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# ADMIRALTY FLEET ORDERS

ADMIRALTY, S.W.1.

4th November, 1943.

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

A list of these Orders is enclosed.

By Command of Their Lordships,

*H. V. Markham*

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

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

Head of "P" Branch

*P1* *Chas G.* *Chas H.* *Chas G.*

*P2*

*P3*

*P4*

(65006)

## ADMIRALTY FLEET ORDERS

- | No.   | Subject.   |                              |
|-------|--|------------------------------|
| 5165. | Ministry of War Transport Road Haulage Organisation.— <i>Issued Separately on 28th Oct., 1943, to all Commanders-in-Chief (excluding Commander-in-Chief, Home Fleet), Flag Officers, Senior Naval Officers, Superintendents or Officers-in-Charge of H.M. Naval Establishments, and Admiralty Overseers concerned.</i>   | } Home Commands Ashore only. |
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| 5168. | Landing Barge Crews—Port Division.   |                              |
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| 5170. | Major Landing Craft and Barges—Victualling Arrangements.   |                              |
| 5171. | Minor Landing Craft—Victualling Arrangements.  |                              |
| 5172. | Combined Operations Craft—Summary of Arrangements for Supply of and Accounting for Naval Stores.<br><i>Issued Separately on 28th Oct., 1943, to all Commanders-in-Chief, Flag Officers, Senior Naval Officers, Captains and Commanding Officers of H.M. Ships and Vessels, including Landing Ships, Major Landing Craft, also Flotilla Officers of Minor Landing Craft and Barges, and Superintendents or Officers-in-Charge of H.M. Naval Establishments concerned.</i> |                              |
| 5173. | Fire Prevention in Admiralty Establishments at Home. <i>Issued separately on 4th Nov. 1943, to all Commanders-in-Chief (excluding Commander-in-Chief, Home Fleet), Flag Officers, Senior Naval Officers, Superintendents or Officers-in-Charge of H.M. Naval Establishments and Admiralty Overseers concerned.</i>   | } Home Commands Ashore only. |

4th November, 1943.

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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.

### 5174.—Message on United States' Navy Day—October 27th

(M. 2663/43.—4 Nov. 1943.)

The following message was sent to the Secretary of the Navy, Washington :—

“ On the occasion of the United States' Navy Day, it is my privilege and pleasure to send once more, on behalf of the Board of Admiralty and the Royal Navy, our cordial greetings to the Officers and men of the United States Navy.

Recent events in the Pacific and in the Mediterranean have amply demonstrated how sea power can take the battle to the enemy, and that control of the sea gives us the paths to victory. We have solid grounds for confidence that the navies of the United Nations, working in unity of purpose, will keep open the lines of communication and prepare the way for the overthrow of our enemies.—A. V. Alexander.”

The following reply has been received :—

“ On behalf of the Officers and men of the United States Navy, I thank you most cordially for your Navy Day greetings. I share completely your conviction that the modern sea power of the United Nations will carry the offensive to the enemy and spearhead the total victory which shall be ours. My warm regards to our gallant British comrades. Signed Frank Knox.”

### 5175.—Defence Regulations—Navigation Order No. 28, 1943

(N.L. 13297/43.—4 Nov. 1943.)

The following Order has been issued by Their Lordships under Regulation 43 of the Defence (General) Regulations, 1939.

*Navigation Order No. 28, 1943.*

By Command of the Lords  
Commissioners of the Admiralty.

In pursuance of powers conferred on them by Regulation 43 of the Defence (General) Regulations, 1939, the Lords Commissioners of the Admiralty hereby make the following Order :—

- (1) Paragraph 1 of Navigation Order No. 2, 1939, is amended as follows :—  
For the word “ Barry ” there shall be *substituted* the words “ Barry and Bristol Channel ports to the eastward of Barry ”.
- (2) Paragraph 1 of Navigation Order No. 11, 1942, is amended as follows :—  
For the word “ Watchet ” there shall be *substituted* the words “ Watchet and Bridgwater ”.

2. This Order shall come into force forthwith and may be cited as Navigation Order No. 28, 1943.

By Command of Their Lordships,  
(Sgd.) J. S. BARNES.

Admiralty, S.W.1.  
27th October, 1943.

### 5176.—Defence Regulations—United Kingdom (Closed Ports) (Amendment) Order, 1943

(N.L. 17257/43.—4 Nov. 1943.)

The following Order has been issued under Regulation 43 of the Defence (General) Regulations, 1939.

N.L./L.D.04354/43.

*United Kingdom (Closed Ports) (Amendment) Order, 1943*

By Command of the Lords Commissioners  
of the Admiralty.

In pursuance of the powers conferred upon them by Regulation 43 of the Defence (General) Regulations, 1939, the Lords Commissioners of the Admiralty hereby make the following order :—

- (1) The under-mentioned ports in the United Kingdom shall be excluded from the list Ports Closed by the United Kingdom (Closed Ports) Order, 1940, namely—

Helmsdale, Lossiemouth, Buckie, Macduff, Blakeney, Wells, Southwold, Saundersfoot, Tenby, Solva, St. Davids, Porth Gain, Cardigan, New Quay, Aberdovey, Barmouth and Port Madoc.

- (2) This Order shall come into force forthwith and may be cited as the United Kingdom (Closed Ports) (Amendment) Order, 1943.

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

Admiralty, S.W.1.  
25th October, 1943.

### 5177.—“ On Arrival ” Information for Ships Visiting Gibraltar

(M./M.D.G. 50171/43.—4 Nov. 1943.)

The following amendment is to be made to A.F.O. 3369/43, paragraph 50 :—  
*Cancel and substitute* :—

“ 50. (a) All Service patients will be admitted to the Military Hospital only, except for cases of venereal disease, which will be admitted direct to the Zymotic Hospital.

(b) If in an emergency or in error a patient is sent for admission to the wrong hospital building, he will be examined by a Medical Officer who, if he considers it necessary, will admit the patient to that building. Any subsequent transfer becomes the responsibility of the Military Medical Services.

(c) Out-patients will attend at 0930 as follows :—

Department.	Day.	Location.
Surgical ... ..	Monday, Tuesday, Thursday and Friday.	Military Hospital.
Medical ... ..	Monday, Wednesday and Friday	Military Hospital.
Ear, Nose and Throat	Monday, Tuesday, Thursday, Friday and Saturday.	Military Hospital.
Ophthalmic ... ..	Monday, Tuesday, Thursday, Friday and Saturday.	Military Hospital.
Psychiatric ... ..	Monday and Thursday ... ..	King George V Hospital (Mental Block).
Venereal ... ..	All weekdays ... ..	Zymotic Hospital.
Skin ... ..	Monday, Wednesday and Friday	Zymotic Hospital.

Officers and female patients will be seen by appointment with the department concerned.”

(A.F.O. 3369/43.)

### 5178.—Aircraft Accidents—Prevention of—Reporting of Unusual Occurrences

(A/A.M.R./A.Acc. 988/43.—4 Nov. 1943.)

Investigations of aircraft accidents have shown that in some cases incidents have occurred prior to the accident which have a direct bearing on the investigation. Had these incidents been brought to light earlier, action to remedy the defects would have been possible and some accidents might thus have been avoided.

2. In future, therefore, whenever an incident of a technical nature occurs, which is unusual or may be regarded as the potential cause of an accident, and for which Form A.21 action would not normally be considered applicable, it is to be reported by signal or letter to the Admiralty (D.A.M.R.) and copies forwarded to the Administrative Authority, the Naval Liaison Officer, Chief Inspector of Accidents, Air Ministry, and the Ministry of Aircraft Production (C.N.R.).

3. It is not possible to define rigidly the kind of incident that should be reported; this must be left to the discretion of the officers, particularly the Air Engineer, or other specialist officer concerned. The co-operation of all aircrews and maintenance personnel is essential to secure effective reporting under this procedure.

4. Pilots are to record such incidents in the change of serviceability and repair log of the aircraft servicing Form 700, irrespective of whether a change of serviceability is entailed. Maintenance and other aircrew personnel are to report them to the Air Engineer Officer or other specialist officer. Such reports in no way replace Form A.21 reports, which should continue to be rendered when appropriate, in accordance with A.F.O. 5929/42.

5. In order to ensure that action has been taken on any such entries, the Air Engineer Officer or the Squadron Commander is to examine the Form 700 for each aircraft held on his charge at each minor inspection.

(A.F.O. 5929/42.)

#### 5179.—Funnel Smoke, Use of, for Tactical Purposes

*Ships fitted with Oil-fired Cylindrical Boilers*

(E.-in-C./T.S.D. 529/43.—4 Nov. 1943.)

Oil-fired cylindrical boilers are not fitted with smoke-making equipment and the making of smoke by reducing the air supply may lead to flash back into the firing space or a more serious explosion in the boiler itself.

2. H.M. ships and auxiliary vessels equipped with oil-fired cylindrical boilers are, therefore, not to attempt to make funnel smoke for tactical purposes.

#### 5180.—Torpedo Attack Teacher at Greenock

(T.S.D. 567/43.—4 Nov. 1943.)

A modern Cyclorama Attack Teacher has been in use at Greenock since June, 1943. It was intended primarily for the instruction of destroyer torpedo control teams, but from the small number of ships which have made use of the teacher it appears that ships concerned may not have been aware of its existence.

2. Great importance is attached to training of torpedo control teams, and Commanding Officers should take every opportunity of making use of the Greenock teacher.

3. In this connection it is pointed out that the training provided by this teacher will be valuable to Junior Officers, who, though at present serving in destroyers with no tubes, may well be appointed later as T.C.Os. to ships whose primary armament is the torpedo.

4. Applications for use of the Teacher should be made to Captain (D), Greenock.

#### 5181.—R.N. Air Stations, Sandbanks and Lawrenny Ferry—Reduction to Care and Maintenance

(A. 01841/43.—4 Nov. 1943.)

R.N. Air Stations, Sandbanks and Lawrenny Ferry completed reduction to care and maintenance on 9th October, 1943, and 24th October, 1943, respectively.

(A.F.O. 4910/43.)

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

### 5182.—Honours and Awards—United States Marine Corps

(H. & A. 101/43.—4 Nov. 1943.)

The King has been graciously pleased to approve the following Honorary Appointment for gallant and distinguished services as Commanding General of the United States Forces during the heroic defence of the British Solomon Islands Protectorate :—

*To be an Honorary Companion of the Military Division of the Most Honourable Order of the Bath*

Lieutenant-General Alexander Archer Vandergrift, United States Marine Corps.

2. This appointment will not be gazetted.

### \*5183.—Honours and Awards—Free French Navy

(H. & A. 1068/43.—4 Nov. 1943.)

The King has been graciously pleased to approve the following Honorary Appointment and Awards for outstanding services while serving in F.F.S. "Aconit" :—

*To be an Honorary Companion of the Distinguished Service Order*

Lieut. de Vaisseau Jean Marie Louis Marcel Levasseur, F.F.N.

*The Distinguished Service Cross*

Aspirant Jean Vaudeville, F.F.N.

*The British Empire Medal*

Sick Berth Attendant Ernest Petitpas, 6605-41 F.F.N.

*Mention in Despatches*

Enseigne de Vaisseau Ière Classe Marcel François Fourcade, F.F.N.

M. A. A. Louis Cojean, F.F.N.

C. E. R. A. Albert Van Gyseghem, F.F.N.

2. This Appointment and these Awards will not be gazetted.

### 5184.—Honours and Awards—Royal Hellenic Navy

(H. & A. 780/43.—4 Nov. 1943.)

The King has been graciously pleased to approve the following award for gallant services in His Hellenic Majesty's ship "Queen Olga" when, in company with H.M.S. "Jervis," she destroyed an enemy convoy :—

*The Distinguished Service Cross.*

Lieutenant-Commander George Blessas, D.S.O., R.H.N.

2. This award will not be gazetted.

5185.—Cancelled.

### 5186.—Accelerated Promotion

(C.W. 46635/43.—4 Nov. 1943.)

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

#### *Executive*

Milln, J. C. ...	"Stornoway" ...	1st October, 1943
Leslie, J. M. ...	"St. Christopher" for M.L. "1134" ...	1st November, 1943
Mitchell, W. H. ...	"Mantis" for M.L. "149" ...	1st November, 1943
Hurst, R. C. S. ...	"Excellent" ...	1st November, 1943
Head, F. J. ...	"Beehive" for M.G.B. "75" ...	1st November, 1943
Dunlop, R. M. ...	"Resolution" ...	1st November, 1943
Roach, R. ...	"Bangor" ...	1st November, 1943
Atkinson, H. C. ...	"Gregale" for M.L. "168" ...	1st November, 1943

*Executive—contd.*

Powell, R. H. ...	"Hannibal" for M.M.S. "65" ...	1st November, 1943
Lummis, D. H. ...	"St. Christopher" for M.T.B. "649" ...	1st November, 1943
Mellveen, R. A. ...	"Beaufort" ...	1st November, 1943
Lomas, H. ...	"Ben Glas" ...	1st November, 1943
Lomenech, D. ...	"Elfin" ...	1st November, 1943
Hamblin, G. R. ...	"Fezenta" ...	1st November, 1943
Whitcomb, J. H. ...	"Cap d'Antifer" ...	1st November, 1943
Stansfield, A. ...	"Aggressive" for M.L. "203" ...	1st November, 1943
Cowper-Coles, S. H. ...	"Tormentor" ...	1st November, 1943
McDowall, K. W. ...	"St. Christopher" for M.T.B. "689" ...	1st November, 1943
Monk, H. W. ...	"St. Christopher" for M.L. "1221" ...	1st November, 1943
Johnson, R. A. ...	"Gregale" for M.T.B. "82" ...	1st November, 1943
Lightfoot, W. R. ...	"Laguna Belle" ...	1st November, 1943
Oldham, R. F. ...	"Copra" ...	1st November, 1943

*Flying*

Wilson, J. H. ...	"Sparrowhawk" ...	1st October, 1943
Ridgway, J. D. ...	"Tracker" ...	1st November, 1943
Teesdale, J. G. ...	"Merlin" ...	1st November, 1943
Emmett, G. L. ...	"Malabar" ...	1st November, 1943
Child, G. V. ...	"Sparrowhawk" ...	1st November, 1943
Walls, W. A. ...	"Condor" ...	1st November, 1943
Turrall, R. W. ...	"Heron" ...	1st November, 1943
Phillips, R. B. ...	"Formidable" ...	1st November, 1943
Dunne, L. P. ...	"Nightjar" ...	1st November, 1943

*Accountant*

Dunning, P. E. D. ...	"Exmouth" ...	1st November, 1943
Genders, R. A. M. ...	"Wayland" ...	1st November, 1943

*Special*

Taylor, J. T. M. ...	"Mercury" ...	1st September, 1943
Davis, A. K. ...	"St. Angelo" ...	1st November, 1943
Horrocks, N. ...	"Bristol" ...	1st November, 1943
Marriott, G. W. ...	"Stag" ...	1st November, 1943
Key, L. ...	"Duke of York" ...	1st November, 1943
Bland, E. J. ...	"Nemo" ...	1st November, 1943

*Executive S.A.N.F. (V)*

Smith, A. J. ...	"Cape Warwick" ...	1st September, 1943
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*Special S.A.N.F. (V)*

Kenneth-Watts, A. M. S. ...	"London" ...	1st November, 1943
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*Executive R.N.Z.N.V.R.*

Hargrave, F. B. ...	"Asbury" ...	1st November, 1943
Broad, J. N. ...	"Razorbill" ...	1st November, 1943

*Flying R.N.Z.N.V.R.*

St. George, C. ...	"Asbury" ...	1st November, 1943
Robertson, A. W. ...	"Daedalus" ...	1st November, 1943

2. With reference to A.F.O. 3899/43, the following Sub-Lieutenants have been promoted from the dates shown:—

*Executive*

Ball, K. J. ...	"Bulolo" ...	1st September, 1943
Berry, W. J. ...	"Dinosaur" ...	1st September, 1943
Smith, Peter Fredk. ...	"Sutton" ...	1st October, 1943
Roberts, W. E. ...	"Proserpine" ...	1st November, 1943
Feakins, W. G. ...	"Copra" ...	1st November, 1943
Grant, D. P. J. ...	"Titania" ...	1st November, 1943

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

(A.F.Os. 425/42 and 3899/43.)

**5187.—Accountant Responsibilities of Commanding Officers**

(V. 6470/43.—4 Nov. 1943.)

With reference to A.F.O. 2832/42, paragraph 13, Victualling and Clothing Accounts with their supporting vouchers are to be retained by the Commanding Officer after he has satisfied himself of their correctness and signed them, and they are to be despatched by him personally or under his personal supervision to the Base Accountant Officer.

(A.F.O. 2832/42.)

**5188.—Naval Personnel Repatriated—Liability for Further Active Service**

(N.L. 17849/43.—4 Nov. 1943.)

Sick and wounded prisoners of war who have been repatriated under the provisions of the Convention Relative to the Treatment of Prisoners of War, Geneva 1929, will not be drafted to sea but will be given suitable employment in shore establishments at home if found medically fit.

2. Naval Protected personnel, e.g. Chaplains, Medical Officers, Sick Berth Attendants, etc. who have been repatriated as being personnel protected by the provisions of the International Convention for the Amelioration of the Condition of the Wounded and Sick in Armies in the Field, Geneva 1929, and who under Articles 9 and 12 of that Convention are not treated as prisoners of war will remain liable after repatriation to continue to perform their medical duties both in home and foreign waters.

3. Such personnel should on return from leave on repatriation be drafted in the first instance to employment where strenuous active service is not anticipated and as a general rule they should not be regarded as liable to draft abroad or to active service afloat until six months after their return to the United Kingdom.

**\*5189.—Air Fitters—Accelerated Advancement to Leading Air Fitter**

(N. 9154/43.—4 Nov. 1943.)

In future all Air Fitters will be eligible for accelerated advancement to Leading Air Fitter.

Air Fitters undergoing the course of training will be eligible to be recommended for accelerated advancement according to the result obtained by them at the passing out test, that is:—

Those who obtain 80 per cent. marks will be eligible for recommendation to have 6 months remitted from the qualifying service for Leading Air Fitter.

Those who obtain 60 per cent. marks but less than 80 per cent. will be eligible to have 3 months remitted.

The total number eligible for consideration for early advancement will be limited to 30 per cent. of the total number passing out at any one time.

Recommendations are to be noted on the history sheets of the men concerned, and are subject to confirmation by the man's Commanding Officer at the time advancement to Leading Air Fitter is due under normal rules.

2. Air Fitters (other than Air Apprentices who are already provided for) who have already completed training and have been drafted to service, will be eligible to be recommended for accelerated advancement to Leading Air Fitter by the same periods of remission of 6 months or 3 months, at the time they are examined for advancement to the leading rating by the Air Engineer Officer. Men who are so recommended must be of exceptional standard, and special advancement will be subject to the approval of the Commanding Officer.

(F.O.N.A.S., 10 Apr. 1943, 2809/121/23 and 4 Jun. 1943, 4299/121/23.)

(A.F.O. 5629/42 is cancelled.)

**\*5190.—Automatic Morse Operators—Introduction of Rating of Yeoman**

(N. 19754/42.—4 Nov. 1943.)

With reference to A.F.O. 4794/43, the rating of Yeoman of Signals (A/M) is now to be introduced.

2. The advancement qualification to Yeoman of Signals (A/M) will consist of an oral examination only in which the candidate must show a complete knowledge of the subjects detailed in paragraph 3, clauses (i), (ii) and (iii) of A.F.O. 4794/43, and a good knowledge of Signal Distributing Office work.

3. One Yeoman of Signals (A/M) will be allowed in lieu of a Leading rate in each 12 A/M Operators authorised.

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

**\*5191.—Cinema Branch—Institution of Conditions of Service**

(N. 25766/43.—4 Nov. 1943.)

In view of the growing importance of the instructional film, and the need for properly trained and qualified operators and maintenance staff to deal with cinema equipment, a new branch has been instituted, for the period of the war, to comprise ratings employed on cinematography in connection with instructional films used in H.M. Ships and Establishments.

2. *Title and Administration.*—The new branch will be called the "Cinema Branch," and ratings will be known as "Cinema Operators". The branch will be administered by the Commodore, R.N. Barracks, Chatham, under the Commander-in-Chief, The Nore. It is intended that Cinema Operators shall be recruited gradually and trained, and shall replace other ratings hitherto employed on cinematograph work in sea-going ships on a head-for-head basis. Cinema Operators will be divided between the three port divisions. The Cinema Training School at Chatham will become the headquarters for projection training, and will be staffed by members of the Cinema Branch.

3. *Duties and Employment.*—The Cinema Branch will embrace all types of work connected with instructional training films, i.e.—

- Operation of cinema projectors.
- Repair and maintenance of cinematograph equipment.
- Work on production of films at the film production unit at Tipner.
- Training of Cinema Operators.

4. *Pay.*—The scale of pay for ratings in the Cinema Branch will be the same as that of the Photographer Branch, namely:—

	Per diem.*	
	s.	d.
Cinema Operator ... ..	3	6
After 3 years' man's service ... ..	3	10
After 6 years' man's service ... ..	4	2
Leading Cinema Operator ... ..	5	1
After 3 years as such ... ..	5	5
P.O. Cinema Operator ... ..	6	9
After 3 years as such ... ..	7	2
After 6 years as such ... ..	7	7
C.P.O. Cinema Operator ... ..	8	3
After 3 years as such ... ..	8	9

With subsequent triennial increments of 6d. a day.

\* Excluding war bonus.

Ratings will be entered for training as Ordinary Seaman (C.P.) and hold that rating until the successful completion of their initial course, when they will be rated Cinema Operator.

5. Ratings of other branches who are necessarily employed as Cinematograph Operator for service purposes until ratings of the new branch become available, will continue to be eligible for the allowance authorised in Appendix XVII, Part 3, No. 7 K.R. and A.I., but the allowance will not be payable to ratings of the Cinema Branch.

6. *Recruitment and Transfer.*—All grades of Wiremen C.P. will be incorporated in the new branch. W.R.N.S. Cinema Operators will form part of the same branch and will continue under the rules laid down in A.F.O. 4251/43.

7. Further details regarding any other transfers and advancement will be promulgated shortly.

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

**5192.—L.D.D. Ratings—Transfer to General Service—Subsequent Training**

(N/D.P.S. 778/43/M.—4 Nov. 1943.)

The table shown in paragraph 5 of A.F.O. 2475/41 is to be amended as follows:—  
Under Column headed "V/S and W/T".

Cancel and substitute:—

- "Royal Arthur"
- "Royal Arthur"
- "Impregnable"
- "Royal Arthur"
- "Royal Arthur"

(A.F.O. 2475/41.)

(A.F.O. 2240/43 is cancelled.)

**A.F.O. 1550/45 5193.—Motor Mechanic and Mechanic Branches—Abbreviations**

(N. 29344/42.—4 Nov. 1943.)

In the interests of uniformity and to avoid confusion, the following abbreviations for ratings of the Motor Mechanic and Mechanic Branches have been adopted:—

Motor Mechanic ... ..	Motor Mech.
Mechanic Branch.	
Junior Probationary Engine-room Mechanic ... ..	J.P.E.R.M.
Junior Probationary Electrical Mechanic ... ..	J.P.E.M.
Junior Probationary Ordnance Mechanic ... ..	J.P.O.M.

2. The suffix (S.V.) should be retained for Ordnance Mechanics when qualified for small vessels as stated in paragraph 12 (d) of A.F.O. 4838/41, i.e., O.M. (S.V.) 5th Class, O.M. (S.V.) 4th Class, etc.

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

**\*5194.—Radio Mechanics—Advancement to Petty Officer Rating**

(N. 12259/43.—4 Nov. 1943.)

In order to remove any doubts which may have arisen concerning the qualifications required for advancement to Acting Petty Officer Radio Mechanic and Petty Officer Radio Mechanic, the following points should be noted:—

- The Radio Mechanic Branch is analogous to an Artisan Branch and there is, therefore, no technical qualification necessary for advancement to Acting Petty Officer and Petty Officer Radio Mechanic, which is a consideration of time in substantive rating, provided that the rating has carried out his duties satisfactorily.
- No Acting Petty Officer Radio Mechanic should be advanced to Petty Officer Radio Mechanic unless his Commanding Officer is satisfied with his efficiency and he holds a certificate signed by a qualified Signal, Radar or Air Radio Officer that he is technically competent for advancement.

2. A.F.O. 2214/42, paragraph 5, is to be amended to read as follows:—

"Advancement.—On satisfactorily completing specialised training in a Service establishment, ratings will be advanced to Leading Radio Mechanic. On completion of twelve months' seniority as Leading Radio Mechanic, advancement to Acting Petty Officer Radio Mechanic may be made by the Commanding Officer, provided that the man has carried out his duties and is considered suitable for Acting Petty Officer rating. In any case in which a man is not considered suitable for Acting Petty Officer rating, the facts are to be reported to the Admiralty in order that his retention in the Branch may be considered. A full statement of the circumstances is to be made, giving reasons which may exist for his incompetence, or any details as to misconduct. An Acting Petty Officer Radio Mechanic will be eligible for advancement to Petty Officer Radio Mechanic on completing twelve months' seniority in the Acting Rating, provided that his Commanding Officer considers him satisfactory and that he holds a certificate signed by a qualified Signal, Radar or Air Radio Officer that he is technically competent for advancement. This certificate may be obtained any time after being rated

Acting Petty Officer Radio Mechanic. Advancement to Chief Petty Officer Radio Mechanic, for which a technical qualification is necessary, will be made in vacancies from roster, with a Service qualification of three years in the Petty Officer rating, acting time being counted. Application for the special advancement of men serving under "Hostilities Only" engagements who have gained, outside Naval service, the qualifications required for the higher rating may be referred to the Admiralty for decision."

