstand a side load applied at the ram head of up to 10 per cent. of the nominal jack capacity without failure of the jack. This provision is considered to provide a sufficient margin of safety.

5. It is essential, however, that the trailing leg lies at right angles to the centre line of the aircraft and points outboard.

5049.—Alterations and Additions
105-ft. Motor Minesweepers
(D. 020469/42.—15.10.1942.)

Item.	Decision.
B. (A.F.O. 3543/42)	This item is to be amended to read :— "To fit a steel escape hatch, 21-in. diameter, with 8-in. coaming to the forward mess deck. Arrangements to be in accordance with Drawing D.N.C. 29/A/592. The exact position to be decided in conjunction with Dockyard Officers." Amended item approved Classification "A". (A.F.O. 3543/42.)

5050.—Mess Deck Fittings—Metal Securing Rings for Shades U.F.
(N.S. 16878/42.—15.10.1942.)

The metal ring for securing the U.F. Shades, Patterns 2A and 3, of Mess Deck Fittings, Pattern 17006 and 17007, has been standardised as Pattern 17068 and will be added to the authorised list under Subhead F, Item 2B, Schedule C.707.

2. The new ring, Pattern 17068, should clamp the upper and lower shades together so that when the ring is fully tightened up, the shades are a sliding fit in their rings without any possibility of falling out or of the rings binding on the shades.

3. Any rings at present fitted which do not fulfil the above conditions should be replaced by rings, Pattern 17068, which should be demanded from storing yards as necessary; the defective articles should be returned to the dockyard.

4. The fitting of ring, Pattern 17068, and the strengthened upper shade, Pattern 2A, should ensure that the fitting will satisfactorily withstand shock.

5. A.F.O. Diagram 268/42 illustrates the fitting.

6. A first purchase of rings, Pattern 17068, has been arranged from Messrs. G.E.C. for delivery as follows :—

Stroud	1,000
Mossley	1,000.

7. Shipment abroad should be arranged as detailed below :—

Alexandria	200	} From Mossley.
Gibraltar	50	
Simonstown	50	} From Stroud.
Bermuda	50	
Durban	100	

5051.—Watertight Doors and Hatches—Stiffening—A. and A.

H.M. Ships

(D. 10865/42.—15.10.1942.)

War experience has shown that when a ship is in a damaged condition, watertight doors and hatches may be subjected to higher pressures than those to which these fittings were initially tested. Commanding officers of ships on service are accordingly to include an item in their next lists of As. and As. Classified "A", for dockyard officers or repair overseers to examine and strengthen these fittings as necessary so as to ensure that they are in a thoroughly efficient condition.

2. The following particulars of tests carried out are promulgated for general information of dockyard officers and repair overseers in determining what additional stiffening may be necessary. In view of the varying types and sizes of doors and hatches fitted, particularly in ships which have been in service for some years, dockyard officers and repair overseers are to exercise their discretion and deal with such cases on their merits, doubtful cases being referred for Admiralty decision :—

W.T. Doors.—1931 Pattern Embossed Panel Type (4 Panels)

Size—5 ft. 6 in. by 2 ft. 0 in. by 4 lb. Pressure withstood 15 lb. sq./in.
5 ft. 6 in. by 2 ft. 6 in. by 4 lb. Pressure withstood 12 lb. sq./in.

(The above require no additional stiffening.)

1912—1931 Combined Embossed Type
Size—5 ft. 6 in. by 2 ft. 6 in. by 10 lb. Pressure withstood 6 lb. sq./in.

If doors of this type are required to withstand a pressure of more than 6 lb. sq./in. they are to be stiffened as indicated on A.F.O. Diagram 272/42 (1-2).

W.T. Hatches.—The specimen hatches shown on A.F.O. Diagram 272/42 (1-2) stood tests of approximately 6 lb. per sq./in. before being stiffened; after stiffening was fitted the following results were obtained :—

Type.	Lbs. per sq./in.
A	12
B	14
C	14

Hatch Coamings.—In cruisers and above it is desirable for the plating of coamings to be not less than 7 lb. per sq. ft., and where a hatch is required to withstand a pressure head greater than 5 lb. per sq. in. it should be of not less than 10 lb. plating.

Where experience has shown that coamings become distorted owing to the passage of stores, etc., they are either to be replaced with coamings of 10 lb. plating or stiffened by the addition of gusset pieces and the bearing edge reinforced, individual cases being dealt with on their merits.

Endeavour is to be made to progress the work whenever possible, the order of importance to be decided by dockyard officers or repair overseers in consultation with ship's officers.

(A.F.Os. 2531/42 and 3905/42.)

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

5052.—Additional Engine Room Ventilation—A. and A.

"L" and "M" Class Destroyers and Leaders

(D. 015454/42.—15.10.1942.)

As a result of experience in "L" class destroyers serving in the tropics, it has been approved to fit an additional 12½-in. supply fan and trunking at the fore end of the engine room in "L" and "M" class destroyers and leaders.

2. The electrical supply for this additional fan is to be taken from the after switchboard.

3. An item, Classified "A", to cover this work, is to be included in the lists of As. and As. for the ships concerned.

4. Guidance drawings and fans will be supplied by the Admiralty, to repair authorities, on request.

(F.O.C., Force "F", 27.5.42, No. 50/641.)

5053.—Boiler Tube Cleaning Apparatus, "Flexotube" Type—Introduction

(N.S. 19945/42.—15.10.1942.)

Boiler tube cleaning apparatus, "Flexotube" type, manufactured by Messrs. Flexotube (Liverpool) Ltd., has been added to the Rate Book of Naval Stores under Subhead F, Item 1c, Part V, and pattern numbers have been allocated as follows :—

Pattern.	Description.
24001	Boiler tube cleaning apparatus, "Flexotube" type, 110 volts.
24002	Boiler tube cleaning apparatus, "Flexotube" type, 220 volts.
	Spares for "Flexotube" equipment :—
24003	Ball bearings, Part XXB10.
24030	Ball bearings, Part O.C.10.
24004	Casing, outer, 20-ft., 3½-in. diameter, Part XXB 2.
24005	Casing, outer, 20-ft., 3½-in. diameter, O.C.2.
24015	Casing, outer, brush end terminal sleeve, Part XXB 9.
24025	Casing, outer, brush end terminal sleeve, Part O.C.9.
24016	Casing, outer, motor end terminal sleeve, Part XXB 8.
24026	Casing, outer, motor end terminal sleeve, Part O.C.8.
24006	Coupling, motor end muff, Part XXB 7.
24031	Coupling, motor end muff, Part O.C.7.
24007	Coupling, "Safend" motor, Part XXB 13.
24027	Coupling, "Safend" motor, Part O.C.13.
24008	Fitting, brush end terminal, Part XXB 5.
24028	Fitting, brush end terminal, Part O.C.5.
24009	Holder, "Safelex" brush, Part XXB 15.
24021	Holder, "Safelex" brush, Part O.C.15.

Pattern.	Description.
	Spares for "Flexotube" equipment— <i>contd.</i>
24010	Housing, brush and ball bearing, Part XXB 6.
24020	Housing, brush and ball bearing, Part O.C.6.
24011	Shaft, driving, inner, $\frac{3}{8}$ -in. diameter, 20 ft., Part XXB 1.
24012	Shaft, driving, inner, $\frac{1}{16}$ -in. diameter, 20 ft., Part O.C.1.
24013	Sleeve, inner drive, motor end terminal, Part XXB 3.
24023	Sleeve, inner drive, motor end terminal, Part O.C.3.
24014	Sleeve, and spindle, inner drive, brush end terminal, Part XXB 4.
24024	Sleeve, and spindle, inner drive, brush end terminal, Part O.C.4.
24017	Spanners for "Flexotube" equipment, Part 12.
24018	Spring, motor end, spiral support, Part XXB 14.
24022	Spring, motor end, spiral support, Part O.C.14.
24019	Stop, adjustable, Part XXB 11.
24029	Stop, adjustable, Part O.C.11.

2. The undermentioned spares have been ordered, and deliveries are now being made, from Messrs. Flexotube (Liverpool) Ltd., under C.P. 72163/42, dated 10th September, 1942. Shipment of the items to ports abroad will be arranged by the Superintending Naval Store Officer, Park Royal.

