

ADMIRALTY FLEET ORDERS

No. Subject.

18th November, 1943.

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Section 1

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

5434.—Message on National Day of Soviet Union

(M. 016798/41.—18 Nov. 1943.)

The following message was sent by the First Lord to Admiral Fisher :—

On the occasion of the National Day of the Soviet Union I have very great pleasure in sending once more, on behalf of the Board of Admiralty and the Royal Navy, our warmest greetings to the officers and men of the Soviet Fleet and Fleet Air Arm.

We congratulate the Soviet Forces on their heroic efforts and glorious victories during the past year, which together with the successful conclusion of operations in North Africa and the collapse of Fascist Italy, have caused the tide to turn strongly against the enemy and have shattered his plans of conquest. The net is being drawn ever closer round the so-called Fortress of Europe, thus preparing the way for the total collapse of Hitlerite Germany.

A. V. Alexander.

The following reply has been received :—

I thank you cordially for your warm welcoming message and congratulations to the officers and men of the Soviet Navy on the occasion of National Holiday—the 26th Anniversary of the foundation of the Soviet State.

Our struggle has entered upon a new stage which is ensuring growth in the fighting might of the armed forces of anti-Hitler coalition and collapse in the camp of our enemies.

I am sure that with joint blows we shall hasten the day of complete victory and of the freeing of Freedom-loving Nations from the Fascist yoke.

N. Kusnetsov.

5435.—Flag for Supreme Allied Commander, South-East Asia

(N.L. 16585/43.—18 Nov. 1943.)

H.M. the King has approved that the Union Jack with the emblem of the Command in the centre shall be flown by the Supreme Allied Commander, South-East Asia.

The emblem is that of the phoenix rising again from the ashes.

2. This flag will not be included in the Admiralty Flag Book.

5436.—Senior Officer, Naval Air Stations, Northern Ireland—Appointment

(A. 01699/43.—18 Nov. 1943.)

Their Lordships have approved the appointment of a Senior Officer, Naval Air Stations, Northern Ireland, with responsibilities in respect of R.N. Air Stations and Naval Air Squadrons lodging with the Royal Air Force in Northern Ireland similar to those of the senior officer of ships and company.

2. The Senior Officer, Naval Air Stations, Northern Ireland, will :—

- (1) Co-ordinate the use of common training and exercise facilities where necessary.
- (2) Co-ordinate local defence policy as regard dealings with outside authorities.
- (3) Apply on behalf of stations and squadrons in Northern Ireland for R.A.F. services, such as salvage.

3. The Commanding Officer, R.N. Air Station, Eglinton, has been appointed Senior Officer, Naval Air Stations, Northern Ireland, for the time being. His responsibilities with regard to administration and other matters not covered above will be confined to the R.N. Air Station, Eglinton.

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

*5437.—Honours and Awards—"London Gazette" Supplement of
2nd November, 1943

(H. & A.—18 Nov. 1943.)

CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD,
St. James's Palace, S.W.1,
2nd November, 1943.

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

Acting Temporary Lieutenant Commander Neil MacSween Waldman, R.N.R.
For great bravery and undaunted devotion to duty.

CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD,
St. James's Palace, S.W.1.
2nd November, 1943.

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

Petty Officer Leonard Clinton, LT/KX.109662.
Petty Officer Samuel Dearness.
Petty Officer Leonard Herbert Henry Nicholls, C/JX.583654.
Shipwright Third Class Thomas Devonshire, 71088, S.A.N.F.
Acting Leading Seaman Wilfrid Henry Kyte, P/SSX.26945.
Stoker First Class Martin Greaves, 72551, S.A.N.F.

For outstanding courage in dangerous operations which led to the re-opening of North African ports.

Regulating Petty Officer John Thomas Hunter, C/MX.583088.

For enterprise and fine seamanship by which he saved many lives when in charge of a lifeboat after a vessel in which he was taking passage was lost.

Able Seaman Ronald James Webster, C/JX.351165.
Ordinary Signalman Vincent Thomas Hurley, C/JX.202517.

For great bravery in diving into waters where there were known to be sharks to the rescue of survivors from a torpedoed merchant ship.

ADMIRALTY,
Whitehall,
2nd November, 1943.

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

For outstanding courage, enterprise and skill in a successful patrol in H.M. submarine "Tuna"—

Second Bar to the Distinguished Service Order

Lieutenant Desmond Samuel Royst Martin, D.S.O., R.N. (Vancouver Island, B.C.).

The Distinguished Service Cross

Lieutenant (E) Nicholas Travers, R.N. (Plymouth).

The Distinguished Service Medal

Acting Temporary Leading Seaman Dominic King, D/JX.135013 (Liverpool).
Acting Temporary Leading Stoker Thomas Alexander Abraham, D/KX.82152 (Renfrew).

Electrical Artificer Fourth Class Victor Frank Thomas Lammin, P/MX.79980 (Bath).
Signalman William Richard Huthwaite, P/CDX.2318 (Nottingham).

Mention in Despatches

Lieutenant David Sivewright Brown, R.N.V.R. (Durham).
Acting Chief Petty Officer Alfred James Mallett, D.S.M., D/JX.130986 (St. Austell).
Stoker Petty Officer Charles Spencer Watkins, P/KX.84395 (Ballindaggin, Co. Wexford).

Acting Temporary Leading Seaman John Francis Wilband, D/JX.96550 (Llangranyne).

Acting Temporary Leading Stoker John Arthur Wilkinson, C/KX.94292 (Leicester).
Engine Room Artificer Fourth Class Wilfred Jarvis, D/MX.74878 (Cutsyke, Castleford).

For gallantry and determination when heavily attacked from the air while serving in light craft :—

The Distinguished Service Cross

Temporary Lieutenant Robert MacKenzie Young, R.C.N.V.R.

The Conspicuous Gallantry Medal

Able Seaman Michael Stanley Cooney, C/JX.236141 (Worthing, Sussex).

Able Seaman Cooney was serving a gun and was severely wounded when aircraft attacked, and the sights of his gun were blown away. Nevertheless, he kept up a continuous and accurate fire throughout the action, and even when the attacking aircraft withdrew, refused to leave his action station until his ship reached harbour. He was then discovered helping the other wounded until, on the point of collapse, he was himself ordered on to a stretcher.

His dauntless courage throughout this action was an inspiration to all who were present.

The Distinguished Service Medal

Able Seaman Ernest Brady Turner, P/SSX.35541.
Ordinary Seaman Anthony John Douglas Darbyshire, C/JX.372570.

Mention in Despatches

Able Seaman William Higginbottom, C/SSX.21786.
Able Seaman Henry Smith, P/JX.329980.
Able Seaman Charles John William Barnaby, C/JX.141849.

For gallant and distinguished services in Sicily :—

The Distinguished Service Order

Temporary Lieutenant (Acting Temporary Captain) William Cunningham, R.M.

The Military Cross

Lieutenant (Acting Captain) Michael Jarvis Ephraums, R.M.
Temporary Lieutenant (Acting Temporary Captain) Henry Ernest Stratford, R.M.

The Military Medal

Marine (Acting Temporary Sergeant) James Crooks, PO/X.2359, R.M. (Warrington, Lancs.).

For courage and enterprise in a daring attack on the enemy while serving in light coastal craft :—

The Distinguished Service Cross

Temporary Lieutenant Donald Rigg, R.N.V.R. (Wilmslow, Cheshire).

For gallantry in organizing the survivors from a torpedoed merchant ship and in swimming from raft to raft, in waters where sharks were known to be present, in order to tend the injured :—

Posthumous Mention in Despatches

Temporary Surgeon Lieutenant Ivan Seymour Jacklin, M.B., B.S., M.R.C.S., L.R.C.P., R.N.V.R.

For constant and untiring devotion to duty and great skill in tending the wounded survivors from a torpedoed merchantman :—

Mention in Despatches

Temporary Surgeon Lieutenant Robert Russell Dickson, M.B., B.S., M.R.C.S., L.R.C.P., D.A., R.N.V.R.

Leading Sick Berth Attendant John Bailey, B.E.M., P/SMX.452.
Leading Sick Berth Attendant John Pigott, C/SBRX.7786.
Sick Berth Attendant Thomas Harold Johnson, D/MX.73220.

For good services to the survivors in the water when H.M.S. "Egret" was lost and in tending the injured after they were picked up:—

Mention in Despatches

Temporary Sub-Lieutenant Dennis Effraim Nahum, R.N.V.R.

For skill and devotion to duty under fire while serving in a defensively equipped merchant ship:—

Mention in Despatches

Temporary Acting Petty Officer John Malcolm Matheson, D/JX.18986A (Stornoway).

The following award published in "London Gazette" Supplement No. 36081 of 6th July, 1943, is cancelled:—

Mention in Despatches

Acting Temporary Skipper Donald Henderson McKay, R.N.R.

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

D.S.M.

A.F.O. 2342/42. E.R.A. 3 Richard Douglas Wilson, P/MX.56274.

D.S.M.

A.F.O. 1226/42. A.B. Mashkur Ali Subhan Ali, 3195, "H.M.I.S. "Lawrence".

Seaman Sheikh Ali, H.O. 70595, H.M.I.S. "Lilvati".

Seaman Ghulam Ahmed, H.O. 71465, H.M.I.S. "Lilvati".

***5438.—Honours and Awards—"London Gazette" Supplement of 5th November, 1943**

(H. & A.—18 Nov. 1943.)

CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD,

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

9th November, 1943.

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

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

Captain John Ignatius Hallett, D.S.O., R.N.

For zealous and valuable service as Naval Officer in Charge, Chittagong.

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

Temporary Acting Lieutenant Archibald Craig, R.N.R.

For great courage and skill when, in command of H.M. Rescue Tug "Empire Fred," he removed a blazing ship from harbour and so saved much shipping from the danger of fire.

Temporary Sub-Lieutenant Henry Lorimer Frew Thompson, R.N.V.R.

Temporary Chief Skipper Joseph Louis Nazaire Cormier, R.C.N.R.

For great gallantry and undaunted devotion to duty.

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

Temporary Lieutenant George Henry Olaf Rundle, R.C.N.R.

Chief Motor Mechanic Leslie Hanlon, B.E.M., P/MX.68724.

For gallantry and undaunted devotion to duty.

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

Acting Chief Petty Officer Harold Francis Simpson, V-23029, R.C.N.V.R.

Able Seaman John Gordon Lancien, V-31654, R.C.N.V.R.

For gallantry and devotion to duty.

Leading Seaman John Henry Jamieson Hunter, LT/JX.183165.

For gallant services in rescuing the survivors of ships torpedoed in convoy.

Acting Able Seaman William George Francis Bugar, C/JX.265663.

For outstanding leadership and endurance for over ten days' journey in a boat when his ship was torpedoed.

ADMIRALTY,

Whitehall,

9th November, 1943.

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

For gallant and distinguished services in action with enemy submarines while serving in His Majesty's Ships "Black Swan", "Stonecrop", "Sennen", "Rochester", "Mignonette", "Balsam", "Quantoock" and "Alisma":

To be a Companion of the Distinguished Service Order

Commander Hugh Valentine King, O.B.E., R.N.

The Distinguished Service Cross

Lieutenant-Commander Rodney Charles Vesey Thomson, R.N. (Basingstoke).

Lieutenant-Commander Frederick Harold Thornton, R.N.R. (Wallasey, Cheshire).

Acting Temporary Lieutenant-Commander William Archibald Fuller, R.N.V.R. (London).

Lieutenant Harold Hinksman Brown, R.N.R. (Glasgow).

Lieutenant James Ernest Lewis Peters, R.N.R. (Bournemouth).

Temporary Sub-Lieutenant Kenneth Harry Clarke, R.N.V.R. (Leicester).

The Distinguished Service Medal

Chief Petty Officer William Beaton Brett, C/J.25154 (Marsa, Malta).

Petty Officer Alfred Thomas Walter Cook, C/SSX.20717 (Marylebone, London).

Acting Stoker Petty Officer Allan Wood Leonard, C/KX.85373 (Aberdeen).

Temporary Leading Seaman Maurice Leonard Aspinall, C/SSX.15253 (Derby).

Temporary Leading Seaman John Auckland, C/JX.148426 (Great Yarmouth).

Temporary Acting Leading Seaman Norman Dorney, D/JX.152019 (Manchester).

Able Seaman Donald Hutson, P/JX.328422 (Brighton).

Able Seaman Cyril Rushton, D/SSX.22361 (Bury, Lancs.).

Mention in Despatches

Lieutenant-Commander Richard George Lovell Pennell, D.S.C., R.N. (Gloucester).

Lieutenant-Commander Maurice George Rose, R.A.N.V.R.

Temporary Lieutenant (E) William Milne Hutchison, R.N. (Dundee).

Temporary Lieutenant Philip Norman Frederick Appleyard, R.N.V.R. (Brentwood, Essex).

Temporary Lieutenant Donald Charles Hoskins, R.N.V.R. (Bracknell, Berks.).

Temporary Lieutenant Alan Wilfred Tennant, R.N.V.R. (Warrington).

Temporary Lieutenant Arthur Frank Walsham, R.N.V.R. (Crawley).

Chief Mechanician Ernest Henry Odell, D/K.57936 (Kirkaldy, Scotland).

Yeoman of Signals Arthur Kerr, C/JX.133433 (Southwick, Sutherland).

Yeoman of Signals (Temporary) Cecil Maxwell Samuels, C/J.113142 (Romford, Essex).

Petty Officer John Dewar Rogers Mott, P/JX.152541 (Millbrook, Southampton).

Stoker Petty Officer Alfred Henry Binfield, C/KX.86656 (Belfast).

Leading Seaman Walter Kay, C/JX.229205 (Stretford, Lancashire).

Leading Seaman Edward Cecil Tufrey, C/J.65747 (Scarborough).

Leading Stoker Herbert Ernest Spencer Harnett, C/SKX.187 (Minster, Thanet).

Able Seaman Charles Staves, D/JX.288508 (Manchester).

For great courage, leadership and enterprise in action with enemy forces in the Channel while serving in Light Coastal Craft.

Bar to the Distinguished Service Cross

Temporary Acting Lieutenant-Commander Peter Markham Scott, M.B.E., D.S.C., R.N.V.R.

The Distinguished Service Cross

Temporary Lieutenant James Sidney Southcott, R.N.V.R. (St. Helens, I.O.W.).

Temporary Sub-Lieutenant Peter Mason, R.N.V.R. (Bursledon).

The Distinguished Service Medal

Chief Engine Room Artificer William Benjamin Daniel Bird, P/MX.52453 (Alton, Hants).

Mention in Despatches

Stoker Petty Officer Robert Spencer Attley, P/KX.80984 (Southsea).

Acting Stoker Petty Officer William James Meldrum, C/KX.91607 (Castle Kennedy, Wigtownshire).

For gallant and distinguished services in the Sicilian Campaign :

The Military Medal

Temporary Corporal (Acting Temporary Sergeant) Ronald Frewin Dean, Ch/X. 103144, R.M.

Marine (Acting Temporary Corporal) Howard Reginald Allen, Po/X.109393, R.M.

For great skill and determination in H.M. Rescue Tug "Empire Samson" in saving a Merchant ship from sinking when attacked by enemy aircraft, and bringing her to port :—

Mention in Despatches

Temporary Acting Lieutenant Alfred Sidney Pike, R.N.R.

Temporary Sub-Lieutenant (E) Alfred Ronald James Lacey, R.N.V.R.

Able Seaman Charles Henderson, R.234311.

Able Seaman Donald McCormack, R.190675.

For gallant service in the escort of convoys in the Far East, while serving in H.M.I.S. "Sutlej" :

Mention in Despatches

Lieutenant Hugh Murray Clark, R.I.N.