3. A.F.O. 4941/43, paragraph 3, provides that W.R.N.S. Radio Mechanics may be advanced to the rating of Petty Officer Radio Mechanic after one year as Leading Radio Mechanic. Such advancement is at the discretion of the Commanding Officer as in paragraph 1 (b).

4. In future, prior Admiralty approval will not be required for the advancement direct to the rating of Petty Officer Radio Mechanic or Air Fitters who had been transferred to the Radio Mechanic Branch and had served one year in the Leading Rating. Such ratings may be advanced direct to the Petty Officer rating by authority of the Commanding Officer on completing one year in Leading Rating with V.G. conduct, provided that they hold a certificate signed by a qualified Signal, Radar or Air Radio Officer that they are technically competent for the Petty Officer rating.

5. All advancements are to be reported on Form S.161 to the Commodore, R.N. Barracks, Portsmouth, or, in the case of the Fleet Air Arm and W.R.N.S. ratings, to the Commodore, R.N. Barracks, Lee-on-Solent.

(A.F.Os. 2214/42, 3855/42 and 4941/43.)

#### 5195.—Radar Ratings and Seamen Qualified in Plotting—Future Organisation of

(N./T.S.D. 600/43.—4 Nov. 1943.)

The growing complexity and importance of Radar and associated equipment in the Fleet have made it necessary to revise the present system of Radar and Plotting training, organisation and advancement, in order that men engaged in Fire Control or Action Information organisations may have full understanding of each other's work and be capable of working as a team.

2. It has therefore been decided that Radar ratings will in future form two non-substantive ratings of the Seaman branch, namely:—

(a) *Radar Control Ratings* (R.C.R.) to be responsible for the manning of all gunnery and target indication radar sets, and to carry out certain important fire control duties in transmitting stations, etc.

(b) *Radar Plot Ratings* (R.P.R.) to be responsible for the manning of all warning radar sets and to carry out plotting duties.

3. Selection and entry to these branches will be similar to that for any other Seaman non-substantive branch.

4. These ratings will be graded and paid as follows:—

R.C.R. 3 or R.P.R. 3	...	...	3d. per day.
R.C.R. 2 or R.P.R. 2	...	...	9d. per day for Leading Seamen and below. 6d. per day for Petty Officer and above.
R.C.R. 1 or R.P.R. 1	...	...	
R.C. Instructor (R.C.I.) or R.P. Instructor (R.P.I.)	...	...	1s. 6d. per day.
			2s. per day.

These ratings may not be held concurrently with any other non-substantive rating except Diver, or, in the case of R.C.R. 3 or R.P.R. 3, P.R.T.I.

5. (i) Existing Radar ratings will be absorbed into the new organisation in the corresponding Seaman ratings, provided that they are medically and visually fit for the Seaman Branch, and have acquired the necessary qualifications in Seamanship.

They will on absorption be granted on a provisional ("P") basis the class of non-substantive R.C.R. or R.P.R. rating for which they are considered fit; and for confirmation in that rating will be required to acquire the necessary qualifications in the schools, or, in the case of third class ratings, afloat in Gunnery or Plotting.

Radar ratings pending their qualification in Seamanship, or who fail to qualify in Seamanship, or who are found medically or visually unfit for the Seaman branch, will for the present retain their existing status, and will be employed in lieu of R.C.Rs. or R.P.Rs. according to their qualifications.

In general, ratings will be required to transfer to the rating appropriate to their present duties: e.g. existing Radar ratings who have been trained at F.D.C., Yeovilton, in aircraft plot duties and are employed as Warning (Aircraft) Operators will normally be regarded as eligible only for the R.P.R. branch.

(ii) *Existing Seamen (non-Radar) trained in plotting at F.D.C., Yeovilton.*—These will be granted the rating of R.P.R. 3 (P) but must undergo a radar course (ashore) before they can be confirmed.

(iii) *Seamen now employed as R.T. Logger or Assistant to F.D. Officer.*—These will be granted the rating of R.P.R. 3 (P) if recommended, but must undergo a radar course (ashore) before they can be confirmed.

(iv) *Acting Ratings.*—With reference to C.A.F.O. 1815/42, paragraphs 6–8, existing Acting Radar Operators will continue to be eligible for the special allowance of 3d. per diem, in accordance with the provisions of that Order, until authorised complements of R.C.R. and R.P.R. ratings are promulgated. Thereafter, those who are Seaman Branch will be dealt with as laid down in K.R. & A.I., Articles 428 and 430, which will be amended to include Radar (R.C.R. and R.P.R.) ratings; those who are non-Seamen will retain their present status and, in order that small ships with a limited field of selection should not be hampered in any way, the provisions of C.A.F.O. 1815/42, paragraphs 6–8, will continue in force.

6. Pending the promulgation of details of the scheme, no action is to be taken to grant R.C.R. or R.P.R. ratings.

7. It will be evident that under this scheme advantage will accrue to Radar ratings, especially P.Os. (Radar) and Leading Seamen (Radar) who can qualify for the corresponding Seaman Branch ratings as soon as possible after the introduction of the scheme; and Commanding Officers should, without waiting for the receipt of the further orders, afford every opportunity to such men to acquire the necessary knowledge.

(K.R. and A.I., Articles 428 and 430.)

(C.A.F.O. 1815/42.)

#### \*5196.—Sick Berth Ratings—Advancement of

(N. 25871/43.—4 Nov. 1943.)

As from the 10th October, 1943, advancements to Sick Berth Petty Officer, Leading Sick Berth Attendant and Sick Berth Petty Officer (D) are to be made according to the provisions of A.F.O. 6376/42 and not from depot advancement rosters.

(A.F.O. 6376/42.)

#### 5197.—Royal Marine Tradesmen—Changes in Titles

(N.—4 Nov. 1943.)

The titles of Armament Artificer (Motor Vehicle) and Fitter M.V. have been changed to that of Armament Artificer (Vehicle Mechanic) and Vehicle Mechanic respectively.

2. The following amendment should therefore be made to the list of Royal Marine trades published in A.F.O. 1795/43:—

Group "A"

Delete "Armament Artificer (Motor Vehicle) and insert "Armament Artificer (Vehicle Mechanic)".

Delete "Fitter M.V." and insert "Vehicle Mechanic".

3. Complements and R.M. War Establishments should be amended where necessary.

(A.F.Os. 3485/42, 5258/42 and 1795/43.)



**\*5198.—R.A.N. Ratings Serving with the Royal Navy—Advancement**

(N. 25313/43.—4 Nov. 1943.)

The arrangements approved in A.F.O. 2116/43 are not being adopted in the Royal Australian Navy, but the Royal Australian Naval Authorities have no objection to Australian ratings serving with the Royal Navy being granted local advancement under R.N. regulations, on the understanding that such local higher rating would be dropped on reversion to the Royal Australian Navy.

(A.F.O. 2116/43.)

**5199.—Clothing—Civilian (Recruits)—Despatch and Advice to Home Address**

(N./N.L. 4514/43.—4 Nov. 1943.)

An instance has occurred in which a recruit's civil clothing was sent to his home and lost on rail. The parents to whom the package had been addressed, not having been informed of its despatch, were unable to report the loss within the prescribed limits of time to entitle the owner to compensation.

2. When clothing or other personal effects are sent to a man's home suitable arrangements are to be made to ensure that the addressees are informed—e.g. by the issue to the rating concerned of a postcard. The addressees should be informed that if the parcel does not arrive within 10 days the matter should be taken up with the railway company and reported to the despatching authority.

**5200.—W.R.N.S.—Armament Store Duties—Employment of W.R.N.S. Officers in Lieu of Gunners—REPORTS***Shore Establishments and Naval Air Stations at Home*

(C.W. 40768/43.—4 Nov. 1943.)

It has been decided to introduce a new branch of Specialist W.R.N.S. Officer who will be employed in certain Shore Establishments and R.N. Air Stations in lieu of Gunners, R.N., including cases where gunners are already allowed in lieu of Warrant Air Mechanics (O). W.R.N.S. officers will not be employed in lieu of gunners borne for training duties.

2. The duties of these officers will be as laid down for gunners in K.R. and A.I., Articles 1486 to 1499 inclusive, with the exception of Article 1490, so far as these articles are applicable to Shore Establishments. They will not be eligible for store allowances as laid down for gunners.

3. All Shore Establishments, including R.N. Air Stations, are to report to H.M.S. "Excellent" whether a W.R.N.S. Officer can be accepted in lieu of gunners borne or allowed as in paragraph 1 above.

4. The selection of candidates for these duties will be made from Wren (Q.O.) or Air Mechanic (O), who have completed at least six months' qualified time in either of these categories, excepting Air Mechanic (O) ex Q.O. (A) who must have served three months as Air Mechanic (O).

5. Local authorities are in the first instance to forward recommendations on Form S.1530 to the Captain, H.M.S. "Excellent," copy to Superintendent, W.R.N.S., of the local Command.

6. Candidates will then be called in to H.M.S. "Excellent" for a preliminary professional examination. If considered suitable, their recommendation will be forwarded to D.W.R.N.S. for review by the Admiralty Final Selection Board.

7. If selected by the Admiralty Board, candidates' training courses will consist of:—

- (a) One month's technical course in H.M.S. "Excellent".
- (b) W.R.N.S. Officers' Training Course at Greenwich.

8. On successful qualification, at the end of the course in 7 (b), the candidate will be promoted to Acting Third Officer.

9. Lack of a technical recommendation after the preliminary professional examination or failure to qualify in the course in H.M.S. "Excellent" will not preclude acceptance as Cadet Wren in another branch.

10. Any recommendations already forwarded in accordance with A.F.O. 3139/43, paragraph 5, are to be forwarded to H.M.S. "Excellent" by authorities at present holding them.

11. First reports and recommendations are to be forwarded to the Captain, H.M.S. "Excellent" forthwith. Subsequent reports and recommendations should be forwarded to H.M.S. "Excellent" as they arise. Further reports, in accordance with paragraph 3, are not required from Establishments and Naval Air Stations who have already reported in accordance with A.F.O. 3139/43, unless any amendment to the previous report is necessary.

(A.F.O. 3139/43 is cancelled.)

**5201.—W.R.N.S. Switchboard Operators—Employment of Wrens (G.D.) on Small Boards—REPORTS**

(N. 18114/43.—4 Nov. 1943.)

The shortage of trained telephone switchboard operators, combined with the curtailment of recruitment for the W.R.N.S., has made it necessary to ensure that operators are employed to the best advantage, and that those fully trained are not wasted through being used for the working of small local boards.

2. Trained operators are to be employed only on the larger types of switchboard, viz., on single position boards of the type C.B.  $\frac{10 + 30}{50}$  or above. They are not to be used on cordless type switchboards (e.g., C.B.  $\frac{3 + 9}{12}$  and smaller), single cord magneto boards, or single position boards of the type C.B.  $\frac{5 + 20}{25}$ .

3. Trained operators who are at present manning any of the smaller boards are to be withdrawn and placed on larger boards, from which any untrained personnel should be withdrawn on relief.

Superintendents, W.R.N.S., are to report any surplus of telephone operators which may result from this substitution.

4. The smaller switchboards defined in the second sentence of paragraph 2 above will be staffed by Wrens (G.D.). Wren Messengers are not to be employed. Wrens (G.D.) should be given locally at least 4 days' but not more than 7 days' training, which should include study of the Telephone Operating Procedure, B.R. 845 (A.F.O. 3001/43 refers).

5. In the event of any Wrens (G.D.) so employed showing special aptitude for telephone switchboard operating, they should be recommended for transfer to the switchboard operator category after a period of not less than 6 months. They would be required to take a minimum course of 2 weeks' training at the Central Training Depot Telephone School.

6. The 4-7 days' training for Wrens (G.D.) referred to in paragraph 4 above may be given locally but switchboard operators will continue to be sent to the Central Training Depot for training.

(A.F.O. 3001/43)

**5202.—W.R.N.S.—T/P—Advancement—REPORTS**

(N. 12813/43.—4 Nov. 1943.)

In future all Wren T/P operators will, prior to being advanced to Leading Rate, carry out a seven day instructional course in the working of the D.T.N. switchboard at their Command Headquarters.

2. On completion of this course they will be examined by the Command Signal Officer and/or the T/P Switchboard Supervisor of the headquarters who are to satisfy themselves that each rating completing the course has a thorough knowledge of D.T.N. switchboard working.

3. Reports on their proficiency are to be forwarded to D.W.R.N.S. with copy of D.S.D. Admiralty.

4. If a relief is required, the Superintendent, W.R.N.S., in the Command should arrange for a T/P switchboard operator at the headquarters switchboard to relieve the Wren undergoing the instructional course.

5. For the purpose of the Return of Recommendations for Advancement which is due in November, 1943, recommendations should be made for T/P operators who are qualified by length of service, and considered suitable, whether or not they have attended the instructional course on D.T.N. switchboard working.

Advancements should not, however, be made until they have attended the course and a satisfactory report received.

#### 5203.—Schemes of Complement—Amendment

##### *Minesweeping Trawlers*

(N/C.W. 40386/43.—4 Nov. 1943.)

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

*Minesweeping Trawlers (Oropesa)*, (Admiralty letter N.10045/43 of 6 May 1943.)

*Insert (i)*—A.B. (Radar) or Ord. Smn. (Radar).

New note (i) If Radar is fitted *add* 2 A.B. (Radar) or Ord. Smn. (Radar) and, without substantive increase, 2 acting Radar ratings.

*Minesweeping Trawlers (L.L.)*, (Admiralty Letter N.10045/43 of 6 May 1943.)

*Insert (h)*—A.B. (Radar) or Ord. Smn. (Radar).

New note (h) as note (i) above.

#### 5204.—Rates of Exchange—Italy

(DNA. 13741/43.—4 Nov. 1943.)

The following official rates of exchange apply in Italy from 3rd September, 1943, until further notice :—

400 lire=£1 (Bank of England or British Military Authority notes), or 4 dollars (U.S.A.).

2. The official rate of exchange for lire in Africa remains unchanged for the present at 480 lire=£1.

(A.F.O. 1672/43.)

#### 5205.—Form S.264—Revision (Divisional Officer's Report Form)

(N. 23656/43.—4 Nov. 1943.)

Form S.264 has been revised. The revised version incorporates the old version and Form S.264D.

2. The new form is divided into three sections, of which the first is virtually identical with Form S.264D. This section will provide, particularly, a summary of a rating's educational and employment record and his selection test results. This information will be extracted at his entry establishment from his S.P. Form Q.1, which is the report form on which information about a "Hostilities Only" rating is entered at his recruiting centre and entry establishment. His test results, regarded in the light of all the other information available about him (and especially about his previous experience and interests), will assist consideration of his suitability for duties or courses, which call for a fair degree of general intelligence, mathematical attainment or mechanical aptitude.

3. The main selection tests referred to on Form S.264 are these: S.P. Tests O and 1—two intelligence tests; S.P. Test 3—a mathematical test; and S.P. Tests 2 and 4—mechanical tests. The total score (known as the T.2 score) on S.P. Tests 1 to 4 gives a general estimate of a rating's ability; and particularly his ability to absorb instruction. The results of all these tests are expressed in letters A, B, C, D and E. A = very good judged by the standard prevailing among new entry "Hostilities Only" Ordinary Seamen; B = good; C = average; D = poor; E = very poor.

4. For most purposes, special attention should be paid to S.P. Tests 1 and 3. It is known, for example, that the great majority of successful C.W. candidates are men who score either A or B on these two tests, and that men below this level on both tests stand a poor chance of qualifying unless they have outstanding qualities of other kinds.

It is known, also, that a similar standard on these tests, and at least C on Tests 2 and 4, is reached by most ratings who qualify as Radio and Electrical Mechanics. Air Fitters and Motor Mechanics also show a fairly high level, and slightly below this is the level reached by most S.D. and Radar Operators. Men with two or three Ds. or Es. among their test results are not often suitable for duties or courses of a technical kind.

5. Paragraphs 2 to 4 above apply principally to "Hostilities Only" ratings. Not all the information required in Section 1 of Form S.264 is available for Continuous Service ratings.

6. A large number of "Hostilities Only" ratings will still have among their papers, S.P. Forms Q.1 or Forms S.264D. These forms contain information of the kind now provided in Section 1 of the revised Form S.264, and for all selection purposes should be regarded as identical with it.

7. C.A.F.O. 464/43 should be revised in accordance with this Order.

(C.A.F.Os. 141/42, 464/43 and A.F.O. 5206/43.)

(C.A.F.O. 2042/42 is cancelled.)

#### 5206.—Form S.264D—Continued Use of, for Royal Marines

(N. 23656/43.—4 Nov. 1943.)

In order that the information on S.P. Form Q.1, which has been collected about a man at his recruiting centre and entry establishment, is available where most use can be made of it, Form S.264D will continue to be used for "Hostilities Only" Royal Marines and will be attached to A.F.B.122 (Field Conduct Sheet).

2. Form S.264D provides, particularly, a summary of a man's educational and employment record and his selection test results. This information will be extracted at his entry establishment from his S.P. Form Q.1.

(A.F.O. 5205/43.)

#### 5207.—Instructional Film "Fire Fighting"—Part 2—(Serial Number A.53)—Destruction

(T.S.D. 2391/43.—4 Nov. 1943.)

It should be noted that Part 2 of the film "Fire Fighting"—Serial Number A.53—is now obsolete, and all holders of this film are requested to return Part 2 to S.N.S.O., R.N. Store Depot, 54, Neasden Lane, London, N.W.10, marked "For destruction."

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

#### 5208.—Instructional Film "Meeting the U-Boat Menace"—Serial Number A.59

(A/S.W. 2840/43.—4 Nov. 1943.)

With reference to A.F.O. 4251/43, it should be noted that the instructional film entitled "Meeting the U-Boat Menace"—Serial No. A.59—is now out of date and exhibitions of this film should cease immediately.

2. All holders of copies of this film are requested to return them to S.N.S.O., R.N. Store Depot, 54, Neasden Lane, London, N.W.10, clearly marked "For Destruction".

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

5209.—Instructional Film (Combined Operations) "Landing Craft" (Part 2)  
"L.C.T."—Serial Number A.133

(T.S.D. 2357/43.—4 Nov. 1943.)

An instructional film on "L.C.T." (Part II of the film "Landing Craft" in the series of Combined Operations Instructional Films now being produced), is now completed and will be distributed as follows without demand:—

(a) Copies for re-issue on temporary loan:—	No. of copies	
	35 mm.	16 mm.
Command Instructional Film Libraries—		
Glasgow	1	1
Liverpool	1	1
Rosyth	1	1
Portsmouth	1	1
London	1	1
Scapa	1	1
Devonport	1	1
Chatham	1	1
(b) Copies for issue on permanent loan:—		
H.M.S. "Dundonald"	—	1
H.M.S. "Brontosaurus"	1	—
The Captain, M.L.C.	—	1
H.M.S. "Stopford"	—	1
H.M.S. "Lochailort"	1	—
H.M.S. "Squid"	1	—

2. Application for copies of this film on temporary loan should be made to the libraries referred to in paragraph 1 (a) above, in accordance with A.F.O. 4251/43, paragraph 10.

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

5210.—Instructional Film "A.A. Fire Discipline and Distribution"—Serial No. A.135

Cancelled by  
A.F.O. 3326/46

(T.S.D./G.D. 0235/43.—4 Nov. 1943.)

An instructional film entitled "A.A. Fire Discipline and Distribution" Serial Number A.135, has been completed, and will be distributed without demand in accordance with paragraph 6 below.

2. The film is in three parts as follows:—

Part 1—Air Defence Organisation.

Part 2—Typical A.A. Armament.

Part 3—Principles and examples of Fire Distribution.

The running time of all three parts is approximately 35 to 40 minutes.

3. The film is primarily designed to assist in the training of Fire Distribution officers and ratings in ships, but it will also be of value in training A.A. ratings in shore establishments provided that they have been to sea.

4. Part 3 should be shown to the class at least twice in order that its lessons may be fully assimilated.

5. "Still synopses" of all parts of the film are in production and will be issued without demand on the same scale as the film.

6. The distribution referred to in paragraph 1 above is as follows:—

Authority of library to whom copies will be supplied. (A.F.O. 4251/43, para. 10, refers.)	Allocation of copies supplied.	No. of copies	
		35 mm.	16 mm.
Scapa Library	R.A. (D.) Home Fleet	2	5
	C.-in-C., Home Fleet	6	—
	Northern A.A. Range	1	—
	Library	1	1
Glasgow Library	F.O.I.C., Greenock	2	2
	Cdre. (D) Londonderry	2	2
	Cdre. "Western Isles"	2	1
	F.O.I.C., Northern Ireland	1	—
	Library	1	1

Authority of library to whom  
copies will be supplied.  
(A.F.O. 4251/43, para. 10,  
refers.)

Allocation of copies  
supplied.

No. of copies  
35 mm. 16 mm.

Rosyth Library	Capt. (D), Rosyth	—	1
	C.-in-C., Rosyth	1	1
	Library	1	1
Liverpool Library	H.M.S. "Queen Charlotte"	2	—
	F.O.I.C., Liverpool	—	2
	C.-in-C., W.A.	2	3
	Library	1	1
Chatham	A.A. Range, Barton's Point	2	—
	R.N. Gunnery School, Chatham	2	—
	C.-in-C., Nore	1	2
	Library	1	1
Portsmouth	A.A. Range, Bognor Regis	—	1
	A.A. Range, Eastney	2	—
	H.M.S. "Excellent"	2	1
	C.-in-C., Portsmouth	2	2
	Library	1	1
Devonport	A.A. Range, Breakwater Fort	2	—
	H.M. Gunnery School Devonport	2	—
	C.-in-C., Plymouth	2	2
	Library	1	1
	F.O.C., Gibraltar	2	2
	H.M. Ships	1	1
	Cdre., Algiers	1	1
	A.A. Range, Algiers, H.M. Ships	6	5
	C.-in-C., Mediterranean	6	5
	H.M. Ships	3	2
	F.O., Malta	3	2
	A.A. Range, Malta, H.M. Ships	1	—
	R.A., Alexandria	1	—
	A.A. Range, Alexandria	4	4
	C.-in-C., Levant	4	4
	H.M. Ships	2	2
	C.-in-C., South Atlantic	2	2
	R.N. Gunnery School, Durban	1	2
	H.M. Ships	1	1
	F.O.C., West Africa	1	1
	H.M. Ships	3	3
	S.B.N.O., Western Atlantic	3	3
	H.M. Ships	1	1
	H.M.S. "Asbury"	1	1
	F.O., Ceylon	5	2
	A.A. Range, Colombo and Trincomalee, H.M. Ships.	—	—
	C.-in-C., E.F.	8	8
	H.M.I.S. "Himalaya"	1	1
	—	—	—
	F.O.C.R.I.N.	3	3
	A.C.N.B.	—	—
	N.S.H.Q., Ottawa	3	3
	N.Z.N.B.	3	3
	B.A.D., Washington	1	—

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

5211.—Instructional Film "Wires and Fenders"—Serial No. A.84b

(T.S.D. 2412/43.—4 Nov. 1943.)

With reference to A.F.O. 4251/43, the instructional film entitled "Wires and Fenders" (serial No. A.84b), is now completed and will be distributed without demand as follows:—

(a) Copies for re-issue on temporary loan:—	No. of copies	
Command Instructional Film Libraries:	35 mm.	16 mm.
Scapa	1	1
Rosyth	1	1
Glasgow	1	1
Liverpool	1	1
Chatham	1	1
Devonport	1	1
London	1	1
Portsmouth	1	1

No. of copies  
35 mm. 16 mm.

(b) Copies to be issued on permanent loan :—

H.M.S. "Collingwood" ... ..	1	—
H.M.S. "Raleigh" ... ..	1	—
H.M.S. "Royal Arthur" ... ..	—	1
H.M.S. "Glendower" ... ..	1	—
H.M.S. "Ganges" ... ..	—	1

2. Application to loan copies of this film should be made in accordance with A.F.O. 4251/43 (paragraph 10).

3. The film consists of two parts as follows :—

Part 1—Securing alongside ; shows by picture and diagram a destroyer coming alongside her berth, and securing, with particular attention to the function of each wire, positioning of catamarans and use of fenders.

Part 2—Casting off ; destroyer casting off from alongside and proceeding to sea. Demonstrates the use of springs in casting off.

4. The running time of the film is approximately 17 minutes.

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

**5212.—Customs Privileges for Shore Establishments**

(N.L./P.D.(Q) 01988/43.—4 Nov. 1943.)

With a view to expediting the grant of Customs privileges to newly formed Naval establishments H.M. Customs and Excise have agreed with the Admiralty that the Customs inspection of such establishments, which does not normally take place until after application for the inclusion of the establishment in the privilege lists of A.F.O. 3277/43, has been made to Customs by the Admiralty, shall be carried out on receipt by the local Collector of Customs of an intimation from the local Naval Administrative Authority that he is about to make application for approval to the Admiralty.