Pattern	Devonport	Rosyth	Chatham	Portsmouth	Bermuda	Simonstown	Gibraltar	Alexandria	Durban	Kilindini	Mauritius
24003	10	10	10	10	5	10	10	10	10	10	10
24004	30	30	30	30	20	30	20	20	20	20	20
24005	30	30	30	30	20	30	20	20	20	20	20
24006	10	10	10	10	5	10	10	10	10	10	10
24007	150	150	150	150	40	75	75	75	75	75	75
24008	10	10	10	10	5	10	10	10	10	10	10
24009	10	10	10	10	5	10	10	10	10	10	10
24010	10	10	10	10	5	10	10	10	10	10	10
24011	12	12	12	12	8	12	8	8	8	8	8
24012	12	12	12	12	8	12	8	8	8	8	8
24013	20	20	20	20	10	20	20	20	20	20	20
24014	20	20	20	20	10	20	20	20	20	20	20
24015	20	20	20	20	10	20	20	20	20	20	20
24016	20	20	20	20	10	20	20	20	20	20	20
24017	10	10	10	10	5	10	10	10	10	10	10
24018	10	10	10	10	5	10	10	10	10	10	10
24019	10	10	10	10	5	10	10	10	10	10	10
24020	10	10	10	10	5	10	10	10	10	10	10
24021	10	10	10	10	5	10	10	10	10	10	10
24022	10	10	10	10	5	10	10	10	10	10	10
24023	20	20	20	20	10	20	20	20	20	20	20
24024	20	20	20	20	10	20	20	20	20	20	20
24025	20	20	20	20	10	20	20	20	20	20	20
24026	20	20	20	20	10	20	20	20	20	20	20
24027	150	150	150	150	40	75	75	75	75	75	75
24028	10	10	10	10	5	10	10	10	10	10	10
24029	10	10	10	10	5	10	10	10	10	10	10
24030	10	10	10	10	5	10	10	10	10	10	10
24031	10	10	10	10	5	10	10	10	10	10	10

3. Demands for the above spares should be forwarded by H.M. ships fitted with "Flexotube" equipment to the (Superintending) Naval Store Officer at the nearest of the above mentioned yards or depots, but in view of the present restricted supplies the quantities demanded should be reduced to a minimum.

4. A further A.F.O. will be issued showing the quantities to be supplied as a first outfit to ships of new construction, and Establishments of Naval Stores will be amended.

(A.F.O. 1311/41.)

5054.—Oil Fired Galleys—Arrangement of Fuel Supply—A. and A.

H.M. Ships concerned

(D. 11103/42.—15.10.1942.)

Commanding Officers of ships fitted with oil fired galleys in which the fuel supply to firehearths is by gravity are to include in their lists of As. and As. an item, Classification "A," to cover conversion to a system in which the ready use fuel tank is located below the water line or under protection, as indicated in A.F.O. Diagram 267/42. The fuel will then be discharged to the galley by the pressure head of the water in the gravity tank.

2. In general, fresh water should be employed for the displacement of the fuel but where this cannot be arranged readily there is no strong objection to the use of sea water for this purpose.

3. Admiralty Ship and Engineer Overseers, Repair Overseers, and Dockyards concerned are to arrange for similar proposals to be submitted for ships under construction or refit, where applicable, and where action may be taken without delaying completion dates.

4. "Bangor" and "Algerine" Class Minesweepers are being dealt with separately in an A.F.O. which will be issued shortly.

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

5055.—Cancelled.

5056.—Bottom Compositions

H.M. Ships "Britomart," "Paladin" and "Gleaner"

(D. 11374/42; D. 11335/42; D. 12409/42; D. 11327/42.—15.10.1942.)

On the next occasion of docking, H.M. ships "Blyth", "Britomart", "Paladin" and "Gleaner" are to be coated with bottom compositions as shown, these being the approved makes for these ships:—

Ship

Make of composition

"Blyth" ... Vivian's bottom composition.

"Britomart" ... British bottom composition.

"Paladin" ... Clark's bottom and boat-topping compositions.

"Gleaner" ... Peacock and Buchan's bottom composition.

The hulls are to be scraped as much as possible in the time available.

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

5057.—Bottom Compositions

Submarines

(N.S./C.P. 46695/42.—15.10.1942.)

With reference to paragraph 3 of A.F.O. 4423/41, Messrs. International black bottom compositions can also be used for coating submarines on which the use of Moravia has been discontinued.

2. Submarines coated with International bottom compositions are to have the same make of boot topping applied.

(A.F.O. 4423/41.)

5058.—L.A. Fire Control—A.F.C. Tables—Lamps for Projectors

Ships concerned

(N.S. 013184/42.—15.10.1942.)

In C.A.F.O. 821/34, the lamp, Pattern 9898, 22 volt 60 watts, was made obsolete, and lamp, Pattern 9899, which is similar (but 30 watts) was specified as the pattern to be used in future in projectors for A.F.C. Tables. Experience at sea indicates that in view of the variation in the general lighting arrangements of transmitting stations, the lamp, Pattern 9899, is insufficiently bright in a number

of instances. It is necessary, therefore, that the higher power lamp should be available when the lighting conditions in the transmitting station require it. The 60-watt lamp is, in consequence, being reintroduced under pattern number 16117. Either pattern may be used as convenient.

(C.A.F.O. 821/34—not in Annual Volume.)

5059.—Fire-fighting in H.M. Ships—Emergency Bulkhead Hose Connections

(D. 12768/42.—15.10.1942.)

A report has been received indicating that the bulkhead hose connections authorised by A.F.O. 253/41 are not always fitted and maintained in a satisfactory manner.

The principal deficiencies are :—

- (a) The connections are frequently fitted too near the bottom of the bulkheads. They are not to be less than four feet above the deck.
- (b) They are sometimes hidden behind kit lockers or other obstructions, instead of being readily accessible.
- (c) The caps have been found to be fitted loosely in place, or off altogether, thus impairing the watertight subdivision. They are to be kept tightly fitted in place until the hose connections are required for use.

2. Overseers and Yard Officers are to pay special attention to these matters in new construction, and in ships in commission ship's officers are to investigate the position and ensure that the arrangements provided are satisfactorily maintained.

(A.F.Os. 253/41 and 377/42.)

5060.—Fire-fighting in H.M. Ships—Foam Compound Units—Charging of

H.M. Ships concerned

(P.17164/42.—15.10.1942.)

Reports have been received that if the foam units are charged with compound as instructed in paragraph 13 of A.F.O. 1431/41, after a few days, a coating of glutinous substance forms on the working parts which have been in contact with the compound and causes them to seize up.

2. All foam units which are at present fitted are to be emptied, cleaned, dried and examined to ensure that they are in efficient working condition.

3. The units should not be charged with compound until required for use, and should be drained, cleaned and dried after use.

4. Forty gallons of compound are to be stowed close to each unit. In the case of Type A units which are in exposed positions, the compound should be stowed in positions protected from the cold; when flying operations are in progress the compound should be taken from its stowage position and kept close to these units.

5. Paragraph 13 of A.F.O. 1431/41 is cancelled.

(A.F.O. 1431/41.)

(This Order should be retained until complied with.)

5061.—Fire Prevention and Fighting

Trawlers

(D./N.L. 11631/42.—15.10.1942.)

Investigation of a fire which recently occurred in one of H.M. Trawlers revealed that :—

- (i) No action had been taken to comply with A.F.O. 65/42.
- (ii) Officers and ship's company were entirely ignorant of the fire fighting equipment available on board, and no fire fighting training had been carried out.

2. The administrative authorities concerned are to take immediate action to ensure that ship's officers have complied with A.F.O. 65/42, and are to assist in every way in the early supply of the equipment.

3. In addition, they are to take steps to ensure that all officers and men are fully cognisant of the fire fighting equipment available and are trained in the use thereof.

(F.O. i/c., Belfast, 12.6.42, No. 1315/01/133/4.)

(A.F.O. 65/42.)

5062.—1-Metre Rangefinders and Belt Mountings

(N.S. 010553/42.—15.10.1942.)

A new type belt mounting for use with the 1-metre rangefinder has been introduced and symbol M.B.12 assigned. The mounting is similar to belt mounting Pattern 9462, except that the upright is detachable and not fixed, which enables the mounting to be packed in the same box as the rangefinder.

2. There will be no further deliveries of belt mounting Pattern 9462, and all future deliveries of 1-metre rangefinders will be complete with belt mountings, packed in one stowage box. Pattern number 10080 has been allocated to the complete equipment.

3. When a defective 1-metre rangefinder is returned to store, the belt mounting Pattern 9462 should also be returned and the complete equipment, Pattern 10080, issued in lieu. The defective instruments and the belt mounting should be despatched to Messrs. Barr and Stroud for repair and modification for subsequent return as Pattern 10080.

5063.—Searchlight Sight, Mark V—Stabilising Gyro

(G./N.S. 22525/42.—15.10.1942.)

An instance has been reported from sea of a break in the three-phase leads between stator and gymbal ring on the Mark V Searchlight Sight Stabilising Gyro. As it is not practicable to strengthen these leads and as replacement by specially flexible leads is necessary it has been decided to supply each ship fitted with Mark V Searchlight control with 2 sets of three-phase leads which will be issued to ships concerned without demand.

2. Contract C.P.57764/42/F336, dated 9th July, 1942, has been placed with Messrs. Scott Motors (Saltaire), Shipley, Yorks, who have been requested to supply by post to the ships concerned.

5064.—Signalling Projectors—24-in. American General Electric—Supply of Carbons

(N.S. 11672/42.—15.10.1942.)

The following carbons have been purchased from Messrs. The General Electric Co., Ltd., for delivery to Portsmouth :—

Pattern 9138 ... H.C.D. Carbons (11 mms. diameter) modified to 14½-in. in length. 5,000 No.

Pattern 8711 ... H.C.D. Carbons (11 mms. diameter) modified to 7-in. in length. 5,000 No.

2. The carbons are for ships fitted with the various American General Electric 24-in. signalling projectors. Each package of carbons will be labelled "For use *only* with 24-in. American General Electric Signalling Projectors" and the carbons similarly marked in paint to avoid confusion with the standard Service pattern.

3. Arrangements have been made for 400 pairs of carbons to be supplied without demand to H.M.S. "Malaya" from Portsmouth and the balance of 4,600 equally to the "Town" class destroyers which are each fitted with a 24-in. American Searchlight.