For great keenness and enterprise in air operations in the Mediterranean :

Mention in Despatches

Temporary Leading Airman Leonard Frederick Boylett, FAA/FX.114921.

For bravery and devotion to duty :

Mention in Despatches

Acting Commander Robert William Wainwright, R.N.

Temporary Lieutenant-Commander Robert McDonald Barkhouse, R.C.N.V.R.

Temporary Sub-Lieutenant George McDonald Schuthe, R.C.N.V.R.

Leading Stoker (Diver Second Class) Graham Rae Sorley, D/KX.85721.

Able Seaman (Acting Diver Second Class) Jack Griffiths, C/SSX.21679.

For courage and good services to survivors when the Merchant ship in which he was serving was torpedoed :

Mention in Despatches

Acting Able Seaman Edward Dootson, C/JX.248918.

For courage and skill in securing a line from H.M. Rescue Tug "Empire Fred," to a hawser on a blazing ship in harbour to enable her to be towed out of the entrance :

Mention in Despatches

Able Seaman Harry Charles Haxell, N.A.P./R.123994.

***5439.—Honours and Awards**

(H. & A.—18 Nov. 1943.)

The King has been graciously pleased to approve the following award for gallantry and enterprise :—

Bar to the Distinguished Service Cross

Temporary Lieutenant Daniel Lomenech, D.S.C., R.N.V.R.

2. This award will not be gazetted.

5440.—1939-43 Star : Qualification of Naval Air Crews

(H. & A. 360/43.—18 Nov. 1943.)

The last sentence of sub-paragraph 4(a) of A.F.O. 3658/43 ("Officers and men of the Fleet Air Arm . . . R.A.F.") is to be interpreted as follows :—

"Naval air crews not qualified by six months' service afloat will be eligible if they have flown operationally in a first line squadron, and have completed two months' service either at an operational base, or in an aircraft carrier or C.A.M. ship afloat, refit or leave periods not counting towards the service required."

2. Issue of the ribbon of the 1939-43 Star may now be made according to the instructions contained in A.F.O. 5056/43 to members of naval air crews so qualified. (A.F.Os. 3658/43 and 5056/43.)

5441.—Examination for Paymaster Lieutenant-Commander, June, 1943—Results
(C.W. 47714/43.—18 Nov. 1943.)

The following tables show the names of the candidates who were successful in the qualifying examination for the rank of Paymaster Lieutenant-Commander held in June, 1943, together with the marks obtained in each subject :—

Successful Candidates

	A.O.'s Duties	Naval Law	K.R. and Books	Int. Law	Coding and Cyphering
Maximum marks	250	100	150	70	50
Qualifying marks	175	50	105	35	35
Bewley, G. P., "Dauntless"	175	78	106	48	41
Cook, H. H., "President V"	202	81	105	53	48
Engledue, J. R. S., "Eland"	175	84	110	37	48
Hilliar, A. B., "Victorious"	175	82	107	50	45
Overend, M. K., "Ceres"	179	80	106	50	40
Williams, G. A., "President"	187	80	108	41	45

Successful Re-examined Candidates

Derwent, K. H., "Afrikander"	189	—	—	—	—
Hughes, W. L. F., "Afrikander"	200	—	130	—	—
Nicholls, G. H., "President"	178	—	—	—	—
Porter, R. N. D., "Formidable"	—	—	—	—	47
Sterndale-Bennett, R. D., "President"	—	—	106	—	—

5442.—Acting Sub-Lieutenants, R.N.—Courses, January, 1944

(C.W. 46567/43.—18 Nov. 1943.)

Provided that they are duly recommended, the Midshipmen named in the following groups are due for promotion to Acting Sub-Lieutenant on the 1st January, 1944, and to undergo shore courses for the rank of Lieutenant. They will be required to join for courses p.m. on the 2nd January, 1944.

2. Midshipmen are to be discharged in sufficient time to take a short period of leave before commencing their studies.

3. Attention is particularly drawn to K.R. & A.I., Article 263, as amended by A.F.O.s. 2968/42 and 12/43.

4. On being discharged from their ships, the private addresses of all officers are to be reported to the Admiralty (C.W. Branch). Officers discharged from ships on foreign stations are also to report their addresses to H.M.S. "Excellent" and the date of their arrival.

5. Individual appointments will not be promulgated in C.W. List of Appointments nor will personal appointments be sent to officers except where deviation from the programme becomes necessary. Officers will be borne on the books of H.M.S. "Excellent" throughout the courses. They will be accommodated at the establishment named against the respective courses.

6. Commanding Officers are to take steps to ensure that officers concerned who are serving in ships or establishments under their command at the date of receipt of this Order are made acquainted with its details.

7. Officers appointed to groups "V" and "W" initially commencing their courses in H.M.S. "Dryad," Southwick, Hants, should communicate with the Captain of that establishment for details of the transport available on the day of joining.

8. Officers proceeding to the R.N. Air Station, Arbroath, for the Air Course, should leave London, for Arbroath, on Saturdays, travelling by the train leaving King's Cross at 1900 hours, and arriving at Arbroath at 0641 hours on Sundays.

9. A number of Acting Sub-Lieutenants (ex Lower Deck) now undergoing instruction will also be appointed to these courses.

GROUP "S"

Name.	Ship.	Course.
<i>Gunnery</i>		
S. H. Kempster ...	"Chanticleer"	Begins 3rd January, 1944.
B. A. Large ...	"Howe"	Ends 12th February, 1944.
E. M. Lea ...	"Jamaica"	(Fire-fighting 12th January, 1944 ;
H. R. Tilley, R.C.N. ...	"Melbreak"	Submarine 13th January, 1944.)
G. B. Walker ...	"Musketeer"	H.M.S. "Excellent."
<i>Torpedo</i>		
G. F. Lanyon ...	"Cochrane"	Begins 14th February, 1944.
H. T. Wilson ...	"King George V"	Ends 4th March, 1944.
B. C. Lovett, R.A.N. ...	c/o Australia House	H.M.S. "Vernon," Roedean.
<i>Anti-Gas</i>		
D. McA. Craig ...	"Nigeria"	Begins 6th March, 1944.
A. F. Rowland, R.C.N. ...	"Petard"	Ends 7th March, 1944.
I. C. H. B. Lecky ...	"Quail"	H.M.S. "Vernon," Portsmouth.
<i>Radar</i>		
		Begins 8th March, 1944.
		Ends 11th March, 1944.
		H.M.S. "Vernon," Portsmouth.
<i>Signals</i>		
		Begins 13th March, 1944.
		Ends 1st April, 1944.
		H.M.S. "Vernon," Portsmouth.
<i>Air</i>		
		Begins 3rd April, 1944.
		Ends 8th April, 1944.
		R.N. Air Station, Arbroath.
<i>Navigation</i>		
		Begins 10th April, 1944.
		Ends 29th April, 1944.
		H.M.S. "Dryad."
<i>Anti-Submarine</i>		
		Begins 1st May, 1944.
		Ends 6th May, 1944.
		H.M.S. "Excellent."

GROUP "T"

Name	Ship	Course
<i>Gunnery</i>		
P. G. Ree ...	"Viscount"	Begins 3rd January, 1944.
P. H. Cayley, R.C.N. ...	"Whitehall"	Ends 12th February, 1944.
L. P. Watson ...	"Echo"	(Fire-fighting 19th January, 1944 ;
C. J. Denton ...	"Jamaica"	Submarine 20th January, 1944.)
D. J. D. Fletcher ...	"Anson"	H.M.S. "Excellent."
J. M. Drinkwater ...	"Scorpion"	
M. Shirley-Beavan ...	"Cochrane"	
E. V. P. Sunderland, R.C.N. ...	"King George V"	Begins 14th February, 1944.
P. Heraud ...	"Suffolk"	Ends 4th March, 1944.
W. H. M. MacKilligan ...	"Loyal"	H.M.S. "Vernon," Roedean.
I. H. D. Rankin ...	"Maidstone"	
<i>Air</i>		
		Begins 6th March, 1944.
		Ends 11th March, 1944.
		R.N. Air Station, Arbroath.

GROUP "T"—contd.

Name	Ship	Course
<i>Anti-Gas</i>		
		Begins 13th March, 1944.
		Ends 14th March, 1944.
		H.M.S. "Vernon," Portsmouth.
<i>Radar</i>		
		Begins 15th March, 1944.
		Ends 18th March, 1944.
		H.M.S. "Vernon," Portsmouth.
<i>Signals</i>		
		Begins 20th March, 1944.
		Ends 8th April, 1944.
		H.M.S. "Vernon," Portsmouth.
<i>Anti-Submarine</i>		
		Begins 10th April, 1944.
		Ends 15th April, 1944.
		H.M.S. "Excellent."
<i>Navigation</i>		
		Begins 17th April, 1944.
		Ends 6th May, 1944.
		H.M.S. "Dryad."

GROUP "V"

Name	Ship	Course
<i>Navigation</i>		
J. H. Wiles ...	"Towy"	Begins 3rd January, 1944.
J. R. H. Ley, R.C.N. ...	"Keppel"	Ends 22nd January, 1944.
C. R. Edge ...	"Howe"	H.M.S. "Dryad."
E. L. M. Moss ...	"Jamaica"	
M. E. Maslen ...	"Tanatside"	
R. A. L. Smith ...	"Ulster"	
<i>Air</i>		
D. W. Haslam ...	"Cochrane"	Begins 24th January, 1944.
S. B. Shaw ...	"Suffolk"	Ends 29th January, 1944.
S. R. Pryor ...	"Kent"	R.N. Air Station, Arbroath.
A. M. Dobell, R.C.N. ...	"Offa"	
M. K. MacGwire ...	"Tyrian"	
<i>Anti-Gas</i>		
		Begins 31st January, 1944.
		Ends 1st February, 1944.
		H.M.S. "Vernon," Portsmouth.
<i>Radar</i>		
		Begins 2nd February, 1944.
		Ends 5th February, 1944.
		H.M.S. "Vernon," Portsmouth.
<i>Signals</i>		
		Begins 7th February, 1944.
		Ends 26th February, 1944.
		H.M.S. "Vernon," Portsmouth.
<i>Anti-Submarine</i>		
		Begins 28th February, 1944.
		Ends 4th March, 1944.
		H.M.S. "Excellent."
<i>Torpedo</i>		
		Begins 6th March, 1944.
		Ends 25th March, 1944.
		H.M.S. "Vernon," Roedean.

GROUP "V"—*contd.*

Name.	Ship.	Course.
		<i>Gunnery</i>
		Begins 27th March, 1944. Ends 6th May, 1944. (Fire-fighting 5th April, 1944 ; Submarine, 6th April, 1944.) H.M.S. "Excellent."

GROUP "W"

Name.	Ship.	Course.
J. Paton,	"Whimbrel"	<i>Navigation</i>
D. D'A. Martin	"Howe"	Begins 3rd January, 1944.
M. H. Hutton	"Jamaica"	Ends 22nd January, 1944. H.M.S. "Dryad."
A. D. Cassidi	"Hardy"	<i>Anti-Submarine</i>
K. B. Thomson	"Obedient"	Begins 24th January, 1944.
I. R. Bowden	"Cochrane"	Ends 29th January, 1944. H.M.S. "Vernon," Portsmouth.
J. C. Carter, R.C.N.	"Cochrane"	<i>Air</i>
D. B. Hales	"Raider"	Begins 31st January, 1944.
R. C. Begg	"Kent"	Ends 5th February, 1944. R.N. Air Station, Arbroath.
V. J. Murphy, R.C.N.	"Tumult"	<i>Anti-Gas</i>
A. S. Morton	"Onslow"	Begins 7th February, 1944.
		Ends 8th February, 1944. H.M.S. "Vernon," Portsmouth.
		<i>Radar</i>
		Begins 9th February, 1944.
		Ends 12th February, 1944. H.M.S. "Vernon," Portsmouth.
		<i>Signals</i>
		Begins 14th February, 1944.
		Ends 4th March, 1944. H.M.S. "Vernon," Portsmouth.
		<i>Gunnery</i>
		Begins 6th March, 1944.
		Ends 15th April, 1944. (Fire-fighting 15th March, 1944 ; Submarine 16th March, 1944.) H.M.S. "Excellent."
		<i>Torpedo</i>
		Begins 17th April, 1944.
		Ends 6th May, 1944. H.M.S. "Vernon, Roedean."

GROUP "X"

Name.	Ship.	Course.
		<i>Torpedo</i>
L. T. F. Lee-Dillon	"Towy"	Begins 3rd January, 1944.
D. G. Norman	"Howe"	Ends 22nd January, 1944. H.M.S. "Vernon," Roedean.
A. M. Cupples, R.C.N.	"Jamaica"	
J. L. G. C. Parker	"Scourge"	

GROUP X " "—*contd.*

Name.	Ship.	Course.
A. Wilmot, R.C.N.	"Impulsive"	<i>Gunnery</i>
R. G. Green	"Cochrane"	Begins 24th January, 1944.
D. D. Stewart	"Raider"	Ends 4th March, 1944.
J. B. Rae	"Echo"	(Fire-fighting 2nd February, 1944 ; Submarine 3rd February, 1944.) H.M.S. "Excellent"
H. G. Verdon	"Kent"	<i>Anti-Submarine</i>
A. C. Bowen	"Fury"	Begins 6th March, 1944.
J. D. P. Tiarks	"Wensleydale"	Ends 11th March, 1944. H.M.S. "Excellent."
		<i>Air</i>
		Begins 13th March, 1944.
		Ends 18th March, 1944. R.N. Air Station, Arbroath.
		<i>Navigation</i>
		Begins 20th March, 1944.
		Ends 8th April, 1944. H.M.S. "Dryad."
		<i>Anti-Gas</i>
		Begins 10th April, 1944.
		Ends 11th April, 1944. H.M.S. "Vernon," Portsmouth.
		<i>Radar</i>
		Begins 12th April, 1944.
		Ends 15th April, 1944. H.M.S. "Vernon," Portsmouth.
		<i>Signals</i>
		Begins 17th April, 1944.
		Ends 6th May, 1944. H.M.S. "Vernon," Portsmouth.

GROUP "Y"

Name.	Ship.	Course.
		<i>Torpedo</i>
E. S. Joshua, R.I.N.	"Bicester"	Begins 3rd January, 1944.
P. T. Edwards, R.I.N.	"Suffolk"	Ends 22nd January, 1944. H.M.S. "Vernon," Roedean.
J. H. St. C. Strange, R.I.N.	"King George V"	<i>Navigation</i>
O. C. Vaudrey, R.I.N.	"Cochrane"	Begins 24th January, 1944.
D. Johnson	"Anson"	Ends 12th February, 1944. H.M.S. "Dryad."
J. C. E. White	"Savage"	<i>Gunnery</i>
M. L. Thornewill	"Cochrane"	Begins 14th February, 1944.
R. M. Simpson	"Echo"	Ends 25th March, 1944.
M. W. Mayo, R.C.N.	"Tumult"	(Fire-fighting 23rd February, 1944 ; Submarine 24th February, 1944.) H.M.S. "Excellent."
J. A. Coates, R.C.N.	"Inglefield"	<i>Air</i>
U. E. C. Wood	"Loyal"	Begins 27th March, 1944.
A. D. Milln	"Nigeria"	Ends 1st April, 1944. R.N. Air Station, Arbroath.

GROUP "Y"—*contd.*

Name	Ship	Course
		<i>Anti-Submarine</i> Begins 3rd April, 1944. Ends 8th April, 1944. H.M.S. "Excellent."
		<i>Anti-Gas</i> Begins 10th April, 1944. Ends 11th April, 1944. H.M.S. "Vernon," Portsmouth.
		<i>Radar</i> Begins 12th April, 1944. Ends 15th April, 1944. H.M.S. "Vernon," Portsmouth.
		<i>Signals</i> Begins 17th April, 1944. Ends 6th May, 1944. H.M.S. "Vernon," Portsmouth.