2. On receipt of such an intimation the local Collector of Customs will make the necessary arrangements for the establishment to be visited and inspected and to furnish a report to H.M. Customs upon its suitability in the light of Customs requirements. These requirements are shown in A.F.O. 3277/43 and all information relevant thereto should be supplied to the visiting Customs Officer.

3. The collector's report, together with a copy of the Commander-in-Chief's application, will be forwarded by him direct to Custom House, London.

4. In exceptional cases where establishments may be taken over and occupied in circumstances of urgency, which may preclude application for privileges before the supplies are required, duty-free Service groceries and rum only may be allowed by the local Customs Officer, on the strict understanding that application for approval of the establishment will be made by the Naval Authority concerned simultaneously with the local authorisation of the interim supply of duty-free Service groceries and rum (*vide* paragraph 1 of A.F.O. 3277/43).

(A.F.O. 3277/43.)

**\*5213.—Income Tax—Exemption of Colonial and Foreign Service Allowances**

(D.N.A. 5004/43.—4 Nov. 1943.)

In accordance with the Finance Act, 1943, Colonial Allowance and Foreign Service allowances, including Refit and Shore-going allowances in the United States (otherwise known as "Higher Cost of Living Allowances") will be exempt from income tax for all assessments for the year 1943/44.

2. The exemption of these allowances will apply to all income tax assessments made for 1943/44, while assessments for 1942/43 and earlier will be unaffected. Thus colonial etc. allowances earned in 1943/44 will invariably be non-taxable. Allowances earned in 1942/43 will be taxable in the case of assessments for 1942/43 based on current year's earnings but will be non-taxable in the case of assessments for 1943/44 based on earnings of 1942/43. Allowances earned before 1942/43 will invariably be taxable.

3. The record of taxable emoluments paid during the year 1942/43 which has been maintained on ships' ledgers in accordance with paragraph 20 of A.F.O. 6462/42, includes colonial and foreign service allowances paid during that year and such allowances will therefore be automatically included in the total earnings figure for 1942/43 shown by accountant officers on income tax returns for 1943/44. To ensure therefore that the Chief Inspector of Taxes (D.C.B.) is informed of the amount of such allowances included in the total figure, arrangements have already been made (by Admiralty General Message 685A of 16th April, 1943), for accountant officers to send to the Chief Inspector (through the Director of Navy Accounts) reports of all colonial and foreign service allowances credited on ships' ledgers during 1942/43. The Chief Inspector of Taxes will thus be able to deduct these amounts from the earnings figures for 1942/43 shown in income tax returns, when making assessments for 1943/44 based on earnings for 1942/43.

4. As an additional safeguard naval taxpayers who have received these allowances during 1942/43 should write boldly on page 2 of their income tax return for 1943/44 the words "Pay includes Colonial Allowance" (or other foreign service allowance concerned), and they should if possible add the amount of allowance received during 1942/43, the name of the ship or station on which the allowance was credited and the period or periods in respect of which it was paid. If the income tax return has already been sent in without such a note, a separate notification as above should now be sent to the Chief Inspector of Taxes (D.C.B.) through the Director of Navy Accounts. This notification should give the taxpayer's income tax file number if known.

5. With reference to paragraph 20 of A.F.O. 6462/42, the (d) figure maintained during 1943/44, which represents the taxable emoluments for 1942/43, should not be revised to exclude colonial etc., allowances. The (c) figure for 1943/44 and subsequent years should exclude colonial allowance.

6. With reference to paragraph 16 of A.F.O. 6462/42, provisional assessments for 1943/44 should, when possible, be calculated with regard to the taxable emoluments on which the final assessment will be based, if known.

7. Paragraphs 3, 4, 5 and 6, above, relate only to officers and ratings paid on ships' ledgers. A further A.F.O. will be issued concerning accounting arrangements for staff borne for pay on the books of civil establishments.

8. It has recently been decided that the consolidated allowances payable to naval personnel in Turkey since 1st January, 1942, are not taxable. Separate action is being taken by the Director of Navy Accounts to inform the Chief Inspector of Taxes of the correct taxable emoluments for 1941/42 and onwards of the persons concerned.

(A.F.O. 6462/42.)

**5214.—Canteens and Bookstalls—Instructions**

(N.L. 15121/43.—4 Nov. 1943.)

A.F.O. 5080/43 is a reprint of A.F.O. 839/38 which is not in the bound volume, embodying in Section K, paragraphs 6–8, A.F.O. 3155/43, regarding the insurance of bookstall stocks. It was reprinted for convenience in view of the fact that the original issue is not available to many ships, and difficulty has recently arisen on that account.

2. Consequently A.F.O. 5080/43 contains certain matter which is not in force under present conditions, but a consolidated A.F.O. on canteens and bookstalls is in preparation.

(A.F.O. 5080/43.)

**\*5215.—Navy, Army and Air Force Institutes—Rebate on Proceeds**

(N. 856/43.—4 Nov. 1943.)

As a war-time measure, the following agreement has been made with the Air Ministry to govern the payment of rebate earned at Royal Air Force Stations to which Units of the Royal Navy are attached :—

(a) Where the Naval Unit is messed by the Royal Air Force and included in the Form 848, the total rebate paid by the Navy, Army and Air Force Institutes on messing goods and canteen sales will be apportioned according to the relative strength of the Royal Air Force

and Naval Units at the Station. Of the Naval share so calculated, one third is to be paid by the Station Commander to the appropriate Naval Canteen Committee, the balance being retained with the Royal Air Force share in the Station P.S.I. account.

- (b) Where the Naval Unit is not messed by the Royal Air Force, the rebate paid by the Navy, Army and Air Force Institutes on canteen sales only is to be apportioned according to the relative strengths of the Royal Air Force and Naval Units at the Station. Of the Naval share so calculated, one third is to be paid by the Station Commander to the appropriate Naval Canteen Committee, the balance being retained in the Station P.S.I. account in the normal manner.

2. The two thirds of the Naval share of the rebate retained by Royal Air Force Units is in respect of the provision of amenities and recreational facilities already provided from Royal Air Force non-public funds.

3. At Stations where the Royal Air Force personnel pay sports subscriptions to meet the cost of equipment, transport, etc., it is reasonable for Naval personnel to make similar contributions.

4. It has further been agreed that the crediting of the rebate for attached personnel will be on a reciprocal basis and that the P.S.I. accounts of Royal Air Force Units attached to Naval Air Stations will be credited with a proportion of the Naval Unit's rebate in a similar manner to that laid down in paragraph 1 (a) and (b) above for Naval personnel attached to the Royal Air Force.

5. A corresponding arrangement to that mentioned in paragraphs 2 and 3 above will be applicable to Royal Air Force personnel attached to Naval Air Stations.

6. The above instructions will be applicable only to attachments of seven days or over.

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

#### 5216.—Gunnery Inspection and Trials

*Coastal Force Craft*

(C.F.M. 1950/43.—4 Nov. 1943.)

The following amendments are to be made to A.F.O. 2848/43 :—

Para.13. *Delete and Substitute* :—

- (i) Form S.1134 has now been introduced for the Report of Gun Trials of Coastal Force craft.
- (ii) The form is self explanatory, and distribution is to be made in accordance with the instructions printed on the back of each form.

#### 2. *Appendix I.*

*After the following, insert*—(O.C.A.S., Southampton)

Risdon Beasley, Northam Bridge, Southampton.  
Solent Shipyard, Bursledon.  
Southampton Joinery Works, Bevois Valley, Southampton.  
Thornycrofts, Southampton.  
Newman, Hamworthy, Dorset.  
Bolson, Skylark Shipyard, Poole.  
Moody, Swanwick Shore, Southampton.  
Elkins, The Quay, Christchurch.  
British Power Boat Co., Hythe and Poole.  
Dorset Yacht Co., Hamworthy, Dorset.

*After the following, insert*—(O.C.A.S. Southampton, and S.A.S.O. Priddy's Hard respectively).

Camper, Nicholson, Southampton and Gosport.

*After the following, insert*—(O.C.A.S., Falmouth).

Burt's Boat Construction Co., Barracks Ope, Falmouth.

*Delete* " (D.A.S.O., Wrabness) " after the following :—

Wallasea Bay Yacht Station, River Crouch, Rochford, Essex.

*Amend* : Fitting Out Gunnery Officer, Lowestoft (D.A.S.O., Wrabness, F.O.G.M.O., Lowestoft).

*To read* : Fitting Out Gunnery Officer, Lowestoft (O.C.A.S., Great Yarmouth, F.O.G.M.O., Lowestoft).

*After the following, insert*—(O.C.A.S., Great Yarmouth).

H.T. Percival, Yacht Station, Horning, Norfolk.

*Amend* : Fitting Out Gunnery Officer, Great Yarmouth (D.A.S.O., Wrabness, F.O.G.M.O., Lowestoft).

*To read* : Fitting Out Gunnery Officer, Great Yarmouth (O.C.A.S., Great Yarmouth, F.O.G.M.O., Lowestoft).

(A.F.O. 2848/43.)

#### 5217.—Guns—20-mm., Hispano, Marks I, II, and II\*—Cushion Sear Buffer Spring Plate, Ref. 7G/43—Change in Material

(A.S./G. 4364/43.—4 Nov. 1943.)

The material from which the 20-mm. Hispano cushion sear buffer spring plate has been manufactured is found to be unsatisfactory and the item is now being made from laminated bakelite.

2. The new type is yellow in colour whereas the original type is dark red in colour.

3. Retrospective effect should be given to the change and H.M. ships, R.N. air stations and other Naval establishments holding Hispano 20-mm. guns should demand on the appropriate R.N. armament depot the number required to replace old type cushions incorporated in guns, stating the total number of Hispano guns held. Exchange should be made not later than the next Group " F " maintenance operation.

4. R.N. armament depots should issue on the basis of one per gun shown in the ships demand plus 25 per cent. to the nearest unit above for replacements as in paragraph 6 below. Arrangements are being made to issue stocks to all depots concerned at home and abroad. Pending receipt of supplies, depots unable to meet demands should notify Director of Armament Supply, Branch A, Bath, as soon as possible of the number required.

5. R.N. armament depots are to exchange cushions wherever possible before issue of Hispano guns. In cases where stocks do not permit, Director of Armament Supply, Branch A, Bath, should be notified of details immediately.

6. The new type cushions are to be examined periodically as follows when brought into use and replaced as indicated :—

(a) *Deck guns (including ground guns at R.N. air stations, etc.*

(i) Examined during normal maintenance and replaced if visual cracks or other defects are found.

(ii) Exchanged after every 2,000 rounds irrespective of whether defects appear.

(b) *Guns mounted in aircraft in carriers or operational squadrons.*

(i) Examined after every 500 rounds, *i.e.*, at Group C maintenance operation and replaced if visual cracks or other defects are found.

(ii) Exchanged after every 1,000 rounds, *i.e.*, at each Group F maintenance operation irrespective of whether defects appear.

(c) *Guns mounted in non-operational aircraft or aircraft in training squadrons.*

(i) Examined at Group C and Group F maintenance operations, and replaced if visual cracks or other defects are found.

(ii) Exchanged after every 2,000 rounds, *i.e.*, at second Group F maintenance operation irrespective of whether defects appear.

7. Arrangements are being made for adequate allowances of new type cushions to be issued when supplies permit to all aircraft carriers and R.N. air stations, etc., carrying Hispano guns. These allowances will be shown in C.B. (R)4252/42 to be issued shortly. In the interim H.M. ships and establishments should demand cushions for replacements only up to the quantities actually required.

**5218.—Guns—0.303-in. Vickers—G.O. No. 1, Mark I, Extractors and Extractor Springs**

(A.S./G. 7973/42.—4 Nov. 1943.)

Vickers G.O. machine-guns for air, ship and ground use should be fitted only with extractors, Mark II, and extractor springs, Mark II.

2. Extractors, Mark II (Stores Ref. 7J/1852), can be identified from the obsolescent Mark I\* (7J/1452) by the former being stamped with "II".

3. Extractor springs, Mark II (which are referred to in A.P. 1641B/C1-W as Mark II\*) (7J/1726), can be identified from the obsolescent Mark I (7J/1460) by the absence in the former of a cut-away niche for the firing pin screw.

4. If stocks of extractors, Mark II, are not available, the Mark I\* may be used, but when in conjunction with extractor spring, Mark II, there is risk of failure of either or both, as there is nothing to prevent the spring riding forward.

5. Extractor springs, Mark I, must only be used with unmodified firing pin screws, which have a protruding head, and extractors, Mark I or I\*.

(A.P. 1641B.)

(A.F.O. 6280/42.)

**5219.—Gun Mountings—12 pdr., Mark IX—Distinguishing Marks when fitted with Layers' Firing Gear**

(D.N.O. (W.O.) 229/43.—4 Nov. 1943.)

Layers' firing gear is now available for fitting to the 12 pdr., Mark IX mounting with Marks IA and IIA guns, and later will be available for fitting to mountings with Marks V and AV guns, which also require modification.

2. To distinguish the mountings so modified, the following distinguishing marks are to be stamped on the mounting number plate after the modification has been carried out.

Type	Mark
Mounting without modification with Marks IA, IIA, V and AV guns ...	IX
Mounting modified to take Layers Firing Gear with modified Marks IA and IIA guns only ...	IX*
Mounting modified to take Layers' Firing Gear with modified Marks V and AV guns only ...	IX**

3. Details regarding modification to gun mechanisms will be promulgated separately.

**5220.—Gun Mountings—0.5 in. Mark VC., Sight Testing Board—Dimensions**

*Coastal Force Bases concerned*

(G. 013093/43.—4 Nov. 1943.)

The dimensions of the targets required for carrying out the sight test of the 0.5 in. Mark VC mounting are shown on A.F.O. Diagram 326/43. (G.R. 6426).

**5221.—Anti-Ship Fire Control—Director Control Towers—Gyro Sights, Types H and J, all Marks—Fitting of Pigtail Connections—REPORTS**

*Cruisers and Destroyers, Depot Ships and Dockyards concerned*

(G. 015303/43.—4 Nov. 1943.)

With reference to A.F.O. 647/41, reproduced below, it would appear that from reports received from sea, that many ships are in service, which have not fitted pigtail connections to the gyro sights. Great importance is attached to the

fitting of this gear in view of the shortage of spare gyros. Ships fitted with H and J type gyro sights and H.M. gyro sights, which have not been modified for EM (M) control of the gyro should examine their gyro sights to ascertain whether this work has been carried out. Sets of pigtail connections should be obtained as necessary from A.S., Chatham, and reports of completion of the work should be forwarded through the usual administrative channels. Ships which have already reported need not forward additional reports. Drawings showing the method of fitting should be in possession of ships. Additional copies of drawings—

DFC.42307—Gyro Connections for H, J and HM sights

DFC.45479—Connections for H and J sights

DFC.44846—Connections for HM sights

may be obtained if necessary from A.S., Chatham.

*Reproduction of A.F.O. 647/41.*

**Director Firing Gear—Gyro Sights—Fitting "Pigtail" Connections**

*Ships fitted with gyro sights of the following types: "H" Mark II\*, "H" Mark II\*\*, "H.M." Mark II\*\*, "H" Mark IV, "H.M." Mark IV, "J" Mark I\* and "J" Mark II. (Depot ships and dockyards concerned.)*

(G. 015865/40.—13.2.1941.)

Several cases of burning out of gyros in ships fitted with the above types of sights have occurred owing to the distortion and subsequent shorting of the spring coils carrying the current to the gyro at the gimbal axes.

2. A new type of connection, consisting of insulated plaited leads, has therefore been developed, and sets of these "pigtailed" together with drawings and instructions for fitting are now being despatched to ships fitted with the above marks of gyros

3. Ships concerned should fit these leads at the first available opportunity on receipt of the gear, with the assistance of depot ships or dockyards where considered necessary.

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

**5222.—Aircraft—Guns, Hispano, 20-mm.—Modification to Feeds Belt (Belt Feed Mechanism), Mark 1\* Left and Right Hand**

(A.S./G. 4465/43.—4 Nov. 1943.)

Instances of slack feeds have occurred through the teeth of the rack and actuating segment not being engaged correctly. This has the effect of preventing the full movement of the rack.

2. The following modification is therefore approved:—

<i>Gun</i> ...	Hispano, 20-mm.
<i>Part affected</i> ...	Feeds belt (belt feed mechanism), Mark 1*, left and right hand.
<i>Purpose</i> ...	To enable teeth of rack and actuating segment to be readily checked for correct assembly. When correctly assembled the top tooth of the rack is engaged in the top end tooth space of the segment.
<i>Nature of Modification</i>	Drilling 0.5-in. diameter hole, at base of cylindrical housing of ratchet mechanism, as shown on A.F.O. Diagram 324/43. Before drilling dismantle the front cover and remove the rack roller assembly. After drilling remove all burrs and sharp edges.
<i>Drawing</i> ...	A.F.O. Diagram 324/43.
<i>By whom to be done</i>	Staffs of Air Stations and Aircraft Carriers, Royal Naval Armament Depots.
<i>Degree of Urgency</i>	Feeds belt at air stations and aircraft carriers—not later than the next minor inspection of aircraft, or Group F maintenance operation of the gun, whichever is the earlier. In store at R.N. Armament Depots—before issue. Feeds belt of future manufacture will incorporate this modification.

**5223.—Aircraft—Bombs—Practice, 10-lb., Mark III, Filled Brown Smoke—Introduction**

(G. 015072/43.—4 Nov. 1943.)

A proportion of bombs, aircraft, practice, 10-lb., Mark III, will be filled with a brown smoke composition.

It is intended that these bombs should be used at the same time as Mark I bombs containing the present standard white smoke filling, when it is desired to identify bombs dropped simultaneously or nearly so.

2. *Scale of supply.*—(a) White and brown smoke practice bombs will be carried in equal proportions by the following ships carrying aircraft:—

Fleet and Light Fleet Carriers.  
Escort Carriers.  
M.A.C. Ships.

(b) Pending availability of the brown smoke bombs in sufficient quantities, outfits will be made up to 100 per cent. with empty bombs for filling with white smoke.

3. *Packing.*—Ten per box, B.252, Mark I. Brown smoke bombs will be issued filled.

4. *Stowage.*—Group XIII—as for practice bombs filled white smoke (titanium tetrachloride), in practice bomb room on weather deck or in weather deck magazine. (N.M.E.R., App. III and V).

(N.M. & E.R.)

(C.A.F.O. 2209/43.)

**5224.—Aircraft—Catapult Explosion Unit—D.IIIH and D.IVH Valves, Release Mark IV—Modification to prevent seizing**

(A.S. 3831/43.—4 Nov. 1943.)

The following modification is to be carried out:—

<i>Aircraft Catapults</i>	...	D.IIIH and D.IVH.
<i>Parts affected</i>	... ..	Valve, Release Mark IV. Seat, Valve, Mark I. Valve, release valve, Mark I.
<i>Purpose</i>	... ..	To prevent seizing and distortion of valve.
<i>Nature of modification</i>	... ..	Removing metal from valve seat and fitting new pattern, valve guide to valve. On modification a star is to be added to the mark.
<i>Instructional print</i>	...	N.O.D. 2198/200.
<i>By whom to be done</i>	...	Royal Naval armament depots.
<i>Degree of Urgency</i>	...	Component and spare valves, release valve and seats, valve in service at first opportunity; those in store before issue. R.N.A. depots and ships to ensure that valve, release valve and seats, valve issued spare are of same mark.

**5225.—Aircraft, General—Chests, Belt Feed, R.A.F. Reference No. 7G/586—Introduction**

(A.S./G. 4734/43.—4 Nov. 1943.)

A chest to hold two-belt feed mechanisms for 20-mm. Hispano gun has been introduced for aircraft.

2. The chest is only to be used for storing and transporting the mechanisms issued as Gun Armament Squadron Mobile Equipment and will be allowed in the proportion of one chest per two such belt feed mechanisms. Chests are not to be used for Appendix A equipment or for spares held by ships and air stations for replacement purposes.

3. Chests, Ref. No. 7G/586, will be issued to squadrons without demand.

**5226.—Anti-Aircraft Fire Control—H.A. and H.A./L.A. Directors, Mark IV G.B. (H.A.C.S.)—Fitting of Strengthened Training Shafts—As. and As.**

(G. 0926/43.—4 Nov. 1943.)

The fitting of scooter control to H.A. and H.A./L.A. Directors, Mark IV G.B. subjects the training gear to greater accelerations and decelerations than with normal power control. Experience has shown that training shafts are liable to fracture under the influence of these actions.

2. Strengthened shafts are now being fitted concurrently with scooter control.

3. Certain directors have, however, been fitted with scooter control but not the strengthened shafts. The ships and Register Nos. of the directors concerned are:—

"Belfast" ... ..	57, 67, 114	"Kenya" ... ..	124, 125
"King George V" ... ..	80, 81, 82, 83.		(For'd Directors).
"Sirius" ... ..	115, 116	"Queen Elizabeth" ... ..	126, 127
			(For'd Directors).
		"Spartan" ... ..	132 (Aft Director)

4. The necessary parts and full fitting instructions will be supplied to these ships.

5. The Commanding Officers of the ships concerned should insert the following item, classification "A\*" in their lists of As. and As. to cover the work of fitting by dockyards or repair authorities:—

"To fit strengthened training shafts to H.A. or H.A./L.A. Directors, Mark IV G.B., modified for Scooter Control."

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

**5226a.—Ammunition—Q.F., 4-in., Mark XVI\* Gun Cartridges Assembled with Unsuitable Cases—Withdrawal**

(A.S. 14264/43.—4 Nov. 1943.)

Cartridge cases for Q.F., 4-in., Mark XVI\* guns, Mark II, Lot 87, of Bull Point manufacture, restricted for use with star shell charges only, have been inadvertently assembled with S.A.P.T., H.E., H.E.T. and Practice Projectiles H.A. and L.A. at Glascoed between May, 1943, and August, 1943.

2. All ammunition on board ships for Q.F., 4-in., Mark XVI\* guns, other than star cartridges, assembled at Glascoed between May, 1943, and August, 1943, should be examined, and any found to be made up with cases Mark II, Lot 87, of B.P. manufacture is to be returned to the nearest N.A. depot at the first opportunity and other ammunition drawn in lieu. This ammunition may be regarded as coming under Category (b) of C.A.F.O. 991/42.

3. N.A. depots are to set aside any in store and/or subsequently received, reporting to D.A.S., Room 95, Block "B", Enleigh Hutments, Bath, as requested by A.S.14264/43/B.95, dated 16 Oct. 1943, particulars of quantities set aside. Nil returns are not required.

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

**5227.—Ammunition—Miscellaneous A.A.D. Weapons—Tails, Propelling Rockets U, ~~Cancelled~~ 2-in., Mark II, filled Cordite, Lot B.S.7911—Restriction**

AFO 5083/46

(A.S. 13187/43.—4 Nov. 1943.)

Owing to missfires, tails, propelling rocket U., 2-in., Mark II, containing cordite of Lot B.S.7911, filled KBY.9/42 are not to be used. Any rockets of this lot on board ships should be landed at nearest N.A. Depot, where they should be retained pending disposal instructions.

**5228.—Small Arms—Line-Throwers, Shoulder, Coston—Replacement by Rifles, MLE Line-Throwers**

(A.S. 12737/43.—4 Nov. 1943.)

As stocks of the appropriate ammunition are practically exhausted, any Coston line-throwers still on board H.M. Ships are to be exchanged for rifles M.L.E., line-thrower, and ammunition at the first opportunity.

2. The lines and drums used with the Coston throwers should be retained; only Rods, line, line-thrower are required in addition.

**5229.—Torpedoes—18-in., Marks XII-XII\*\*\* and XV—Altered Locked Positions of Propeller Nuts to Take Up Slackness Due to Wear, etc.**

(A.S. 15121/43.—4 Nov. 1943.)

When re-assembling the tail units of 18-in. torpedoes which have completed a number of runs it has been found that the propeller nuts can be tightened beyond the marked positions, due to wear and spread of the bronze propeller bushes, etc.

2. It has been approved, therefore, to rectify such torpedoes by altering the locked positions of the propeller nuts in accordance with the procedure indicated in paragraph 3. Slackness is not likely to develop until the torpedo has had a number of runs, and rectifications should not be undertaken until the propeller nuts can be screwed up for a minimum chordal distance of 0.7-in. beyond the original marked locking positions *without the application of undue force.*

3. Torpedoes are to be modified, when necessary, on board ships and vessels. The method to be adopted is as follows:—

- (i) Propeller nuts to be fully tightened.
- (ii) Tail to be attached to torpedo and tail clearance taken, noting whether clearances are still within the limits prescribed in B.R. 635, page 47.
- (iii) Tail to be removed.
- (iv) Original locking marks on propellers and nuts to be deleted.
- (v) Hole 0.152-in. dia. (No. 24 drill) to be drilled through the crown wheel shaft, using the locking screw hole in the after nut as a guide for the screw.
- (vi) New locking marks to be made on the propeller and nut.
- (vii) After propeller and shaft to be removed.
- (viii) Similar procedure to be adopted for the forward propeller nut. Care is to be taken when drilling the sleeve shaft not to damage the inner bronze liner and to leave no burrs. The use of a wooden mandrill is considered advisable.

4. Torpedoes in depots will be modified by depot staffs.

**5230.—Torpedo Stores—Simplification of Tools to Facilitate Manufacture**

(A.S. 10810/42.—4 Nov. 1943.)