4. These quantities represent 12 months estimated expenditure, and future replacements should be demanded from Storing Yards.

5065.—Spares for Telephones and Broadcasting Alarm System—Allowances

Submarines, Submarine Depot Ships, Yards and Bases concerned

(N.S. 16496/42.—15.10.1942.)

The allowances to submarines of spares for telephones have been revised and are to be as shown in Appendix "A" to this Order. Vibrators "Wearite", Pattern 13345, to be maintained as spares for the broadcasting alarm system by submarines so fitted, are also included.

2. Appendix "B" shows the allowances of spares for telephones and broadcasting alarm systems to be carried by each submarine depot ship, together with the first outfit quantities of consumable stores. In view of the changing disposition of submarines and the possibility of stores required for new arrivals not being available at remote bases, Appendix "B" has been prepared to cover requirements of any submarines.

3. Demands to complete to the revised allowances should be forwarded by depot ships to their storing yards or bases as necessary. Supply to submarines of new construction of the stores shown in Appendix "A" should be arranged by storing yards or depots in the usual manner.

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

Spares for telephones and broadcasting alarm system to be carried on board submarines

Pattern No.	Description.	Denomination.	"Swordfish" and "1940 'S'" Class		"O," "P," "R" and "Porpoise" Class.	"Thames" Class.	"Triton" Class.		"Unity" Class.		
			"Sealion," "Seawolf," "Sunfish," "Sturgeon," "P.211," "P.212," "P.214," "P.215," "P.247."	"P.216," to "P.229," "P.238," "P.239," "P.241."	"Oberon," "Otway," "Osiris," "Otus," "Parthian," "Proteus," "Regent," "Rover," "Rorqual," "Porpoise."	"Clyde," "Severn."	"Torbay," "Thunderbolt," "Tuna," "Talisman," "Tigris," "Taku," "Truant," "Tribunc," "Tribunc," "Trident," "Thrasher," "Traveller," "Trooper," "Trusty," "Turbulent."	"P.311" to "P.319," "P.339."	"Ursula."	"Unbeaten," "Unique," "Upright," "Utmost," "Una," "P.31" to "P.36," "P.41" (Uredd.).	"P.42" to "P.76."
<i>Permanent Stores</i>											
<i>F.1 (C)</i>											
Spares for two wire telephones—											
9291	Transmitters	No.	1	—	1	1	1	—	1	1	—
9263	Receivers, 50 ohms	"	1	—	1	1	1	—	1	1	—
9029	Cover for telephone, Pattern 9283B.	"	1	—	1	1	1	—	1	1	—
9257A	Handset for telephone, Pattern 9283B.	"	1	—	1	1	1	—	1	1	—
Spares for sound-powered telephones—											
13221	Transmitter unit for all patterns except 1191. Receiver unit for all patterns.	"	1	2	1A	1	1	2	1	1	2
13222	Transmitter unit for Pattern 1191.	"	1	1	1B	1	1	1	1	1	1
Spares for buzzers, Pattern 9276—											
13299	Contact screw (complete with contact point).	"	2	—	2	2	2	—	—	2	—
<i>Consumable Stores</i>											
<i>F.1 (C)</i>											
Spares for broadcasting alarm system—											
13345	Vibrator, "Wearite," No. 25/24A.	"	—	—	1AC	1C	1C	1C	—	—	—

Notes.—A=Not to "Oberon" and "Otway."
 B=Not to "Oberon," "Otway," "Osiris" and "Otus."
 C=Supplied as a spare component of amplifier, Pattern 13350, on first fitting.

APPENDIX "B"

Spares for telephones and broadcasting alarm system to be carried in
Submarine Depot Ships

Pattern No.	Description.	Denomination.	Quantity.
<i>Permanent Stores</i>			
<i>F.1 (C)</i>			
Spares for two wire telephones—			
9283B	Telephone, Mark V**	No.	3
1325	Telephone, Mark VII*	"	2
9238	Telephone, Mark VIII	"	2
9291	Transmitters	"	6
9263	Receivers, 50 ohms	"	6
9262	Receivers, 120 ohms	"	2
Spares for two wire telephone exchanges—			
9273	Units, line	"	1
9273E	Units, line	"	1
Spares for sound-powered telephones—			
1191	Telephone, Mark X	"	2
13221	Transmitter unit for all patterns except 1191. Receiver unit for all patterns.	"	16
13222	Transmitter unit for Pattern 1191	"	8
13220	Hand set	"	8
13318	H.F. generator	"	8
13319	H.F. transformer	"	8
9874	Sockets	"	2
9875	Plugs	"	2
Spares for broadcasting alarm system—			
13250	Amplifier	"	1
13254	Microphone	"	1
13251	Loudspeaker, 2-watt	"	1
13252	Loudspeaker, ½-watt	"	1
<i>Consumable Stores</i>			
<i>F.1 (C)</i>			
Spares for two wire telephones—			
9258	Bullseyes	"	6
9193	Carbon granules	Ozs.	6
9264	Condensers, 2 mfd.	No.	12
9266	Earpads, I.R.	"	12
9267	Mouthpieces, I.R.	"	6
<i>F.2 (A)</i>			
8096	Lamps, 24-volt., low resistance	"	12
<i>F.1 (C)</i>			
Spares for two wire telephone exchanges—			
9275	Plugs	"	4
Spares for sound-powered telephones—			
13223	Headbands	"	12
13238	Cord for Telaupad, Mark III	"	8
13237	Spring for handset clip	"	8
16085	Neon indicator lamp, 200/220 volts A.C., ½ watt S.B.C.	"	16
Spares for sound-powered handsets—			
13745	Moulded earcaps	"	8
13746	Moulded mouthpieces	"	8
13747	Moulded retaining rings	"	8
Spares for buzzers, Pattern 4820—			
19107	Armature, with diaphragm connecting screw, locking plate, etc.	"	12
19108	Adjusting screw	"	12
19110	Contact plate with connecting screw	"	12
19113	Diaphragm	"	12

(A.F.O. 3911/42.)

5066.—D.G. Equipment—Modification

105-ft. Wooden Motor Minesweepers repaired by the addition of Steel Plating and Stiffeners

(S.D.G. 227/42.—15.10.1942.)

It has been found necessary to repair certain 105-ft. Wooden M.M.S. by the addition of Steel Plates and Stiffeners, generally on the after portion of the vessels.

2. The D.G. Coil route for a wooden vessel may not be satisfactory for a composite vessel.

3. Where ferrous plating and beams have been worked into the structure of the *after portion* of 105-ft. Wooden M.M.S. the D.G. Equipment is to be modified as follows:—

(i) The M Coil is to be extended to embrace the whole of the after portion of the ship.

(ii) The Rudder Post Loop is to be removed.

Note:—In general, the cable supplied for the R.P. Loop will be sufficient for making the necessary extension to the M Coil.

4. In cases where the magnetic material is to be worked into the midship or forward sections of 105-ft. Wooden M.M.S. the advice of S.D.G. is to be obtained *at an early stage* in order that consideration may be given to effecting any necessary modifications to the D.G. Equipment without causing delay in completion.

5. This order does not apply to M.M.Ss. 82-87 inclusive, which are of composite construction.

5067.—Naval Aircraft—Emergency Equipment

(N.S. Air 219/42.—15.10.1942.)

With reference to A.F.O. 4426/42, the reference numbers for Combined Cup and baler, and covers, weather, for "M" type Dinghies, should be amended to read 27C/2033 and 27C/2036, respectively.

(A.F.O. 4426/42.)

5068.—Martlet Aircraft—Materials for Sealing of Fuel Tank Covering at Filler Necks

(N.S. Air 647/42.—15.10.1942.)

The materials introduced by A.F.O. 918/42 for the sealing of the fuel tank covering of Martlet aircraft at the filler neck will be allowed to ships and services concerned in accordance with the following scale:—

1	2	3	4	10	11	12	13	14	20	21	X	Y	Z
<i>Section 33C</i>													
33C/589	Cement, softener and cleaner.	qts.	1	1	2	3	4	C			2	1	3
739	Cement, Boscotex No. 5R.	pints	1	2	4	6	8	C			4	2	6
740	Cement, Boscoprene No. 551A, complete with cement, Boscoprene No. 551B (Ref. No. 741). Supplied in 1 oz. bott.	½ pint tins	2	4	8	12	16	C			4	2	6

Shore Establishments:—

(See C.A.F.O. 1599a/41)

R.N. Air Stations, class "A" ... To the scale detailed in col. X.

R.N. Air Stations, classes "B" and "C" ... To the scale detailed in col. Y.

R.N. Aircraft Repair Yards ... To the scale detailed in col. Z.

2. Arrangements have been made for supplies to be shipped to Yards abroad to meet initial issues, stocks and reserves.

3. Supply to R.N. Air Section, Hastings, Freetown, will be made from R.N. Store Depot, Stafford, without demand. Ships and other services concerned should forward demands to their respective R.N. Store Depots at home or Storing Yards abroad, quoting this order as authority for supply. Supply to new services will be made with their initial outfit of stores.

(A.F.O. 918/42.)

5069.—Aircraft Tyres—Bowes "Seal Fast" Repair Outfits

(N.S. Air 5948/41.—15.10.1942.)