GROUP "Z"

R. C. Thurber, R.C.N....	"Wrestler"	<i>Anti-Gas</i> Begins 3rd January, 1944.
P. D. Williams... ..	"Echo"	Ends 4th January, 1944.
J. B. Young, R.C.N. ...	"Jamaica"	H.M.S. "Vernon," Portsmouth.
T. M. B. Firth	"Anson"	
G. C. Yorke	"Middleton"	<i>Radar</i>
J. E. Meakin	"Cochrane"	Begins 5th January, 1944.
D. J. Calvert	"Ilex"	Ends 8th January, 1944.
T. C. Cotton	"Fury"	H.M.S. "Vernon," Portsmouth.
P. H. Wilson, R.A.N....	c/o Australia House.	<i>Signals</i>
J. M. O. Forsyth-Grant	"Faulkner"	Begins 10th January, 1944.
M. Frere-Smith	"Queen- borough."	Ends 29th January, 1944. H.M.S. "Vernon," Portsmouth.
		<i>Navigation</i> Begins 31st January, 1944. Ends 19th February, 1944. H.M.S. "Dryad."
		<i>Anti-Submarine</i> Begins 21st February, 1944. Ends 26th February, 1944. H.M.S. "Excellent."
		<i>Air</i> Begins 28th February, 1944. Ends 4th March, 1944. R.N. Air Station, Arbroath.
		<i>Torpedo</i> Begins 6th March, 1944. Ends 25th March, 1944. H.M.S. "Vernon," Roedean.

GROUP "Z"—*contd.*

Name	Ship	Course
		<i>Gunnery</i> Begins 27th March, 1944. Ends 6th May, 1944. (Fire-fighting 12th April, 1944; Submarine 13th April, 1944.) H.M.S. "Excellent."

(K.R. & A.I., Art. 263.)

(A.F.Os. 2968/42 and 12/43.)

5443.—R.N.V.R. Officers Specialising in Signals

(C.W. 7591/43.—18 Nov. 1943.)

It has been approved that R.N.V.R. officers required for specialisation in signals shall be drawn from the Executive Branch, the Special Branch Ex-S category and from the Special Branch proper. Hitherto, R.N.V.R. officers required for these duties have been selected from the Executive Branch only and although their training in signals (R.N.V.R. Special Signal Course) has fitted them only for employment ashore, steps have now been taken to give a proportion of them further training to qualify them for signal duties afloat (full Long "S" Course).

2. In the case of Temporary Acting Lieutenants, R.N.V.R., who have qualified in the Special Signal Course and by virtue of their inability to obtain a Watchkeeping Certificate are precluded from confirmation in rank, it has been decided that should they so elect, they may transfer to the Special Branch Ex-S category in the rank of Temporary Lieutenant (Sp.) (Ex-S) with seniority from the date of promotion to Temporary Acting Lieutenant (*see also* paragraph 5).

3. *R.N.V.R. Special Signal Course.*—Special signal courses of three months' duration for R.N.V.R. officers are held, to run continuously in H.M. Signal School. Names of suitable officers recommended are to be forwarded together with a report on Form S.206 to the Captain, H.M. Signal School, c/o G.P.O., London, a copy being sent to the Secretary of the Admiralty. Officers recommended should have intelligence and initiative. Technical knowledge of electricity or W/T is not an essential requirement.

4. (a) Officers who successfully complete the course will be employed in certain appointments ashore formerly held by qualified R.N. "S" officers.

(b) R.N.V.R. officers of the Executive Branch will be eligible for payment of 2s. per day specialist allowance.

(c) Special Branch officers are not normally entitled to specialist allowance since, if entered as such, they will not have undergone the full Executive Officers' Course. It has been decided, however, that those transferred from the Executive Branch shall be paid a specialist allowance subject to the following conditions:—

(1) That they are qualified for the Executive Branch and are medically fit therefor.

(2) That they were transferred to the Ex-S category solely because the nature of their appointments precluded them from obtaining a Watchkeeping Certificate.

Paragraph 5 of A.F.O. 3083/42 should be amended accordingly.

5. Officers who fulfil the qualifications of paragraph 4 (c) above will be considered as available for seagoing appointments, and it will be open to those of Lieutenant's rank who are appointed for service afloat, and who subsequently obtain a Watchkeeping Certificate, to apply for re-transfer to the Executive Branch in the rank of Lieutenant.

6. An R.N.V.R. officer who is qualified in the Special Signal Course will be distinguished in the Navy List by the symbol "Se".

7. Full Long "S" Course.—As stated in A.F.O. 1781/43, a small number of specially selected R.N.V.R. officers are to be qualified in signals to the standard of R.N. Signal Officers and will be available for full communication duties ashore and afloat.

8. Selection will be made from:—

- (a) Officers who have already qualified in the R.N.V.R. Special Signal Course.
(b) "Qualified Officers" who volunteer.

9. Officers will be required to be of Vision Standard I. The vision standard of officers who have already qualified in the R.N.V.R. Special Signal Course is to be reported to the Captain, H.M. Signal School, as soon as possible, where this has not already been done.

10. The names of suitable "Qualified Officers" who are recommended are to be forwarded, together with a report on Form S.206, through the usual channels with a copy to the Captain, H.M. Signal School, c/o G.P.O., London, as early as possible, a copy being sent to the Secretary of the Admiralty. Educational standard and any other academic qualifications are to be included.

11. R.N.V.R. officers who qualify in the full long "S" Course will be entitled to a specialist allowance of 2s. 6d. per day, payment of such allowance to Special Branch officers being limited to officers holding the qualifications required by paragraph 4 (c) above.

12. First appointments after qualifying will, as far as possible, be afloat.

13. An R.N.V.R. officer who is qualified in the full Long "S" Course will be distinguished in the Navy List by the symbol "S".

(A.F.O. 3083/42.)

(A.F.Os. 202/41, 2569/41—not in annual volume—and 1781/43 are cancelled.)

*5444.—Naval Cadetships at The Royal Naval College—February, 1944, Examination
(C.W. 9829/42.—18 Nov. 1943.)

The next examination for Cadetships at the R.N. College will be held in February, 1944.

2. Candidates must have been born on or between 1st August, 1930, and 30th November, 1930, and their completed application forms must be received by the Admiralty not later than 10th January, 1944. The educational test to be undertaken is the Common Entrance Examination for entrance to Public Schools. Successful candidates join the R.N. College in May, 1944.

3. Twenty-five ordinary cadetships will be offered and in addition 10 scholarships are offered for competition to boys from grant-aided secondary schools and up to 10 scholarships to boys from other schools. Generous financial assistance towards the fees and expenses at the R.N. College is given to the parents of boys awarded scholarships if their income is below a certain limit. In cases of small incomes all fees and expenses may be remitted.

4. Application forms and detailed regulations may be obtained from the Secretary of the Admiralty (C.W. Branch).

5445.—T.124 T Officers—Ministry of War Transport (formerly Board of Trade)—Examinations

(C.W. 42366/43.—18 Nov. 1943.)

Their Lordships have approved that the provisions of A.F.O. 2709/43 may be applied to Executive and Engineer Officers serving on T.124 T agreement.

2. No recommendation for leave is to be made unless the Commanding Officer is satisfied that there is a reasonable prospect of the applicant passing the examination. In cases of Engineer Officers, the Chief Engineer should be consulted.

3. Applications for leave are to be forwarded by Commanding Officers to the Captain in Charge, Rescue Tugs, Admiralty, with full particulars as in paragraph 3 of A.F.O. 2709/43. No extended leave "off pay" is to be granted without the approval of C.C.R.T. Normally no such extensions will be granted.

4. Officers granted leave are not to be signed off T.124 T agreement.

5. Officers are to report the result of their Examinations to the Captain in Charge, Rescue Tugs, Admiralty, and ask for instructions. When an officer is successful the number and description of the certificate should be furnished when issued.

(A.F.O. 2709/43.)

AFO 5984/44.
5446.—Candidates for Temporary Commissions as Accountant Officers, R.N.V.R.
(C.W. 45893/43.—18 Nov. 1943.)

When appearing before the Admiralty Selection Board many candidates for temporary commissions in the Accountant Branch of the R.N.V.R. state that they have made no attempt to pass for higher rating pending the result of their final interview for a commission. It should be made clear to aspirants for commissions that not only will they suffer thereby if they are not selected, but their chances of selection are prejudiced by such neglect.

2. As there is at present no shortage of candidates for Accountant commissions, ratings below leading rate should not be sent before the Admiralty Selection Board (Accountant) after the 31st December, 1943, until further notice.

(A.F.O. 1163/43.)

5447.—British Liaison Personnel Serving in Allied Warships—Accounting Arrangements

(D.N.A. 10531/43.—18 Nov. 1943.)

The accounts of British Liaison Personnel serving in Allied warships are, when the vessel is based in the United Kingdom, to be borne on the books of the manning port of the vessel as follows:—

Allied vessel	Manned from	Accounts
Free French ...	Portsmouth ...	H.M.S. "Victory I"
Norwegian ...	Devonport ...	H.M.S. "Drake I"
Polish ...		
Dutch ...	Chatham ...	H.M.S. "Pembroke I"
Greek ...		

2. When the vessel is on a foreign station the accounts are to be borne on the books of the operational base.

3. British Liaison Officers are to pay liaison personnel the fortnightly rate of pay due to them, obtaining details from the pay books, which should be kept up to date.

4. The necessary money is to be drawn from the local Base Accountant Officer or other British Accountant Officer and details of the amounts paid are to be communicated on Form S.1039 to the Accountant Officer carrying the accounts.

5. In the event of it becoming necessary, in an emergency, to draw money from the Accountant Officer of the Allied warship, the amount drawn should be indicated on Form S.1039 in order that steps may be taken to re-imburse the Allied Government. The amount will be taken on charge by the Accountant Officer as a transfer of cash. The debit voucher to the cash account is to be endorsed "Payable to the . . . (name of Allied Government) by the Director of Navy Accounts".

6. Liaison officers should also report to the Accountant Base details of periods of leave and other movements of liaison personnel as they occur.

7. The Accountant Officer carrying the accounts is to inform the British Naval Liaison Officer as soon as practicable after closing the accounts of the quarterly debit or credit balances of the personnel concerned, in order that settlement payments may be made or advances restricted. The date of the last payment charged against the account should be indicated so that any subsequent payments which may not then have been notified may be taken into account by the British Naval Liaison Officer.

8. Action is to be taken to issue a pay book to all liaison personnel in allied vessels who are not already in possession of one.

9. The date from which the provisions of this order are to be effective and on which any transfer of account necessary should be made is the 1st December, 1943, except for vessels on a foreign station in which case the effective date is that on which this order is received.

10. In any case in which it has not hitherto been the practice to communicate payments made to the Accountant Officer bearing the pay accounts, the British Naval Liaison Officer is to report as soon as possible and by the quickest route, to that Accountant Officer the total amount already advanced, stating by whom and the period covered. Where the advances have been obtained from different sources, *e.g.*, some from the Accountant Officer of the Allied ship and some from R.N. Accountant Officers, details are to be given accordingly. These advances, unless already dealt with as transfers of cash, are to be charged separately in the "Other Charges" column of the ledger, particulars of any payments by the Allied Navy being reported by the Accountant Officer to the Director of Navy Accounts (Branch 3), quoting this A.F.O. and stating where charged. Future payments are invariably to be dealt with as in paragraphs 4 and 5.

11. Accountant Officers are also to report at the same time to the Director of Navy Accounts (Branch 3) any cases in which payments made by the Allied Navies prior to the effective date mentioned in paragraph 9 have caused debts which cannot be liquidated in accordance with K.R. & A.C.I., Art. 17-8, Cl. 8 (i).

12. When Allied vessels operating at home proceed abroad, the transfer lists for the liaison personnel should be sent to the operating base abroad by hand of the vessel's British Naval Liaison Officer whenever possible.

(K.R. & A.I., Art. 1748, Cl. 8 (i)).

5448.—Medical Boards for Royal Canadian Naval Officers and Ratings Serving in the United Kingdom

(N. 19194/43.—18 Nov. 1943.)

All Royal Canadian Naval Officers and ratings in the United Kingdom requiring medical boards should be discharged to the Royal Canadian Naval Hospital or the nearest Canadian Army Hospital for medical board in accordance with R.C.N. regulations.

*5449.—Acting Regulating Petty Officers (Temporary)—Confirmation

(N.19792/43.—18 Nov. 1943.)

Paragraph 4 of A.F.O. 212/41 is amended to read as follows:—

"4. Petty Officer ratings transferred under this order may be confirmed as Regulating Petty Officer (Temporary) after completion of one year's service as Acting Regulating Petty Officer (Temporary), if recommended, by their Commanding Officer. Leading Seamen and leading Stokers transferred may be confirmed after two years and Able Seamen and Stokers after three years as Acting Regulating Petty Officer (Temporary). Men demobilised before they have been confirmed will revert to the rating held immediately before transfer."

(A.F.O. 212/41.)

5450.—Rating Observers—Revised Age Limits for Promotion to Permanent Commissions

(C.W. 39782/43.—18 Nov. 1943.)

Rating Observers may now be considered eligible for promotion to Permanent Air Commissions under similar conditions to those laid down in A.F.O. 684/43 for Rating Pilots, subject to their being under the age of 29 on the 1st May, 1943.

2. With reference to A.F.O. 848/40, therefore, the upper age limit of 23½ for Rating Observers to qualify for Permanent Air Commissions is raised accordingly, as a temporary measure, and any suitable Rating Observer, married or single, who may previously have been excluded from consideration, and who is specially suitable for promotion, may now be recommended on Form C.W.1, until 1st July, 1944.

3. Fleet Selection Boards for these older candidates should be held as soon as possible in order that they may be allocated to early courses.

(A.F.Os. 848/40 and 684/43.)

5451.—Radar Ratings—Re-distribution Between Port Divisions—REPORT

(N./S.D. 05649.—18 Nov. 1943.)

As from the 1st December, 1943, as a first step towards implementing the RCR/RPR Scheme (*vide* A.F.O. 5195/43), all existing Seaman (Radar) ratings are to be re-distributed between the Portsmouth, Devonport and Chatham Port Divisions and the following instructions for information, guidance and necessary action are therefore issued. They do not apply to Acting Radar operators.

2. These instructions supersede those given in C.A.F.O. 1815/42, paragraphs 4 and 5, and C.A.F.O. 1816/42, paragraphs 3 and 4, concerning Radar (R.D.F.) ratings, and, as from 1st December, 1943, the following amendments are to be made:—

- | | |
|---------------------------------------|--|
| C.A.F.O. 1815/42, paragraphs 4 and 5. | Cancel. |
| C.A.F.O. 1816/42, paragraph 3. | Delete "and R.D.F. ratings for draft". |
| C.A.F.O. 1816/42, paragraph 4. | Delete "and R.D.F. ratings". |

3. Action to re-allocate ratings is to be taken in accordance with the following rules:—

(a) Except where otherwise stated below, all Seaman (Radar) ratings are to be re-allocated to the manning port division of the ship or establishment in which they are serving a.m. on 1st December, 1943.

If the ship or establishment is a three-port commitment (*vide* C.B. 04058/43) the ratings are to be retained in the Portsmouth Port Division.

(b) Men in depot or in a pool are normally to be treated as in (a) above, but if already earmarked for draft they are to be transferred to the manning port division of the ship for which they are detailed.

Similarly, if on passage to a ship or base, they are to be treated on arrival as if they had joined before 1st December.

(c) Seaman (Radar) ratings serving in patrol service-manned vessels, landing craft, coastal forces craft or submarines on 1st December, or in pools specifically provided for these services, are to be retained in the Portsmouth Port Division, but men in depot ships, who form a part of the ship's complement are to be dealt with as in (a) above.