The design of the undermentioned items has been simplified as indicated to facilitate manufacture, viz:—

- (a) *Gags, St. No. 48.*—Will be manufactured as an "L" gag in lieu of existing "T" shaped gag thus dispensing with welding.
- (b) *Pointers and clips, St. Nos. 729, 728, 850 and 1108.*—A fixed scale will be used in lieu of rules, St. No. 1463, thus dispensing with the separate supply of rules, an adjustable wire with knurled knob will be used as the pointer. The fixed scale is carried on a right-angled bracket, which is secured to the existing B.C. bracket (St. No. 726, 727, 849 and 1107) by a screw, St. No. 4642 and dispenses with holders, St. No. 730.
- (c) *Spanners, St. Nos. 491 and 492.*—A new design "L" shaped double-ended spanner has been introduced to suit services covered by existing spanners, St. Nos. 491 and 492.

2. The new pattern spanner referred to at 1(c) and the modified "wire and clip" and new "bracket with scale" referred to at 1(b) will be accounted for as follows:—

**Section III**

Spanners, box, small nuts, heads, bracket firing gear, etc., St. No. 449

Wires and clips, instruments measuring B.C. adjustments, St. Nos. 729A, 728A, 850A, 1108A

Brackets with scale, instruments measuring B.C. adjustments, St. No. 11808. and are to be allowed in lieu of, and in the same proportion as, spanners, St. No. 491 and 492; pointers and clips, St. Nos. 729, 728, 850, 1108; and holders, St. No. 730 and rules, St. No. 1463, respectively.

3. Spanners, St. Nos. 491 and 492, pointers and clips, St. Nos. 729, 728, 850 and 1108, holders, St. No. 730 and rules, St. No. 1463 will become "O.F.M." but will continue to be issued to existing relevant services until stocks are exhausted. When wires and clips, St. Nos. 729A, 728A, 850A and 1108A are issued in "Boxes,

instruments measuring B.C. adjustments", holders, St. No. 730, and rules, St. No. 1463, will be replaced by brackets with scale, St. No. 11808.

4. Existing boxes for instruments measuring B.C. adjustments, are to be opened up as necessary to accommodate the new gear. New type boxes (short for 24½ in., Mark I and 18-in., Marks XI-XII\*\*\* and XV; long for 21-in., Marks VII and VIII-IX\*\*) capable of housing the old or new gear have been introduced for new manufacture.

5. Labels of boxes, etc. and Torpedo Store Accounts are to be amended as necessary.

(A.F.O. 3296/43 is cancelled.)

**5231.—Torpedo Stores—Revised Method of Accounting for Certain Gauges, etc., accommodated in Boxes, etc.**

(A.S. 14908/43.—4 Nov. 1943.)

In future, the following items are to be accounted for complete with box, etc., as shown, viz:—

**Section II**

Aileron anti-roll units (in box) ... ..	St. No. T. 377
Gauges, checking height of air lever (in box) ... ..	St. No. T. 113
Gauges, checking height of air lever (in box) ... ..	St. No. T. 140
Gauges, checking height of air lever (in box) ... ..	St. No. T. 105
Gauges, measuring lift of engine valves (in box) ... ..	St. No. T. 6
Gauges, measuring lift of engine valves (in box) ... ..	St. No. T. 175
Gauges, measuring lift of engine valves (in box) ... ..	St. No. T. 109
Gauges, measuring lift of engine valves (in box) ... ..	St. No. T. 290
Gauges, slide, adjusting, H.R. (in box) ... ..	St. No. T. 196
Gauges, slide, adjusting, H.R. (in box) ... ..	St. No. T. 291
Electrolyte, batteries T. 336 (in containers) (pints) ... ..	St. No. T. 498

2. Torpedo store accounts are to be adjusted as necessary.

**5232.—Torpedo Tools and Spare Gear—Reduction in Allowances**

(A.S. 1350/43.—4 Nov. 1943.)

A.F.O. 4088/43 is to be amended as follows, viz:—

*Destroyers armed with 21-in., Mark IX type Torpedoes—Outfit Stores—*

Add in "remarks" column against "Spanners, St. No. 29A or T.118" the following—

"Destroyers embarking less than four 21-in., Mark IX type torpedoes will be allowed one spanner, St. No. 29A, or T.118, for each discharge."

(A.F.O. 4088/43.)

**5233.—Standard Torpedo Loading Davits—Welin Maclachlan Type—Fitting of Guide Pieces for Upper Sheave**

(T. 2386/43.—4 Nov. 1943.)

Reports have been received of the torpedo hoisting wire jumping off the sheave at the head of the "Welin Maclachlan" type, torpedo loading davits.

2. A.F.O. Diagram 325/43 shows a method of fitting guide pieces to the inside of the check plates at the davit head to guide the wire into the score of the sheave.

3. All new davits of Welin Maclachlan make are being supplied with these guide pieces in place.

4. Any ship having torpedo loading davits of Welin Maclachlan's type which are not so fitted, are to arrange for ship staff to fit guide pieces to the davit head as shown in A.F.O. Diagram 325/43.

**5234.—Detonators, Percussion, Watertight, Mark VII, Lot 141, B.R. 8/41—Withdrawal from Service**

(A.S./T. 1711/43.—4 Nov. 1943.)

All detonators, percussion, watertight, Mark VII of Lot 141, B.R.8/41, in service are to be withdrawn.

2. All ships are, therefore, to land detonators, percussion, watertight, of this lot at the nearest Naval armament depot at next opportunity, and to draw a similar quantity of another lot in replacement.

3. All detonators of the above lot landed from ships or held in store are to be destroyed in accordance with R.N.A.S., Part II, Article 782.



**5235.—Mine—Detonating in Paravane**

(T. 04670/43.—4 Nov. 1943.)

An instance has come to light in which one of H.M. ships, on detonating a mine in her paravane, put her engines to full astern.

2. This action resulted in the ship running stern-first on another mine, wrecking her propellers and steering gear and finally resulting in her loss.

3. Attention is drawn to B.R. 623, paragraph 71, which advises the correct action to be taken in such a case.

**5236.—Steering Motor Supplies***Cruisers concerned*

(T. 2146/43.—4 Nov. 1943.)

The steering motors in some ships are fitted with a hand-operated starter which is fed from a change-over switch. This change-over switch carries breaker control circuits as well as the main supply from two branch breakers on either side of the ring main; two branch breakers being fitted for each steering motor.

2. Auxiliary contacts in the hand-operated starter prevent either breaker being closed unless the starter is open; this is intended to prevent a burn out of the steering motor by putting power on with the motor stopped.

3. It is possible, however, and is, it is believed, the practice in some ships, to close both branch breakers by operating the C.O.S. and pressing the breaker "ON" push twice before starting the motor; power is then on both sides of the C.O.S. The motor is then started up. If power fails on one side of the ring main, the motor will stop but the starter remains closed; when, therefore, the C.O.S. is operated to obtain a supply from the other side of the ring main, the starter will afford no protection and the steering motor may be damaged.

4. In order to prevent this accident the following drill is to be used:—

(a) Of the two alternative breakers supplying each steering motor only the one in use is to be closed.

(b) When that supply fails, the change over is to be carried out as follows:—

(i) Open the starter by hand.

(ii) Operate the change-over switch.

(iii) Press "ON" push of alternative branch breaker.

(iv) Close the starter by stages.

**5237.—Radio Interference in Coastal Force Craft**

(C.F.M. 4012/43.—4 Nov. 1943.)

New Appendix to A.F.O. 955/43.

The following is a list of present methods of reducing radio interference in coastal craft. The numbered sections are to the sources enumerated in paragraph 1 of A.F.O. 955/43.

**Section 1—Radar equipment:—**

(a) Earth plates ... Two separate earth plates and split bonding system for W/T and Radar equipment to be fitted in accordance with specification C.F.M./S.D.O. 3016/42.

(b) Type 291U ... Outfit R.I.S.(5) to be fitted for each receiver on board in accordance with specification C.F.M./S.D.O. 8816/43. Supply will be made as production permits and without demand. (Copies of above specifications to be demanded as required from Admiralty).

**Section 2—W/T and Radar conversion equipment:—**

(a) M.343 and M.343A motor generators. A.F.O. 174/43 and A.F.O. Diagram 7/43 are now cancelled. The arrangement shown in A.F.O. Diagram 330/43 (1-2) (drawings D.E.E. 11053 and 11537), respectively using A.P. 19436 and A.P. 19436A condensers is to be used for all existing

machines. Arrangements are being made for new machines to be fitted before issue and designated Pattern M.343B.

(b) M.346 anode converter

A converter, M.346N, M.346E, or M.346A, fitted with filters is to be demanded from S.N.S.O., Haslemere.

(c) M.381 motor generator

Suppressors are supplied with these motor generators. Alternatively, if these are unsatisfactory in a particular case, one in No. each of A.P. 19436, 19436A, condensers are to be connected between "L" and "A" terminals and earth as shown in Drawing D.E.E. 11067 in lieu of original filters.

(d) W.2517 Radar converter

Connect one A.P. 19433 suppressor in series with "A" and "COM" leads to D.C. input as shown in A.F.O. Diagram 330/43 (3) (drawing D.E.E. 11529).

(e) W.2518 Radar converter

Connect one A.P. 19441 suppressor in series with "A" and "COM" leads to D.C. input as shown in A.F.O. Diagram 330/43 (3) (drawing D.E.E. 11529). (Note.—When fitting suppressors to W.2517 and W.2518 converters the existing 8-0-8 mfd. condenser across the D.C. input must be removed complete with associated leads.)

(f) W.4515 Radar converter

Adequate suppressor arrangements have not yet been designed. Information detailing the correct method will be promulgated in a supplement to this Appendix at an early date.

(g) W.4516 Radar converter

Adequate suppressor arrangements have not yet been designed. Information detailing the correct method will be promulgated in a supplement to this Appendix at an early date.

**Section 3—Asdic equipment:—**

(a) A/S H.F. generator for Type 134A installation and A/S training gear.

A.P. 19433 suppressors are to be connected in same parts of the circuit as A.P. A1668 was formerly fitted in accordance with the installation notes on drawing D.E.E. 10181. Improved suppression arrangements are being developed.

**Section 4—Echo sounding equipment:—**

(a) E/S recorders ... Power supply arrangements are to be modified to conform generally with A.F.O. 2286/43, and paragraphs 9 and 10 of that order in particular. With reference to paragraph 12(a) of the order, there are now adequate stocks of suppressor units, Pattern 19433, and these should be demanded as required. Fitting of suppressor units, Pattern 19433, will reduce interference but serious interference can only be eliminated by using recorders with internal suppression in conjunction with A.P. 19433 suppressors. Internally suppressed recorders (distinguished by a suffix letter "A" added to their serial numbers) are now being fitted with new sets, and arrangements are being made for the replacement of existing unsuppressed recorders by suppressed recorders. Supply of suppressed recorders will be made as production permits and without demand.

## Section 5—Ignition system :—

(a) Hall Scott engines ... The existing H.T. leads in "B" M.Ls. and "C" M.G.Bs. are to be replaced by a complete set of new H.T. leads which will be distinguished by a white plastic collar attached to the cable. In addition to the above modification it is necessary for the L.T. circuit to be modified in accordance with A.F.O. Diagram 330/43(4) (drawing D.E.E. 11527) for engines with coil boxes, and A.F.O. Diagram 330/43(5) (drawing D.E.E. 11666) for engines with separate coils. Supply of the necessary equipment will be made as production permits and without demand.

(b) Packard engines... Arrangements are being made for the modification of the existing suppression to prevent interference from being radiated from the four or five-pin plug and socket.

As an interim measure, interference arising from this source can be considerably reduced by bonding across the plug and socket with flexible braid in a similar manner to that employed across rubber pipe joints.

## Section 6—Other electrical equipment :—

Electrical equipment under these headings is normally suppressed to Admiralty requirements before boats pass into service. Spare suppressor units for the various items of equipments, i.e., fans Kent clear view screens, dynamos and ignition are included in the spare gear lists. Demands for this equipment should be made in accordance with A.F.Os. 4033/42 and 1167/42. Where equipment is unsuppressed or unsatisfactorily suppressed use may be made of the following items which are now coming into service. These items are at present in short supply and are not to be demanded without Admiralty authority :—

- A.P. 19433 Electrical equipment suppressor (10 amps., 220 volts).
- A.P. 19434 Plug resistance suppressor.
- A.P. 19435 Distributor or magneto resistance suppressor.
- A.P. 19436 0.25 mfd. suppression condenser.
- A.P. 19437 0.5 mfd. suppression condenser.
- A.P. 19440 Suppressor for automatic voltage regulators (30 amps., 220 volts).
- A.P. 19441 Suppressor for small electrical equipment (3 amps., 220 volts).

(Note.—When fitting condensers it is essential that the leads between the live terminal of the apparatus and the condenser shall be as short as possible and shall not exceed 3-in. Good metal contact must be made between the condenser lug and the frame of the machine.)

Section 7—(a) For further general information on radio interference and suppression, reference should be made to the maintenance instructions being circulated to all coastal force bases under reference C.F.M. 3801/43. (A.F.Os. 1167/42, 4033/42, 2286/43.)

(A.F.O. 174/43 and Appendix to A.F.O. 955/43 are cancelled.)

## 5238.—Plug Box and Plug, A.P. 9874/5—Device for Preventing Damage to Sound-Powered Telephones

(D/N. 14306/43.—4 Nov. 1943.)

In ships fitted with both 2-wire battery-operated and sound-powered telephones where plug boxes for both 2-wire and sound-powered telephones are sited in close proximity, a danger exists of damage to sound-powered telephones as a result of plugging into plug boxes for telephones of the 2-wire system.

2. A simple device has been developed by which ships' staffs can, if desired, carry out modifications to all plugs and plug boxes used for 2-wire telephones, thereby making it impossible to plug a sound-powered telephone into a battery-operated plug box.

3. Details of the modifications necessary are given in A.F.O. Diagram 328/43. It should be noted that care must be taken in drilling the holes central in both the plug and moulded block and for satisfactory operation the dimensions shown on the diagram should be carefully adhered to.

(R.A.C. 10th C.S., No. 259/342, 14 Jun. 1943.)

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

## 5239.—Sound-powered Telephones with Battery Call-up and Two-wire Battery Telephones—Replacement by Telephone, Mark XV

(T. 2644/43.—4 Nov. 1943.)

The following amendment is to be made to A.F.O. 5026/42 :—

Paragraph 7. Delete sub-paragraphs (b) and (c) and substitute the following :—

"(b) Line wire 'L' to be connected to 'M' terminal of the telephone and line wired '—ve' to 'C' terminal of telephone.

(c) Terminals 'L' and 'B' in telephone, Mark XV, to be connected together by a short length of insulated conductor."

(A.F.O. 5026/42.)

## 5240.—Boiler Tubes, etc.

H.M. Ships "Allegiance", "Barberry", "Barholm", "Barspear", "Brave", "Chelmer", "Findhorn", "Glenarm", "Graemsay", "Grassholm", "Inver", "Spanker", "Teazer", "Texada", "Urchin" and "Vestal",

H.M.C. Ships "Haida" and "Huron"

N.A.V. "Kinterbury", "Barbette", "Barleycorn" and "Hardy"

(N.S./P. 16215/43; N.S./P. 16438/43.—4 Nov. 1943.)

Particulars of the boilers and tubes are as follows :—

H.M.S. "Allegiance" (P. 16215/43)  
 H.M. Ships "Barberry" and "Barspear" (P. 16218/43)  
 H.M.S. "Findhorn" (P. 010619/43)  
 H.M.S. "Glenarm" (P. 16226/43)  
 H.M.S. "Inver" (P. 010620/43)  
 H.M.S. "Teazer" (P. 16680/43)

Particulars of the boilers and tubes fitted in H.M. Ships shown under "A" herein are identical with those published in A.F.Os. quoted against the ships shown under "B".

A	B	A.F.O.
"Allegiance" ...	"Charon", etc. ...	1156/43
"Barberry" ...	"Barhill" ...	3579/43
"Barspear" ...	"Barwind" ...	
"Findhorn" ...	"Barle" ...	
"Inver" ...	"Exe" ...	4089/43
"Glenarm" ...	"Raider" ...	1415/43
"Teazer" ...		2700/43

## H.M.S. "Barholm" (P. 16504/43.)

Type and No. of boilers ... Single Ended Return Tube Type... 2 No.  
 Total No. of tubes fitted ... { Generator ... 598 No.  
 Air Preheater ... 464 No.

Row	Ext. Diam.	Thickness	Fitted Length	Total No. of Tubes fitted	Remarks
Plain ...	2 $\frac{3}{4}$ in.	8 W.G.	7 ft. 4 in.	414	All tubes are straight.
	Swelled to 3 in. at front end for 3 in.				
Stay ...	2 $\frac{3}{4}$ in.	$\frac{7}{16}$ in.	7 ft. 4 in.	4	
	Staved to 3 in. at front end for 2 in. and screwed with a continuous thread 9 T.P.I.				
Stay ...	2 $\frac{3}{4}$ in.	$\frac{3}{8}$ in.	7 ft. 4 in.	16	
	Staved to 3 in. at front end for 2 in. and screwed with a continuous thread 9 T.P.I.				
Stay ...	2 $\frac{3}{4}$ in.	$\frac{5}{16}$ in.	7 ft. 4 in.	100	All tubes are straight.
	Staved to 3 in. at front end for 2 in. and screwed with a continuous thread 9 T.P.I.				
Stay ...	2 $\frac{3}{4}$ in.	$\frac{1}{2}$ in.	7 ft. 4 in.	64	
	Staved to 3 in. at front end for 2 in. and screwed with a continuous thread 9 T.P.I.				
<i>Air Preheater</i>					
Plain ...	2 $\frac{3}{4}$ in.	14 W.G.	3 ft. 1 in.	452	
	Swelled to 2 $\frac{13}{16}$ in. at one end for 3 in.				
Stay ...	2 $\frac{3}{4}$ in.	$\frac{1}{2}$ in.	3 ft. 2 $\frac{1}{2}$ in.	12	
	Staved to 3 in. for 3 in. and screwed with a continuous thread 9 T.P.I.				

## H.M.S. "Brave" (P. 16441/43.)

Type and No. of boilers ... Three Drum Small Tube ... 2 No.  
 Total No. of tubes fitted ... Generator ... 2,908 No.

Row	Ext. Diam.	Thickness	Fitted Length	Total No. of Tubes fitted	Remarks
	in.	W.D.G.	ft. in.		All tubes are bent.
A	1 $\frac{1}{2}$	116	7 9 $\frac{1}{2}$	128	
B	1 $\frac{1}{2}$	116	7 7 $\frac{15}{16}$	128	
C	1 $\frac{1}{8}$	116	7 6 $\frac{11}{16}$	172	
D	1 $\frac{1}{8}$	116	7 6 $\frac{3}{8}$	172	
E	1 $\frac{1}{8}$	116	7 6 $\frac{3}{8}$	172	
F	1	104	7 9	196	
G	1	104	7 9 $\frac{5}{8}$	192	
H	1	104	7 10 $\frac{7}{16}$	196	
J	1	104	7 11 $\frac{9}{16}$	192	
K	1	104	8 0 $\frac{7}{8}$	196	
L	1	104	8 2 $\frac{3}{8}$	192	
M	1	104	8 4 $\frac{9}{16}$	196	
N	1	104	8 6 $\frac{11}{16}$	192	
O	1	104	8 9 $\frac{1}{2}$	196	
P	1	104	8 11 $\frac{9}{16}$	192	
Q	1	104	9 2 $\frac{15}{16}$	196	

## H.M.S. "Chelmer" (P. 17929/43.)

Type and No. of boilers ... Three Drum Small Tube, Water 2 No.  
 Tube Type.  
 Total No. of tubes fitted ... Generator ... 4,864 No.

Row	Ext. Diam.	Thickness	Fitted Length	Total No. of Tubes fitted	Remarks
	in.	W.D.G.	ft. in.		All tubes are bent.
A	1 $\frac{1}{2}$	116	9 3 $\frac{3}{8}$	220	
B	1 $\frac{1}{2}$	116	9 2 $\frac{1}{16}$	216	
C	1 $\frac{1}{8}$	116	9 0 $\frac{11}{16}$	288	
D	1 $\frac{1}{8}$	116	9 0 $\frac{9}{16}$	288	
E	1 $\frac{1}{8}$	116	9 0 $\frac{1}{4}$	288	
F	1	104	9 2 $\frac{1}{16}$	324	
G	1	104	9 3 $\frac{3}{8}$	324	
H	1	104	9 3 $\frac{13}{16}$	324	
J	1	104	9 4 $\frac{1}{2}$	324	
K	1	104	9 5 $\frac{5}{16}$	324	
L	1	104	9 7 $\frac{7}{16}$	324	
M	1	104	9 9 $\frac{9}{16}$	324	
N	1	104	9 11 $\frac{11}{16}$	324	
O	1	104	10 1 $\frac{1}{16}$	324	
P	1	104	10 3 $\frac{3}{16}$	324	
Q	1	104	10 6 $\frac{3}{8}$	324	

## H.M.S. "Graemsay" (P. 16994/43.)

Type and No. of boilers ... Marine Return Tube ... 1 No.  
 Total No. of tubes fitted ... { Generator ... 384 No.  
 Smoke Box Heater Tubes ... 266 No.

Row	Ext. Diam.	Thickness	Fitted Length	Total No. of Tubes fitted	Remarks
Plain ...	2 $\frac{3}{4}$ in.	8 W.G.	7 ft. 11 $\frac{3}{8}$ in.	270	
	Swelled to 2 $\frac{13}{16}$ in. for 3 in. at front end.				
Stay ...	2 $\frac{3}{4}$ in.	$\frac{7}{16}$ in.	8 ft. 0 in.	2	All tubes are straight.
	Staved to 3 in. at front end and screwed for a length of 3 in. at both ends with a continuous thread 9 T.P.I. Nutted at front.				
Stay ...	2 $\frac{3}{4}$ in.	$\frac{3}{8}$ in.	8 ft. 0 in.	8	
	Staved to 3 in. at front end and screwed for a length of 3 in. at both ends with a continuous thread 9 T.P.I. Nutted at front.				
Stay ...	2 $\frac{3}{4}$ in.	$\frac{5}{16}$ in.	7 ft. 11 $\frac{3}{8}$ in.	60	
	Staved to 3 in. at front end and screwed for a length of 3 in. at both ends with a continuous thread 9 T.P.I. Not nutted.				
Stay ...	2 $\frac{3}{4}$ in.	$\frac{1}{2}$ in.	7 ft. 11 $\frac{3}{8}$ in.	44	
	Staved to 3 in. at front end and screwed for a length of 3 in. at both ends with a continuous thread 9 T.P.I. Not nutted.				

Row	Ext. Diam.	Thickness	Fitted Length	Total No. of Tubes fitted	Remarks
<i>Smoke Box Heater Tubes</i>					
Plain ...	2 3/4 in. Swelled to 2 13/16 in. for 2 in. up at one end.	14 W.G.	3 ft. 5 1/8 in.	260	} All tubes are straight.
Stay ...	2 3/4 in. Staved to 2 13/16 in. at one end for 2 in. up and screwed with a continuous thread 9 T.P.I. for 2 in. up at each end. Nuted both ends.	1/4 in.	3 ft. 5 7/8 in.	6	

*H.M.S. "Grassholm" (P. 16993/43.)*

Type and No. of boilers	... Scotch ...	... ..	... ..	1 No.
Total No. of tubes fitted	... { Generator ...	... ..	... ..	384 No.
	... { Air Preheater ...	... ..	... ..	266 No.

Row	Ext. Diam.	Thickness	Fitted Length	Total No. of Tubes fitted	Remarks
Plain ...	2 3/4 in. Swelled to 2 13/16 in. at one end 3 in. up.	8 W.G.	7 ft. 11 3/8 in.	270	} All tubes are straight.
Stay ...	2 3/4 in. Staved to 3 in. at one end 3 in. up. Both ends screwed 9 T.P.I. and fitted with nut 3/4 in. thick at 2 3/4 in. diameter end.	7/16 in.	8 ft. 0 in.	2	
Stay ...	2 3/4 in. Staved to 3 in. at one end 3 in. up. Both ends screwed 9 T.P.I. and fitted with nut 3/4 in. thick at 2 3/4 in. diameter end.	3/8 in.	8 ft. 0 in.	8	} All tubes are straight.
Stay ...	2 3/4 in. Staved to 3 in. at one end 3 in. up. Both ends screwed 9 T.P.I.	5/16 in.	7 ft. 11 3/8 in.	60	
Stay ...	2 3/4 in. Staved to 3 in. at one end 3 in. up. Both ends screwed 9 T.P.I.	1/4 in.	7 ft. 11 3/8 in.	44	} All tubes are straight.
<i>Air Preheater Tubes</i>					
Plain ...	2 3/4 in. Swelled to 2 13/16 in. at one end 2 in. up.	14 W.G.	3 ft. 5 1/8 in.	260	} All tubes are straight.
Stay ...	2 3/4 in. Staved to 3 in. at one end 2 in. up. Both ends screwed 9 T.P.I. and fitted with nuts 1/2 in. thick at each end.	1/4 in.	3 ft. 5 3/8 in.	6	

*H.M.C. Ships "Haida" and "Huron" (P. 15305/43.)*

Type and No. of boilers	... { Main—	Admiralty Three Drum Small tube with Melesco Super heaters.	3 No.
	... { Auxiliary—	Spiralflo Thimble tube	... 1 No.
Total No. of tubes fitted	... { Generator ...	... ..	9,396 No.
	... { Auxiliary ...	... ..	330 No.