Bowes "Seal Fast" Repair Outfits, Naval Pattern 5000(E.2), for the repair of aircraft tyres, detailed in A.F.O. P.473/42, will be allowed to Shore Establishments in accordance with the following scale:—

Shore Establishments. (See C.A.F.O. 1599a/41).

R.N. Air Stations, Class A To the scale detailed in Col. X of O.U. 6328.

R.N. Air Stations, Classes B and C, Satellite Stations

and Landing Grounds ... To the scale detailed in Col. Y of O.U. 6328.

R.N. Aircraft Repair Yards To the scale detailed in Col. Z of O.U. 6328.

2. Arrangements have been made for the necessary quantities to be despatched to Yards abroad, and details are being forwarded direct to the (S) N.S.O. concerned.

3. Supply will be made to the following Services without demand, as indicated below:—

	<i>From</i>
R.N. Air Station, Piarco	Chatham.
R.N. Air Station, Palisadoes	Devonport.
R.N. Air Section, Dartmouth, N.S.	Devonport.
R.N. Air Section, Hastings, Freetown	Devonport.
R.N. Aircraft Repair Yard, Wingfield, Cape Province... ..	Rosyth.
R.N. Aircraft Repair Yard, Nairobi, Kenya	Rosyth.

4. Other Shore Establishments concerned should forward demands to their respective Dockyards at home or abroad, quoting this order as authority for supply. Supply to new Services will be made with their initial outfit of stores.

(A.F.O. P.473/42.)

5070.—Pilot Balloon Equipment—Allowance of Valves—Fine Adjustment

Aircraft Carriers

(N.S. 30317/42.—15.10.1942.)

In order to provide a spare, should the valve, fine adjustment, Pattern 2614, become broken, the allowance of these valves to aircraft carriers has been increased from one to two per ship.

2. Supply of the additional valves to aircraft carriers in commission should be arranged by Superintending Naval Store Officer, Chatham, without demand; supply to new construction vessels should be arranged by storing yards in the normal manner.

3. B.R.358—Establishment of Naval Stores for Executive Purposes—will be amended.

5071.—Contractors' Gas Cylinders—REPORT

(N.S. 29585/42.—15.10.1942.)

The following CO₂ gas cylinders, the property of Messrs. J. Bennett Lawes and bearing the Company's name plate on the shoulder, cannot be traced:—

Large ...	1650, 11122, 11186, 11311.
Small ...	7079, 6102.

CO₂ cylinders in the dockyards, at R.N. store depots and bases, and on board H.M. ships in Home Waters, are to be examined, and a report forwarded to the Admiralty by 27th October if the cylinders can be traced.

(S.N.S.O. Portsmouth letter, 15.9.42—IID/18342X.)

5072.—Pads, Rubber—Discontinuance of Supply for W/T and Certain A/S etc. Installations

(N.S. 015603/42.—15.10.1942.)

In view of the present shortage of rubber the use of pads, rubber, Pattern 267, for telephone receivers, for W/T, A/S etc. installations is to be discontinued except for the undermentioned types of equipment for which the present allowances will continue to apply:—

Asdic sets, types 140 and 140A.

Hydrophone set, type 712.

2. All stocks of pads held as spares and for replenishment purposes for sets other than types 140, 140A and 712 are to be returned by ships and services concerned to the Naval Store Officer, Bath.

3. Pads, Pattern 267, will be transferred from subhead F1A (Part I) to F1A (Part II).

4. The Rate Book and pertinent W/T and A/S Establishment Lists will be amended.

5073.—Despatch of Naval Stores and Spare Gear Urgently Required

(N.S. 20379/42.—15.10.1942.)

Experience has shown that indiscriminate use is being made of the classifications given in A.F.O. 3961/39 when requesting the despatch of spare gear and naval stores. These classifications are:—

(i) URGENCY A.—Meaning utmost despatch, by earliest passenger train or road transport.

(ii) URGENCY B.—Meaning passenger train within two days.

(iii) URGENCY C.—Meaning urgent goods within a week.

It has been found on investigation that stores demanded for despatch, Urgency A, were not needed in some instances until as much as two or three weeks later.

2. The use of the Urgency A classification without regard to the date when the stores are actually required tends to defeat its object, as it results in the numbers of such requests received from ships, bases, etc., becoming so large that it is physically impossible to comply with all of them, and the classification consequently loses its significance.

3. Close attention should be given to this matter by all demanding authorities, and in future definite delivery dates should be given in signals, etc., for naval stores or spare gear urgently required, a reasonable time being allowed for packing and transport and no allowance being made for "margin for safety".

4. The classifications "A", "B" or "C" should continue to be used where the use of a delivery date might compromise the secrecy of a ship's movements.

5. These arrangements do not apply to naval armament stores, for which separate instructions are in force.

(A.F.O. 3961/39.)

5074.—Naval Stores—Revised Allowances

Capital Ships, Cruisers, Aircraft Carriers, Repair and Depot Ships, Net-layers, Flotilla Leaders, Destroyers, Fast Minelayers and Winettes

(N.S. 22182/41.—15.10.1942.)

The allowances of certain naval stores to the above classes of ships have been revised as shown in the appendix to this order. Ships concerned should return stores thus rendered surplus to the nearest Dockyard or Base.

2. Supply to ships concerned of new construction should be made to the revised allowances.

3. Supply of the Owen's valve reseating machine, pattern 1, to Aircraft Carriers should be made without demand from Chatham.

4. The Sea Store Establishments concerned will be amended.

APPENDIX.

Ships concerned.	Pattern.	Description.	Department of Ship to which allowed.	Present Allowance.	Revised Allowance.
Aircraft carriers ...	10	<i>B.8</i> Machines, valve reseating, Morse, $\frac{1}{4}$ in. to 4 in.	Engineering	2	1
Aircraft carriers ...	1	Machines, valve reseating, Owen, $1\frac{1}{2}$ in. to 4 in.	Engineering	Nil	1
Capital Ships, Aircraft Carriers, 8in. Cruisers and Cruisers of "Hawkins" Class.	3043	<i>B.9</i> Holders for carborundum stones, 2 in. \times $1\frac{1}{2}$ in. \times $\frac{1}{2}$ in.	Electrical and torpedo.	2	1
Capital Ships, Aircraft Carriers, 8in. Cruisers and Cruisers of "Hawkins" Class.	3044	Holders for carborundum stones, 2 in. \times $\frac{3}{4}$ in. \times $\frac{3}{4}$ in.	Electrical and torpedo.	2	1
All classes mentioned in heading of this Order.	4445	<i>B.10</i> Funnels, steel, with strainer.	Engineering	1 and 1 in addition for each motor boat carried.	1 and 1 in addition for every two or less motor boats carried
All classes mentioned in heading except Flotilla Leaders, Destroyers, Fast Minelayers and Winettes.	544	<i>D.3</i> Cones, signal, 8 in. dia. (V/S).	Executive	1 for each armed power boat of 30 ft. and above.	1 for each armed power boat of 30 ft. and above. Maximum allowance, 2.
Aircraft Carriers, Repair and Depot Ships.	3341	<i>F.I.C.</i> Telescopes, torpedo deflection sight.	Electrical and torpedo.	1 for each gyro adjusting table.	1 for every 2 or less gyro adjusting tables.

5075.—Jacks for Drums for Electric Cable—Supply

Depot and Repair Ships

(N.S. 23725/41.—15.10.1942.)

All depot and repair ships are to be supplied with *two* jacks, ratchet type, complete with tommy bars, subhead B, item 8, for use in handling electric cable drums.

2. Fifty jacks and tommy bars, ordered from Messrs. Fellows Bros., Ltd., under contract CP.7E/29073/42, dated 13th June, 1942, are now available at R.N. Store Depot, Leigh, Lancs., and supply to the following ships will be made *without demand* by the Naval Store Officer, Preston :—

H.M. Ships "Greenwich," "Woolwich," "Blenheim," "Philoctetes," "Lucia," "Vindictive," "Maidstone," "Resource," "Adamant," "Hecla," "Antonia".

All other ships concerned should forward demands to the Naval Store Officer, Preston.

3. The cable drum axle bars for use with the jacks should be provided from ships' resources.

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

(H.M.S. "Hecla," No. 1069/150, 22.11.41.)

5076.—Wee Megger and Bridge Megger—Revised Allowances

Corvettes (Twin Screw ("River") and "Kittiwake" Classes), Coastal Force Craft, L.C.T., Bases and Authorities concerned

(N.S. 12041/42.—15.10.1942.)

The allowances of wee meggers, Pattern 5047, and bridge meggers, Pattern 6496, to the above services for general electrical and A/S and W/T testing purposes, have been revised as shown in the appendix to this Order.

2. Ships and services concerned should forward demands for wee meggers, Pattern 5047, to their storing yards or depots, as necessary, and on receipt, return to the storing yards, etc., any bridge meggers, Pattern 6496, held in excess of the revised allowances. Supply to ships of new construction should be made by storing yards in the usual manner.