(d) Seaman (Radar) ratings serving in the D.E.M.S. organisation on 1st December, 1943, are to be retained in Portsmouth Port Division.

(e) Seaman (Radar) ratings notified as prisoners of war before 1st December, 1943, are to be retained in Portsmouth Port Division.

(f) Seaman (Radar) ratings in hospital or awaiting boards of survey are to be transferred to the port division of the ship on whose books they are borne.

(g) Records of Seaman (Radar) ratings marked "D.D.", "Missing" or "Run" before 1st December, 1943, are to be retained in Portsmouth Port Division.

4. Commanding Officers are to ensure that the necessary notation is inserted on the rating's service certificate and pay and identity book (S.43a), quoting this Order as authority. Where no change is involved under this Order the fact is to be noted and this Order quoted in confirmation.

5. A return is to be rendered on 1st December, 1943, by every ship or establishment in which Seaman (Radar) ratings are serving, to the Commodore of her manning port, copy to the Commodore, R.N. Barracks, Portsmouth, giving the following particulars of every Seaman (Radar) rating borne, including those who will remain in the Portsmouth Port Division. Acting Radar operators are not to be included:—

- Name, initials, substantive rating and seniority.
- Official number and Port Division to which he is re-allocated.
- Radar group, (W.A., W.S., W.C. or G.) in which originally trained, and any subsequent groups notified on history sheet in accordance with C.A.F.O. 1815/42, paragraph 14.

(d) Type of set (or Plotting Duties) on which at present employed.

Example :—

- (a) Smith, R.H., Acting Ldg. Sea. (Radar) 1.7.43.
- (b) JX.505404. Devonport.
- (c) W.A., W.C., G.
- (d) 279.

6. After 30th November, 1943, all Radar ratings discharged from a ship or base to depot are to be discharged to the R.N. Barracks of their new Home Port.

7. Arrangements for the prompt transfer of drafting records are to be made between the Commodore, R.N. Barracks, Portsmouth, and the Commodores, R.N. Barracks, Devonport and Chatham. The duplicate card-index at present in Signal Section, R.N. Barracks, Portsmouth, is to be transferred to the Commodore, R.N. Barracks, Portsmouth, and retained by him until no longer required.

8. From 1st December, 1943, the Commodore, R.N. Barracks, Portsmouth, is to assume responsibility for nominating and drafting all Seaman (Radar) ratings, subject to the usual arrangements for men serving in submarines, coastal forces, etc. The Commodores, R.N. Barracks, Devonport, and Chatham, will assume responsibility for ratings transferred to them on receipt of their drafting records from Portsmouth. The advancement roster is to be retained by the Commodore, R.N. Barracks, Portsmouth.

9. From 1st December, 1943, H.M.S. "Valkyrie" is to allocate newly qualified Radar ratings to the Portsmouth, Devonport and Chatham Port Divisions, one third to each Port Division, and to note their papers accordingly. They should be discharged to their depots, preceded by a class list addressed to the appropriate Drafting Commander showing the Radar group in which each man has been trained.

10. Applications for Radar ratings, when required, should be made by ships in Home Waters and by Commanders-in-Chief abroad in accordance with the normal procedure for seaman ratings, specifying the numbers required to operate W.A., W.C., W.S. or G. sets.

(A.F.O. 5195/43.)

(C.A.F.O.s 1815/42 and 1816/42.)

5452.—Cable Ship Agreement—Transfers to

(N. 8585/43.—18 Nov. 1943.)

Except as provided in paragraph 3 below, the following classes of ratings are eligible for transfer to Cable Ship Agreements: Pensioners, R.N.R., R.N.V.R., and "Hostilities Only" ratings (including R.N.P.S. ratings).

2. Active Service ratings (i.e. men serving on normal engagements) and R.F.R. ratings are not eligible.

3. Ratings of the Engine Room Artificer branch, on whatever engagement they may be serving, may not be transferred without prior Admiralty approval in each case.

4. Pensioners and R.N.R. and R.N.V.R. ratings transferred, will be temporarily released from the General Service so long as they remain in cable ships, the Reservists being retained on the rolls of their respective Reserves.

"Hostilities Only" ratings will be released to the Reserve List under A.F.O. 536/41.

5. Marriage and/or dependants' allowances will be suspended while the men are serving on cable ship agreements and in receipt of civilian rates of pay, and they should be advised to increase their allotments. Particulars of men transferred, including dates of transfers, should be notified to the Director of Navy Accounts (copy to Director of Anti-Submarine Materiel) as early as possible.

6. Service on cable ship agreements counts as single time for the award of R.N.R. and R.N.V.R. long service and good conduct medals, and for R.N.R. gratuity.

7. While occasional individual vacancies may be filled from the categories given in paragraph 1, any proposal for manning a cable ship by the process of transferring Naval ratings, should be submitted by Commanders-in-Chief to the Admiralty.

(A.F.O. 536/41.)

~~Cancelled~~ 5453.—Submarine Crews—Issue of Spirit Ration While on Patrol

~~AFO 3700/46.~~

(V.5743/43.—18 Nov. 1943.)

As from the date of receipt of this Order ratings of submarine crews who have elected "G" (grog) may be given the option of transferring to "T" (temperance) at the commencement of a patrol, the change to operate throughout the period of the patrol.

2. The following accounting procedure is to be adopted :—

- (a) Names of "G" ratings transferring to "T" are to be noted in the spirit stoppage book in the submarine. The date on which they resume the spirit ration is to be noted in the "Remarks" column.
- (b) Names of "G" ratings transferred to "T" for the period of patrols are to be specially marked in Form S.461 (e.g., by an asterisk against "G" in column 4) and numbers to be included with "T" ratings in column 14 of this form.
- (c) A certificate signed by the Commanding Officer is to be forwarded with the submarine's monthly provision account to the parent ship, giving the names of "G" ratings temporarily transferred to "T" and the periods during which the spirit ration was stopped.
- (d) Grog money is to be credited to the ratings concerned by the parent ship on receipt of the provision account.
- (e) The period for which the spirit ration is not issued should be noted in the "Remarks" column of the ledger in each case.

3. Ratings who have elected "G" may continue to receive the spirit ration while on patrol, if they so desire.

4. This arrangement will apply to submarine crews operating in all areas, and stocks of rum will continue to be carried by submarines for issue to ratings, who do not transfer to "T" while on patrol, and for medicinal and emergency purposes.

(Admiral (Submarines) No. 1720/S.M. 82 of 10 Aug. 1943.)

~~Cancelled~~ 5454.—Men Sentenced to and Discharged from Imprisonment and Detention—Procedure—Closing of Military Detention Barracks, Carrickfergus

~~2987/45~~

(N.L. 18831/42.—18 Nov. 1943.)

The Military Detention Barracks, Carrickfergus, Northern Ireland, have now been closed.

2. A.F.O. 130/43 should accordingly be amended by the deletion of Carrickfergus from the list of places of confinement in paragraph 2 and the deletion of the last sentence of paragraph 3 of that order.

3. Offenders in Northern Ireland sentenced to detention should now be committed to Royal Naval Detention Quarters, Preston.

(A.F.O. 130/43.)

5455.—Canadian Naval Personnel—Increase in Marriage and Dependant's Allowance

(C.W. 34004/43.—18 Nov. 1943.)

Marriage allowance.—With reference to A.F.Os. 2998/35 and 4097/42, the rates of marriage allowance payable to personnel of the Royal Canadian Navy have been revised as follows with effect from 1st January, 1943 :—

Rank	Wife	One child	Two children	Three children	Four children	Five children	Six children
	\$	\$	\$	\$	\$	\$	\$
Commanders and Officers of corresponding or higher rank	2.00	2.40	2.80	3.10	3.40	3.65	3.90
Lieutenant-Commanders and Officers of corresponding rank	1.80	2.20	2.60	2.95	3.20	3.50	3.75
Lieutenants	1.60	2.00	2.40	2.80	3.05	3.30	3.60
Sub-Lieutenants, Midshipmen, Mates, Commissioned Officers from Warrant rank ...	1.45	1.85	2.25	2.60	2.90	3.15	3.40
Warrant Officers	1.30	1.70	2.10	2.45	2.70	3.00	3.25
Ratings	1.15	1.55	1.95	2.30	2.55	2.80	3.10
<i>Children only—</i>							
Officers	—	1.00	1.30	1.65	2.05	2.30	2.55
All ratings	—	0.75	1.30	1.65	2.05	2.30	2.55

2. *Dependant's allowance* has also been increased as follows with effect from 1st January, 1943.

(i) Except as provided in sub-paragraph (ii) following, dependants' allowance is to be on the following scale for dependants other than wife or children :—

	\$
Officers	0.65 a day.
Ratings	0.80 a day.

(ii) In the case of—

- All Officers attested on or after the 8th May, 1942, and
- Officers attested prior to the 8th May, 1942, who have elected to accept the revised scale of allowances in lieu of lodging, provision, fuel and light, authorised by N.O. 2063 (P.C. 1/3896 of 8th May, 1942), dependants' allowances are to be on the following scale for dependants other than wife or children.

	\$
Officers above the rank of Lieutenant Commander	1.00 per diem
All other Officers	0.80 per diem.

3. *Procedure.*—(i) All applications for marriage allowance should be made on Form Can.S.2041 and addressed to the Naval Secretary, Department of National Defence, Ottawa, supported by a certificate of marriage, certificate of birth of children, or other unimpeachable evidence as to marriage, birth or guardianship.

(ii) Increases for Officers for a third to a sixth child and for ratings for a fifth and sixth child will be dealt with direct from Naval Service Headquarters, where birth certificates will be examined and H.M.C. "ships" advised of increases in accordance with present procedure for dependants' allowance. No other action is required by H.M.C. "ships".

(iii) New rates applicable to married ratings with three and four children, and for guardians of four children (Officers or ratings) are to be credited in ships' ledgers effective 1st January, 1943.

(iv) Allotments in force to wives are to be increased, from January, 1943, by not less than a corresponding amount (to the nearest dollar upwards) regardless of the fact that more pay than that required by regulations has been assigned. The allotment in force may be reduced at a later date in accordance with regulations.

(v) In cases where the present rate of marriage allowance is shown as \$1.95 per day, care is to be taken to determine whether this is for a rating with a wife and two children, or for a rating with four children only, before increases are effected. Where it is not possible to determine this at once from the rating by interview, information should be requested from N.S.H.Q. by signal.

(vi) These increases (paragraph 2) above should be listed in triplicate and certified by the Accountant Officer showing :—

- Full name, rating and official number.
- List number, and where applicable, pay division, ledger section, etc.
- Amount of allotment in force to wife at 31st December, 1942.
- Increase effective January, 1943.
- Allotment to be paid 31st January, 1943, and onwards.
- Old daily rate.
- New daily rate.
- Increase in daily rate.

The signature of personnel involved is not required, these increases being of an automatic nature.

No other adjustments of any kind are to be included in these lists.

Increases not included thereon must be included in supplementary lists, 2 copies to reach Naval Service Headquarters at the earliest possible date.

Greatest care is to be taken to ensure all increases effected in ledgers are included in these lists.

Nil returns must be rendered where applicable.

(vii) *Increases in dependants' allowance.*—These increases will also be communicated as and when they become available at N.S.H.Q. No action is required by H.M.C. ships until advice is received by them from N.S.H.Q.

4. Further revised regulations concerning marriage and dependants' allowances generally will be issued in due course.

(Canadian Naval Order No. 2491 of 9 Jan. 1943.)
(A.F.Os. 2998/35 and 4097/42.)

5456.—New Zealand Naval Personnel—Allotments

(C.W. 44459/43.—18 Nov. 1943.)

With reference to A.F.O. 3138/43, the New Zealand Government have notified that New Zealand personnel whose R.N. pay was until 1st July, 1943, supplemented in New Zealand to New Zealand rates, and who have allotments in force declared from such supplementary pay, must declare new allotments from pay issued at New Zealand rates under paragraph 1 of A.F.O. 3138/43.

2. The allotments declared from supplementary pay will continue to be paid until details of the new allotments are received. Such details should, however, be forwarded to New Zealand without delay, by signal or by air mail.

(A.F.O. 3138/43.)

5457.—Kits—Ratings Discharged Within Three Months—Return of Articles

(N. 26448/43.—18 Nov. 1943.)

Ratings discharged within three months of entry who are allowed to retain articles of service kit on discharge, in accordance with K.R. & A.I., Article 1879, clause 1 (a), to enable them to return to their homes decently dressed, are to be directed to return by letter* post, to the establishment from which they were discharged, any articles which they will be unable to wear in civil life—e.g., serge jumpers and trousers.

2. Such ratings are to be provided for this purpose with a yellow "Official Paid" label, Form S. 518B, on which the address of the depot or establishment and the words "Letter post" have been inserted. The man's name, rating and official number should also be inserted on the bottom left-hand corner of the label before it is handed to him, and he should be instructed to attach it to the parcel containing the clothing. The parcel should be handed in at the nearest post office.

**Note.*—With reference to the printed note at the foot of Form S. 518B, it is explained that although the package will be in the form of a parcel it will be accepted and dispatched by the G.P.O. as a "letter".

(K.R. & A.I., Article 1879, clause 1 (a).)
(A.F.O. 4170/43 is cancelled.)

***5458.—Maltese Stewards and Cooks—Advancement**
(N. 16003/43.—18 Nov. 1943.)

As from the 1st June, 1943, Maltese Stewards and Cooks (O) will be advanced to higher rating under the provisions of K.R. & A.I., Appendix XVII, Part 1, Nos. 139 to 144(d), the concurrence of the Commanding Officer, H.M.S. "St. Angelo" being obtained in each case. Advancements will also continue to be made from the rosters maintained in H.M.S. "St. Angelo" and, accordingly, all ships and establishments on whose books Maltese personnel are borne, are to forward to H.M.S. "St. Angelo", on the 31st May and the 30th November, a nominal list of those ratings, stating whether they are recommended for advancement.

***5458a.—Naval Salvage Money—Distribution**
(D.N.A. 3A/S 380/41.—18 Nov. 1943.)

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

Award for the Salvage of S.S. "Baron Renfrew" during the period 29th January and 12th February, 1941, by H.M.S. "Abelia", and H.M.R.T. "Tenacity" and H.M.R.T. "Mastodonte".

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

	H.M.S. "Abelia"		H.M.R.T. "Tenacity"		H.M.R.T. "Mastodonte"	
	£	s. d.	£	s. d.	£	s. d.
3rd class	15	9 11	105	18 10	10	11 3
5th class	10	6 8	—	—	—	—
6th class	7	15 0	52	19 5	5	5 7
7th class	—	—	42	7 7	4	4 6
8th class	5	3 4	35	6 4	3	10 5
9th class	4	2 8	28	5 0	2	16 4
10th class	3	1 11	21	3 10	2	2 3
11th class	2	11 7	17	13 2	1	15 2
12th class	1	11 0	10	12 0	1	1 1

Special awards to Bomb Disposal Squad:—

	£	s.	d.
Lieut. D. L. Kauffman, R.N.V.R.	38	0	0
Petty Officer Martin	14	5	0
A. Anderson, Rigger's Mate	4	4	2
A. Taylor, Rigger's Mate	4	4	2
R. Humphries, Ordinary Seaman	2	2	4
R. Brownrigg, Ordinary Seaman	2	2	4
G. Pengelly, Ordinary Seaman	2	2	4
B. Shand, Ordinary Seaman	2	2	4
D. Harper, Ordinary Seaman	2	2	4

The following members of the personnel of H.M.R.T. "Tenacity" to receive double shares:—

(Ty.) Sub-Lieutenant R. E. Sanders, R.N.R., Chief Officer.
Lieutenant (E) H. L. Herkiss, R.N.R., Chief Engineer.
Lieutenant (E) A. Keith, R.N.R., Third Engineer.
A. Walker, Seaman.
F. Bidder, Seaman.
J. Wilkinson, Seaman.