*Main*

Row	Ext. Diam.	Thickness	Fitted Length	Total No. of Tubes fitted	Remarks
	in.	W.D.G.	ft. in.		} All tubes are bent.
A.1	1 3/4	128	10 9 5/8	132	
A.2	1 3/4	128	10 9 5/8	126	
A.3	1 3/4	128	10 9 1/8	42	
B	1 3/4	128	10 5 1/2	306	
C	1 1/8	116	10 3 1/16	468	
D	1 1/8	116	10 1 3/8	474	
E	1 1/8	116	9 11 15/16	468	
F	1	104	9 9 1/2	534	
G	1	104	9 8 5/8	528	
H	1	104	9 8 3/8	522	
J	1	104	9 8 5/16	516	
K	1	104	9 8 1/2	510	
L	1	104	9 8 7/8	504	
M	1	104	9 9 1/2	498	
N	1	104	9 10 5/16	492	
O	1	104	9 11 3/8	486	
P	1	104	10 0 9/16	480	
Q	1	104	10 2	474	
R	1	104	10 3 7/16	468	
S	1	104	10 5 1/4	462	
T	1	104	10 7 3/8	456	
U	1	104	10 9 15/16	450	
<i>Auxiliary</i>					
	2	10 S.W.G.	11 0	135	} Thimble tubes.
	2	10 S.W.G.	10	195	

## N.A.V. "Kinterbury" (P. 15242/43.)

Type and No. of boilers ... Single Ended Marine Type  
 Scotch 1 No.  
 Total No. of tubes fitted ... { Generator ... 457 No.  
 Air Heater ... 310 No.

Row	Ext. Diam.	Thickness	Fitted Length	Total No. of Tubes fitted	Remarks
Smoke tubes.	2½ in. Swelled to 2⅝ in. O.D. for 3 ins. at one end.	9 I.W.G.	7 ft. 8¼ in.	325	All tubes are straight.
Stay ...	2½ in. Staved to 2¾ ins. O.D. for 3 ins. at one end and screwed both ends for a length of 3 ins. 9 T.P.I. continuous thread.	⅝ in.	7 ft. 8¼ in.	69	
Stay ...	2½ in. Staved to 2¾ ins. O.D. for 3 ins. at one end and screwed both ends for a length of 3 ins. 9 T.P.I. continuous thread.	⅝ in.	7 ft. 8¼ in.	27	
Stay ...	2½ in. Staved to 2¾ ins. O.D. for 3¼ ins. at one end and screwed both ends for a length of 3¼ ins. 9 T.P.I. continuous thread, nutted at front end only.	⅝ in.	7 ft. 9 in.	36	
<i>Air Heater Tubes</i>					
	2¾ in.	14 W.G.	4 ft. 1½ in.	310	

## H.M.S. "Spanker" (P. 16806/43.)

Type and No. of boilers ... Admiralty 3 drum-water tube... 2 in No.  
 Total No. of tubes fitted ... Generator ... 2908 No.

Row	Ext. Diam.	Thickness	Fitted Length	Total No. of Tubes fitted	Remarks
	in.	W.D.G.	ft. in.		All tubes are bent.
A	1½	116	7 9 7/32	128	
B	1½	116	7 7 33/32	128	
C	1½	116	7 6 31/32	172	
D	1½	116	7 6 15/16	172	
E	1½	116	7 6 1/4	172	
F	1	104	7 8 15/16	196	
G	1	104	7 9 9/16	192	
H	1	104	7 10 1/16	196	
J	1	104	7 11 33/32	192	
K	1	104	8 0 7/8	196	
L	1	104	8 2 13/32	192	
M	1	104	8 4 5/8	196	
N	1	104	8 6 1/2	192	
O	1	104	8 8 3/16	196	
P	1	104	8 11 1/16	192	
Q	1	104	9 3	196	

## H.M.S. "Texada" (P. 10373/43.)

Type and No. of boilers ... Scotch ... 1 in No.  
 Total No. of tubes fitted ... { Generator ... 416 No.  
 Preheater ... 266 No.

Row	Ext. Diam.	Thickness	Fitted Length	Total No. of Tubes fitted	Remarks
Plain ...	2¾ in. Swelled to 2⅝ in. O.D. for 3 in.	160 W.D.G.	7 ft. 11 in.	293	All tubes are straight
Stay ...	2¾ in. Staved both ends to 3 in. for a length of 3 in. and screwed for 3 in. front end and 2 11/16 in. back end, with a continuous thread 9 T.P.I. nutted front end.	7/16 in.	8 ft. 0 in.	11	
Stay ...	2¾ in. Staved both ends to 3 in. for a length of 3 in. and screwed for 3 in. front end and 2 11/16 in. back end, with a continuous thread 9 T.P.I. nutted front end.	⅝ in.	8 ft. 0 in.	8	
Stay ...	2¾ in. Staved both ends to 3 in. for a length of 3 in. and screwed for 3 in. front end and 2 11/16 in. back end, with a continuous thread 9 T.P.I.	⅝ in.	7 ft. 11 in.	50	
Stay ...	2¾ in. Staved both ends to 3 in. for a length of 3 in. and screwed for 3 in. front end and 2 11/16 in. back end, with a continuous thread 9 T.P.I.	¼ in.	7 ft. 11 in.	54	
<i>Preheater Tubes</i>					
Plain ...	2¾ in.	12 B.W.G.	3 ft. 5½ in.	260	All tubes are straight
Stay ...	2¾ in. Staved both ends to 3 in. O.D. for a length of 2½ in. and screwed for a length of 3 in. with a continuous thread 9 T.P.I. nutted both ends.	¼ in.	3 ft. 7 in.	6	

## H.M.S. "Urchin" (P. 17793/43.)

Type and No. of boilers ... Admiralty Three Drum Small 2 No.  
 Tube Type fitted with  
 Melesco Superheaters.  
 Total No. of tubes fitted ... Generator ... .. 8,996 No.

Row	Ext. Diam.	Thickness	Fitted Length	Total No. of Tubes fitted	Remarks
	in.	W.D.G.	ft. in.		
A	1 $\frac{3}{4}$	128	10 7 $\frac{3}{8}$	288	All tubes are bent.
B	1 $\frac{3}{8}$	128	10 3 $\frac{3}{8}$	284	
C	1 $\frac{1}{8}$	116	10 0 $\frac{15}{16}$	444	
D	1 $\frac{1}{8}$	116	9 11 $\frac{7}{16}$	440	
E	1 $\frac{1}{8}$	116	9 9 $\frac{15}{16}$	444	
E.1	1 $\frac{1}{8}$	116	9 8 $\frac{15}{16}$	16	
F	1	104	9 6 $\frac{7}{8}$	500	
G	1	104	9 6 $\frac{3}{8}$	496	
H	1	104	9 6 $\frac{1}{8}$	492	
J	1	104	9 6 $\frac{3}{8}$	488	
K	1	104	9 6 $\frac{3}{16}$	484	
L	1	104	9 6 $\frac{1}{2}$	480	
M	1	104	9 7 $\frac{3}{16}$	476	
N	1	104	9 8	472	
O	1	104	9 9 $\frac{1}{16}$	468	
P	1	104	9 10 $\frac{1}{4}$	464	
Q	1	104	9 11 $\frac{1}{16}$	460	
R	1	104	10 1 $\frac{1}{8}$	456	
S	1	104	10 2 $\frac{15}{16}$	452	
T	1	104	10 4 $\frac{15}{16}$	448	
U	1	104	10 7 $\frac{3}{8}$	444	

## H.M.S. "Vestal" (P. 17021/43.)

Type and No. of boilers ... Three Drum Water Tube ... 2 No.  
 Total No. of Tubes fitted ... Generator ... .. 2,908 No.

Row	Ext. Diam.	Thickness	Fitted Length	Total No. of Tubes fitted	Remarks
	in.	W.D.G.	ft. in.		
A	1 $\frac{1}{2}$	116	7 9 $\frac{7}{32}$	128	All tubes are bent.
B	1 $\frac{1}{2}$	116	7 9 $\frac{23}{32}$	128	
C	1 $\frac{1}{4}$	116	7 6 $\frac{23}{32}$	172	
D	1 $\frac{1}{8}$	116	7 6 $\frac{5}{16}$	172	
E	1 $\frac{1}{8}$	116	7 6 $\frac{1}{4}$	172	
F	1	104	7 8 $\frac{15}{16}$	196	
G	1	104	7 9 $\frac{9}{16}$	192	
H	1	104	7 10 $\frac{5}{16}$	196	
J	1	104	7 11 $\frac{3}{8}$	192	
K	1	104	8 0 $\frac{13}{16}$	196	
L	1	104	8 2 $\frac{13}{16}$	192	
M	1	104	8 4 $\frac{5}{8}$	196	
N	1	104	8 6 $\frac{3}{4}$	192	
O	1	104	8 8 $\frac{1}{2}$	196	
P	1	104	8 11 $\frac{11}{16}$	192	
Q	1	104	9 3	196	

## H.M. Ships "Barbette", "Barleycorn" and "Hardy"

## H.M.S. "Barbette" (P. 16438/43.)

Type and No. of boilers ... Single Ended Multitubular Marines 2 No.  
 Generator ... .. 598 No.  
 Total No. of tubes fitted ... Air Preheating ... .. 464 No.

Row	Ext. Diam.	Thickness	Fitted Length	Total No. of Tubes fitted	Remarks
Plain ...	2 $\frac{3}{8}$ in.	8 W.G.	7 ft. 4 $\frac{1}{8}$ in.	414	All tubes are straight.
	Swelled to 2 $\frac{7}{8}$ in. diameter at one end for 3 in.				
Stay ...	2 $\frac{3}{8}$ in.	$\frac{7}{16}$ in.	7 ft. 4 $\frac{1}{2}$ in.	4	
	Staved to 3 in. diameter for a length of 2 in. and screwed with a continuous thread 9 T.P.I. Nuted at front end.				
Stay ...	2 $\frac{3}{8}$ in.	$\frac{3}{8}$ in.	7 ft. 4 $\frac{1}{2}$ in.	16	
	Staved to 3 in. diameter for a length of 2 in. and screwed with a continuous thread 9 T.P.I. Nuted at front end.				
Stay ...	2 $\frac{3}{8}$ in.	$\frac{5}{16}$ in.	7 ft. 4 $\frac{1}{8}$ in.	100	
	Staved to 3 in. diameter for a length of 2 in. and screwed with a continuous thread 9 T.P.I. No nuts fitted.				
Stay ...	2 $\frac{3}{8}$ in.	$\frac{1}{4}$ in.	7 ft. 4 $\frac{1}{8}$ in.	64	
	Staved to 3 in. diameter for a length of 2 in. and screwed with a continuous thread 9 T.P.I. No nuts fitted.				
<i>Air Preheater</i>					
Plain ...	2 $\frac{3}{8}$ in.	14 W.G.	3 ft. 1 $\frac{1}{2}$ in.	452	
	Swelled to 2 $\frac{13}{16}$ in. diameter for a length of 2 in.				
Stay ...	2 $\frac{3}{8}$ in.	$\frac{1}{4}$ in.	3 ft. 2 $\frac{3}{8}$ in.	12	
	Staved to 3 in. diameter for a length of 1 $\frac{1}{2}$ in. and screwed with a continuous thread 9 T.P.I. Nuted at both ends.				

## H.M.S. "Barleycorn" (P. 16503/43.)

Particulars of the boilers and tubes fitted in H.M.S. "Barleycorn" are identical with those published in A.F.O. 1415/43 for H.M.S. "Barnard".

(A.F.O. 1415/43.)

H.M.S. "Hardy" (P. 17846/43.)

Type and No. of boilers ... Admiralty Three Drum Small 2 No.  
Tube with Melesco Super-  
heaters.  
Total No. of tubes fitted ... Generator ... .. 8,996 No.

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

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

(This Order will not be reprinted.)

(A.F.Os. 1156/43, 1415/43, 2700/43, 3579/43 and 4089/43.)

**5241.—Feed Systems—Degreasing**

C, D and "Hawkins" Class Cruisers, "Emerald", "Enterprise" and "Adventure", "Esses" and "Veas" and Leaders (Old)

(D. 14667/43.—4 Nov. 1943.)

When taken in hand for extensive retubing, or at other convenient opportunities, and thereafter at intervals of three years, the boilers and feed systems of the above-mentioned ships are to be degreased *in situ* by one of the accepted firms performing this class of work. An item to cover the work is to be inserted in the defect list.

2. The ebonite rings of feed pumps should be removed before the process is applied, as trichlorethylene vapour has a damaging effect on this material.

(A.F.Os. 6296/42 and 2043/43 are cancelled.)

**5242.—Firebricks—Introduction of New Patterns**

(N.S. 26648/43.—4 Nov. 1943.)

With the introduction of high temperature insulating firebricks as a lining to the firebricks normally fitted in ships' boilers, a number of standard pattern firebricks, formerly 4-in. thick, will in future be required to be 2 $\frac{1}{2}$ -in. thick. This will apply particularly to the existing Patterns 300W to 303W and 180W. New patterns, 2 $\frac{1}{2}$ -in. thick, to replace these 4-in. thick bricks have accordingly been introduced.

2. Similar new patterns of 2-in. thickness have also been established to meet requirements for replacement in some ships recently constructed and fitted with 2-in. thick bricks.

3. A further new Pattern 318W is introduced to avoid cutting existing patterns to form sight holes in brickwork.

4. A list of the new patterns and corresponding existing patterns is as follows:—

Pattern 308W—2-in. thick, otherwise similar to existing Pattern 300W.  
Pattern 309W—2-in. thick, otherwise similar to existing Pattern 301W.  
Pattern 310W—2-in. thick, otherwise similar to existing Pattern 302W.  
Pattern 311W—2-in. thick, otherwise similar to existing Pattern 303W.  
Pattern 312W—2-in. thick, otherwise similar to existing Pattern 180W.  
Pattern 313W—2 $\frac{1}{2}$ -in. thick, otherwise similar to existing Pattern 300W.  
Pattern 314W—2 $\frac{1}{2}$ -in. thick, otherwise similar to existing Pattern 301W.  
Pattern 315W—2 $\frac{1}{2}$ -in. thick, otherwise similar to existing Pattern 302W.  
Pattern 316W—2 $\frac{1}{2}$ -in. thick, otherwise similar to existing Pattern 303W.  
Pattern 317W—2 $\frac{1}{2}$ -in. thick, otherwise similar to existing Pattern 180W.  
Pattern 318W—2 $\frac{1}{2}$ -in. for sight holes in boiler fronts.

5. A first purchase is being made for delivery as follows:—

	Chatham.	Portsmouth.	Devonport.	Rosyth.
Pattern 308W	200	100	100	100
Pattern 309W	80	40	40	40
Pattern 310W	80	40	40	40
Pattern 311W	40	20	20	20
Pattern 312W	200	100	100	100
Pattern 313W	840	420	420	420
Pattern 314W	160	80	80	80
Pattern 315W	120	60	60	60
Pattern 316W	240	120	120	120
Pattern 317W	280	140	140	140
Pattern 318W	120	60	60	60

6. Prints have been distributed from Devonport to all holders of the book of Admiralty pattern firebricks.

7. The Rate Book for Naval Stores will be amended.

**5243.—Propeller—Reduction in Diameter—As. and As.**

105-ft. Motor Minesweepers

(D/C.P. 69201/43.—4 Nov. 1943.)

Trials of 105-ft. motor minesweepers fitted with Crossley 375 B.H.P. machinery have shown that, with the existing propeller, the maximum revolutions of the engine cannot be obtained without a danger of overloading.

2. In order to prevent this, two inches are to be cut off the tip of each blade of the propellers fitted on the undermentioned vessels.

3. This is an approved A. and A. item, Classification "A", for the following vessels: M.Ms. "234", "309", "272", "237", "274", "275", "276", "278", "281", "282", "230", "277", "283", "287", "288", "289", "290", "291", "292", "293", "294", "295", "296", "297", "308", "301", "302", "174", "298".

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

**5244.—Propeller Shafts—Corrosion of**

"Hunt" Class Destroyers

(D. 11100/43.—4 Nov. 1943.)

Where corrosion of a propeller shaft is found to have occurred in way of the U.S. Metallic Packing Company's oil-packed gland at the forward end of the A-bracket bearing in "Hunt" class destroyers, the exposed portion of the shaft is to be coated with Detal D.M.U. and Detel Red A/C as described in A.F.O. 4034/42, and a zinc protector ring is to be secured to the gunmetal follower ring (item S.T.4) of the gland.

(A.S. Portsmouth, 10 Aug. 1943, No. 6401.)

(A.F.O. 4034/42.)

**5245.—Radar Aerial Outfits A.T.P.**

(N.S. 36564/42.—4 Nov. 1943.)

The following amendment is to be made to A.F.O. 1092/43 :—

*Delete* : W.3730 Cap, protecting coupling unit, Pattern W3688.

W.3731 Plug, coupling unit, Pattern W3688.

*Substitute* : W.3780 Socket, protecting, for coupling unit, Pattern W3688.

W.3731 Plug, protecting, for coupling unit, Pattern W3688.

(A.F.O. 1092/43.)

**5246.—Radar Installation, Type 276—Fitting-out Information**

(S.D. 04127/43.—4 Nov. 1943.)

A.S.E. Preliminary Specification No. B.308/43 has been prepared to show the method of fitting and wiring Radar installation, Type 276.

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

3. Copies of the specification have also been forwarded to the Warship Production Superintendents, Scottish, East Coast of Scotland, North-Western, North-Eastern, Southern, South Wales, London, Humber and Belfast Areas, and to the Warship Electrical Superintendents, Scottish, North-Western, North-Eastern, South Wales, London, South-Western and Northern Ireland Areas. The Principal (Ship) Overseers and Emergency Repair Overseers of all ships approved to be fitted with Radar installation, Type 276, are, therefore, to apply to the Warship Production Superintendents of their areas for a copy of A.S.E. Specification No. B.308/43 in accordance with the procedure laid down in A.F.O. 790/40.

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

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

**5247.—Radar, Types 286P/PU—Method of Connecting Type 242 and Calibrator Unit (Test Set 76)**

(S.D. 012360/43.—4 Nov. 1943.)

This Order describes the method of connecting Type 242 and the Calibrator Unit (Test Set 76) with Types 286P/PU in Destroyers, Trawlers and Coastal Force Craft.

2. Reference should be made to A.F.O. Diagram 327/43 (A.S.E. Drawing No. 31502).

3. *Method of connecting Type 242.*—The connections necessary for the correct fitting of Type 242 are shown in blue. The reference numbers (1), (6), etc., refer to the connections similarly numbered on Drawing 30720A in Specification B.181/43 to which reference should also be made.

*For method of connecting Type 242 with :—*

(a) Type 286P in Destroyers and Trawlers.

(b) Type 286PU in Trawlers and Coastal Force Craft.

The Type 286P/PU, lead item 4, is to be dispensed with. Note the connection of the Type 242 lead (5) as shown dotted if the Calibrator Unit is not fitted.

4. *Method of connecting and fitting Calibrator Unit (Test Set 76).*—The items and connections required for the fitting of the Calibrator Unit are shown in red. These are all to be permanently fitted in Destroyers and Trawlers, but in Coastal Force Craft the red items marked ✓ are portable and are brought on board for the purpose of each calibration; the remaining items are to be permanently fitted.

*For method of connecting the Calibrator Unit with :—*

(a) Type 286P without Type 242 in Destroyers and Trawlers.

(b) Type 286PU without Type 242 in Trawlers and Coastal Force Craft.

Omit all the blue items. The Type 286P/PU lead, item 4, is to be retained.

(c) Type 286P with Type 242 in Destroyers and Trawlers.

(d) Type 286PU with Type 242 in Trawlers and Coastal Force Craft.

The Type 286P/PU lead, item 4, is to be dispensed with.

*Notes.*—(i) The position of the items comprising the Calibrator Unit (Test Set 76) when fitted in Trawlers and Destroyers is to be as follows :—

Item 9.—Securely fixed on the top of the upper supporting framework, Pattern W.3240.

Item 5.—Flush with the front of the lower supporting framework, Pattern W.3239, and immediately under the Receiver.

(ii) For the fitting of the Junction Box, Pattern 4880, item 3, reference should be made to A.F.O. 1468/43.

(iii) When the connection, item 10, is fitted in Destroyers and Trawlers, the plug, Type 176, A.M. Ref. 10H/262, on one end of item 10, is to be removed and the loose ends connected direct on to the terminals in the Junction Box, item 3.

5. The foregoing modifications are to be carried out by Base Staffs at the earliest opportunity in the case of ships already fitted and by Dockyard or Contractor in the case of first fitting.

6. The following stores should be demanded from S.N.S.O., Haslemere :—

Pattern W.7444 Switch Unit, 2-way and off with 3 plugs. A.M. Ref. 10H/528.

Pattern W.5595 Connection, flexible, 5 ft. long with 2 sockets. A.M. Ref. 10H/702.

Pattern W.5584 Connection, flexible, 2 ft. long with 2 sockets. A.M. Ref. 10H/702.

A.M. Ref. 10H/261—Socket, Type 108.

A.M. Ref. 10SB/110—Test Set 76 complete with connections.

(A.F.O. 1468/43.)

**5248.—Return of Doors resulting from Fitting Pattern W.6409 Connecting Board to Transmitters 4T**

(N.S./S.D. 117/43.—4 Nov. 1943.)

The doors referred to in paragraph 4 of Appendix I of A.F.O. 1094/43 should be returned to the nearest Naval Store Officer and then brought to arisings.

(A.F.O. 1094/43.)

**5249.—Signal Flags—Additional Requirements***Major Landing Craft.*

(N.S. 32437/43.—4 Nov. 1943.)

The following signalling flags are required in all major landing craft in addition to the set of naval code flags (Patterns 601 to 681) at present carried :—

Pattern						
608	{ Alphabetical flags }	...	...	...	...	1 of each
to 614	{ A to G inclusive }	...	...	...	...	
604	Affirmative flag	...	...	...	...	1 in No.
606	Negative flag	...	...	...	...	1 in No.
677	Squadron flag	...	...	...	...	1 in No.
678	Divisional flag	...	...	...	...	1 in No.
680	Subdivisional flag	...	...	...	...	1 in No.
605	Ahead flag	...	...	...	...	1 in No.



660	Astern flag	...	...	...	...	1 in No.
664	Port flag	...	...	...	...	1 in No.
663	Starboard flag	...	...	...	...	1 in No.
643	Answering pendant	...	...	...	...	2 in No.
647	Interrogative flag	...	...	...	...	1 in No.
645	Church flag	...	...	...	...	1 in No.
661	Bearing flag	...	...	...	...	1 in No.

2. Supply of the above flags should be arranged by bases for all craft attached; new construction craft should be supplied by storing yards.

3. In addition to the signalling flags listed above, each craft requires the flags and pendants which form its individual distinguishing signal. Supplies will not be arranged while craft are building, but requirements should be obtained from bases to which craft are attached after completion.

4. The additional flags now allowed should be stored in existing lockers (two flags in each pigeon-hole); additional flag lockers are not to be supplied.

5. The establishment of stores will be amended.

(C.O.Os. C.R. 9110/43, 13 Sep. 1943.)

#### 5250.—W/T Receivers—Name

(S.D. 958/43.—4 Nov. 1943.)

It has been decided to abolish the name "tuner amplifier" and substitute "receiver".

2. The new name will be used in all future production of receivers and may be used to describe existing equipment whose name plates are engraved "tuner amplifier".

3. It is not intended to change the name plates of existing apparatus, nor will pattern numbers be affected.

4. Establishment Lists and the Authorised List of Naval Stores will not be amended by errata, but new prints will show the amended description.

#### 5251.—Asdic Installations, Types 132 and 132V—Establishment List

(N.S. 018128/43.—4 Nov. 1943.)

Establishment List No. A/S 32, dated 2nd September, 1943, of Naval Stores comprising Asdic Installations, Types 132 and 132V (superseding Establishment List No. A/S 32, dated 5th August, 1941, for Type 132) has been prepared, and copies will be distributed to the services concerned by the Superintending Naval Store Officer, R.N. Store Depot, Copenacre, Hawthorn, Wiltshire.

#### 5252.—Sparking Plugs for American Aero-Engines—Approved Types

(A.M.R. 970/43.—4 Nov. 1943.)

Due to the adverse effect on mica-insulated sparking plugs of an increased tetra-ethyl-lead content in the 100 octane fuel now in use, the intended policy is to replace mica plugs by ceramic plugs in all American engines in which the use of 100 octane fuel is essential, *vide* A.F.O. 1470/43. The supply position does not at present permit this to be done immediately. Admiralty "R" messages 775R, 779R and 801R refer.

2. The attached appendix has been drawn up to show both the obsolescent mica types, indicated by being placed in brackets, and the replacement ceramic types which are underlined.

3. Mica insulated plugs are entirely satisfactory in engines using 87 or 90 octane fuel, and it is not intended to replace these by ceramic plugs at present.

4. Demands for sparking plugs for American engines are in future to show the preferred type and quote the engine type and fuel in use. Store depots will then be enabled to supply an alternative approved plug if the type demanded is not in stock.