3. The Sea Store Establishments, and A/S and W/T Establishment Lists will be amended.

APPENDIX

Class of Ship or Service	Wee Megger, Pattern 5047, with Case		Bridge Megger, Pattern 6496, and Case, Pattern 6497	
	Present Allowance	Revised Allowance	Present Allowance	Revised Allowance
Corvettes, twin screw, ("River") class.	Nil	1	1	Nil
Corvettes, "Kittiwake" class.	Nil	1	1	Nil
Coastal force craft ...	1 per flotilla.	1 per flotilla. (Note.—1 is also allowed to each M.T.B. base, vide C.A.F.O. 1607/40, for torpedo purposes.)	1 per flotilla.	1 for each coastal force base, irrespective of the number of flotillas attached.
L.C.T. ...	Nil	Nil	2 per flotilla.	1 per flotilla.
<i>A/S and W/T Services</i>				
Types 123/A/D ...	Nil	1 per base for every 15 vessels attached so fitted.	1 for every 15 vessels.	1 per base, irrespective of the number of vessels attached.
Types 134/A/B ...	Nil	1 per base for every 8 vessels attached so fitted.	1 for every 8 vessels.	1 per base, irrespective of the number of vessels attached.
Fleet and squadron W/T officers in ships allowed 2 bridge meggers for general electrical purposes.	Nil	1	1	Nil

5077.—Lamps for General Lighting

Ships and Shore Establishments

(N.S. 27185/42.—15.10.1942.)

In order to reserve lamps of the most suitable type for ship use, the following lamps are to be issued for general lighting purposes in H.M. Ships and in Shore Establishments :—

For Ship Use—

(a) All "C" type lamps of Messrs. Siemens' manufacture at present in Naval Stores are to be reserved for issue to ships; (the pattern numbers of "C" type lamps are marked with the suffix "C", e.g. 6902C).

(b) Other makers' "C" type lamps should not be issued for ship use unless the lamps and/or cartons bear the letters "R.S." (i.e. Rough Service) in addition to the pattern number, but if Siemens or R.S. lamps are not available any makers' "C" type lamp should be supplied as an emergency measure.

(c) Future supplies of Messrs. Siemens' lamps for ship use will bear the letters "R.S." in addition to the pattern number, e.g. 6902C (R.S.).

For Shore Establishments—

(d) "C" type lamps other than Messrs. Siemens' manufacture should be issued to shore establishments providing they are not marked with the letters "R.S."

5078.—Anti-glare Spectacles—D.E.M.S. and Fishing Vessels

(N.S. 30761/42.—15.10.1942.)

The maximum scale of allowances of anti-glare spectacles, Pattern 4081 to D.E.M.S. and fishing vessels has been increased as follows, consequent on the additional number of A.A. weapons and devices now being provided:—

- | | | |
|----------------------------------|--------|-----------|
| (i) For transports | ... .. | 24 pairs. |
| (ii) For D.E.M.S. other than (i) | ... .. | 12 pairs. |
| (iii) For fishing vessels | ... .. | 4 pairs. |

Note.—The allowance to individual ships is to be based as heretofore on 1 pair for the bridge and 1 pair for each A/A weapon mounted (other than the smaller rocket weapons).

2. A.F.O. 2413/41 is to be amended accordingly.

3. Demands to complete to the revised allowances should be forwarded as necessary, as mentioned in paragraph 4 of A.F.O. 3388/40.

(A.F.Os. 3388/40 and 2413/41.)

Cancelled by **5079.—Ash Oars—Limitation of Issues**

(N.S. 23750/42.—15.10.1942.)

AFO 6680/46.
Owing to the difficulty of obtaining ash oars, issue is to be limited as a temporary measure to 32-ft. cutters actually used as sea boats. Fir oars are to be used for all other services.

Section 4

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

5080.—New Vessels Building for Armament Supply Department

(P. 010371/42.—15.10.1942.)

The two 100-ton Steel Dumb Lighters under construction by W. J. Yarwood & Sons (1923), Ltd., Northwich, Cheshire, for the Director of Armament Supply, have been designated "N.A. 175" and "N.A. 176".

5081.—Uniform and Kit Upkeep Allowance—Artificers and Shipwrights

(V./N. 4819/42.—15.10.1942.)

The following amendment is to be made to A.F.O. 3922/42:—
Paragraph 1, sub-paragraph 2, lines 4 and 5.

Delete "have served one year as Petty Officer, and".

(A.F.O. 3922/42.)

5082.—Medical Equipment for R.M.Ls.

(M.D.G. 25807/42.—15.10.1942.)

The following additional medical, etc., equipment is to be supplied to R.M.Ls. in addition to the articles provided under the instructions contained in A.F.O. 2306/42:—

Blankets, marked	... 24 No.	} To be demanded from the appropriate victualling depot.
Enamel Mugs	... 8 No.	
Pan, bed, slipper	... 1 No.	} To be demanded from medical stores.
Urinal	... 1 No.	
Basins, E.I. (N.V.)	... 6 No.	

(A.F.Os. 2306/42 and 3155/42.)

5083.—Condensed Milk—Warranty

(V. 4365/42.—15.10.1942.)

As a result of war-time changes in the arrangements for production and distribution of condensed milk in the United Kingdom, supplies are not always newly condensed when delivered to victualling yards, etc., and it is necessary that the 12 months period of warranty thereon shall commence from the end of the month of manufacture and *not* the month of delivery.

2. As a consequence, the date of expiry of warranty of home-produced supplies received from victualling yards, etc., during recent months cannot be assumed to be twelve months after the date of delivery marked on the cases, but can be ascertained from the labels on the tins which now bear "warranty expired" date only. Future reports on Forms S.75, S.330, etc., of condemnations of milk produced in the United Kingdom should therefore show the date of expiry of warranty and *not* the date of delivery as indicated on the forms.

3. Arrangements have been made for future supplies of condensed milk of home manufacture to bear *on the cases* a marking indicating date of expiry of warranty, e.g., W.E.10/43.

4. Condensed milk imported into the United Kingdom from abroad that may from time to time be included in supplies to the Fleet from victualling yards, etc., at home and issuing ships in home waters, bears no warranty.

(B.R.93 Manual of Victualling, Chap. III, Sect. E.)

Section 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE

5084.—Amendments to Books

(E.F.O.—15.10.1942.)

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

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

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

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

See footnote.*

A.F.O. P.456/42.—B.R. 120 (6)—War Vessels Silhouette Identification Book—Home Waters and Baltic—Amendment No. 10.

P.457/42.—O.U. 6090 (B)—Range Table No. 254 for 4.7-in. Guns—Amendment.

- A.F.O. P.458/42.—O.U. 6090 (B)—Range Table No. 393 for 4.7-in. Guns—Amendment.
 P.459/42.—O.U. 6090 (B)—Range Table No. 394 for 4.7-in. Guns—Amendment.
 P.460/42.—O.U. 6090 (B)—Range Table No. 395 for 4.7-in. Guns—Amendment.
 P.461/42.—O.U. 6090 (B)—Range Table No. 457 for 4.7-in. Guns—Amendment.
 P.462/42.—O.U. 6090 (G)—Range Table No. 409 for 5.25-in. Guns—Amendment.
 P.463/42.—O.U. 6090 (J)—Range Table No. 213 for 6-in. Guns—Amendment.
 P.464/42.—O.U. 6090 (J)—Range Table No. 342 for 6-in. Guns—Amendment.
 P.465/42.—O.U. 6090 (J)—Range Table No. 348 for 6-in. Guns—Amendment.
 P.466/42.—O.U. 6090 (J)—Range Table No. 448 for 6-in. Guns—Amendment.
 P.467/42.—O.U. 6090 (J)—Range Table No. 449 for 6-in. Guns—Amendment.
 P.468/42.—O.U. 6090 (J)—Range Table No. 546 for 6-in. Guns—Amendment.
 P.469/42.—O.U. 6090 (K)—Range Table No. 470 for 4-in. Guns—Amendment.
 P.470/42.—O.U. 6090 (W)—Range Table No. 206 for 8-in. Guns—Amendment.
 P.471/42.—O.U. 6090 (W)—Range Table No. 209 for 8-in. Guns—Amendment.
 P.472/42.—O.U. 6299 (38)—Protection of Merchant Ships against Moored Mines—Amendment No. 8.
 *P.473/42.—O.U. 6328 (General)—A.S.E. for Aircraft embarked in H.M. Aircraft Carriers—Amendment No. 12.
 *P.474/42.—O.U. 6339—General Instructions for the Operation and Maintenance of Electrical Boat Cranes, Seaplane Cranes and Aircraft Recovery Gear—Amendment No. 1.

* Exceptionally as regards A.F.O. P.473/42 and 474/42, requirements are to be demanded from the Superintending Naval Store Officer, R.N. Store Depot, 191A, Askew Road, Shepherds Bush, W., who holds the stock of the parent book.

(A.F.O. 4926/42.)

5085.—A.M.S.Is.

(E.F.O.—15.10.1942.)

Admiralty Merchant Shipping Instructions, 282-286/42, are being distributed concurrently with this issue of A.F.Os.

(A.F.O. 4927/42.)

5086.—Adjutant General, Royal Marines—Address

(R.M. No. 8525/42.—15.10.1942.)

The Address of the Adjutant-General, Royal Marines, is now :—
 Queen Anne's Mansions,
 Petty France,
 London, S.W.1.
 Telegraphic Address : Royal Marines, Parl, London.
 Telephone Number : Whitehall 9444.

(A.F.O. 3685a/41 is cancelled.)