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

5459.—Victualling Arrangements in Small Ships Without Accountant Officers—Parent Ship of Vessels on Modified Form of General Messing
(V. 5633/43.—18 Nov. 1943.)

The following addition is to be made to A.F.O. 2727/43:—

"3. Care should be taken that all bills paid by B.A.Os. for supplies obtained from N.A.A.F.I. or other sources are entered in Certificate 'C' of the tender's account and a notation should be made on the Certificate

indicating the stores to which the payment relates. For this purpose a reference to the page and line on which the stores are shown in the account will generally suffice. Before payment is made it should be verified that all the stores have been taken on charge and that the prices are correctly shown in the account.

"4. Bills for supplies obtained from N.A.A.F.I. will be forwarded at the end of each month to the Base Accountant Officer where the ship is operating at the time. In the event of the ship having left the area before the N.A.A.F.I. account is received, the B.A.O. is to forward the bills to the Accountant Officer of the Base on whose ledger the officers and men are borne for pay and victualling, at the same time informing the Naval Accounts Branch, N.A.A.F.I., 44, London Road, Malden, Surrey, of the disposal of the bills. Payment will be arranged when the tender's account is received at that Base, after particulars have been verified from the account."

(A.F.O. 2727/43.)

***5460.—Personnel Proceeding to N. Africa, Sicily and Italy—Anti-Typhus Inoculation**
(M.D.G. 52811/43.—18 Nov. 1943.)

All personnel proceeding to shore establishments in N. Africa, Sicily and Italy, or to ships based in those countries, are to be inoculated against typhus. Re-inoculation should be carried out at the end of one year.

The inoculation consists of three injections at intervals of one week, and should be completed prior to departure. Supplies of typhus vaccine are obtainable on demand from the following medical store depots:—

R.N. Hospital	Haslar
R.N. Hospital	Chatham
R.N. Hospital	Plymouth
R.N. Medical Depot	Dunfermline
R.N. Medical Depot	Liverpool
R.N. Medical Depot	Londonderry
R.N. Medical Depot	Rinnegal, Orkneys.

Attention is drawn to A.F.O. 2950/43 as to the need for prompt disinfection where necessary.

(A.F.Os. 2950/43 and 3917/43.)

5461.—Newcastle-under-Lyme—Routeing of Personnel to R.N. Aircraft Training Establishment

(N. 26299/43.—18 Nov. 1943.)

Stores and personnel for R.N. Aircraft Training Establishment, Newcastle-under-Lyme, Staffordshire, by rail, should be sent to Stoke-on-Trent.

***5462.—Combined Leave and Railway Tickets—Forfeiture of Free Travelling Warrants for Misuse and Offences Connected Therewith**

(N.L. 15550/43.—18 Nov. 1943.)

R.N. and R.M. personnel were warned by A.F.O. 3684/43 (Notice Board Issue) that combined leave and railway tickets are not transferable and may be used only by the persons to whom the warrants are issued; that they are not to be altered, defaced or misused in any way and that disciplinary action will be taken against personnel guilty of such offences.

2. In addition to any punishment awarded, Commanding Officers are authorised to impose forfeiture of one or more free travelling warrants at their discretion.

3. Similarly, forfeiture of free travelling warrants may be imposed for an offence of tampering with the notations entered on page 13 of Form S.43A (Pay and Identity Book) of warrants issued, or deliberate removal of part or all of the page.

4. Such forfeitures are to be noted on page 13 of Form S.43A, e.g., "One Free Warrant for 1942-43 forfeited (A.F.O. 5462/43)" followed by the Commanding Officer's signature and the date. The forfeitures are also to be recorded on page 2 of the Conduct Sheet and in the Daily Record of Offences and Punishments (Form

S.240). Where the current year's allowance of four free travelling warrants has already been used, forfeiture may be applied to one or more of the next year's allowance.

5. As regards paragraph 1 above attention has been particularly drawn to the irregular insertion on D.N.A., Forms 811 and 822 of routes of a roundabout nature.

6. These tickets are available only for one direct journey by a recognised route between the places shown thereon and although each portion may be accepted on another railway company's system, this concession only covers travel by a recognised route. Issue of D.N.A. Forms 811 and 822 with the insertion of a special routeing is accordingly to cease forthwith.

7. Alteration of the forms subsequent to issue, other than by a responsible officer such as the Issuing Officer or by R.T.O. is irregular and in future cases of any authorised amendment, e.g., by insertion of a route or by alteration of the class of travel for which the ticket is available, disciplinary action will be considered on the lines above, in addition to recovery of the excess cost of the journey involved.

(A.F.Os. 3843/42, 4263/42 and 3684/43.)

(A.F.O. 3683/43 is cancelled.)

5463.—National Service (Armed Forces) Acts—Position of Men Discharged from the R.N. and R.M.

(N/P.O. 18937.—18 Nov. 1943.)

Paragraph 3 of A.F.O. 5636/42 is to be amended as follows :—
After "1941" add "but you will not be called up under existing arrangements".

(A.F.O. 5636/42.)

A.F.O. 5464.—Drawing of Public Money. Precautions to be Observed

(D.N.A. 10238/43.—18 Nov. 1943.)

A package, which should have contained 500 £1 Bank of England notes, recently drawn by the Accountant Officer of an establishment from a local cashier, on being opened was found to contain sheets of paper. The sheets were contained in an ordinary bank wrapper.

2. In future, accountant officers and cashiers drawing wrapped packages of notes from any source are invariably to open them to satisfy themselves that the contents are genuine; it is not sufficient to inspect such packages through any perforations provided. Packages are to be opened either—

(a) at the time of receipt, in the presence of the bank cashier, dockyard cashier or other person supplying the money, or

(b) if (a) is not practicable or undesirable, at the first opportunity thereafter, and in any case the same day, in the presence of one or two officers as witnesses.

3. The foregoing instructions are also applicable to notes received in the original Bank of England wrappers.

5465.—Anti-gas Ointment—Self-inflicted Injuries with

(N.L. 12187/43.—18 Nov. 1943.)

Several cases have occurred recently of men swallowing anti-gas ointment with intent to produce illness, on at least two occasions with fatal results.

2. Anti-gas ointment is already removed from the gas masks of offenders undergoing detention in order to obviate occurrences of this nature, and in future this ointment should be placed out of reach of men under report for serious offences, while under punishment in their ships, and any other occasions when there is a likelihood of a man resorting to self-inflicted injury.

3. The ointment should be kept readily available in case of emergency.

5466.—Instructional Film "Oral Hygiene"—(Serial No. G.156)

(T.S.D./M.D.G. 27203/43.—18 Nov. 1943.)

An instructional film entitled "Oral Hygiene" (Serial No. G.156) has been obtained from America and copies will be issued without demand as follows :—

Command Instructional Film Libraries :—	No. of copies	
	35 mm.	16 mm.
R.N. Base, Lyness	1	1
H.M.S. "Cochrane", Rosyth	1	1
Sherbrooke House, Glasgow	1	1
H.M.S. "Wellesley", Liverpool	1	1
R.N. Barracks, Chatham	1	1
R.N. Barracks, Devonport	1	1
H.M.S. "Collingwood", Fareham	1	1
R.N. Store Depot, 54, Neasden Lane, London, N.W.10	1	1

2. The film is only available in silent version and has a running time of approximately 18 minutes.

3. It deals with the cleaning of the teeth and should be shown at the end of a lecture on the care of the teeth, but it is not intended to replace a dental lecture entirely.

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

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

5467.—Officiating Ministers of Religion

(C.E. 58317/43.—18 Nov. 1943.)

The following appointments have been approved :—

Church of England—

Liverpool (University Naval Training Division) Rev. Father B. Oddie, S.S.M., S.S.M. Priory, 5, Canning Place, Liverpool.

Stoke Poges, Bucks (W.R.N.S. Depot, Framewood Manor) Rev. J. E. T. Evitt, M.A., The Rectory, Fulmer, Slough, Bucks.

Southend-on-Sea Rev. J. J. Whitehouse, M.A., has been re-appointed *Honorary* Officiating Minister.

Roman Catholic—

Granton Rev. J. McGeown, St. Margaret Mary's, Boswall Parkway, Granton (vice Rev. A. Gallagher).

Bo'ness Rev. T. McLaughlin, St. Mary's, Bo'ness, West Lothian (vice Rev. J. McGeown).

Southport (R.N. Auxiliary Hospital and W. R. N. S. Establishment, Claremont Hotel) Rev. W. Clarkson, St. Marie, Seabank Road, Southport. (Rev. J. Moynihan will act as Rev. W. Clarkson's deputy.)

Irvine, Ayrshire Rev. D. O'Reilly, St. Mary's, Irvine, Ayrshire.

Liverpool—

R.N. Auxiliary Hospital, Woolton. Rev. P. O'Connor, St. Mary's, Church Road, Woolton, Liverpool.

R.N. Hospital, Rainhill Rev. R. Flynn, Our Lady's, Portico Lane, Portico, Prescott, Lancs.

H.M.S. "Foliot I" Rev. J. Haslip, St. Edward's Home, Park Avenue, Peverell, Plymouth.

Non-Anglican (excluding Roman Catholic)—

2. The appointment of the Rev. C. S. Dawson as Methodist Officiating Minister to H.M.S. "Dipper" (Henstridge and Charlton Hawthorne) has been extended to include Presbyterian, Baptist and Congregational personnel.

3. The appointment of the Rev. M. Harker as Methodist Officiating Minister to H.M.S. "Ringtail" (Burscough, Lancs.) has been extended to include Presbyterian, Baptist and Congregational personnel.

4. The appointment of the Rev. K. Grayston as Methodist Officiating Minister to H.M.S. "Volcano" (Holmrook Hall, Cumberland) has been extended to include Presbyterian, Baptist and Congregational personnel, and all Non-Anglicans (excluding Roman Catholics) serving in Holmrook Hall, Cumberland.

5. The usual facilities are to be afforded.

(A.F.Os. 4423/43, 4689/43 and 4809/43.)

***5468.—Emblems—Wearing of by Naval and W.R.N.S. Personnel**

(N.L. 17327/43.—18 Nov. 1943.)

No unauthorised flags or emblems may be worn with Naval uniform. Naval and W.R.N.S. personnel, according to nationality, may wear the national flower or emblem on St. George's day, St. Andrew's day, St. Patrick's day and St. David's day and a poppy on Remembrance day.

2. As a wartime measure, flags and emblems sold on authorised days may be worn in uniform by Naval and W.R.N.S. personnel on or off duty. Flags and emblems must be of a reasonable size.

3. Attention is drawn to A.F.O. 4953/43 relating to the sale of poppy emblems for purchase by Naval personnel within Fleet Shore Establishments.

(K.R. & A.I., Article 163.)

(A.F.O. 4953/43.)

(A.F.O. 5148/42 is cancelled.)

5469.—Comforts, Amenities and Welfare Funds

(N. 25410/43.—18 Nov. 1943.)

The following amendments are to be made to A.F.O. 4905/43 :—

Section I, paragraph 6. Add "and also with Director, W.R.N.S., in regard to amenities for W.R.N.S. personnel."

Section II, paragraph 18. Add "That allocated to the W.R.N.S. is administered by Director, W.R.N.S."

Section II, paragraph 19. Add "or to Director, W.R.N.S., where W.R.N.S. personnel are concerned."

Section II, paragraph 22. Add "or to Director, W.R.N.S., where W.R.N.S. personnel are concerned."

Section IV. Add new paragraph as follows :—

"41a. All requests for knitted comforts or for knitting wool for W.R.N.S. personnel are to be forwarded by W.R.N.S. unit officers direct to Director, W.R.N.S. The conditions and scale of issue have been communicated to unit officers by W.R.N.S. Acquaints."

(A.F.O. 4905/43.)

5470.—Income Tax—Accounting Instructions

(D.N.A. 19127/43.—18 Nov. 1943.)

Attention is drawn to the provisions of A.F.O. 6462/42, paragraph 20, and A.F.O. 1434/43. Failure to insert income tax particulars on all pay documents as required by these orders is causing much unnecessary correspondence and signal traffic.

(A.F.O. 6462/42 and 1434/43.)

5471.—Form S.583—Use of, Discontinued

(N/D.P.S. 799/43/M.—18 Nov. 1943.)

The use of Form S.583 (Choice of Non-Substantive Branch) is to be discontinued during hostilities as ordinary seamen are now selected for qualifications before they attain the seniority required by the instructions on the back of the form.

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

5472.—Guns—0·303-in., Machine, Vickers G.O.—Springs, Return and Mounting Yoke

(A.S./G. 1714/43.—18 Nov. 1943.)

Guns, Vickers G.O. No. 1, Mark I, Type A for deck use and No. 1, Mark I for naval aircraft use in future will be issued fitted with a new type of return spring and rod. Some guns already issued may be so fitted. The assembly, consisting of one rod, return, spring, Mark II (R.A.F. Reference No. 7J/2224) and one spring, return, Mark II (R.A.F. Reference No. 7J/2223) supersedes rod, return, spring, Mark I (Ref. 7J/1490), spring, return, inner (Ref. 7J/1492) and spring, return, outer (Ref. 7J/1493).

2. A Mark III rod has also been designed and is interchangeable with Mark II rod.

3. Complete assemblies of the Mark II or III rods and Mark II springs are interchangeable with the present Mark I rod and springs, but the individual components are not. Exchange of the complete assembly for the new type should be made when necessary.

4. Nuts, mounting yoke bolt (Ref. 7J/1535) and washers, mounting yoke bolt (Ref. 7J/1536) are no longer embodied in the Vickers G.O. gun, both items having been replaced by a $\frac{1}{8}$ -in. Simmonds nut.

5. Naval Proportion Book will be amended.

5473.—Guns—0·303-in., Machine, Vickers, G.O.. Magazines, No. 2, Mark I—Correct Direction of Winding

(A.S. 15953/42.—18 Nov. 1943.)

The following modification is approved :—

<i>Gun</i>	... ..	Vickers, 0·303-in., G.O.
<i>Part affected</i>	... ..	Magazine No. 2, Mark I.
<i>Purpose</i>	... ..	To prevent damage to magazine by rotating loading lever in wrong direction.
<i>Nature of modification</i>	... ..	Stencilling the word "wind" and an arrow pointing in an anti-clockwise direction in white paint on the top cover plate, unless the word and arrow are already embossed on this plate.
<i>By whom to be done</i>	... ..	Staffs of ships, bases and R.N. air stations and by armament supply depot.
<i>Degree of urgency</i>	... ..	Magazines in service—without delay. Magazines in store—before issue where time permits.

5474.—Guns—Q.F., 2-pdr., Mark VIII—Modification to Plates, Recoil, R. and L.
(A.S./G. 0700/43.—18 Nov. 1943.)

The following modification is approved :—

<i>Gun</i>	Q.F., 2-pdr., Mark VIII, modified in accordance with A.F.Os. 892/42 and 4384/42.
<i>Part affected</i>	Crank bearings.
<i>Purpose</i>	To improve functioning.
<i>Nature of modification</i>	Oil channel to be provided on top surface of crank bearing, as shown on N.O.D. 2191/157 amended, under date 25.9.43. The letter C to be stamped on the recoil plate to the rear of the lubricator.
<i>By whom to be done</i>	R.N. armament depots.
<i>Degree of urgency</i>	As convenient.

2. Guns, Registered Nos. 8333-8449 and 8531 onwards will have this modification already embodied, but should be stamped with the letter "C" as opportunity offers.

(A.F.Os. 892/42 and 4384/42.)