5. Sparking plugs for British engines are detailed in A.F.O. 3967/43, in which the reference to "A.F.O. 5685/42" is to be amended to read "A.F.O. 5252/43"

#### APPENDIX

Engine	Harness connection	American Plugs				British Plugs			
		R.G. Description	Aero Description	Bendix Description	Champion Description	A.C. Description	K.L.G. Description	Lodge, Description	A.C.-Sphinx, Description
Wright Cyclone ... R.1820-G.205A-2, -3 R.1820-G.251A ... R.1820-40 ...	5/8 in.	(L.S.321) (L.S.465) (298 L.S.) (L.S. 514)	(L.S.4AD) (L.S.4AD-1)	(5S7) (6S9)	C.34S C.35S	L.S.87	R.C.19R	R.S.19R	R.Z.19R
Wright Double Cyclone R.2600 ...	5/8 in.	(L.S.321) (L.S.465) (298 L.S.)	(L.S.4AD) (L.S.4AD-1)	(6S9) (5S7)	C.34S C.35S	L.S.87	R.C.19R	R.S.19R	R.Z.19R
P. & W. Wasp Junior R.985	5/8 in.	SS.485 SS.454 SS.515	RS.4AB-1	6S11	C.26S		R.V.17/6		
P. & W. Wasp ... R.1340	5/8 in.	SS.485 SS.454 SS.515		6S11	C.26S		R.V.17/6		
P. & W. Twin Wasp Junior ... R.1535	5/8 in.	320S 321S	L.S.1AB L.S.1AC L.S.2AB		M.2L.S.				
P. & W. Twin Wasp ... R.1830-S3C4G	5/8 in.	(320S) (321S)	(L.S.1AB) (L.S.1AC) (L.S.2AB)	(6S6) (7KLS)			R.C.30R	R.S.20R	R.Z.30R
P. & W. Twin Wasp ... R.1830-86	5/8 in.	(L.S.321) (L.S.514)	(L.S.4AD) (L.S.4AD-1)	(6S9)	C.34S C.35S	L.S.86	R.C.19R	R.S.19R	R.Z.19R
P. & W. Double Wasp ... R.2800-8, -10	5/8 in.	(L.S.321) (L.S.465)	(L.S.4AD) (L.S.4AD-1)		C.34S C.35S	L.S.86	R.C.19R	R.S.19R	R.Z.19R
Lycoming R.680-13	5/8 in.	SS.453			C.26S M.25S				
Ranger V.770-6...	5/8 in.	AS.460			C.26S				
Ranger ... L.440	5/8 in.	SS.485 SS.454			C.26S				

Note.—Plugs types in brackets denote that they are obsolescent. Those in italics should be used when available.  
(A.F.Os. 1470 and 3967/43.)  
(A.F.O. 5685/42 is cancelled.)

## 5253.—Aircraft—Pickets, Screw, Type B, Ref. 4G/1497

(N.S. Air 2208/43.—4 Nov. 1943.)

In view of the supply position of Pickets, screw, Type C, Ref. 4G/1496, which are made of stainless steel, it has been decided to delete these stores from the aircraft Stores Establishments, B.R. 378, B.R. 378 (X) and B.R. 377, and insert in their place in the aforementioned publications, "Pickets, aircraft, screw, Type B, Ref. 4G/1497" as follows:—

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

Shore Establishments—

B.R. 377. Consumable

Ref. No.	Description	Denom.	R.N. Air Stations		Remarks
			Class A	Class B	
1497	Section 4G Pickets, aircraft, screw, type B, 3 ft. 6 in.	No.	(c)	96	(c) As required by R.N. Air Stations at home. Large stations abroad (Class "A") to have a basic allowance of 200.

2. Issues of Pickets, screw, type C, Ref. 4G/1496, should continue to be made, in accordance with the scale of allowances for Pickets, screw, type B, Ref. 4G/1497, until stocks are exhausted.

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

5254.—Aircraft Radio—Transmitter Receivers TR.5043 (SCR.522)—  
Provision of H.T. Fuse

(A.C.R.D. 1246/43.—4 Nov. 1943.)

The breakdown of a condenser in the H.T. output circuit of the power units, or in the H.T. circuits of the transmitter-receiver TR.5043, may lead to a burn out of the power unit rotary transformer or other damage to the power unit.

2. A 500 m/a fuse is to be fitted in the H.T. output circuit of the rotary transformer.

3. The undermentioned items of equipment are required:—

Item	Stores Ref.	Nomenclature	Qty.
1	10H/376	Holders, fuse, type 13 ... ..	1
2	10H/238	Fuses, type 29 (500mA) ... ..	1
3	5E/1358	Cable, electric, L.T. Unicel 4 ... ..	21 in.

4. The procedure is as follows:—

(a) Remove the cover from the power unit.

(b) Drill a hole  $\frac{5}{8}$  in. diameter, 1 in. from the top and  $\frac{1}{8}$  in. from the right-hand edge of the panel carrying the W-type plugs, and fit the fuseholder. soldering tags uppermost.

(c) Identify the lead between the H.T. + brush holder on the rotary transformer and the H.T. terminal on the suppressor. Disconnect this lead at the brush holder end, removing and retaining the eyelet. Sever the looming which holds this lead, draw the lead through the rubber grommet, and connect the free end to the upper soldering tag on the fuseholder.

(d) Connect the 21-in. length of Unicel 4 between the end soldering on tag the fuseholder and the H.T. + brush holder on the rotary transformer, taking it through the rubber grommet and utilising the eyelet for the connection to the H.T. brush holder.

(e) The looming previously removed is to be replaced by fresh looming (using suitable thread) so as to include both the leads fitted in accordance with the above instructions.

(f) Insert the fuse in the fuseholder and replace the cover on the power unit.

## 5255.—Aldis Signalling Lanterns

(L.C.T. (5))

(N.S. 30297/43.—4 Nov. 1943.)

In connection with the Aldis signalling lanterns in L.C.T. (5), the following arrangements are to be made:—

(a) Replacement of U.S.A. Type Aldis Lantern by Pattern 5110E—

C.A.F.O. 93/43 makes an allowance of an Aldis signalling lantern, Pattern 5110E, for each L.C.T. (5). The lantern, Pattern 5110E, however, should not be fitted unless the U.S.A. type Aldis lantern in each craft is defective and beyond repair.

(b) Battery Charging Arrangements—

(i) It has been reported that in L.C.T. (5) the dry batteries of the U.S.A. type Aldis lantern, when consumed, are replaced by Admiralty batteries, and that the charging of these batteries is carried out by bases.

(ii) In order that the batteries may be charged on board craft, charging board, Pattern 4823, complete with 110-volt lamps, Pattern 8046, or substitute type, is to be fitted in each craft.

(iii) The charging board, which should be fitted in a convenient and accessible position, is to be wired to the ship's 120-volt supply.

(iv) Charging boards and lamps should be demanded as required from the nearest dockyard.

(v) The work is to be carried out by base staff.

2. (S.) N.S.Os. only.—Charging boards, Pattern 4823, are obtained by dockyard manufacture.

(C.A.F.O. 93/43.)

## 5256.—Alterations and Additions—Procedure

River Class Frigates and "Castle" Class Corvettes

(D. 026219/43.—4 Nov. 1943.)

Alterations and additions for "Castle" class corvettes are to be dealt with by class list, the co-ordinating authority for which will be the Commodore (D), Western Approaches.

2. The Commodore (D), Western Approaches, is also the co-ordinating authority for "River" class frigates.

3. All correspondence concerning alterations and additions for these ships is to be forwarded accordingly.

(C.-in-C., W.A., 12 Oct. 1943, No. W.A. 3417/5029 M.)

## 5257.—Alterations and Additions

(H.M. Rescue Tugs—B.A.T., Class 1-14 and Steel, A.T.R., Class 41, 42, 48, 49 and 91-96)

(D. 024239/43.—4 Nov. 1943.)

The undermentioned items of As. and As. to H.M. Rescue Tugs, B.A.T., Class 1-14 and Steel, A.T.R., Class 41, 42, 48, 49 and 91-96, are promulgated for the information of all concerned :—

Item	Classification
1. D/F sets M/F S/F to be fitted ... ..	A.*
2. Aldis lamps and coloured shades to be supplied ... ..	A.
3. Ardent loud-hailing equipment to be fitted ... ..	A.
4. Vertical rollers to be fitted on the port side of the after end of deck house. Rollers to be 9 in. dia. To extend to height of 4 ft. 6 in. from deck and positioned 10 ft. from middle line	A.
5. Light excluding ventilators to be fitted to 40 per cent. of side-lights. Remainder to have $\frac{1}{8}$ in. plate covers for darkening ship ... ..	A.
6. Chafing iron on bulwark rail to extend forward to abreast towing hooks. (Segmental as wide as possible to be fitted)	A.
7. Gogging bollards to be positioned further aft in place of gog lead which should be removed ... ..	A.
8. Molgoggers to be positioned at height to clear towing rails	A.
9. Fit "dolly" pins (4) in sockets and rail round after fan tail	A.
10. Standard compass to be mounted on a wooden platform. The steering compass in the pilot house should be re-sited in position as far from the steel bulkhead as possible. Some reduction of standard magnetic radii would have to be accepted ... ..	A.
11. Check fire bells to be fitted to 3-in. and Oerlikon guns ...	A.
12. Fit fire hose connection between bilge and fire pump discharge in engine room ... ..	A.
13. To fit safety rails for Oerlikon mountings ... ..	A.
14. Install metal splash guards in front of main engines to save switchboard from oil splash ... ..	A.
15. Oil clarifier lids to be hinged and secured ... ..	A.
16. In cases where thermometers for main engines are inaccessible for reading, to install ladders ... ..	A.
17. Dimming switch to be fitted to navigation lights ... ..	A.
18. Install emergency battery set for W/T. equipment ... ..	A.
19. Provide adaptors (oil fuel)—	
(i) Forward to connect 3½-in. British hose to standard hose flange—F.10	
(ii) Aft, to connect 3½-in. British hose to standard hose flange—F.9	
(iii) To connect No. 4 Admiralty canvas hose to flange—F.11	A.*
20. To provide secondary emergency oil lighting ... ..	B.
21. To provide voice-pipe from standard compass on top of pilot house to position over helmsman's head ... ..	B.
22. Non-skid protection to be provided on deck over pilot house	B.
23. Install bread lockers to contain 120 lbs. of bread ... ..	B.
24. Doors to be provided for Officers' and ratings' w.c.s. ... ..	B.
25. Inspection doors to be fitted to steering chain covers on aft deck... ..	B.

26. Those tugs engaged in tropical waters to have awnings fitted on fore-castle over accommodation, on bridge deck over Officers' quarters and over upper after deck from break of fore-castle station 19 to station 13 ... .. B.
27. Brakes to be fitted on quadrant (Pallister type). Quadrant stops to be fitted in lieu of under counter rudder stops which are to be taken off ... .. B.
28. To alleviate hot condition, install hood on apron over galley range. To be led to mushroom vent of deck above. ... B.
29. To cork cement under-side of deckhead in galley ... .. B.
30. To provide six 6-ft. towing boards (ash) to take 18 in. manila on sisal rope springs ... .. B.
31. Provide four steel "Dutchmen", 4 ft. in length lined with 1 in. thickness of wood to take 5½ in. circumference towing rope ... .. B.
32. Platform around Oerlikon mountings to be covered with non-latex, semtex or similar composition of  $\frac{3}{8}$ -in. min. thickness ... .. B.
33. Between frames 33 and 35, inaccessibility of coffer dam; hose connection to be fitted to take a portable suction pipe ... B.
34. Provide adequate mechanical exhaust ventilation in refrigerating machinery space ... .. B.
35. Provide and fit "T" piece and valve on suction side of storage tank. Hand pump for hose connection to empty auxiliary generator sump ... .. B.
36. Provide and install fuel oil drip tank on port side of stack with pit cock for overflow fuel oil ... .. B.
37. Install sight glass on discharge side of lubricating oil refiner ... .. B.
38. Install 1½ in. suction pipe from after peak fresh water tank to fresh water pump. Connection to salt water bilge pump if fitted to be blanked ... .. B.
39. Install relay transfer switch and batteries to Sperry gyro compass ... .. B.
40. Pilot warning lamp to be fitted to steering gear circuit on starting control box, to prevent steering gear switch being opened without warning being given ... .. B.
41. Canvas to be supplied to ship's staff to make covers for 3-in. and Oerlikon guns ... .. B.

2. The word "Confidential" in second line of paragraph 3, A.F.O. 4849/43, is to be deleted.

(A.F.O. 4849/43.)

## 5258.—American-built Ships Assigned to R.N.—Spare Gear and Replacements

(B) A.C.Vs., C.V.Es., (B) D.Es., (B) A.Ms., (B) Y.M.Ss., Maritime Commission Frigates, P.C.Es. or (B) E.Cs., (B) A.Rs., A.T.Rs., F.Ts., or A.P.Cs., (B) A.Ts., and Ns., "Town" Class Destroyers, Cutters and Dockyards and Bases at Home and Abroad

(D. 9532/43.—4 Nov. 1943.)

All requirements for Vote 8/III spares and replacements for the above-mentioned classes of ships, whether serving at home or abroad, are to be forwarded through the ship's administrative authority to the Admiralty, and not passed direct to the British Admiralty Delegation, Washington, except in the case of ships serving in American waters.

2. Administrative authorities are to abstract any items which can readily be produced by local (or U.K.) resources, and to arrange for their supply by defect list on Dockyard or refit authority, etc.

## 3. Demands are to include the following information :—

- (a) The maker's name, the type, and the number of the machine for which the spare or replacement is required. This information is quoted in the Allowance List.
- (b) The full details of the part required and part number as described in the Allowance List, together with the group number, the page, and the line number on which the part is shown in the Allowance List. The group number and the page are shown in the top right-hand corner of each sheet in the Allowance List, and the line number in the left-hand column.
- (c) Whether the demand is "in excess" or "not in excess" of the number of spares shown in the Allowance List. When the demand is "in excess" a brief note is to be added explaining the necessity for the demand.
- (d) Whether the item is required for immediate fitting or as replacement of spare gear used.
- (e) Notation is to be made if the items required are shown as Base spares, but are not available.
- (f) Notation is to be made if the item is shown in the Allowance List (other than as Base spares) but was not actually supplied before the ship left the U.S.A.
- (g) For any item not shown in the Allowance List the fullest possible description and information is to be given, including the "Name Plate" data for which the part is required.

4. The administrative authority is to state to whom the gear should be consigned. It should be noted that the British Admiralty Delegation, Washington, cannot consign gear from the U.S.A. direct to a ship.

5. Instructions about the replacement of American type naval stores are contained in A.F.Os. 2766/43 and 4353/43.

6. The existing British system of special stores replaceable through the Superintending Naval Store Officer, is not applicable to American-built ships assigned to R.N. All replacement items for machinery, other than those individual parts which can be replaced from the ships' stores or by British Rate Book pattern articles or materials, are to be dealt with in accordance with paragraphs 1-4 of this Order.

7. It should be noted that the usual lists of spare gear, portable fittings and drawings are not prepared in the U.S.A. for these ships. The only record of spare gear on board or applicable to the machinery, etc., fitted, is contained in the Allowance Lists.

(A.F.Os. 2766/43, 4353/43 and 5259/43.)

### 5259.—American-built Ships Assigned to the R.N.—Replace Parts for Main Propulsion and Generating Machinery—Supply under "Automatic Flow" Scheme

A.C.Vs., C.V.Es., (B)D.Es., (B)A.Ms., (B)Y.Ms. Maritime Commission  
Frigates, P.C.Es. or (B) E.Os.—(B)A.Rs.—A.T.Rs.—F.Ts. or A.P.Cs.—  
(B) A.Ts.—Y.Ns.—Y.Ts.

(D. 14758/43.—4 Nov. 1943.)

Supplies of replace parts for I.C. engine driven main propulsion and generating machinery and associated electrical equipment for American built ships assigned to the R.N. will shortly be available for issue to ships to replenish "on board" and "base" spares which have been used for refitting and maintenance.

2. These replace parts are being supplied under an "Automatic Flow" scheme, and will be arriving from U.S.A. in monthly allotments for each type of American I.C. engine fitted, and will be stored at, and issued from, the Admiralty Machinery Depot, North Kent Works, Erith, Kent.

3. At present, only replace parts for G.M. 8-268A and G.M. 3-268A engines have been received, and further information will be issued as soon as replace parts for other types of engines are available.

4. Demands to replenish such replace parts should be made, through the administrative authorities, direct to the Officer in Charge of the depot at Erith, and should contain the following information :—

- (a) The maker's name, the type and the number of the machine for which the spare or replacement is required. This information is quoted in the allowance list.
- (b) The full details of the part required and part number as described in the Allowance List, together with the group number, the page and line numbers on which the part is shown in the Allowance List. The group number and the page are shown in the top right hand corner of each sheet in the Allowance List, and the line number in the left hand column.
- (c) Whether the demand is "in excess" or "not in excess" of the number of spares shown in the Allowance List. When the demand is "in excess," a brief note is to be added explaining the necessity for the demand.
- (d) Whether the item is required for immediate fitting or as replacement of spare gear used.

5. Demands to replenish replace parts for machinery not on "Automatic Flow", i.e., machinery other than those mentioned in paragraph 3 above, are to be made as indicated in A.F.O. 5258/43.

6. Items normally considered as "special stores," such as gaskets, filter elements and seals, are for American engines considered as "spares," as shown on the Allowance Lists.

(A.F.Os. 2766/43, 4353/43 and 5258/43.)

### 5260.—Electric Generators Driven by Internal Combustion Engines—Undesirability of Operation at Light Loads

(T. 3201/42.—4 Nov. 1943.)

The tendency of internal combustion engines to foul rapidly when running under light loads is to be taken into account in the operation of electric generators. Such running increases the frequency of top overhauls and renders engines incapable of developing full output.

2. In general the prolonged running of constant speed diesel engines at loads below 50 per cent. of the designed rating should be avoided. With this object in view, in vessels in which, under electrical organisation No. 1, steam and diesel generators are run in parallel, the loads should be adjusted when necessary so that the diesel generator has the greater share of the load.

### 5261.—Fire-fighting Equipment in Radar Offices

(Coastal Force Craft.)

(N.S. 27150/43.—4 Nov., 1943.)

Where separate radar offices are fitted in coastal force craft, or where radar sets are sited in compartments other than W/T offices, a 1-quart Pyrene extinguisher, Pattern 4723, is to be fitted in each compartment containing W/T or radar sets.

2. Demands for extinguishers required for craft in commission should be forwarded by coastal force bases to storing yards.

Supply to craft under construction (where applicable) should be arranged by warrant and supplying yards or depots in the usual manner.

3. The establishments of naval stores concerned will be amended.

## 5262.—“Flexotube” Boiler Tube Cleaning Apparatus

(N.S. 30675/43.—4 Nov. 1943.)

The following instructions have been obtained from Messrs. Flexotube (Liverpool), Ltd., on the procedure to be adopted in the sweating on of end fittings to flexible shafts of “Flexotube” boiler tube cleaning apparatus, as a request for these details has been received from sea:—

- (a) Great care should be taken to see that the parts to be sweated are thoroughly clean and free from grease.
- (b) Good quality Tinman’s solder should be used and kept fluid in a plumber’s pot.
- (c) The flux should be resin or fluxite. The easiest flux to use is one of an acid nature, but, unless the parts are thoroughly cleansed after use, rusting will take place, and on this account it cannot be recommended.
- (d) After making sure that the parts to be sweated are a good fit, the end of the flexible shaft or casing and the fitting should be dipped into the hot solder, and the shaft or casing pressed home into the fitting. A soldering iron should not be used. The heat necessary for use with Tinman’s solder will not affect the temper of the wires in the flexible drive.
- (e) It will sometimes be necessary to use a blow lamp. In this case great care should be taken not to overheat the flexible drive otherwise the temper of the wires will be spoilt.
- (f) When only a few joints are to be made it may be found that the above method is not very suitable, in which case a blow lamp and soldering iron can be used, but the flexible drive should not be heated in the blow lamp to a greater temperature than is necessary to permit the solder to flow easily. It is important that the fittings, drives, and casings, should be very thoroughly and completely tinned before sweating. This is not always easy to do when the parts have been used before, and requires considerable patience.
- (g) When a soldering iron is used, additional strength can be given to the joint by building up a fillet of solder between the end of the fitting and the drive or casing, but, when this is done, the fillet should not extend beyond the edge of the fitting, otherwise obstruction will be caused. Care should be taken to remove all surplus solder from the drive and the inside of the casing.

2. The following specification of a complete set of flexotube apparatus is furnished to prevent misunderstandings such as have recently occurred:—  
*Standard Specification of a Complete Set.*

- 2 complete electric units.
- 2 Type X.X.B. flexible drives, 20 ft. long for tubes up to 1½-in. O.D.
- 2 Type O.C. flexible drives, 20 ft. long for tubes above 1½-in. O.D.
- 6 Type X.X.B. flexible brushholders.
- 6 Type O.C. flexible brushholders.
- 6 Type X.X.B. “Safend” motor couplings.
- 6 Type O.C. “Safend” motor couplings.
- Set of brushes.
- 4 adjustable stops.
- 1 set dismantling spanners.
- 1 set of drawings.
- 1 book of instructions for working.
- 3 wooden storage cases.

## 5263.—Flight Decks—Coating of with Non-Slip Deck Paint

*American Built Escort Carriers*

(D./A.C.R.D. 924/43.—4 Nov. 1943.)

The flight decks of escort carriers should be coated with non-slip deck paint at the first convenient opportunity.

2. Full instructions in the use and application of the paint are supplied by the makers and the following precautions should also be observed:—

- (a) To obtain good results, it is necessary for the decks to be free from grease, moisture and dirt.
  - (b) The removal of a small quantity of pitch from the seams provides a good key for the non-slip paint and obviates any reaction under the coatings during varying temperatures.
3. An undercoat of good quality dead flat paint should be applied.
  4. The non-slip paint should be kept well stirred during applications.
  5. Non-slip deck paints are obtainable in the following colours: dark grey, light grey, home fleet grey, bronze grey and black, but other colours can be provided by the makers if required for camouflage.
  6. The approved makers of non-slip deck paint are as follows:—  
Messrs. International Paint & Composition Co., Ltd.,  
Grosvenor Gardens House,  
Grosvenor Gardens,  
London, S.W.1.  
Messrs. Craig & Rose, Ltd.,  
47/48, Bankside,  
London, S.E.1.  
Messrs. Gross, Sherwood & Heald, Ltd.,  
Barking, Essex.
  7. The work involved should be carried out by the ship’s staff with dockyard assistance as necessary.

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

## 5264.—Lead—Economy in Use of

*(Dockyards and Repair Establishments)*

(D/N.S. 13170/43.—4 Nov. 1943.)

In view of the urgent necessity for economy in the use of lead, the quantity used for repair work is to be drastically reduced.

2. Where plumbing in cabins, etc., becomes defective, it should be removed, brought to produce, and replaced by steel piping.
3. Pattern 2273 Tadpole leads are no longer to be used.

## 5265.—Pitched Chain for Geared Blocks

(N.S. 32084/43.—4 Nov. 1943.)

The supply position as regards pitched chain for geared blocks is very acute and the present capacity is not sufficient to meet requirements.

2. It is necessary, therefore, that the greatest economy should be exercised in the use of this class of chain.
3. Geared blocks are normally fitted with chain for 10-ft. lifts, which may sometimes be greater than is essential for the service for which the block is required.
4. All future demands for geared blocks should specify clearly the actual length of chain required for the particular service, so that the minimum amount of chain may be supplied.

5. In cases where demands for blocks with short lifts, say 5 feet, are met from stock, the chains are to be shortened to meet the actual requirement and the surplus chain retained in store.

#### 5266.—Pitometer and Chernikeeff Logs—Fitting of Illumination Dimmers to Instruments in Exposed Positions

*Surface Craft (excepting "Nelson", "Leander" and "Furious")*

(N.S. 28468/42.—4 Nov. 1943.)

Owing to the need for a form of dimming device for controlling the illumination of log instruments fitted in exposed positions, it has been decided to modify instruments now in service by the addition of the necessary apparatus.

2. The work involved is to be carried out by ships' staffs. Particulars of the dimmers to be fitted to each instrument and instructions for fitting are as follows:—

##### (a) Pitometer Log Instruments—

- (i) For Speed Indicator—2 mechanical dimmers (complete with covers), A.P. 2307. Remove existing covers and replace by the new pattern supplied.
- (ii) For Distance Register, Mark III, Pattern 2257—1 mechanical dimmer, A.P. 2308.
- (iii) For Distance Register, Mark IV, Pattern 2273—1 mechanical dimmer, A.P. 2309. (ii) and (iii) Replace the existing lamp cap in each case.
- (iv) For Cam Control Transmitter—1 mechanical dimmer. To be fitted in cover of box as shown on A.F.O. Diagram No. 329/43 (1) (Drawing D.E.E. 8974).

##### (b) Chernikeeff Log Instruments—

- |  |  |
|--|--|
| (i) For Distance Recorder, Patterns 2210, 2211, 4007 and 4008. | } 1 electric dimmer, A.P. 2246 per instrument. |
| (ii) For Master Speed Indicator, Patterns 2212 and 4009        |  |
| (iii) For Speed Indicator Repeater, Patterns 2213 and 4010.    |  |

Fit as shown on A.F.O. Diagram No. 329/43 (2) (Drawing D.E.E. 9269/21).

3. Dimmers, Pattern 2308, are now available and delivery of Patterns 2307, 2309 and 2246 and Dimmers for Cam Control Transmitters is expected during October, 1943.