5087.—H.M.S. "Hornet"—Postal Address

(M. 3113/42.—15.10.1942.)

The correct address of H.M.S. "Hornet" is Gosport and not Portsmouth.

(A.F.O. 4330/42.)

5088.—Censorship of Privilege Envelopes at Ports Overseas

(M. 012222/42.—15.10.1942.)

The extension of the use of privilege envelopes to H.M. ships in foreign waters was made known in A.F.O. 1972/42. At the same time, arrangements were made for those enclosed in bags addressed to G.P.O., London, to be sent to the Naval Section (Censorship) so that a proportion could be examined.

2. Local arrangements should now be made at ports overseas for the censorship of a proportion of those privilege envelopes which do not go *via* the G.P.O., London, e.g., those to local addresses released from Fleet mail offices.

(A.F.O. 1972/42.)

5089.—Descriptive Pamphlet of the 21-in. G. 7A and G. 7A.D. Torpedo

(T. 06804/42.—15.10.1942.)

The following amendment is to be made to the "Descriptive Pamphlet of the 21-in. G. 7A and G. 7A.D. Torpedo" :—

Charging and Adjustment Routine, paragraph 12, *Set Depth*
 Add " (Depth is to be not less than 3 m. for action or practice running.) "

5090.—O.U. and B.R. Publications—Distribution During September, 1942

(N.S. 36/42.—15.10.1942.)

- B.R.120 (6)—Revised pages 6, 7, 8 and 8A, additional pages 8B-8F and revised index, Foreign War Vessels Silhouette Identification Book (Denmark, Germany, Netherlands, Norway and Sweden).
 B.R.125, 1942/43—Lloyd's Register of Shipping.
 B.R.161 (1)—Addendum No. 1, Royal Naval Handbook of Small Arm Courses for H.M. Fleet.
 B.R.256—Handbook for the 6-pdr. Hotchkiss Gun on HA/LA Mounting.
 B.R.294—Handbook and Drill for the 0.5-in. Guns on Twin Mark IV Mounting.
 B.R.299—Handbook for Signalling Equipment (other than V/S), fitted in H.M. Ships.
 B.R.299A—Handbook for Signalling Equipment, Appendix (requisitioned ships).
 B.R.317 (3)—Preparation of the Marks XV and XVII Mines, Assembly Nos. 1-32.
 B.R.317 (4)—Preparation of the Mark XIX Mine.
 B.R.317 (5)—Preparation of the Mark XIXS Mine, Assembly Nos. 1 and 3.
 B.R.317 (6)—Preparation of the Mark XX* Mine.
 B.R.317 (7)—Preparation of the Marks XXII and XXII* Mines.
 B.R.317 (8)—Preparation of the Mark XXVII Mine, Assembly Nos. 1 and 2.
 B.R.317 (9)—Preparation of the Marks XV and XVII* Sinks.
 B.R.317 (10)—Preparation of the Marks XVII*** and XVII**** Sinks.
 B.R.317 (11)—Preparation of the Mark XIX Sinker.
 B.R.317 (12)—Preparation of the Mark XX Sinker.
 B.R.317 (13)—Preparation of the Mark XXII Sinker.
 B.R.317 (15)—Preparation of the Mark XVI Mine, Assembly Nos. 5 and 6.
 B.R.317 (16)—Preparation of the Flooder Units.
 B.R.321—Errata No. 3 } Establishment of Naval Stores for Engineering Purposes,
 D.127B—Errata No. 12 } Part I.
 B.R.323 } Errata No. 8—Establishment of Naval Stores for Gunnery Purposes.
 D.128I }
 B.R.358 } Errata No. 6—Establishment of Naval Stores for Executive Purposes.
 D.254D }
 B.R.359 } Errata No. 11—Establishment of Naval Stores for Electrical and Torpedo
 D.128D } Purposes.
 B.R.368 } Errata No. 10—Establishment of Naval Stores for Sloops (all classes),
 D.129 } Twinscrew Minesweepers and Surveying Vessels.
 B.R.611—Handbook for the 4-in. U.S. 50-calibre, Mark IX Gun on the 4-in. U.S. XII or XII* or XII** Mountings.
 B.R.614—Handbook on the 3-in. U.S. 23-calibre, Mark XIV Gun on the 3-in. U.S. Marks XIV and XIV* Mountings.
 B.R.626—Drill for the 4-in. QR. Semi-automatic Guns on the H.A. Mark XIX Mounting.
 B.R.664—Amendment No. 22 King's Regulations and Orders for the Army.

O.U.5513 (8) 42—Navy List.

O.U.6090(B)	Revised page 1 to R.T. 254 Revised page 1 to R.T. 392 Additional page 14 to R.T.405 Additional page 14 to R.T.405A Additional page 14 to R.T.424 Additional page 14 to R.T. 424A Revised page 1 to R.T.457	} For 4.7 Q.F., Mark IX, IX*, IX** and XII.						
			O.U.6090(G)	Additional page 14 to R.T.418 Additional page 14 to R.T.418A	} For 5.25 Q.F. Mark I.			
						O.U.6090(J)	Range Table No. 546 Additional page 22 to R.T.408 Additional page 23 to R.T.408A	} For 6-in. B.L. Mark XXII and XXIII.
			O.U.6090(K)	Revised page 1 to R.T.139A ... Revised pages 6 and 7 to R.T.230 Revised page 11 to R.T.245 ...	} For 4-in. Q.F. Mark V and 4-in. B.L. Mark IX. For 4-in. Q.F. Mark V and Mark XVI.			
O.U.6090(X)	Additional page 17 to R.T.446 Additional page 17 to R.T.446A	} For 8-in. B.L. Mark VIII.						
			O.U.6090(X)	Revised page 1 to R.T.399 ... Revised page 1 to R.T.402B ... Additional page 20 to R.T.402B Additional page 20 to R.T.402C Revised page 1 to R.T.402C ...	} For 4.5-in. Marks I and III.			

O.U.6092A—Errata and Addendum No. 10—Proportion Book of Naval Armament Stores, Part I.

O.U.6326—Section V—Syllabuses for the Specialised Training of Naval Flying Personnel.

Corrections to O.U. and B.R. Publications

- A.F.O. "P" 360—"P" 361—see A.F.O. 4059/42.
 A.F.O. "P" 363—"P" 365 inclusive—see A.F.O. 4059/42.
 A.F.O. "P" 366—"P" 376 inclusive—see A.F.O. 4197/42.
 A.F.O. "P" 378—see A.F.O. 4325/42.
 A.F.O. "P" 380—"P" 391 inclusive—see A.F.O. 4325/42.
 A.F.O. "P" 394—see A.F.O. 4325/42.
 A.F.O. "P" 395—"P" 401 inclusive—see A.F.O. 4454/42.
 A.F.O. "P" 402—"P" 415 inclusive—see A.F.O. 4558/42.
 A.F.O. "P" 417—"P" 425 inclusive—see A.F.O. 4680/42.

Corrections to Signal Publications O.U. and B.R. Series

- C.A.F.O. "SC" 36—Correction No. 21 to O.U.5516/41.
 C.A.F.O. "SC" 37—Correction No. 5 to B.R.98.
 C.A.F.O. "SC" 38—Correction No. 22 to O.U.5516/41.
 C.A.F.O. "SC" 39—Correction No. 8 to O.U.5339A(3).
 C.A.F.O. "SC" 40—Correction No. 18 to O.U.5339/41.

Miscellaneous

- A.P.1480A—Amendment No. 86—Silhouettes of British Aircraft.
 Army Orders—No. 110-127 inclusive.
 Special Army Orders—No. 111, No. 115 and No. 129.
 British Survey, Vol. IV—No. 2.
 Inter Services Aircraft Recognition Journal, Vol. I—No. 1.

(A.F.O. 4566/42.)

5091.—Books—B.R. 292—Instructions for the Maintenance of Naval Ordnance and Gun Mountings, 1942—Issue

(G. 253/42.—15.10.1942.)