5475.—Guns—40 mm. Bofors—Allowance of Lubricants for D.E.M.S.

(D.N.O.(W.O.) 183/43.—18 Nov. 1943.)

In addition to the lubricants allowed in A.F.O. 2149/43, the following annual allowances are approved for each Bofors single equipment mounted in D.E.M.S., *vide* C.A.F.O. 1136/43.

Graphited Grease Z.E.	7 lbs.
White Lubricant Special	14 lbs.
Mineral Jelly	14 lbs.
General Service Mineral Oil	6 gallons
Admiralty Compound Oil	3 gallons
Oil D.T.D. 44D	4 gallons
Oil Colloidal Graphited Z.A.	$\frac{1}{2}$ gallon

(A.F.O. 2149/43 and C.A.F.O. 1136/43.)

5476.—Gun Mountings—6-pdr. Hotchkiss Gun on Mark VI HA/LA Mountings—Range Scale—Modifications

Coastal Force Craft, Dockyards and Depots

(G./C.F.M. 3629/43.—18 Nov. 1943.)

Range settings other than "zero setting for L.A. firing" and "barrage setting for H.A. firing" are not required on 6 pdr., Mark VI, H.A./L.A. Mountings on Coastal Force Craft.

2. It has been decided, therefore, to limit the range adjustment from "zero" to a maximum of 1,500 yards which is the barrage range of the gun. To allow the sight to be set at zero a slot approximately $\frac{3}{16}$ in. deep by $\frac{1}{2}$ in. wide should be cut in the stop at present fitted to the sight. The true depth of the slot should be such that the sight cannot be set below zero.

3. The sight should then be set at "Barrage" and a new stop fitted in position to limit the range to 1,500 yards maximum as shown in A.F.O. Diagram 349/43.

4. These modifications should be carried out by base staffs.
(This Order is to be retained until complied with.)

5477.—Gun Mountings—2-pdr., Marks V, VI and VII—Removal of Sector Lamp Boxes

Ships and Establishments concerned.

(G. 171/43.—18 Nov. 1943.)

Sector lamp boxes are no longer required to be fitted to 2-pdr., Marks V, VI and VII mountings, including R.P.C. mountings. They should be removed complete with fittings and redundant wiring, and returned to the nearest depot for bringing to produce. The work should be carried out by ships' staffs at the first opportunity.

(This Order to be retained until complied with.)

5478.—Gun Mountings—0.5-in., Twin Colt, Mark XXII
(G. 013842/43.—18 Nov. 1943.)

The following modifications should be carried out to 0.5-in., Twin Colt, Mark XXII, short radius Mountings :—

- Two hooks should be secured by screwing or welding to the outside of the shoulder pieces as in A.F.O. Diagram 342/43 for use with the body belt.
- The sight should be moved back towards the breech two inches (approximately), using only the one taper pin and hole, that is now fair, for securing the sight bar in position.
- A lead weight, approximately 12 in. \times 5 in. \times 1 $\frac{1}{2}$ in. (weight 33 lb.), should be secured to the top forward edge of the shield, the long edge of the weight being level with the top edge of the shield.

2. The equilibrator spring should be adjusted so that the guns come to rest at approximately 30° of elevation. This adjustment must be made with flash eliminators (where available) fitted, water jackets filled, magazines shipped and each loaded with a belt of 130 rounds. About $\frac{1}{2}$ -in. of thread will then appear above the crosshead, but the adjustment will vary if flash eliminators are not fitted, and probably with individual mountings.

3. In order to ensure free movement in elevation, the following points should be attended to when mountings are being fitted :—

- Trunnion pins and bearings to be stripped, cleaned and surplus grease removed.
- The outside side plates of the cradle should be examined. If found to bear hard on the prepared surfaces of the "binder block", new "spacer tubes" about 0.024-in. longer than those originally supplied should be fitted. This figure need not necessarily be the same for all mountings.
- The clamping handle of the clamping lock should be removed and replaced so that when the handle hangs vertically it does not lock the mounting.

5479.—Ammunition—Fuzes, Primers and Tubes—Primers—Exchange in Cartridges Filled N.H. Propellant

(AS/G. 010372/43.—18 Nov. 1943.)

With reference to N.M.E.R., Article 40A, it has been found that with cartridges filled N.H. propellant it is difficult and unsafe to replace the primer in the cartridge owing to the loose pieces of N.H. propellant filling up the primer hole on removal of the primer.

2. Exchange of primers in such cartridges should not therefore be attempted on board and the cartridges should be suitably marked and landed at the first opportunity for exchange of primers to be done at a N.A. depot.

3. Primers in cartridges filled with propellant other than N.H. should, however, be exchanged on board when necessary.

5480.—Ammunition—Fuzes, Primers and Tubes—Tubes, Vent, Percussion, 0.4-in., Mark VII—Lot No. 252, Filled R.L. 10/20

(A.S./G. 4842/43/B.89.—18 Nov. 1943.)

All tubes, vent, percussion, 0.4 in., Mark VII, of Lot No. 252, filled R.L. 10/20 on board H.M. ships, auxiliary vessels and D.E.M.S. at home and abroad are to be landed at the first opportunity (b. of C.A.F.O. 991/43) and others drawn in lieu.

2. These tubes which may be present in outfits of ships armed with B.L., 6 in., Mark VII, 6 in., Mark XI, and Q.F., 4.7 in., Mark V*, guns, may also be found in cartridges, Q.F., 12 pdr., fitted with tube group, *i.e.*, cartridges, Q.F., 12 pdr., 2 lb. 1 $\frac{1}{2}$ oz., Mark II, and cartridges, Q.F., 12 pdr., 13 oz. 3 drs. or 12 oz. 9-drs., Mark II.

3. D.E.M.S. Staff Officers are to arrange as necessary in regard to merchant vessels.

4. At naval armament depots, home and abroad, all tubes of this description in store and any received under this Order are to be brought to produce.

5481.—Ammunition—Fuzes, Primers and Tubes—Fuzes No. 401, Mark II, Lot 146, V.A.D., filed 10/41—Withdrawal from Service for 100 per cent. Examination

(A.S. 7025/43/B.89.—18 Nov. 1943.)

All fuzes No. 401, Mark II, Lot 146, V.A.D. 10/41 on board H.M. ships and D.E.M.S. at home and abroad are to be landed at the first opportunity for examination. These fuzes are to be regarded as coming under category (b) (C.A.F.O. 991/42).

2. D.E.M.S. Staff Officers should make the necessary arrangements in regard to merchant vessels.

3. At naval armament depots, home and abroad, all fuzes of this description, together with any received under this order from ships are to be forwarded to Naval Armament Supply Officer, Woolwich, for Inspector of Naval Ordnance, Woolwich, the packages being marked "C.I.N.O. 4397/43 for 100 per cent examination." Despatch to be reported to Director of Armament Supply (B.89), Bath.

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

5482.—Ammunition—20 mm., 40 mm. and 2-pdr.—Q.F., 2-pdr., H.V.—Use of H.E. Ammunition for Practice

(G. 015370/43.—18 Nov. 1943.)

Separation of 2-pdr. Mark VIII H.V. ammunition in the feed blocks of guns continues.

2. All possible steps to overcome this trouble by improving the indenting of the cartridge case are being taken, but there is no doubt that separations are aggravated by excessive and rough handling of belted ammunition.

3. Handling on board can be reduced by using the H.E. ammunition on the guns for practice purposes. It has therefore been decided that this should be done whenever possible at all guns afloat, and that all practices other than from guns used primarily for training purposes, e.g. in Gunnery School firing tenders, be carried out with H.E. ammunition taken from outfit, the practice ammunition on board being landed at the nearest R.N.A. Depot at the first opportunity.

4. After firings of all kinds (other than from guns used primarily for training purposes) the feed rails should be reloaded with ammunition from the ready-use lockers (and not direct from the magazine) so as to provide a turn-over for the ammunition in the lockers.

5483.—Ammunition—0.5-in. Browning (Colt)—Stowage in D.E.M.S.

(G. 4810/43.—18 Nov. 1943.)

The 0.5-in. Browning (Colt) ammunition in D.E.M.S. may in future be stowed in the magazine.

2. C.A.F.O. 1213/42 is to be amended as follows:—

After paragraph 2 insert a new paragraph 2A—

"0.5-in. Browning (Colt) ammunition for ready use, is to be stowed in the lockers provided, i.e. one 4-chest locker, Pattern 7099, per barrel, or one 10-chest locker, Pattern 7098, per twin mounting. The balance may be stowed in the magazine."

Paragraph 3, line 2. For "20 m.m." substitute "0.5 in."

Paragraph 5, line 1. For "0.5-in." substitute "0.303-in."

(C.A.F.O. 1213/42.)

5484.—Ammunition—Miscellaneous A.A.D. Weapons—Rockets, P.A.C. and Snowflakes—Precautions when carrying out Practices or Demonstrations

(N.L. 10696/43.—18 Nov. 1943.)

Rockets of the P.A.C. and Snowflake type may in exceptional cases, prematurely explode.

2. When practice firings or demonstrations with these rockets are carried out, precautions should be taken against this contingency, personnel being kept under cover so far as is practicable.

5485.—Ammunition Supply—Ready Use Magazines—Stowage for Unboxed Bofors Ammunition

(Dockyards, W.P.Ss., P.S.Os. and Authorities Concerned)

(G. 02914/43.—18 Nov. 1943.)

Attention is drawn to arrangements for stowing unboxed Bofors ammunition as shown on Drawing D.N.C. 2A/1065, and this drawing should be used for guidance where ships are fitted with Bofors R.U. magazines.

2. Copies of drawing may be obtained on application to Curator of Drawings, Director of Naval Construction Department, Bath.

5486.—Ammunition Supply—Naval Armament Depots—Supply, Tests and Returns of Ammunition to

(A.S. 15544/43.—18 Nov. 1943.)

All cartridges containing cordite of the following sub-lots on board sea-going ships are to be landed before 31st January, 1944, viz. :—

Lot No.	Size	Cartridge into which filled
R.N.C. 472C 1/44	S.C. 103	Q.F., 4-in., Mark V } gun
		B.L., 4-in., Mark IX } gun
R.N.C. 619C 1/44	S.C. 103	B.L., 6-in., Mark VII, gun
R.N.C. 1209C 1/44	S.C. 109	Q.F., 4.7-in., Marks IX—XII gun
R.N.C. 1477C 1/44	S.C. 103	B.L., 6-in., Mark VII gun
R.N.C. 2235C 1/44	S.C. 103	B.L., 4-in., Mark IX, gun
R.N.C. 2331C 1/44	S.C. 103	B.L., 4-in., Mark IX, gun
R.N.C. 2489C 1/44	S.C. 103	B.L., 4-in., Mark IX, gun
R.N.C. 2782C 1/44	S.C. 103	B.L., 4-in., Mark IX gun

2. At depots abroad, cordite in all cartridges so received together with any in store is to be destroyed forthwith.

3. At home depots, any cartridges or bulk cordite of the above sub-lots required for trials, experiments or gunnery school firings, may be retained for a further period of six months from date of withdrawal.

4. Care is to be taken that any cartridges of the sub-lots shown in paragraph 1 but marked "R.U." are also landed and similarly dealt with.

5487.—Aircraft—Ammunition—Stowage in Ships—Belt Filling Handing Rooms—As. and As.

Aircraft Carriers and Dockyards concerned

(G. 4492/43.—18 Nov. 1943.)

Compartments used for belting up aircraft gun ammunition in aircraft carriers are to be classified as handing rooms. These compartments are to be designated "Belt Filling Handing Rooms" to which the regulations in N.M. and E.Rs. pertaining to a Q.F. handing room will apply.

2. Ships concerned in commission in which the construction or fittings of this room do not comply with N.M. and E.R., should insert an item, classification "A" in their lists of As. and As. to cover the work involved, only if present arrangements are considered to be unsafe.

(N.M.E.R.)

5488.—Aircraft—Pistol, Signal, 1-in., No. 2, Mark V—Modification and Instructions to Assist Stripping of Tumblers

(G. 011710/43.—18 Nov. 1943.)

The tumbler pivot of the No. 2, Mark V, 1-in. signal pistol may be either a solid cylinder with a hole to accept the tumbler stem or a pressing in which the whole of the tumbler stem is accessible. In pistols of the first type the drill for stripping is as laid down in A.P. 1641H. In pistols of the second type, a simplified drill can be used as detailed in paragraph 3 below, provided that two holes 0.2 in. apart are provided in the tumbler stem.

2. In the original issues of these pistols, only one hole is provided; such pistols may be modified by drilling a 0.081-in. hole (No. 46 morse drill) parallel to existing hole and 0.2-in. from it towards the forked end of the tumbler stem.

3. The modified stripping procedure is as follows :—
- Remove the stock plate screw and stock plates.
 - Cock pistol.
 - Insert a small drift or other suitable pin in the second hole in the tumbler stem, which appears through the tumbler pivot when the pistol is cocked.
 - Gently squeeze trigger and ease the hammer forward with the thumb of the same hand (the main spring is now compressed and retained in position by the drift).
 - Remove main spring and tumbler assembly.

(A.P. 1641H.)

5489.—Torpedoes—18-in., Marks XII and XV, and 22·4-in., U.S.A., Mark 13—Recovery Hooks

R.N. Air Stations

(A.S. 15153/43.—18 Nov. 1943.)

The existing design of hook recovery, Stamp No. T393A, is not entirely suitable for use with the 18-in., Marks XII and XV, torpedoes fitted with a bronze type tail having thicker fins than the steel tail.

2. A revised design, as shown in A.F.O. Diagram 343/43, has, therefore, been introduced for future manufacture and will be accounted for as :—

Section II

Hooks, Recovery (R.N. Air Station only), Stamp No. T. 393B.

Hooks, Stamp No. T. 393B, will be suitable also for 22·4-in., U.S.A., Mark 13, torpedoes.

3. The existing design, Stamp No. T. 393A, is declared O.F.M., and future issues from torpedo depots will be of the new pattern only.

5490.—Torpedoes, 18-in.—XII and XV types—Allowance of Spare Gyro Rudders, etc.

(Fleet and Light Fleet Aircraft Carriers and R.N. Air Stations)

(AS. 5564/43.—18 Nov. 1943.)

It has been approved for the following items to be allowed to Aircraft Carriers and Naval Air Stations as indicated :—

Service	Rudders, gyro top, anti-list tail St. No. 8596	Rudders, gyro bottom, anti-list, tail St. No. 8597	Yokes, gyro, rudders, St. No. 11804
(i) <i>Fleet and Light Fleet Carriers—</i>			
Per ship	2	—	—
(ii) <i>Naval Air Stations—</i>			
Hatston	9	2	4
Crail	15	3	6
Machrihanish	9	2	4
Inskip	8	2	3
Lee	8	2	3
Fearn	6	2	3
Tanga	11	3	5
Wingfield	12	3	5
China Bay	11	3	5
Katakurunda	11	3	5

2. Ships, etc., concerned are to demand to complete to the above allowances from the nearest torpedo depot and supply will be made as the items become available.

5491.—Exploder Mechanisms—U.S.A., Mark 4, Mod. 1—Periodical Tests and Examinations

(T. 09477/43.—18 Nov. 1943.)

The existing regulations in Ordnance Pamphlet 663 specify that Mark 4, Mod. 1 exploders should be tested on receipt in a ship or Naval air station.

2. In addition to the test on receipt, the following periodical tests and examinations should be carried out :—

Six-monthly.—Six months after receipt and six months after each annual test the exploder is to be given a visual examination for rust and verdigris. If either rust or verdigris is found to be present in any quantity the exploder is to be given a test similar to the annual test.

Annually.—Twelve months after receipt and thereafter at twelve-monthly intervals the exploder is to be given a proving test as laid down in O.P. 663, Chapter V.