4. Requirements should be demanded from Superintending Naval Store Officer, R.N. Store Depot, Stanley Mills, Stroud, or Naval Store Officer, Miller Arcade, Preston, whichever is the more convenient.

#### 5267.—Plotting Tables, Mark V and VB

(N.S. 26033/43.—4 Nov. 1943.)

A limited supply of spare glass panels for plotting tables, Mark V and VB is available for replacement purposes, and may be demanded from Superintending Naval Store Officer, Stroud or Naval Store Officer, Preston as may be required.

2. The glass panel is held in a frame by strips of wood running along all edges and secured by countersunk headed screws and can be fitted by ships' staff.

#### 5268.—Plugs for Automatic Emergency Lanterns, A.P.16012/12A/25, and Relay Units, A.P.16052/3

(N.S./T. 2496/43.—4 Nov. 1943.)

Recommendations were promulgated in A.F.O. 656/42 regarding the steps to be taken to reduce the possibility of tracking between live parts of plugs, Pattern 17908, used on automatic emergency lanterns, Pattern 16012/12A/25, and relay units, Pattern 16052/3.

2. These recommendations were of a temporary nature, and, as a more permanent cure, an improved type of plug, Pattern 17908A, has now been introduced, and will be supplied with all future deliveries of the above automatic emergency lanterns and relay units.

3. Plug, Pattern 17908A, is arranged to make a more satisfactory watertight joint with the lantern, and is provided with longer leakage paths between live poles and earth.

4. The possibility of tracking between live parts is most prevalent in damp atmospheres such as boiler rooms, and where the recommendations promulgated in A.F.O. 656/42 have not overcome the difficulties, improved plugs, Pattern 17908A, should be demanded and fitted by ship's staffs in lieu of plugs, Pattern 17908.

5. A first purchase of 1,800 plugs for replacement purposes has been arranged, and it is anticipated that stocks will become available by mid-November, 1943. Deliveries from contractors will be allocated to storing yards by the Admiralty.

6. Demands should be kept to a minimum, and replacements made only where the recommendations contained in A.F.O. 656/42 have been proved ineffective.

(A.F.O. 656/42.)

#### 5269.—Stores for Instructional Purposes—Supply and Procedure

*R.N. Aircraft Training Schools and Establishments*

(N.S. Air 7468/43.—4 Nov. 1943.)

Until further notice, the following will be the procedure for supplying R.N. Aircraft Training Schools and Establishments and R.N. Air Stations with stores for instructional purposes.

2. (i) *Tools and Workshop Equipment.*—Initial supply will be arranged by Admiralty without demand.

(ii) *Instruments, Airframe and Engine Parts, and Spares of all Descriptions.*—The requirements of these stores can usually be satisfied by the supply of unserviceable articles in a reasonably good condition. Requirements of these unserviceable articles are to be reported to the Flag Officer, Naval Air Stations, who will arrange supply, if approved, from R.N. Workshops or R.N. Aircraft Repair Yards, if available. If any requirements cannot be fulfilled from these sources, the Flag Officer, Naval Air Stations, will forward a list of such items to the Director of Stores-Admiralty, with a view to their being met by Naval Store Depots from:—

- (a) Unserviceable stock,
- (b) repairable stock,
- (c) serviceable used stock,
- (d) serviceable stock,

in that order.

(ii) *Consumable Stores.*—Reasonable supplies of consumable stores, up to a maximum of three month's expenditure, should be demanded by services, other than R.N. Air Stations, periodically from the appropriate R.N. Store Depot. The demands should be forwarded in one batch, preferably covering three months and any intermediate demands should be reduced to a minimum. Instructional establishments at R.N. Air Stations should obtain their consumable stores from the main station stores as and when required.

3. When additional stores are required—

- (d) of an important or valuable nature, or
- (e) which are in short supply, or
- (f) which are not normally used by the Naval Air Services;

a submission, giving full reasons for the requirements, should be forwarded, with the demands, through F.O.N.A.S., to Admiralty, for approval, before supply is made. It is important that the quantities held, if any, should also be stated, when rendering the demands, which should be signed by the Officer-in-Charge of the establishment concerned.

(A.F.O. 3327/43 is cancelled.)

(F.O.N.A.S. No. 6482/631/31, 27 Aug., 1943.)

## 5270.—Rotol Propeller Tools

N.S./A.M.R. 881/43.—4 Nov. 1943.)

The following amendments are to be made to the Appendix to A.F.O. 5452/42 :—

(1) Page 45.

Insert after description of tools :—

Ref. 20378 } notation—“\*” (column (5)).  
 Ref. 20494 }  
 Ref. 20471 }

Insert in column (1) against Part No. T.L.2181—“Ref. 20885”.

(2) Page 47.

Insert after description of Part No. T.L.2131/35, notation—“\*”.

(3) Page 48.

Insert at end of Appendix :—

“\* An equivalent to be made by services from local resources.”

(4) Insert additional allowances shown on Appendix hereto.

Ref. No.	R.A.F. Section 25M.		Propeller Types.				Squadrons (per 6 I.E. A/C or less).	Fleet and Intermediate Carriers.	Auxiliary Carriers.	Catapult Ships.	R.N. Air Stations.			Repair Yards.		Repair Ship.
	Part No.	Description.	R.4	R.5	R.X.5	RS.5					R.54	Class	Class	Class	Class	
20418	TL.2217	Spinner key ...	x				1	5	2		6	6	3	2	6	2
20936	TL.2214	Spanner-hub extractor		x			—	—	—		3	3	2	1	4	2

(A.F.O. 5452/42.)

## 5271.—Sailing Equipment for Use with “K” Type Emergency Dinghy

(N.S. Air 5190/43.—4 Nov. 1943.)

A.F.O. 2886/43 is to be amended as follows :—

Paragraph 1. Add the following item :—

Compass, magnetic, marching, Ref. 6E/374.

(A.F.O. 2886/43.)

## 5272.—Salvage—Drawing of Holes in Bottom of New Construction Ships

(P. 15143/43.—4 Nov. 1943.)

In order to increase the value of the plan for salvage, etc. purposes, the future requirements for this plan should be as follows :—

- (i) The drawing should be an outline of the Profile drawn to a scale of  $\frac{1}{4}$  in. for Destroyers and Smaller Vessels, and to a scale of  $\frac{1}{2}$  in.-1ft. for larger vessels. The drawing is to show the positions of decks, stations and waterline.
- (ii) All holes from keel to Weather Deck are to be shown in their correct positions longitudinally; vertically, for the sake of clearance, the lowest hole should be shown just clear of the keel, the highest in its correct place and the others arranged in proportion.
- (iii) The true position of each hole is to be indicated by a figured girth measurement from the centre of the hole taken over all obstacles (bilge keel, etc.) to the Weather Deck edge. The starboard holes are to be shown in black and the port in red, the name and size being written against each hole. When two holes in opposite sides of the ship coincide the hole is to be shown half black and half red.

## 5273.—Stiffening of Bottom Plating in Wake of Shaft Brackets—As. and As.

L.C.F. (A) 19, 20, 21, 30 and 35

(D/D.C.O.M. 302/43.—4 Nov. 1943.)

The following item of As. and As. has been approved, Classification “A”, to be carried out in the above-mentioned L.C.F. (A) :—

“Bottom plating in wake of propeller shaft brackets to be stiffened in accordance with A.F.O. 2410/43 and A.F.O. diagram 172/43 (i). On completion, alignment of shafting to be checked in accordance with A.F.O. 2645/43.”

(Captain M.L.C., 25 Sep. 1943, No. M.701/6.)

(A.F.Os. 2410/43 and 2645/43.)

## 5274.—Terms “Bow” and “Stern” instead of “Stem” and “Stern”—Use of

(D. 14414/43.—4 Nov. 1943.)

In view of the frequency of errors and the resultant delay and confusion, owing to the similarity in writing and printing of the words “Stem” and “Stern” (e.g. in reporting damage to ship or castings, etc.), the use of the words “Bow” and “Stern” respectively should, where practicable, be adopted.

## 5275.—Upper Decks—Coating with Non-Slip Deck Paint

(L.S.T. (2)'s

(M. 03407/43.—4 Nov. 1943.)

The upper decks of L.S.T. (2)'s should be coated with non-slip deck paint at the first convenient opportunity. If the ship is camouflaged, the colour should be as appropriate, otherwise dark grey should be used.

2. Before the non-slip paint is applied, all rust, oil and grease should be removed and the deck painted with one coat of red lead paint. Two coats of non-slip deck paint should then be applied.

3. The approved firms for the supply of non-slip deck paint are as follows :—  
Messrs. International Paint & Composition Co., Ltd., Grosvenor Gardens,  
London, S.W.1.  
Messrs. Craig & Rose, Ltd., 47/48, Bankside, London, S.E.1.  
Messrs. Gross, Sherwood & Heald, Ltd., Barking, Essex.
4. Colour requirements can be met by the makers; the following colours are  
Naval Store Items, dark grey, light grey, Home Fleet grey, bronze grey and black.
5. Ships concerned should demand requirements from their storing yards.

#### 5276.—550-ton, 350-ton and 150-ton Electrically Driven Submersible Salvage Pumps—As. and As.

##### *Ships Concerned*

(D. 019089/43.—4 Nov. 1943.)

In one of H.M. ships fitted with 350-ton salvage pumps it was found during salvage operations, when the pumps were in use intermittently on compartments flooding slowly, that the efficiency of the pumps gradually fell away, until they failed to pull a vacuum on a closed suction line. On opening up the pump compartment, it was found that a considerable air pressure had built up inside. As soon as this pressure was released, the pumps functioned normally. The air pressure was caused by the pump air exhauster, and sufficient "back pressure" had been built up to cause the air exhauster to cease work.

2. In ships where 550-ton, 350-ton and 150-ton electrically driven submersible salvage pumps are fitted in unventilated compartments, a 1½-in. bore air escape pipe is to be led from the crown of each such compartment to the upper pump control position. A cock or valve is to be fitted in the pipe at the upper control position, and the upper end of the pipe turned downwards. A notice is to be placed near the cock as follows :—

"This cock is normally to be kept closed, but when the pump is running it should be opened occasionally to ensure that air pressure is not being built up in the pump compartment."

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

(*C-in-C. H.F., 20 Jul. 1943, No. 1056/H.F.715/38.*)

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

### Section 4

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

#### 5277.—Baskets—Restrictions on Manufacture

(N.S./C.P. 95624/42.—4 Nov. 1943.)

The following baskets are to be dispensed with during the war :—

- Pattern 3A Bread baskets.  
Pattern 3B Bushel baskets.  
Pattern 9 Waste paper baskets.

No further purchases will be made, but present stocks may be issued until exhausted

#### 5278.—Petrol Equipment—Pattern Numbers

(N.S.F. 13677/43.—4 Nov. 1943.)

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

Pattern No.	Description
<i>Adaptors for petrol hoses, screw, 11 threads per inch</i>	
7701	3-in. double male
7702	3-in. double female
7703	3-in. male to 2-in. female
7704	3-in. female to 2-in. male
7705	3-in. male to 1½-in. female
7706	3-in. female to 1½-in. male
7707	2-in. double male
7708	2-in. double female
7709	2-in. male to 1½-in. female
7710	2-in. female to 1½-in. male
7711	2-in. male to 1½-in. female
7712	2-in. female to 1½-in. male
7713	2-in. male to 1-in. female
7714	2-in. female to 1 in. male
7715	1½ in. double male
7716	1½-in. double female
7717	1½-in. double male
7718	1½-in. double female
7719	1-in. double male
7720	1-in. double female
<i>Plugs for petrol hose connections</i>	
7721	3-in.
7722	2-in.
7723	1½-in.
7724	1½-in.
7725	1-in.
<i>Caps for petrol hose connections</i>	
7726	3-in.
7727	2-in.
7728	1½-in.
7729	1½-in.
7730	1-in.
<i>Spanners, bronze, for petrol hose connections</i>	
7731	3-in.
7732	2-in.
7733	1½-in.
7734	1½-in.
7735	1-in.
<i>Washers, leather, for petrol hose connections</i>	
7736	3-in.
7737	2-in.
7738	1½-in.
7739	1½-in.
7740	1-in.

2. The Rate Book will be amended.

#### 5279.—Rating's Kit and Effects Returned to Depot—Labelling

(N. 22882/43.—4 Nov. 1943.)

The receipt of unaccompanied kitbags and other baggage at Naval Depots, without indication of the place of despatch or the reason for the despatch to depot, causes considerable inconvenience and confusion, and gives rise to opportunities for pilferage.



2. Such packages must in future be clearly marked in capital letters with (a) the owner's name, (b) his rank or rating, and (c) his official number, on a label and also, if practicable, on the package itself. The reason for returning the baggage to depot should also be clearly marked in capital letters on the outside of the package as follows:—

- "Prisoner of War".
- "Deceased Rating".
- "Absentee".
- "Sick on Shore".
- "Loan Clothing".
- "Unclaimed".
- "Leave".
- "Sick Leave".

#### 5280.—W.R.N.S.—Uniform Kit

(V. 1/7170/43.—4 Nov. 1943.)

The following amendment is to be made to A.F.O. 328/43 (as amended by A.F.Os. 746/43 and 3491/43):—

Class C

*Categories.* Amend "Boom Defence Ratings" to read "\*Boom Defence Ratings".  
*Free Issue.* Delete "Boom Defence Ratings" from categories entitled to †2 Cotton Flannels.

(A.F.Os. 328/43, 746/43 and 3491/43.)

#### 5281.—Pork Legs and Bone in Hams

(V. 14/7181/43.—4 Nov. 1943.)

Limited stocks of Bone in Hams (*vide* description in paragraph 3) are available in certain areas in this country and H.M. Ships and Establishments at Home which desire to obtain supplies of pork in this form should demand their requirements from Admiralty meat contractors and the Service Agents of the Ministry of Food in the normal way.

2. It is emphasised that stocks are limited, and it may not always be possible to meet demands.

3. Bone-in-hams are pork legs cut to the shape of a ham and are uncured, frozen, skinned and shankless.

4. The issuing price is 1s. 0½d. per lb.

#### 5282.—Vegetables—Addition to List of Contracts, 1943/44

(C.P. 31042/43.—4 Nov. 1943.)

The following addition should be made to the List of Vegetable Contracts for 1943/44:—

Fowey ...	Potatoes, cabbages and greens.	St. Blazey & District Co-operative Society, Ltd., Town Quay, Fowey, Cornwall.	Telephone No.: Fowey 41.
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#### \*5283.—Victualling Arrangements, Christmas, 1943—Supply of Poultry

(V. 6527/43.—4 Nov. 1943.)

The Ministry of Food has made a special allocation of turkeys to N.A.A.F.I. for supply to H.M. Forces at Christmas, on a basis which is expected to provide about 5-oz. a head, and H.M. ships and establishments in home waters which are victualled from Service sources should make early application to N.A.A.F.I. for their requirements.

2. In view of the foregoing arrangement, the purchased by Accountant Officers or messes (including officers' messes) of poultry from sources other than N.A.A.F.I. is to be avoided, in order that the civilian population may receive an equitable share of the limited supplies available.

(A.F.O. 5017/43.)

#### 5284.—Medical Stores for Service Afloat, Scale of—Amendment

(M.D.G. 52142/43.—4 Nov. 1943.)

The following amendment is to be made to the scale of medical stores for the service afloat:—

Page 15. Scale of issue of sponges, *amend to read*:—

Sponges No. ...	No. 1	No. 2	No. 3	Double No. 1	Double No. 2
	...	12	12	6	24

#### \*5285.—Ear Protectors—Personal Issue

(V. 4333/43.—4 Nov. 1943.)

In order to conserve rubber no further gratuitous issues of rubber ear protectors are to be made to personnel on first entry, and gratuitous issue is in future to be limited to personnel of the following categories who have not already had a free issue:—

- (a) Personnel whose efficiency is dependent on their sense of hearing (e.g. Asdic, W/T ratings).
- (b) Personnel whose action stations are at exposed positions on the upper deck (including D.E.M.S. ratings).
- (c) Personnel whose action, defence or cruising stations are at exposed positions, or in positions exposed to severe blast.

2. *Replacements* are to be made on repayment only, and to be restricted to the categories mentioned in paragraph 1; the issuing price of the ear protectors is 2d. a pair (*Id.* for a single protector).

3. The following general instructions for use are promulgated for information and guidance:—

- (i) The protector should be slightly moistened.
- (ii) It should be held between the thumb and forefinger and inserted into the ear canal on the same side with a gentle screwing movement. The ear canal can be opened by pulling the ear upwards and backwards with the opposite hand passed behind the head.
- (iii) When the protectors are correctly placed, the ears should feel definitely muffled.
- (iv) The correct depth and direction of insertion varies with the individual. The protector can conveniently be shortened by cutting off one or more slices, each the thickness of a sixpence.
- (v) When not in use, the protectors should be kept as clean as possible by washing with soap and water.
- (vi) Care should be taken that the protectors are kept in a place of security and ready accessibility when not in use.

4. In hot climates, or where rubber ear protectors are not available, plugs of clean cotton-wool, preferably greased, inserted firmly in the entrance to the ear passage will give adequate protection against gun deafness.

(A.F.O. 4028/40 (not in Annual Volume) is cancelled.)

## Section 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE

## 5286.—Amendments to Books

(E.F.O.—4 Nov. 1943.)

The undermentioned amendments (A.F.Os. P.619-629/43) to B.R. and O.U. books are available for issue from the R.N. Store Depot, Elveden Road, Park Royal, N.W.10, in accordance with A.F.O. 1268/39, paragraph 3.

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

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

- A.F.O.\*P.619/43.**—B.R. 378(X) Kingfisher A.S.E.—Amendment No. 8.  
**\*P.620/43.**—B.R. 378(B) Barracuda A.S.E.—Amendment No. 16.  
**\*P.621/43.**—B.R. 378(G) Martlet IV A.S.E.—Amendment No. 7.  
**P.622/43.**—B.R. 11—Admiralty Memorandum on Naval Court Martial Procedure—Amendment No. 19.  
**P.623/43.**—B.R. 635/42—Regulations for Maintenance of 18-in. XI, XII and XV Type Torpedoes—Amendment No. 12.  
**P.624/43.**—B.R. 233 (1942) Drill for 12-pdr. 12-cwt. Gun on H.A./L.A., Marks VIII\* and IX Mountings—Amendment No. 2.  
**P.625/43.**—B.R. 268(6)—Electrical Manual, Volume II, Main Electrical Supply Systems—Notes on Care and Maintenance and Operation—Amendment No. 10.  
**P.626/43.**—B.R. 669—Instructions for the Conduct of Cash Duties, 1932—Amendments.  
**P.627/43.**—B.R. 860(1)—Block Sketch Cards of German War Vessels—Amendment No. 8.  
**P.628/43.**—B.R. 912(14) (late C.B. 1925(14)) Director Handbook "P" Sight—Amendment No. 6.  
**P.629/43.**—B.R. 983 (late O.U. 6345/40)—Instructions for the Conduct of Tilt Tests—Amendment No. 6.

*\* Exceptionally A.F.Os. P.619, P.620 and P.621 will be distributed without demand by the Superintending Naval Store Officer, R.N. Store Depot, 191A Askew Road, Shepherds Bush, W., who holds the stock of the parent book.*

(A.F.O. 5146/43.)

## 5287.—A.M.S.Is.

(E.F.O.—4 Nov. 1943.)

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

(A.F.O. 5147/43.)

## 5288.—A.F.Os. 5166-5172/43 Relative to Combined Operation Vessels and Craft

*(Distributing Authorities Abroad.)*

(E.F.O./M. 2881/43.—4 Nov., 1943.)

Admiralty Fleet Orders 5166-5172/43 have been distributed from Admiralty (E.F.O.) direct to each Commanding Officer, Landing Ships, and additionally to each Commanding Officer, Major Landing Craft and Flotilla Officers of Minor Landing Craft and Barges stationed in Home Waters.

2. Distributing Authorities abroad have been supplied with sufficient copies of these orders to enable them to undertake distribution on a similar basis.

## 5289.—Admiralty Engineer Overseer, Sheffield District—Change of Appointment

(E.in-C.—4 Nov. 1943.)

Captain (E) G. F. Chandler, R.N., has been appointed to relieve Captain (E) C. G. Proctor, R.N., as Admiralty Engineer Overseer, Sheffield District, as from 1st November, 1943.

2. Correspondence should continue to be addressed to :—  
Admiralty Engineer Overseer,  
169, Norfolk Street,  
Sheffield.
3. The existing telegraphic address and telephone numbers remain unchanged.

## 5290.—Air Letter Service—Extension to Empire and Allied Personnel Serving with Royal Navy

(M. 2145/43.—4 Nov. 1943.)

The air letter service which has not previously been available for communications addressed to civilian addresses, has now been extended to allow Empire and Allied personnel serving with the Royal Navy in home waters to use the service for communicating with relatives and friends in their homelands, or if their homelands are in enemy occupation, to their relatives in other Empire and Allied countries to which there is an air letter service to H.M. Forces.

2. The following instructions should be observed :—
  - (a) Air letter forms may be obtained from any Post Office for 6d. each, inclusive of postage. If forms are obtained from a stationers they must be of a type approved by the Postmaster-General with an indication to that effect printed on the back, and a stamp or stamps to the value of 6d. must be affixed.
  - (b) Not more than one air letter per week per man may be sent to civilian addresses.
  - (c) The completed air letters must be included in the ships' closed mail or handed in at a Fleet Mail Office. On no account should air letters to civilian addresses be posted in an ordinary Post Office box, otherwise they will be sent by surface route.
  - (d) The sender must, if required, produce evidence that he is normally resident in the country of destination, or if his homeland is in enemy occupation, that the addressee is a relative.
  - (e) Fleet Mail Officers should dispose of accumulated air letters daily by placing them in an envelope and despatching to :—

Superintendent,  
Air Mail Division,  
Foreign Section,  
King Edward Building,  
London, E.C.1.

## 5291.—Air Publications, etc., distributed during August, 1943

(N.S. Air 125/43.—4 Nov. 1943.)

A.F.O. 4503/43 is to be amended as shown below :—

A.P. No.	Description	As printed	Should read
Appendix "A" 3085	Corsair	Air Diagrams Amendment List No. 2A	Appendix "A" Amendment List No. 2A.

(A.F.O. 4503/43.)

**\*5292.—Postal and Telegraph Facilities Available for Communication to and from Naval Personnel Serving Overseas**

(M. 1564/42.—4 Nov. 1943.)

The following is a revised statement of the various facilities which are available for communication between naval personnel serving overseas and relatives, etc., in the United Kingdom.

**A.—Outward**

1. Airgraph letters ... Postage 3*d.* per letter. Necessary forms can be obtained from any Post Office. Completed forms are photographed on micro films which are conveyed by all air route. Enlarged photoprints are made at destination, enclosed in envelopes, and forwarded to addressees as mail. At present available to the Mediterranean (including North Africa, but excluding Gibraltar and Malta) the Red Sea, the East Indies Station (including India, Ceylon, Aden and the Persian Gulf) and East African, South African, Canadian, United States, Australian and New Zealand waters. This service received first priority for all-air conveyance over other air mail correspondence, and has the added advantage that it saves vital freight space.  
*Note.*—Empire personnel sending to their homelands must pass forms through naval channels in order to secure concessional rates of postage.
2. Thin air mail postcard Postage 3*d.* per card, available only to Malta. Suitable cards impressed with 2*d.* stamp obtainable at Post Offices, additional 1*d.* stamp required. Goes by all air route.
3. Light-weight air letter Postage 6*d.* Necessary forms are obtainable from any Post Office. This air letter is a light-weight closed communication similar to that used by Middle East Forces, and transmission is normally by air throughout to the appropriate base. Available to all countries to which an ordinary air mail service is available, and to Middle East, North, West and South Africa, Northern and Southern Rhodesia, Madagascar, Mauritius and Seychelles.
4. Ordinary air mail ... Postage in the case of correspondence addressed to ships c/o G.P.O., London, 1*s.* 3*d.* per  $\frac{1}{2}$  oz. to any part of the world that can be reached by air mail (postcards 7*d.*, except to Malta, to which the special thin postcard service is still available—see 2 above). The sender should be advised to put his own name and address on the back of the envelope, so that the Post Office can refund the air fee if the letter has to be sent to a location to which no air mail service is available. Letters addressed to a shore establishment with the name of the country of destination shown in the address must be prepaid at the rate for the country concerned. This is 1*s.* 3*d.* per  $\frac{1}{2}$  oz. for East Africa, Iran, Iraq, India, Ceylon and beyond, but for Gibraltar it is 5*d.* for the first oz. and 3*d.* for each additional oz. There is no service to the Middle East. The rates for countries in the West Indies and South America are higher than 1*s.* 3*d.* per  $\frac{1}{2}$  oz.; full details can be obtained from any Post Office. Relatives should be warned that owing to the limited amount of aircraft space available it is frequently not possible to send ordinary air mail letters all the way by air, and that airgraphs and air letters have priority over the ordinary air mail service.

5. Ordinary mail (forwarded by surface route) *Letters.*—1½*d.* for the first oz. and 1*d.* for each additional ounce.

*Postcards.*—1*d.*

*Printed Papers (including Newspapers).*—½*d.* per 2 oz.