The above-mentioned book is now in the press and copies will be issued, without demand, by the Superintending Naval Store Officer, R.N. Store Depot, Elveden Road, Park Royal, N.W.10, when supplies become available, in accordance with the following establishment, viz. :—

	<i>Copies.</i>
Flag Officers	1 each
Naval Officers-in-Charge on Shore (except N.O's. i/c Tyne, London, Greenock, Glasgow, Liverpool, Belfast)	1 each
Naval Officers-in-Charge on Shore, London, Tyne, Greenock, Glasgow, Liverpool, Belfast	2 each
Commodores of Convoy and Convoy Leaders	1 each
Battleships, Battle Cruisers	6
Cruisers, Aircraft Carriers, Destroyer Depot Ships	4
A.A. Cruisers (C. Class re-armed), Fleet Air Arm Supply and Repair Ship, Submarine Depot Ships, Repair Ships	3
Seaplane Carriers, Auxiliary A.A. Ships, Auxiliary Aircraft Carriers, Flotilla Leaders, Auxiliary Fleet Repair Ships, Monitors, Minelayers (H.M.S. "Adventure" and Fast Minelayers), Armed Merchant Cruisers	2
Fleet Air Arm Target and Safety Vessel, Netlayers, Destroyers, Anti-Aircraft Destroyers, Sloops, Corvettes, River Gunboats, Auxiliary Minelayers, Controlled Base Mining Ships, Base Mining Depot Ships, Ocean Boarding Vessels, Minesweepers, Twin Screw Minesweepers, Australian Minesweepers, H.M.S. "Edinburgh Castle"	1
H.M.S. "Excellent"	75
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Captain, H.M. Gunnery School, Devonport	12
Loan Libraries	1
<i>Dockyards.</i>	
Portsmouth	12
Chatham	12
Devonport	12
Sheerness	12
Rosyth	4
Malta	12
Gibraltar	6
Simonstown	6
Bermuda	6
Ceylon	2
Durban	2
Portland	1
Bombay	2
Dover	1
Captains, M.L., Portsmouth, Brightlingsea, Clyde, Brixham	1 each
Adjutant General, Royal Marines	24
N.S.H.Q., Ottawa	100
Official Secretary, Commonwealth of Australia	80
South Africa Authorities	15
Secretary, Navy Office, Wellington, N.Z.	15
H.C. for India	15
Ministry of Supply (for C.I.A., C.S.R.D., C.S.A.D., A.I., C.S.O.P., S.O.B., S. of E., Shoeburyness)	7
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Proof Officer, Armaments Inspection Factory	1	
E.R.O., Grimsby	1	
Coastal Force Bases	1 each	
D.E.M.S. Staff Officers (Home and Abroad)	As necessary	
Auxiliary Vessels, Gunnery Officers	1 each	
Fitting-Out Gun-Mounting Overseers... ..	1 each	
Fitting-Out Gunnery Officers	1 each	
Inspectors of Naval Ordnance	}	As necessary
Armament Supply Depots and Establishments	}	

2. B.R. 292 supersedes the 1930 edition of O.U. 6184/1930—*Instructions for the Maintenance of Naval Ordnance and Gun Mountings*—and Addenda—(O.U. 6184 (1) (1935) and O.U. 6184 (2) (1937)), copies of which should be disposed of in accordance with the instructions in O.U. 2A—*O.U. Catalogue*, when copies of B.R. 292 are received.

5092.—B.R.300—A.A. Verifying Cameras—Issue

(A.M. 6129/41.—15.10.1942.)

With reference to A.F.O. 2528/41, in which it was stated that an instructional pamphlet would be supplied with each A.A. Verifying camera, the preliminary pamphlet is now superseded by B.R.300. Copies of this handbook will accompany all cameras issued in future, and will also be despatched to ships and services already holding these cameras.

(A.F.O. 2528/41.)

5093.—B.R. 633 (1)—“Instructions for Torpedo Equipment and Torpedo Discharge Trials”—Issue

All ships and vessels with torpedo armament, also shore bases and naval air stations with torpedo facilities

(T. 2103/42.—15.10.1942.)

The revised handbook of “Instructions for Torpedo Equipment and Torpedo Discharge Trials”, B.R. 633 (1), which will supersede O.U. 6146/34, Parts I, II and III, is now in the press; copies will be issued, without demand, unless otherwise stated, from the Superintending Naval Store Officer, Elveden Road, Park Royal, London, N.W.10, as soon as supplies become available, in accordance with the following establishment, viz. :—

	<i>Copies</i>	<i>Remarks</i>
Flag Officers, Commodores, Captains (S), (D), and M.L.	1	2 copies to F.O.C.R.I.N., F.O. (S), R.A.C.F., R.A.N.A.S., and Captains, M.L.
Battleships and battle cruisers (fitted with torpedo tubes).	1	
Aircraft carriers, intermediate and auxiliary aircraft carriers.	1	
Cruisers	1	Except “Kent” class and A/A ships (“C” class).
Depot ships for submarines, destroyers and M.T.Bs.	1	
*Fleet shore bases at home and abroad with torpedo maintenance and storage facilities for ships, submarines and Coastal Force torpedo craft.	1	3 copies for “Hornet”.
*Naval air stations at home with torpedo facilities.	1	*Note.—New bases or bases in course of erection should forward demands for copies.
<i>Shore Authorities—</i>		
B.A.M.R.	4	
B.A.D. (D.T.M.)	2	
A.S.C.B.S.	4	
Dockyards	3	Home and abroad.
F.O.I.Cs. and N.O.I.Cs.	1	At home only.

	<i>Copies</i>	<i>Remarks</i>
Warship Production Superintendents.	1	2 copies for W.P.S., Glasgow and Newcastle-on-Tyne.
All Principal Ship Overseers	1	
Admiralty Engineer Overseers	1	At shipbuilding firms only.
Emergency Repair Overseers	1	To F.O.I.Cs. and N.O.I.Cs. at home for E.R.Os at :—Glasgow, Liverpool, Newcastle, London, Cardiff, Humber, Harwich, Yarmouth, Portland, Southampton, Falmouth, Milford Haven, Belfast, Aberdeen, Grimsby, Dundee, Lowestoft, Newhaven, Poole, Dartmouth, Invergordon, Middlesbrough, Hartlepool and Tees.
Torpedo Engineer Officers at Torpedo Depots.	1	Home and abroad.
R.N. Torpedo Factory	2	
Canadian, Australian, New Zealand and South African Authorities.	5	Canadian 10 copies.
<i>Torpedo Schools—</i>		
“Vernon”	20	
“Defiance”	6	
“Marlborough”	2	
Chatham	2	
Assegai	2	
Loan libraries	1	

2. Any other establishment or authority requiring this book should apply to the Director of Torpedoes and Mining (Bath).

3. Ships building which are allowed a copy by the above establishment can obtain a copy, prior to the issue of the commissioning set, by application to the Naval Store Officer as laid down in A.F.O. 586/42, paragraph 6 (iii).

4. *The procedure for obtaining information on Torpedo Equipment, Alignment and Discharge Trials to be followed by ship NOT allowed a copy (viz., destroyers, submarines and Coastal Force torpedo craft) is as outlined in paragraphs 5 and 6 below.*

5. Torpedo Equipment and Alignment Trials.

A.—Ships Building—

(1) *Destroyers and submarines.*—From copy supplied to Principal Ship Overseers.

(2) *Coastal Force torpedo craft.*—Arrangements for trials of M.T.Bs. are made by the Warship Production Superintendent except that in the case of Fairmile Type “D” M.T.Bs. the arrangements are made by the Captains M.L. of equipping ports (see A.F.O. 1669/42).

B.—Ships in commission, after alterations or large repair

Information can be obtained from copies supplied to either the Naval Officer-in-Charge, the Principal Ship Overseer, the Emergency Repair Overseer, or the Admiralty Engineer Overseer (for Coastal Force Torpedo Craft see also A.F.O. 1669/42, paragraphs 13 and 29).

6. Torpedo Discharge Trials—

(i) *Destroyers and submarines.*—By borrowing a copy from H.M.S. “Vernon’s” trial party officers or from the depot ship (when available) on arrival at the place of the trial.

(ii) *Coastal Force torpedo craft.*—Information to be obtained from the Commanding Officer, H.M.S. “Hornet” in the case of M.T.Bs. and from the Captain, M.L., of equipping port in the case of Fairmile type “D” M.T.Bs.

(A.F.Os. 586/42 and 1669/42.)

5094.—B.R. 636—Sketches of Norwegian Landfalls

(N.I.D. 02325/42.—15.10.1942.)

The above B.R. is now in the press and when available copies will be issued by the Superintending Naval Store Officer, Park Royal, without demand on the following basis of distribution:—

Flag Officers	...	...	...	...	1
Battleships and battle cruisers	...	...	...	...	1
Cruisers	...	...	...	...	1
Destroyer depot ships	...	...	...	...	1
Submarine depot ships	...	...	...	...	1
Flotilla leaders and repair ships	...	...	...	...	1
Destroyers	...	...	...	...	1
Submarines	...	...	...	...	1
Armed merchant cruisers	...	...	...	...	1
*Naval air stations	...	...	...	...	3
Surveying vessels	...	...	...	...	1
Aircraft carriers	...	...	...	...	2
C.C.O.	...	...	...	...	1
Admiral (S)	...	...	...	...	30
Royal Norwegian Naval Headquarters	...	...	...	...	10

* Hatston and Twatt only

5095.—Forms S.361 and 362—Performance Analysis for I.C. Engines

M.M.S. Bases

(E.-in-C./Sta. 16370/42.—15.10.1942.)

The forms for keeping an analysis of the information reported on S.360 are being included in the "S" Form series as S.361 and S.362 and demands for these forms should in future be sent to the Superintending Naval Store Officer, R.N. Store Depot, Elveden Road, Park Royal, N.W. 10. Form S.361 is for main and auxiliary engines and Form S.362 for LL engines. To economize in paper both sides of each form are to be used.

2. On completion a copy of each analysis is to be forwarded to the Engineer-in-Chief, Admiralty, Bath.

5096.—Form S. 1098—(Alphabetical List of Consumable Naval Stores)—
Errata No. VI

(N.S. 1378/42.—15.10.1942.)

The sixth errata to Form S. 1098 has now been prepared and copies will be supplied from Park Royal without demand to all H.M. ships and establishments concerned.

(A.F.O. 5106/41.)

5097.—Form S.1523—W.R.N.S. Conduct Sheet—Revision

(N.L. 4595/42.—15.10.1942.)

The W.R.N.S. Conduct Sheet (Form S.1523) has been revised and *unused* copies of the old form are to be scrapped on the new edition becoming available.