3. In order to gain information of the troubles, if any, which are likely to be experienced with these exploders, ships and establishments supplied with 22·4-in., Mark 13, and Mods. torpedoes, should report to the Admiralty (D.T.M.) through their administrative authority on 1st December, 1944, giving the following information :—

- Percentage of exploders showing signs of rust and verdigris at the six-monthly examination.
- Percentage of exploders that failed proving test as laid down in O.P. 663, Chapter V, either on receipt or at annual test.
- Causes of failures in (a) and (b).
- Any recommendations.

4. Attention is drawn to A.F.O. 4828/43 for the British method of using an air jet in place of an electric motor during tests on the pistol.

(A.F.O. 4828/43.)

5492.—Minesweeping—Lead of Grass Line for "A" Sweep—Admiralty Design A/S M/S

Trawlers of "Tree", "Dance", "Shakespearean" and "Isles" Classes

(T. 02360/43.—18 Nov. 1943.)

Reports have been received of damage to the grass line when passing the "A" sweep in trawlers, due to a bad lead on the sweeping deck.

2. Vessels of the above classes are to arrange for the fitting at the first opportunity of the special eyeplates as necessary for roller shackles, Pattern 8748, on the lines indicated in A.F.O. Diagram No. 348/43.

3. The work is to be treated as a defect.

(C. in C. *Levant's* 1287/822/38, 31 May, 1943.)

5493.—Torpedo Stores—Revised Allowances

C.F. Craft armed with 21-in., Mark VIII type, torpedoes

(A.S. 04054/43.—18 Nov. 1943.)

The following torpedo outfit stores will be allowed to Coastal Force craft armed with 21-in., Mark VIII type torpedoes, viz. :—

Item.	Allowance.
Bags, canvas, complete, adjusting tools (M.T.Bs.) 21-in., Mark VIII-VIII**	1 per boat
Clamps, locking propellers, St. No. 8203	1 per torpedo embarked
Eyes withdrawing torpedoes, St. No. T.303	1 per boat

2. The contents of the adjusting tool bag referred to in paragraph 1 will comprise the following items, viz. :—

Spanners, box, air stop valve, St. No. 29A	1
Tools, operating depth setting gear, St. No. T.88	1
Wrenches, removing cap of charging valve, St. No. 171	1

3. Coastal Force craft concerned are to adjust to the revised allowances from the nearest torpedo depot.

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

5494.—Demolition Stores—Proportions for Sea-going Ships

(T. 2577/43.—18 Nov. 1943.)

The following *amendments* are to be made to A.F.O. 4976/43 :—

Paragraph 2.

Class II.

Amend line 2 to read “. . . other than “Adventure”, Fast Minelayers and Controlled Minelayers.”

Class III. Line 2.

After “A.M.Cs.” *insert* “Controlled Mining Base Ships, Fleet Minesweepers.”

(A.F.O. 4976/43.)

5495.—Compasses in Landing Craft—Safe Distance

(M/D.C.O.M. 402/43.—18 Nov. 1943.)

Instances are constantly being reported where compasses in Landing Craft are incorrectly placed and magnetic materials fitted too close to them.

2. Typical instances are :—

Standard compass too low for taking bearings (*vide* A.F.O. 279/43 for L.C.A.).

Steel fire extinguisher placed close to compass.

3. Swinging officers who observe any irregularities should report them to the local Administrative Authority who should arrange to have the defect remedied.

4. In the event of the Administrative Authorities being unable to remedy the defect, the matter should be reported to the Admiralty by signal.

5496.—Boiler Tubes, etc.

(N.S./P. 16215/43 ; N.S./P. 16438/43.—18 Nov. 1943.)

A.F.O. 5240/43 is to be *amended* as follows :—

Sub-heading. List of Ships.

For N.A.V. “Kinterbury”, “Barbette”, “Barleycorn” and “Hardy”

Read N.A.V. “Kinterbury”, H.M. Ships “Barbette”, “Barleycorn” and “Hardy”.

(A.F.O. 5240/43.)

5497.—Boilers, Water Tube—Use of Sea Water Feed in Emergency—REPORTS

(D.15383/43.—18 Nov. 1943.)

Attention has frequently been drawn to the importance of avoiding contamination of feed water by salt, and to the serious effects of any such contamination on the life of boilers and machinery.

2. Occasions may arise however in the case of a damaged ship when the ability to steam at low speeds for a limited time may result in the saving of the ship, and in such dire emergency, the use of contaminated feed water or even sea water feed is justifiable.

3. The action organisation is therefore to provide, not only for making use of fresh water from all sources, including that rendered available by shutting down one or more boilers, but also for feeding the boilers with sea water.

4. No hard and fast rules can be laid down as to the circumstances justifying the use of sea water to feed the boilers but the following results of experience during the present war may be of assistance.

(i) An old destroyer, using saturated steam, is known to have steamed at 6 knots on one boiler for 15 hours using sea water make-up feed. The speed of the ship was limited by hull damage but the effect of priming on the reciprocating auxiliary machinery and shuttles of direct acting pumps was such that it seems improbable that a higher speed could have been obtained on one boiler.

(ii) A modern destroyer fitted with three superheater boilers steamed at 18 knots for 4 hours on two boilers with occasional bursts of higher speed using sea water make-up feed followed by 14 hours at low speed. On subsequent examination many of the superheater tubes were found to be choked and burnt.

5. The immediate result of the introduction of large quantities of sea water into the feed system will be that the boilers will prime. Decreasing the boiler pressure may be expected to lead to increased priming and reduced circulation ; the boiler pressure should therefore be kept as near to the working pressure as possible.

6. The damage due to priming, which is likely to be more serious in ships using saturated steam and reciprocating auxiliary machinery than in those fitted with superheaters and using mainly turbo-driven auxiliaries, can be mitigated by steaming the boilers at as low a rate of forcing as possible, putting steam traps on to the by-pass, avoiding dead ends in steam and exhaust systems and by cautiously lowering the boiler water level. It should be borne in mind that priming may give a false reading in the boiler gauge glasses.

7. In ships fitted with superheaters and turbo-driven auxiliaries the superheater itself will tend to act as a water collector, while the auxiliary machinery will be less liable to damage by water than reciprocating machinery. It is therefore to be expected that, when using sea water feed, such ships will be able to steam at a higher rate of forcing than those without superheaters. Under these conditions however, there will be rapid deposition of scale etc. in the superheater tubes leading to eventual choking and burning of the tubes.

8. On all occasions after sea water feed has been used the earliest possible action must be taken thoroughly to wash through with fresh water, the boilers, main and auxiliary engines, steam and feed pipes and other fittings. Subsequently the boilers and feed systems must be cleaned internally in accordance with the instructions in the Engineering Manual. Separate instructions are being issued as to the action that should be taken to prevent corrosion of turbines after contamination with sea water.

9. Further reports on this subject are required and Commanding Officers are requested to forward them on any occasion when sea water feed is used with water tube boilers. If circumstances permit these reports should contain information under the following headings :—

- (i) Time during which sea water feed was used and the distance steamed.
- (ii) Densities recorded.
- (iii) Number of sprayers and oil fuel pressure.
- (iv) Water level in gauge glasses.
- (v) Effect on performance of machinery.
- (vi) Subsequent defects found in machinery and boilers.

5498.—General Motor Quad Units—Modifications to “L.C.I. (L)”

(D.13611/43.—18 Nov. 1943.)

The following modifications to main engines of the above-mentioned craft should be carried out on the next occasion of removal of engines for major overhaul :—

- (a) To improve the lubrication of the clutch pilot bearing, the grease baffle fitted in the end of the crankshaft to retain the grease for the lubrication of the clutch pilot bearing is to be replaced by the oil wick assembly and oil baffle, as shown in A.F.O. Diagram 347/43 (1).

(b) It has been found on service that excessive wear of the splines on pinion drive shafts has taken place. This is due to the lubricating oil following round the housing instead of dripping on the shaft. To improve the lubrication the oil holes are to be drilled out and a piece of $\frac{1}{4}$ -in. bore copper tube is to be fitted, as shown on A.F.O. Diagram 347/43 (2).

2. Modification (a) should be carried out by the Combined Operations Engine Overhaul Organisation, and modification (b) by Base Staffs, material being obtained locally.

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

5499.—W/T Facilities in Transmitting Stations

Leaders and Destroyers

(S.D. 01733/43.—18 Nov. 1943.)

In order to dispense with long trailing leads from the overhead terminal block (or junction box) and telephone jack box to the W/T operator's desk when attached to the fire control clock in the transmitting station of flotilla leaders and destroyers, it has been decided to adopt the policy outlined below.

2. A 3-pin plug, Pattern 7354, and socket (batten type), Pattern 7387, are to be used for the key and control of filament lines. The socket, Pattern 7387, together with the existing telephone jack box, Pattern 142, are to be mounted on the fixed structure of the Fire Control clock conveniently near to the W/T operator's position and permanently wired in this position. The necessary 3-core and twin-core lead-cased cables are to be led to the Fire Control clock across the floor of the transmitting station and suitably protected by mild steel plating, preferably as part of the existing main run of cables to the Fire Control clock.

3. The commanding officers of ships concerned are to insert an item in their next list of As. and As., classification "A", quoting this order as authority. In the case of new construction ships, action is to be taken by the dockyard or contractor in accordance with this order pending the issue of addenda to the relevant fitting-out specifications.

4. Amendments to Establishment List, No. E.398, for separated aerial control outfits, and No. J1, for remote control outfits, will be promulgated in due course.

5500.—W/T Receiver Outfit CAB—Simultaneous Reception on H/F and L/F Units

(S.D.01191/43.—18 Nov. 1943.)

The following modification is to be carried out by ships staff, where it is desired to receive simultaneously on both amplifier M50 and receiver B50.

2. *Fitting.*—The work to be done is as follows:—

(a) Fit and wire additional Pattern 2411 jack, and Pattern 1165 lead, for aerial connection.

(b) Fit and wire additional Pattern 1448 switch for power supply.

(c) Rectifier unit, Pattern 1204A, should be fitted with an additional stabiliser N.S.1 in socket Q, and the 240-volt 25-watt lamp in lampholder Z should be transferred to lampholder X. A 230-volt 60-watt lamp should be fitted in socket Z.

Details of modifications to wiring are given on A.F.O. Diagram No. 346/43 (A.S.E. Drawing 31524).

3. Ships concerned are to demand the following stores for each receiver outfit CAB fitted from the S.N.S.O., Haslemere, quoting this order as authority:—

Pattern No.	Description	Quantity
1448	Switch main emergency for morse key	1
2411	Jack aerial and earth connection	1
1165	Plugs, pair of (P.O. gauge A), with screened twin lead 3 ft. 6 in. long.	1
6999 C/S	Lamp, 230 volts 60 watts	3 (includes two spares)
5458	Valve wireless NS1	3 (includes two spares)

4. Amendments to Establishment List No. R17, dated 11 Aug. 1943, will be promulgated in due course.

5501.—Radar, Type 286P/PU—Amplifier M.58

(S.D. 012455/43.—18 Nov. 1943.)

Experience has shown that some amplifiers, M.58, have been sent out in a faulty condition.

2. As this fault is not easily detectable the following procedure should be undertaken, as soon as possible, to check units already fitted:—

(a) Check that insertion of M.58 gives at least 1.8 : 1 increase of signal/noise ratio.

(b) Check that noise is of uniform amplitude across the scan.

(c) Check that there is no sign of a double trace or double echo.

If the answer to (a), (b) and (c) is satisfactory, no further action is required.

If not satisfactory, the heater wires must be disconnected from the mains transformer and the continuity checked between the ends of the wires and the cathode of the S.26A (CV.53) with an Avometer. One of the wires should show zero ohms, and this one must be connected to the same transformer terminal as the cathode resistance. To complete the process, the other heater wire must be reconnected to the other heater terminal. It is to be expected that this will amount to a reversal of the heater leads, but in the case of symptom (a) the fault may lie elsewhere, e.g., a faulty valve.

5502.—Radar—Type 286PU, in Coastal Craft—Power Supply

(S.D. 012351/43.—18 Nov. 1943.)

Recent tests show that the 2,000 cycle supply on many Coastal Craft is below 80 volts, due to long runs of cable of too low current capacity.

2. *110/220 volt supplies.*—The 10-amp. cables specified between the A.C. supply outfit motor alternator and the Type 286PU set are of sufficient capacity for runs up to 50 feet. Where this distance is exceeded the motor alternator is to be resited.

3. *24-volt supplies.*—24-volt supply cables are to be such that voltage drop does not exceed 1.2 volts with 30 amps. flowing.

4. Relevant specifications will be amended.

5. Craft in which the motor alternator is found to be sited over 50 feet from the Radar set should insert an item to resite in the next defect list.

6. In any craft where the voltage drop is found to exceed that mentioned in paragraph 3 above, supply cables should be examined and if they do not conform to specification should be replaced, treating the matter as a defect.

5503.—D/F Outfits, F.M.11 and F.M.12—Fitting of Correcting Cams

(S.D. 1039/43.—18 Nov. 1943.)

With reference to paragraph 5 of A.F.O. 4892/42, dial bearing indicators, Pattern W.5472, are now being fitted with a compensating weight opposite the bearing arm. This necessitates amendment to the instructions contained in A.F.O. 4892/42 regarding the method of fitting cams.

2. Earlier models of dial bearing indicators, Pattern W.5472, have the compensating weight fitted underneath the pivoting arm, and the following procedure is to be carried out:—

(a) Compensating weight should be moved as far from the central pivot as the slot allows.

(b) Oiling cap and its screw near the central pivot are to be temporarily removed.

(c) Cams should then be fitted in accordance with A.F.O. Diagram 261/42 (A.S.E. Drawing 30791), promulgated with A.F.O. 4892/42.

(d) Oiling cap and screw to be replaced (taking particular care not to use oil hole for screw).

(e) Compensating weight to be moved back to balancing position.

3. Arrangements have been made for future production of dial bearing indicators, Pattern W.5472, to be fitted with the compensating weight on top of the centre arm instead of underneath. It will not then be necessary to follow the procedure given in paragraph 2 above, but that in A.F.O. 4892/42.

(A.F.O. 4892/42.)

5504.—Hailing Equipment—Type 431/432—Supply, Installation and Maintenance
(S.D/T. 2408/43.—18 Nov. 1943.)

The following is to be added to A.F.O. 3963/43 under the heading Category B :—
“ Controlled Mining Base Ships ”.

(A.F.O. 3963/43.)

5505.—Emergency Battery-driven Transceiver Aft—Fitting

Sloops, Frigates and “ Castle ” Class Corvettes

(S.D. 688/43.—18 Nov. 1943.)

It has been approved to extend the fitting of an emergency battery-driven W/T and R/T transceiver in an after position to include sloops, frigates and “ Castle ” class corvettes.

2. A.F.O. 3302/43 is to be amended as follows :—

Heading :—

Delete “ in Destroyers.”

Under heading :—

Insert “ Destroyers, Sloops, Frigates, ‘ Castle ’ Class Corvettes.”

Paragraph 1, line 2

After “ Destroyers ” add “ Sloops, Frigates and ‘ Castle ’ Class Corvettes.”

Line 3

After “ W/T Office ” add “ and all Sloops, Frigates and “ Castle ” Class Corvettes.”

Paragraph 2

For “ Destroyers ” read “ Ships.”

Paragraph 5

For “ Light Craft other than Destroyers ” read “ Other Light Craft.”

(A.F.O. 3302/43.)

5506.—Aircraft—Categories, Reporting Movements—Loss and Damage Returns

(A.M.R. 197/43.—18 Nov. 1943.)

The following amendments are to be made to A.F.O. 4362/43.