*Parcels.*—3 lb. 9*d.*; 7 lb. 1*s.* 6*d.*; 11 lb. 2*s.* 0*d.*; 22 lb. 3*s.* 6*d.*

6. Telegrams ... For H.M. seagoing ships must be addressed to ship name, London, and are charged for at inland rates. If the vessel addressed is in Home Waters the telegrams will be transmitted to the appropriate port. If the vessel is overseas it will be forwarded in the 6*d.* Air Letter Mail where available otherwise by Air Mail or Surface Mail from London. Telegrams for H.M. base ships overseas may be sent by the ordinary civil facilities paid at the rate applicable to the country. The address should include the location.
  7. E.F.M. (Forces Social Telegrams). This applies to shore based personnel only, i.e., personnel serving in base ships or shore establishments at places in the British Empire, Middle East, Bahrein and Muscat (Persian Gulf), Iceland (C) and Faroe Islands. The charge is 2*s.* 6*d.* for 3 phrases to be selected from lists available at all Telegraph and Cable Offices. The address is free, and should contain the following particulars:—  
E.F.M., Name, rank or rating and number, name of Base Ship or shore establishment, place of destination.
  8. C.S.N. (concession telegrams). These are available to the next of kin of naval personnel at the rate of two per month and are intended for urgent messages only. Messages about state of health are acceptable but not terms of endearment, congratulations or anniversary greeting. Messages must be as brief as possible and should not normally exceed 12 words. The next of kin must obtain the special telegram forms from—  
(a) Officers.—Admiralty,  
C.W. Branch,  
Queen Anne's Mansions,  
Westminster, S.W.1.  
(b) Ratings.—Home depots.  
(c) For other personnel, e.g., W.R.N.S., etc., see A.F.O. 1457/42.
- When completed the forms should be handed in at any postal telegraph office and the message paid for at ordinary inland telegram rates.
- B.—Inward**
1. Airgraph letters ... The inward airgraph service operates from the Mediterranean (including North Africa, but excluding Gibraltar and Malta), Red Sea, Persian Gulf, India, Ceylon, East and South Africa, Australia, New Zealand, Canada and the United States. Postage rates and other arrangements as for outward airgraphs. This service has the same high priority as the outward service.
  2. Air mail letter card Postage 3*d.*, except for shore based personnel in South Africa where the charge is 6*d.* These are rationed at rate of 1 per man per week. Transmission is normally by air throughout, but if aircraft space is not available they may be sent part of the way by sea. This service is not in operation from North and South America and West Indies, where bulk postage system is used.

3. Ordinary air mail ... From India, Persian Gulf, Aden, Ceylon and East Africa—1s. 3d. per half ounce. Postage should be prepaid by means of U.K. stamps; but if no stamps are available, letters are to be prepaid in cash, in which case the mails must be accompanied by a certificate to the effect that the postage (quoting the amount) has been collected and brought to account in ships' accounts. Transmission from these locations is partly by air and partly by sea.

In North and South America the rates vary and are those charged by the local Postal Administration to the public. In order that location of vessel is not disclosed by the use of local stamps a system of bulk postage is used, i.e. letters are collected into one outer cover and the postage stamps are affixed thereon. (In Canada the bulk postage is prepaid in cash and the outer cover is stamped to indicate that the air postage has been paid). The total cost is to be divided among the senders. From vessels operating in South American waters a special arrangement has been made in view of the high rate of air mail postage. Letters are collected on board and charged at the rate of 1s. 3d. per 5 grams. Postage is then paid at local rates on the outer cover and the difference charged to navy funds.

From Gibraltar the rate is 5d. for the first ounce and 3d. for each additional ounce. Letters from H.M. Ships must be prepaid in cash, and the mails must be accompanied by a certificate to the effect that the postage (quoting the amount) has been collected and brought to account.

4. Ordinary mail (forwarded by surface route). See Appendix for details of postage. The concession of free postage applies to personnel serving in sea-going ships and also to shore based personnel in areas where the concession is in operation for the army.
5. Telegrams ... Telegrams to U.K. can be sent by the ordinary public services under local security restrictions.
6. E.F.M. (Forces Social telegrams). These are only accepted from personnel in uniform. The charges etc., are the same as for outward E.F.M.
7. C.S.N. (Concession telegrams). These are limited to one a month. Forms are obtainable on the ship. Charges and other conditions are as for outward C.S.N.

APPENDIX (see paragraph B4)

Ordinary mail (forwarded by surface route)

To	Postage	Registration Fee
United Kingdom; British Forces abroad; British Empire generally; Egypt and Anglo-Egyptian Sudan.	<i>Letters, Letter Packets and Postcards</i> 2 oz. and under ...FREE Over 2 oz. 1½d. for the first oz. and 1d. for each additional oz. on full weight.	3d. (subject to regulations in the Post Office Guide regarding registration in the Imperial and Foreign Post).
H.M. Ships wherever stationed.	<i>Newspapers and Printed Papers</i> 2 oz. and under .....FREE Over 2 oz. ½d. per 2 oz. on full weight.	The concession of free postage does not include registration fees, and letters intended for registration must be prepaid by means of postage stamps.
U.S.A.	<i>Letters and Letter Packets</i> 2½d. for the first oz. and 1d. for each additional oz.	

To	Postage	Registration Fee
Other Foreign Countries	<i>Postcards</i> 2d.	
	<i>Newspapers and Printed Papers</i> ½d. per 2 oz.	
Other Foreign Countries	<i>Letters and Letter Packets</i> 3d. for the first oz. and 1½d. for each additional oz.	
	<i>Postcards</i> 2d.	
	<i>Newspapers and Printed Papers</i> ½d. per 2 oz.	

Parcel Post

To	Postage on parcels not exceeding			
	3 lb.	7 lb.	11 lb.	22 lb.
United Kingdom; British Forces abroad wherever stationed; H.M. Ships.	9d.	1s. 6d.	2s. 0d.	3s. 6d.

All other destinations. Rates laid down in Post Office Guide as from the United Kingdom.

(A.F.O. 1457/42.)

(A.F.Os. 5712/42, 6338/42, and 6339/42 are cancelled.)

5293.—B.R. 321—Establishment of Naval Stores for Engineering Purposes—Reprint

(N.S. 17964/43.—4 Nov. 1943.)

The Establishment of Naval Stores for Engineering Purposes (B.R. 321) has been reprinted and supersedes the 1939 Edition and Lists of Errata thereto (Nos. 1 to 3). Copies of the new Establishment will be forwarded to the various distributing authorities, the Admiral Superintendent, Contract Built Ships, and Overseers, etc., concerned. Two copies will be allowed to each ship, viz., capital ships, aircraft carriers built in the United Kingdom, cruisers, repair and depot ships (except "Resource") and netlayers.

2. On receipt of the new Establishment, copies of the 1939 edition and errata thereto should be disposed of.

3. Particular attention is invited to pages ii and iii of the reprinted establishment, from which it will be noted that the classification of ships has been rearranged.

4. The reprint also incorporates amendments which ordinarily would have been included in the next List of Errata, and which have already been promulgated in various Admiralty Fleet Orders, etc. On receipt of the establishment, ships concerned should verify that stocks on board have been adjusted to conform to the allowances shown therein. The allowances of "Permanent" items and the "Emergency Stock" quantities of "Consumable" items shown in the Naval Store Accounts are to be amended as requisite if this has not already been done on receipt of the orders referred to.

5. The "List of Particulars" references shown in the new Establishment are generally unchanged, and it will not be necessary for ships to prepare a revised List of Particulars (Form D.127(b)).

**5294.—B.R.861—Drill for the Fuzekeeping Clocks, Marks II and II\*, and Admiralty Fire Control Clock, Mark III\*—Issue**

(G. 3310/43.—4 Nov. 1943.)

The above-mentioned book is now in the press and copies will be issued, without demand, by the Superintending Naval Store Officer, R.N. Store Depot, Elveden Road, Park Royal, N.W.10, in accordance with the following establishment, viz. :—

Flag Officers	...	...	...	...	...	...	...	1
Naval Air Supply and Repair Ships	...	...	...	...	...	...	...	5*
Destroyer Depot Ships	...	...	...	...	...	...	...	5
Auxiliary Destroyer Depot Ships	...	...	...	...	...	...	...	5
Flotilla Leaders	...	...	...	...	...	...	...	4*
Destroyers	...	...	...	...	...	...	...	3*
Sloops	...	...	...	...	...	...	...	3*
The Captain, H.M.S. "Excellent"	...	...	...	...	...	...	...	150
The Captain (G), H.M. G.S., Devonport	...	...	...	...	...	...	...	30
The Captain (G), R.N. G.S., Chatham	...	...	...	...	...	...	...	50
H.M.S. "Vernon"	...	...	...	...	...	...	...	2
Commanding Officer, Alexandria Torpedo School	...	...	...	...	...	...	...	3
Commanding Officer, Eastbourne Torpedo School	...	...	...	...	...	...	...	3
Commanding Officer, Bombay Torpedo School	...	...	...	...	...	...	...	3
Commanding Officer, H.M.S. "Queen Charlotte," Gunnery School, Ainsdale-on-Sea.	...	...	...	...	...	...	...	20
N.S. H.Q., Ottawa (including 20 for Halifax Gunnery School, 20 for D.N.O., Canada, and Bases).	...	...	...	...	...	...	...	50
Secretary, Navy Board, Melbourne (including 20 for Flinders Gunnery School).	...	...	...	...	...	...	...	40
Commander (G), Gunnery School, Durban (H.M.S. "Assegai")	...	...	...	...	...	...	...	20
R.N. College, Greenwich	...	...	...	...	...	...	...	1
Loan Libraries	...	...	...	...	...	...	...	2
Naval Staff Library, Admiralty	...	...	...	...	...	...	...	2
B.A.M.R.	...	...	...	...	...	...	...	1
B.A.S.R.	...	...	...	...	...	...	...	1
B.A.T.M.	...	...	...	...	...	...	...	1
<i>Distributing Authority, Bombay—</i>								
Bombay	...	...	...	...	...	...	...	2
Manoora Gunnery School	...	...	...	...	...	...	...	20
I.S.S., Calcutta	...	...	...	...	...	...	...	1

\* Ships fitted and to be fitted with the fuzekeeping clocks, Marks II, II\* and II\*\*, and Admiralty fire control clock, Mark III\*.

**5295.—Form D. 254d—List of Particulars for Executive Purposes (1943 Reprint)**

(N.S. 17839/43.—4 Nov. 1943.)

Form D. 254d, "Particulars and Total Allowances in regard to Naval Stores allowed by Scale for Executive Purposes" has been reprinted and stocks are available at the R.N. Store Depot, Park Royal. Stocks at Park Royal and at dockyards of earlier reprints (blank forms) should be disposed of.

2. Warrant yards for the classes of ships to which the form is applicable should forward demands to the Superintending Naval Store Officer, Park Royal, to cover six months' anticipated requirements. The position should be reviewed every three months and replenishment quantities obtained from Park Royal as requisite.

3. The reprint incorporates all amendments promulgated in Lists of Errata Nos. 1 to 7, and some of those which will be included in List of Errata No. 8 when issued. When future Lists of Errata are issued, copies of the Forms D. 254d should be corrected as necessary at the warrant yards before despatch to new construction services. Similarly, where copies of the form have already been provided for a new construction service, the warrant yard should forward three copies of subsequent Lists of Errata to the officer preparing the "List of Particulars" so that it may be brought up to date.

4. Ships' officers, etc., concerned with the preparation of the "List of Particulars" should not demand blank forms from R.N. Store Depot, Park Royal, as these should be supplied in good time and without demand by the Superintending Naval Store Officer of the warrant yard, to whom any correspondence on the subject should be addressed. The forms are not suitable for the preparation of "Lists of Special Stores" for which Form D. 122 (in pads of 50 forms) should be used, these being obtainable from R.N. Store Depot, Park Royal, and not from the warrant yards.

5. Ships in commission are *not* required to prepare revised "Lists of Particulars" in consequence of this reprint.

**5296.—Form S.264—Revision (Divisional Officer's Report Form)**

(N. 23656/43.—4 Nov. 1943.)

Attention is drawn to A.F.O. 5205/43 in Section 2 of this issue.

**5297.—Form S.264D—Continued Use of, for Royal Marines**

(N. 23656/43.—4 Nov. 1943.)

Attention is drawn to A.F.O. 5206/43 in Section 2 of this issue.

**5298.—Form S.608—Abolition**

(Sta. 10242/43.—4 Nov. 1943.)

Form S.608, Book for Telegraph Messages sent through Post Office Inland Wires, has been abolished, and S.1296 (D.286), Post Office Form A.5, is to be used in lieu.

**5298a.—Commanding Officer—R.N.T.U. (London Area)—Change of Address**

(N. 26405/43.—4 Nov. 1943.)

The office of the Commanding Officer, R.N.T.U. (London Area), at 85, Thornbury Road, Isleworth, Middlesex, has been transferred to 22, Penywern Road, Earls Court, S.W.5 (Telephone: FLaxman 7454), as from 1st November, 1943.

**5299.—War Record Films Produced by Special Services of the U.S. Forces**

(T.S.D. 2417/43.—4 Nov. 1943.)

The Special Services Branch of the United States Forces have produced a series of films depicting the progress of the war to date, and arrangements have been made to distribute copies for showing to Naval personnel.

2. The titles and serial numbers of these films are as follows :—

1. Prelude to War (G.159)
2. The Nazi Strikes (G.160)
3. Divide and Conquer (G.161)
4. Battle of Britain (G.162)
5. Battle of Russia (G.163)

and in order that no dislocation in existing distribution may occur they will be issued in the above sequence at approximately monthly intervals, commencing at the end of November, 1943.

3. At present they will only be issued in 35 mm. size, but it is hoped to issue 16 mm. copies eventually, and a subsequent Fleet Order will be issued when 16 mm. copies are available.

4. The scale of distribution will be as follows, without demand, and as far as possible the films should be shown in the correct sequence, as set out in paragraph 2 above :—

	<i>No. of copies</i>
Scapa Library ... ..	2
Rosyth Library ... ..	2
Glasgow Library ... ..	2
Liverpool Library ... ..	2
Chatham Library ... ..	2
Portsmouth Library ... ..	2
Devonport Library ... ..	2
London Library ... ..	1
C.-in-C., Mediterranean ... ..	1
C.-in-C., Levant ... ..	1
F.O.C., Gibraltar ... ..	1
C.-in-C., Eastern Fleet ... ..	1
C.-in-C., South Atlantic ... ..	1
F.O.C., West Africa ... ..	1
F.O., Ceylon... ..	1
F.O.C., Royal Indian Navy ... ..	1
V.A., Malta ... ..	1
S.B.N.O., Western Atlantic ... ..	1
N.Z.N.B. ... ..	1
A.C.N.B. ... ..	1

5. Application for copies should be made in accordance with A.F.O. 4251/43 (paragraph 10) and copies should not be retained by any one authority longer than is necessary, so that circulation of copies can be completed as quickly as possible.

6. The attention of Commanding Officers is drawn to the fact that the Prime Minister states that "the educative value of them is enormous" and "they are capable of making a profound impression upon fighting men"; but it is stressed that they should be shown in their correct sequence.

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

## Section 6.—SHORE ESTABLISHMENTS

### 5300.—Subsistence Allowance—Temporary Clerks I and II

(C.E. 15280/43.—4 Nov. 1943.)

As from the date of this order, Temporary Clerks, Grades I and II, who are 21 years of age or over, will be eligible for Class C rates of subsistence allowance.

2. The classification for Temporary Officers as laid down in A.F.O. 5466/41, modifying A.F.O. 820/41, Part 1, paragraph 8, should be amended accordingly.

(A.F.Os. 820/41, 5466/41 and 1079/42.)

### 5301.—Hours of Work in Admiralty Industrial Establishments

(L. 5906/43.—4 Nov. 1943.)

H.M. Government have indicated that all possible steps should be taken to keep the hours of labour of workpeople within a maximum of 60 hours a week for men and 55 for women, these periods being regarded as the maxima that are compatible with efficiency in output over a long period.

2. Their Lordships have accordingly decided that the above-mentioned limits to working hours shall be observed so far as may be found practicable in all Admiralty Industrial Establishments, the intention being that working hours which

consistently exceed these limits shall be resorted to only in exceptional circumstances, in which case every endeavour should be made (having due regard to essential requirements) to keep such hours as near as possible to the above limits.

3. Attention is, however, drawn to the fact that the hours of work of the women and young persons are governed by the provisions of the Factory Acts and the emergency legislation issued in connection therewith. The above instructions are, therefore, not to be taken as implying authority to override the directions for the observance of any lower limits that may be prescribed under these Acts, etc. in respect of women or young persons, provision for any relaxation of these statutory restrictions being a matter for settlement with H.M. Inspectors of Factories.

### 5302.—Income Tax, Civilians—Form 36B

(D.N.A. 19028/43.—4 Nov. 1943.)

With reference to A.F.O. 2571/43, when no assessment for the year 1942/43 was issued by the Chief Inspector of Taxes, Departmental Claims Branch, the liability for that year is at present being shown on Form 36B (1943/44) under the heading of "Additional liability". In order that it may be clear whether the amount so shown is the full liability for the year 1942/43, owing to an assessment for that year not having been previously issued, or whether it is in addition to an assessment issued during the year 1942/43, it has been arranged with the Chief Inspector of Taxes that in those cases where no previous assessments have been made the word "Additional" shall be deleted from the Forms 36B before they are issued.

(A.F.O. 2571/43.)

### 5303.—Calls Over G.P.O. Telephone Trunk System

(D. 8472/43.—4 Nov. 1943.)

The following information is promulgated with a view to facilitating the connection of calls over the G.P.O. telephone trunk system to the establishments enumerated. When booking calls, subscribers should quote the particulars shown under heading "Trunk Subscribers' Line" together with the desired extension number on the P.B.X. of the establishment concerned. To meet the contingency of the trunk subscribers' lines to the establishment being engaged, it may be advisable to also quote the particulars of a line shown under heading "Alternatives".

Establishment	Trunk Subscribers' Line	Alternatives
Rosyth Dockyard ... ..	Edinburgh Trunks 39	Dunfermline 1301 or Inverkeithing 234 or Edinburgh 34391 or Edinburgh 23879
Devonport Dockyard ... ..	Plymouth Trunks 50	Devonport 740.
Torpedo Depot, Stoke Canon	Exeter Trunks 19 ...	Exeter 55668.
Admiralty Chart Depot, Taunton	Bridgwater Trunks 4	Taunton 2655

### 5304.—Clothes Rationing (G.O.S.10)—Disposal of Coupons Deducted

(L. 14844/42.—4 Nov. 1943.)

With reference to paragraph 3 (IV) of A.F.O. 5357/42, clothing coupons deducted in respect of loaned clothing should now be forwarded by registered post, with a covering note, quoting A.F.O. 5357/42 and stating the number of coupons enclosed, to the Chief Accountant, Board of Trade, New Oxford House, Bloomsbury Way, London, W.C.1.

(A.F.O. 5357/42.)

## 5305.—Tropics—Scale of Accommodation in War Time

## Shore Establishments

(C.E.-in-C. 76494/43.—4 Nov. 1943.)

The following austerity scale of accommodation has been approved for war-time shore establishments in West Africa as a result of local experience:—

Type	Senior Officers	Junior and Warrant Officers	C.P.Os. and Senior N.C.Os. (R.M.)	P.Os. and Junior N.C.Os. (R.M.)	Ratings and Marines	Remarks
Sleeping	180	90	63	56	56	Sup. Ft. per person
Recreation	Included in Messing		12	12	10	Sup. Ft. per person inc. all rooms, halls, cloak-rooms, etc. (Ex: N.A.A.F.I. living accommodation).
Messing	65	65	10† 15*	10† 15*	10† 15*	Sup. ft. per person including kitchen servery, etc.
Baths	0	0	—	—	—	Per 100 men
Showers	20	20	10	10	10	Per 100 men
Lavatory Basins	20	20	12†	12†	12†	Per 100 men† 2 ft. 6 ins. run of ablution bench equivalent to one lavatory basin.
W.C. or E.C.	15	15	10	10	10	Per 100 men
Urinals	6	6	6	4	4	Per 100 men 1 No. Stall 1 ft. 6 ins. of slab.

Note.—For West African Establishments.

- (i) Reasonable sanitary accommodation to be provided adjacent to sleeping quarters.
- (ii) Lavatory basins and W.Cs. not to be provided in messes except for officers and kitchen staff, and urinals only in canteens.
- (iii) Lavatory basins may be provided for officers. Ablution benches with portable bowls to be provided for men.
- (iv) Officers of Lt. rank and below to be accommodated 2 No. per cabin.
- (v) C.P.Os. and P.Os. to be accommodated in separate dormitory blocks.
- (vi) Messing.—The figures marked † are to be used where messing can be arranged in double shifts which should be adopted wherever possible. Those marked \* are to be used where single shift messing is specifically approved.

2. This scale is to be taken as a guide for other tropical regions where the climate may be analogous to that in West Africa, discretion being exercised to meet local conditions, and the minimum practicable scale adopted. It is applicable generally to the requirements of large establishments, and in the case of small establishments, each case must be treated on its merits, which may involve a some-

what more generous interpretation of the scale in specific instances. It is not intended to apply to W.R.N.S. The scales laid down for peace-time accommodation for W.R.N.S. at home as detailed hereunder are to be treated as a basis appropriate to austerity war-time needs for W.R.N.S. personnel drafted to tropical climates such as West Africa, subject to such adjustment as is considered essential in view of actual local conditions.

Item	Officers	Ratings	Remarks
Sleeping ... ..	75	50	Square feet per person, excluding lavatories, baggage room, etc.
Messing ... ..	45	15	Square feet per person, including kitchen servery, etc.
Recreation ... ..	25	12	Square feet per person, including all rooms, bars, halls, cloaks, etc.
Baths ... ..	20	10	Per 100 persons.
Lavatory basins ... ..	20	20	Per 100 persons.
W.Cs. ... ..	25	15	Per 100 persons.

3. It is essential that in all cases adequate ventilation shall be provided.

## 5306.—Merchant Ships Supplies and Services—Accounting—REPORTS

(W.G.F. 148/43.—4 Nov. 1943.)

The cost of supplies and services to merchant ships for other than D.E.M.S. purposes (instructions with regard to which, for foreign vessels, have been given in C.A.F.O. 740/43) is to be accounted for in the manner set out in the following paragraphs.

2. Dockyard Supplies and Services.—(a) Vessels owned or chartered by the Ministry of War Transport.

Further instructions will be issued regarding these vessels, but in the meanwhile the existing procedure should continue.

(b) Vessels owned or chartered by United States War Shipping Administration or United States Army Transport Service, excluding those demise-chartered to Ministry of War Transport.

These vessels usually fly the United States or Panamanian flag.

(i) Supplies of Oil bunkers should be reported on Group B basis on Form D.72d as charges against the Ministry of War Transport, and will constitute exceptions to the Inter-Departmental Waiver procedure.

(ii) All other expenditure on these vessels should be assessed on a Group C basis and reported on claim Form D.72.

(c) Vessels not falling under (a) or (b) above.—Before supplies are made or services rendered to other vessels, the local Ministry of War Transport representative or Sea Transport Officer should be consulted. Recovery should be effected locally from ships' agents if practicable, but if local recovery is impracticable the cost, assessed on a Group C basis, should be reported on Form D.72d for Admiralty recovery.

3. Disbursements, other than dockyard expenses, for ships under control of Ministry of War Transport.—Disbursements for ships under control of Ministry of War Transport (excluding, when on Admiralty service, Ministry owned vessels and vessels on bare-boat charter to the Ministry) are normally paid by the ship's agents or, in certain conditions, by the Ministry of War Transport Representative or Sea Transport Officer. Such disbursements should in no circumstances be met by Base Accountant Officers or Dockyard Cashiers if a Ministry of War Transport Representative, or a Sea Transport Officer holding an imprest for the Ministry of War Transport, is available. If, owing to special circumstances, any such disbursements have to be made by Admiralty Paying Officers, they should be immediately reported to the Admiralty (D.N.A.5A), by Microgram, where possible, with ship's name and nationality, the names of the operators, with an explanatory note, in order that recovery may be effected from the Ministry of War Transport. Disbursements for Ministry-owned vessels and vessels on bare boat charter to the Ministry should, when the vessels are on Admiralty service, continue to be paid by Admiralty Officers as a charge to Navy Votes.

4. *Cash Advances to Masters.*—Cash advances to masters should not normally be made, such requirements being normally met by the ships' agents or Ministry of War Transport representative. Where such advances are made in the absence of such local facilities, reporting action should be taken as indicated in paragraph 3 above.

5. *Cash Advances to Sea Transport Officers or Ministry of War Transport Representatives.*—Cash advances made to Sea Transport Officers or Ministry of War Transport Representatives for the purpose of meeting disbursements on behalf of Ministry of War Transport should be reported by signal to the Admiralty (D.N.A.5A) to enable immediate recovery from Ministry of War Transport to be effected.

(C.A.F.O. 740/43.)

**5307.—Misuse of Petrol obtained for Official Journeys in Private Motor Vehicles**

(C.E. 14968/43.—4 Nov. 1943.)

The attention of all staff concerned is drawn to the fact that where petrol coupons are supplied to obtain petrol for use in a private motor vehicle on an official journey, it is an infringement of the law to make any unnecessary deviation from the most direct route for performing that journey or to use such petrol for any private journey or purpose. Any person so doing renders himself or herself liable to prosecution by the police authorities apart from any disciplinary action that the Admiralty may decide to take in the matter.