2. Conduct sheets already commenced are to be retained in use as long as possible. As no provision exists on the old form for character and efficiency assessments since the last assessment on the Service Certificate, such assessments should be noted in the space for "Remarks on Conduct" and be signed by the Commanding Officer.

3. Demands for the revised form should be addressed to the Superintending Naval Store Officer, R.N. Store Depot, Elveden Road, Park Royal, N.W.10.

(A.F.O. 4351/42.)

5098.—O.U. 6090(K)—Range Tables—New and Revised Pages—Issue

(G. 5454/42.—15.10.1942.)

Range Table No.	Gun	Page No.	Date of Existing Page	Date of Superseding Revised Page
O.U. 6090(K) 230.	B.L., 4-in. Mark IX to IX** and 4-in., Marks V and V*.	Revised P.I.A. New P.I.B.	Revised November, 1939.	} July, 1942.
		Revised P.2.	Revised November, 1939.	
O.U. 6090(K) 328.	Q.F., 4-in., Mark IV and XII and B.L., 4-in. VIII	Revised page 5.	Revised December, 1935.	

2. Revised pages as detailed in column three above of the Range Tables enumerated in column one are now in the press and copies will be issued to all concerned, without demand, by the Superintending Naval Store Officer, Royal Naval Store Depot, 307, Elveden Road, Park Royal, London, N.W.10, when supplies become available.

3. When copies of the revised pages dated July, 1942, are received, the existing pages should be disposed of in accordance with the instructions in Form O.U. 2A—O.U. catalogue.

Section 6.—SHORE ESTABLISHMENTS

5099.—Married Civilian Officers entitled to Official Quarters or an Allowance in Lieu as Part of their Emoluments—Position During Passage on Transfer to or from Abroad.

(C.E. 7591/42.—15.10.1942.)

Civilian staff who are entitled to an official residence or an allowance in lieu if such is not provided, as part of their emoluments, are not eligible for the payment of house allowance during periods of passage on transfer to or from stations abroad (*vide* Article 1118(5), H.D.R.), but for the period of the war such officers, where they are precluded from taking their wives and families abroad at public expense, may be refunded the cost, within a limit of £1 ls. a week, of the accommodation in the United Kingdom which they incur during such periods for their families or dependants who would normally reside with them or join them at public expense at the station abroad. No allowance would be payable where the family follow or precede the officer out or home.

(Art. 1118(5), H.D.R.)

5100.—Subordinate Officers—Overtime

(C.E. 11657/42.—15.10.1942.)

During the period of hostilities the provisions of Article 54a—Instructions for the Conduct of Cash Duties—will not apply to extra attendance rendered by subordinate officers in connection with work carried out on repayment services.

2. Where appropriate such extra attendance may be reckoned in the calculation of gratuities payable under the provisions of A.F.Os. 1878/40, 3952/40 and 4455/40. Such gratuities should be regarded as covered in the assessment of the claims in respect of the work by the normal oncost on labour and by the normal direct oncosts.

(A.F.Os. 1735/39, 1025/40, 1877/40, 1878/40, 2637/40, 3952/40, 4455/40, 2331/41.)

5101.—Engineering Workpeople Transferred to Admiralty Service—Payment of Dispersal Bonus

(L. 10345/42.—15.10.1942.)

Agreement has been reached on the Admiralty Industrial Council that where a man is transferred by a direction of the Ministry of Labour and National Service from outside employment in the engineering industry to Admiralty service, and where his previous time rate of pay, i.e. basic pay, plus bonus, plus merit pay (if any) is higher than the basic pay plus bonus of the grade for which he is eligible on entry into Admiralty service, he should be allowed a special payment equal to the difference between these two rates. This special payment is to be included in all wages calculations which are based on day-pay: the basis for division of piece and job work earnings, i.e. basic pay, is not affected.

2. In this connection the Employment Exchange will often be able to confirm the man's account of what time rate was paid before transfer—A.F.O. 3890/41 relates—so that reference to the previous employer for this purpose should only exceptionally be necessary.

3. While payment of the additional amounts authorised in paragraph 1 should only be made as from the date of this order, a workman's entitlement to such payment will not depend upon the date of his transfer to Admiralty employment except that concession of this special extra payment will not be authorised in respect of men who were entered before 10th June, 1941, without special Admiralty authority *ad hoc*.

4. Any cases of doubt or dispute should be referred with full particulars to the Secretary of the Admiralty (Labour Branch).

(A.F.O. 3890/41.)

5102.—Workpeople Serving Away from their Parent Establishments

(L.10643/42.—15.10.1942.)

It has been decided that Article 396, paragraph 6, of Home Dockyard Regulations should not apply, except as provided in the following paragraph, to industrial workpeople transferred in their grades for the period of the war to the several war-time establishments at Home (including Lyness) at which there is no separate classified rate scheme in operation, e.g. Lyness and Pembroke Dock. Such transferees are to continue to be regarded, for the purpose of adjusting their rates of pay, as if they were serving at their parent establishments, and they should be included with the men serving at the parent establishment in calculating the percentages on the various rates, both in the mechanic and skilled labourer grades.

2. This arrangement does not apply, however, to Overseeing Staff, Gun Mounting Examiners and Senior Gun Mounting Examiners, who, while on detached duty, are not included in the percentages on the various rates. These workmen are to continue to be dealt with in accordance with existing instructions.

(O.U.5225.—H.D.R., Article 396.)

5103.—Adult Civilian Electricians Employed in Admiralty Establishments—Cost of Living (War) Adjustment

(L. 14110/42.—15.10.1942.)

Information has been received from the National Joint Industrial Council for the Electrical Contracting Industry that it has been decided that, as from the second pay-day in October, 1942, for the pay period covered by that pay-day, the Cost of Living (War Adjustment), which is payable to journeymen electricians in that industry, shall be increased from 18s. 4d. to its former rate of 18s. 9d. a week and that such addition shall remain current up to and including the first pay-day in January, 1943.

2. Arrangements should accordingly be made for this new rate of War Adjustment to be paid until further notice to any adult civilian electricians employed in Admiralty Industrial Establishments in England and Wales, who, in accordance with specific Admiralty approval, are paid at the rates obtaining for journeymen electricians in the Electrical Contracting Industry.

3. The rates of pay of civilian electrical fitters and electricians in receipt of Admiralty Industrial Bonus remain unaffected by this decision. In any case of doubt, no adjustment should be made without prior reference to the Secretary of the Admiralty (L. Branch).

5104.—Admiralty Civil Police—Annual Leave

(U.S.O. 801/42.—15.10.1942.)

Rest days which are normally granted to Admiralty Civil Police after six tours of duty, i.e., on every seventh day, may be allowed when falling during continuous periods of annual leave. Thus a member of the Force who is granted two weeks' leave with pay, as permitted by A.F.O. 1317/42, will be regarded as having expended only 12 days of his annual leave allowance.

(A.F.O. 1317/42 and 3056/42.)

5105.—Despatch of Warlike Material to H.M. Ships and Establishments in Northern Ireland

(M.07860/42.—15.10.1942.)

Attention has been drawn to the possibility of stores, despatched from places in United Kingdom on through consignment notes to H.M. Ships or Establishments in Northern Ireland, being diverted by the Railway Company in periods of congestion to the Greenore route.

2. To avoid difficulties with the Irish Free State regarding the position in International Law it is most important that no warlike stores or material should be conveyed by this route.

3. In despatching stores of this category e.g. guns, mountings, ammunition and other weapons on through consignment notes, care should be taken clearly to endorse the latter NOT FOR I.F.S. ROUTE. Packages should be similarly marked.

4. In this connection it is desirable that a broad interpretation of the term warlike material should be applied.

5106.—M/T Vehicles—Precautions against Damage by Frost—Anti-Freeze Liquid

(N.S.M.T. 2820/42.—15.10.1942.)

The heading of A.F.O. 4951/42 should read as above.

(A.F.O. 4951/42.)

5107.—Fuel Economy—REPORTS

(N.S. Fuel 1807/42.—15.10.1942.)

Economy in the use of every form of fuel and light is now more urgently necessary than ever and the closest attention is to be given to this important matter.

2. In view of the difficulties experienced in its preparation, the monthly return may, however, be suspended, but a certificate should be forwarded at the end of each quarter that savings of at least 20 per cent. are being effected on the consumption, or what is estimated would have been used, in the corresponding period of 1940-41, and that every effort is still being made to cut fuel consumption of all kinds to the minimum. Where the certificate referred to above cannot be furnished, the reasons are to be given, together with a statement of the actual economy effected.

3. The records of expenditure which must be kept to ensure continuous economy should be maintained in a form that will enable comparative returns, with explanations, to be rendered whenever required.

(A.F.O. 1992/42.)

5108.—Beach Minefields—Precautions against Accidents

(N.L. 8701/42.—15.10.1942.)

A number of accidents have occurred through personnel disregarding notice boards and trespassing into minefields.

2. In appropriate localities, Naval coast establishments should post notices on all mess notice boards as follows:—

“Beach minefields exist here and in many neighbouring places. They are marked by numerous notice boards and are wired off. If persons enter these minefields without proper authority or reasons and become casualties, compensation in respect of their injury or death will not be due to them or their widows and dependants.”