2. In paragraph 3. Delete last sentence “ Log cards . . . overhaul ” in sub-paragraph dealing with Category Y.2.

After paragraph 3. Add new paragraph 3A :—

“ 3A. After work has been completed on Category ‘ B ’ aircraft the flying and running time log of the Form 700 is to be endorsed ‘ Certified that a major inspection has been carried out ’, and the change of serviceability and repair log (airframe section) of the Form 700 endorsed ‘ Certified that the airframe has been inspected after repair and is fit for H.M. Service ’.”

(A.F.O. 4362/43.)

5507.—Walrus Aircraft—Modification to Bomb Circuit Wiring System

(A.M.R. 2025/43.—18 Nov. 1943.)

Instances have occurred of metal braiding of the bomb circuit cables of the Walrus aircraft corroding, due to chemical action being set up by salt water acting between the dissimilar metals of the braiding and the conduit.

2. Walrus aircraft, wherever metal braided cables come into contact with light alloy or aluminium (other than at proper bonding points), are to be given a liberal coating of pigmented varnish jointing compound, Stores Ref. 33B/214.

3. All Walrus aircraft manufactured after May, 1942, have “ cel ” type cables in the bomb circuits, but any aircraft not so fitted are to be modified as follows :—

At the next major overhaul all metal braided cables used in bomb circuits are to be replaced by the equivalent “ cel ” types.

5508.—Aircraft, General—Machines Filling Belts, Browning, M.G.—Attachment Container, Ref. 8C/2290—Introduction

(A.S.D. 2257/43.—18 Nov. 1943.)

An attachment for fitting to Browning 0.303-in. belting machines has been introduced, and is described in leaflet A.P. 1641C/1-W.

2. The attachment permits the use of the cardboard container, in which the links are packed, in lieu of the metal container, Ref. 12C/100.

3. R.N. air stations, H.M. ships carrying aircraft, and R.N. armament depots holding 0.303-in. Browning belt-filling machines, Ref. 8C/1664, should demand attachment on the scale of one per machine, from Director of Armament Supply (Branch A), Bath.

4. Metal containers, Ref. 12C/100, should not be landed on receipt of attachment.

5509.—Anti-Tracking Varnish for Insulating Materials—Application of

(D. 13845/43.—18 Nov. 1943.)

Following the introduction of anti-tracking varnish for application to certain types of insulating materials (A.F.O. 299/43) an endeavour was made to arrange for Admiralty pattern items of this nature to be supplied varnished by the manufacturers, but in certain instances, notably with synthetic resin bonded paper sheets and rods and moulded insulating bushes for sealing glands, it has been found that this can only be effected with a resulting delay in production.

2. In such instances, therefore, permission has been given for the items to be supplied unvarnished, but with a label attached stating that “ This material is to be treated with anti-tracking varnish before use ”.

3. Care is to be taken to ensure that any items so labelled are treated with anti-tracking varnish in the manner described in A.F.O. 299/43 prior to their assembly in the apparatus concerned.

4. It may be assumed that any items not so labelled have already been treated with anti-tracking varnish.

(A.F.O. 299/43.)

5510.—Allowance of Bituminous Paint

“ Miners ”

(N.S. 29805/43.—18 Nov. 1943.)

Two gallons of bituminous paint to the formula promulgated in A.F.O. 4992/43 are to be allowed to each “ Miner ” for the painting of junction boxes, and should be added to the list of laying stores (page 46, subhead E.7.—Inflammables) in B.R. 372, Establishment of Naval Stores for Minelaying Lighters.

2. “ Miners ” in commission should forward demands to their storing yards or bases as necessary. Supply to “ Miners ” of new construction should be arranged by the storing yards or depots in the usual manner.

3. The sea store establishment will be amended.

(A.F.O. 4992/43.)

5511.—Bolted Joints

L.C.T. (5).

(M./D.C.O.M. 366/43.—18 Nov. 1943.)

It has been reported that on occasions the bolts connecting the main hull sections of L.C.T. (5) have worked loose after a period of service.

2. Loose nuts on these bolts are very undesirable as the watertightness of the compartments in way of the joint is lost and an unfair stress is put on the remaining intact connections. Arrangements should, therefore, be made for these joints to be carefully inspected by ship's staffs once a month and all loose nuts properly screwed up.

5512.—Demolition Charges—Safety Precaution

(T/N.L. 14653/43.—18 Nov. 1943.)

A fatal accident has occurred whilst 5 lb. T.N.T. A/S charges for harbour defence were being made up owing to the ordinary safety measures being disregarded.

2. Officers and ratings employed in the preparation, transport and stowage of demolition charges are always to be given full instruction in the methods to be employed and the precautions to be taken.

3. It is to be impressed on all personnel so employed, and on Commanding Officers of vessels using such charges, that the unsealed end of safety fuse can be ignited by any simple flame or spark method and that smoking in the vicinity is, therefore, highly dangerous. Also, Bickford's safety lighters contain a small glass phial of acid which is easily breakable through rough handling, sudden increases in temperature, etc., and Bickford's lighters are, therefore, never to be left attached to the safety fuse of any fitted charge longer than absolutely necessary.

4. In addition to the ordinary safety precautions laid down in B.R. 153, Chapter IX, and C.A.F.O. 1349/42, the following are to be observed:—

- (a) Separate sheds should be set apart for the preparation of these charges.
- (b) Notices should be posted excluding all unauthorised persons and prohibiting smoking on the premises.
- (c) Made-up charges should be dispersed as widely as practicable, and sentries should be placed on all such stores of fitted charges.
- (d) Bickford's safety lighters are *not* to be attached to the safety fuse leads as the charges are made up. The free ends of the fuse leads should be sealed, and the Bickford's lighters kept stored in their service tins. The sealed ends of the fuses should be cut and the Bickford's lighters crimped on only a few minutes before the charges are to be fired.

(C.A.F.O. 1349/42.)

5513.—D.G. Equipment—Improved Protection—126-ft. Composite M.M.S. As. and As.

M.M.S. Nos. "1001", "1002", "1003", "1004", "1011", "1012" and "1039"
(S.D.G. 0259/43.—18 Nov. 1943.)

In order to improve the D.G. protection afforded to 126 ft. Composite M.M.S. the D.G. equipment of the above quoted vessels is to be modified as shown in A.F.O. Diagram 341/43 and Drawing D.E.E. 10696R/1; copies of the latter may be obtained from the Director of Electrical Engineering, Admiralty, Bath.

2. In M.M.S. "1001", "1002", "1003", "1004", "1011" and "1012" the M coil is to be modified to provide additional compensation forward and aft.

3. Arrangements will be made to incorporate this item in M.M.S. "1039" prior to completion.

4. Demands for the additional 14 core cable, A.P. 13890, should be forwarded to the Director of Electrical Engineering, Admiralty, Bath, giving full consignment particulars. The additional junction boxes required are to be supplied by the refitting firm.

5. This work is an approved alteration and addition item, classification "A*" for the 6 in number 126 ft. M.M.Ss. in paragraph 2 above.

(C.A.F.O. 1605/43.)

5514.—Engine Room Exhaust Fan Outlets

"J", "K" and "N" Class Leaders and Destroyers

(T. 2427/43.—18 Nov. 1943.)

The provisions of A.F.O. 3671/42 should apply to "J", "K" and "N" Class Leaders and Destroyers also.

(A.F.O. 3671/42.)

5515.—Floating Docks—Towage

(M/D.012752/43.—18 Nov. 1943.)

Except for any slight trim considered desirable by the Towing Master, experience so far gained indicates that, normally, the fully raised condition is the safest condition for a floating dock in tow in heavy weather, or when exposed to the conditions of air or submarine attack.

5516.—Naval Store Accounting Procedure

Frigates and Corvettes

(N.S. 27515/43.—18 Nov. 1943.)

Owing to the shortage of experienced supply ratings to meet requirements of Accountant Branch complements for future commitments, it has been found necessary to modify the Naval Store accounting system for frigates ("River" and later classes) and corvettes ("Flower" and later classes) and the procedure to be followed is contained in the Appendix to this order. Naval Store Accounts, S.1099D and F.A.23, are being provided accordingly as directed in A.F.O. 2068/43, and one supply rating has been included in the Scheme of Complement for both victualling and naval storekeeping duties.

2. No alteration in procedure should be made in the following vessels, which will follow the normal B.R. 4 accounting procedure and retain the naval storekeeping ledgers provided:—

"Deveron"	"Lagan"	"Spey"	"Trent"
"Exe"	"Movola"	"Swale"	"Waveney"
"Itchen"	"Ness"	"Tay"	"Wear"
"Jed"	"Nith"	"Test"	
"Kale"	"Rother"	"Teviot"	

3. Two supply ratings have been included in the schemes of complement for victualling and naval storekeeping duties in the above-mentioned vessels, and K.R. & A.I. Article 1464 (paragraph 7) will apply.

4. The Engineer Officer will normally be the Naval Storekeeping Officer of each vessel. If, however, an Engineer Officer is not borne, the Commanding Officer should delegate another officer for these duties.

APPENDIX

H.M. Frigates and Corvettes (except vessels mentioned in paragraph 2 of this Order).
Instructions as to the supply accounting, etc., for Naval Stores.

1. *Permanent stores.*—(a) Permanent stores are to be accounted for on Forms S.1099D (inside) enclosed in covers S.1099D (outside). Separate accounts for each Department of the ship will be prepared (in triplicate) by the Dockyard or Store Depot allocated and the three copies will be distributed as follows:—

- (i) Original—Standard copy for the Naval Storekeeping Officer.
- (ii) Duplicate—To be retained by the Dockyard or Store Depot as a record of the "First Outfit" supplied.
- (iii) Triplicate—Copy for use of the Departmental Officer concerned.

(b) The triplicate copies supplied for the use of the Departmental Officers, as well as the original copies held by the Naval Store Accounting Officer, are to be completed in the "Remarks" column by the ships' staffs, with details of the permanent stores supplied to Departmental Officers on "Permanent Loan"; the signatures of the Officers concerned should be obtained for these stores similarly to that required of the Naval Storekeeping Officer, on the inside of the Cover S.1099D (outside) on assuming custody, and on change of Departmental Officer.

(c) Replacements of permanent stores which involve no change in the number on board are not required to be posted in the S.1099D account, and the quantity will remain unaltered. The only changes in the quantities shown in the S.1099D account, therefore, will be when an article is supplied in addition to those already on charge, or when an article is returned or lost and is not replaced. Such changes are to be posted in the account as directed on the Form S.1099D (inside).

(Note.—If the quantity on loan to the Departmental Officer is also changed, the amended details are to be initialled by the Officer concerned in the original and the triplicate copies of the S.1099D account.)

2. *Consumable stores.*—(a) Consumable stores are to be accounted for in an account F.A.23.

(b) Only one copy of the F.A.23 account will be prepared by the Dockyard or Store Depot allocated and will be supplied to and kept by the Naval Storekeeping Officer for the whole ship, who will also be responsible for demanding all consumable stores required to replenish stocks on board.

(c) No detailed account of expenditure of consumable stores need be kept, but particulars of quantities of stores received from the storing yard or depot together with the stocks on board at the time replenishment demands are prepared are, however, to be entered in the account F.A.23.

All supply notes (triplicate copies of Forms S.134d) for consumable stores should be guarded in chronological order and in order of subhead and item and retained with the accounts.

(d) On change of the Naval Storekeeping Officer, the certificates "A" and "B" inside the cover of the account F.A.23, are to be completed.

(e) Arisings, e.g., worn cordage, scrap metal of all kinds arising from work done on board, old indiarubber, electric cable, copper wire, miscellaneous small tools and metal articles, etc., are to be collected and taken on charge under suitable headings in the Consumable Store Account F.A.23, and returned to the nearest Dockyard or Base as opportunity offers.

(f) Consumable stores should be kept by the Naval Storekeeping Officer in the stowage provided and issued to Departments as required. They should not be issued in bulk to Departmental Officers on receipt from the Storing Yard or Depot.

3. The S.1099D and F.A.23 accounts do not necessarily require that internal accounting shall be conducted by means of Forms S.156, S.149 and S.1091. It is desirable, however, that these forms should be used whenever possible to support consumption and as a check on stocks remaining, and their use will be found of assistance in preparing replenishment demands.

4. The instructions contained in the Naval Storekeeping Manual (B.R.4) except where modified by the foregoing instructions, are to be followed.

(A.F.O. 2068/43.)

(A.F.O. 4110/43 is cancelled.)

5517.—Handcuffs—Revised Allowances

Corvettes ("Flower" Class), *Fleet Minesweepers* (except "Bangor" Class),
Surveying Vessels and Frigates ("River" Class)

(N.S. 22504/43.—18 Nov. 1943.)

The allowances of handcuffs, Pattern 390 (large) and Pattern 390A (small) to the above-mentioned classes have been revised as follows:—

Class of ship	Handcuffs, Patterns 390 and 390A	
	Present allowance per ship	Revised allowance per ship
Corvettes ("Flower" Class) ...	Nil	1 pair of each pattern
Fleet Minesweepers (except "Bangor" Class), Surveying Vessels and Frigates ("River" Class) ...	2 pairs of each pattern	1 pair of each pattern

2. "Flower" Class Corvettes in commission should forward demands to their storing yards or depots accordingly. Ships of other classes mentioned above should return any handcuffs carried on board in excess of the revised allowances to the nearest dockyard or naval store depot. Supply to ships concerned under construction should be adjusted as necessary by the warrant and supplying yards or depots.

3. The Sea Store Establishments concerned will be amended.

5518.—Hot and Cold Fresh Water Shower—As. and As.

105-ft. Motor Minesweepers

(D. 017794/43.—18 Nov. 1943.)

In order to improve washing facilities for officers in 105-ft. motor minesweepers, a hot and cold fresh-water shower is to be fitted in the officers' lobby in these vessels in accordance with the arrangements shown on A.F.O. Diagram No. 345/43.

2. This item is an approved A. and A., classification "B", for all vessels in service.

(C.-in-C., Portsmouth, 28 Jun. 1943, No. S/1833/10.)

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

5519.—Merlin Engine Tools—Amendment

(N.S. Air/A.M.R. 884/43.—18 Nov. 1943.)

A.F.O. 2460/43 is to be amended as follows:—

Page 29

Insert in column (1) against J.29745 "Ref. 52996"

Insert in column (12) of Ref. 52996 "1"

Page 30

Delete throughout entirely:—

Ref. 46514 (columns (1) to (23))

Ref. 45366 (" " " ")

Insert in column (12) of Ref. 38800 "1"

Insert in column (1) against J.29972 "Ref. 44534"

Insert in columns (7), (10) and (11) of Ref. 44534 "x"

Insert in column (12) of Ref. 44534 "1"

Insert in column (1) against J.27917 "Ref. 52982"

Insert in column (9) of Ref. 52982 "x"

Insert in column (12) of Ref. 52982 "1"

(A.F.O. 2460/43.)

5520.—Naval Store Accounting

Minor War Vessels

(N.S. 11182/42.—18 Nov. 1943.)

The following decisions are promulgated as a result of replies received to A.F.O. 488/42.

2. *Responsibility for Accounts.*—Where there is a Naval Store Officer at a base, the line of demarcation is that the Base Accountant Officer, or other responsible Naval Officer, is responsible for the accounts of commissioned small craft (except A/S and M/S vessels which are the responsibility of the Commanding Officers of the vessel in the area, and the Naval Store Officer for all other small craft, i.e. those fitting out, under repair, or being returned to owners.

Where there is no Naval Store Officer available, the full responsibility rests with the local Administrative Authority.

3. *A/S and M/S Vessels.*—Local Administrative Authorities may, if they consider it desirable, arrange for the Naval Store Accounts of A/S and M/S vessels to be taken over and maintained by the Base Accountant Officer, or other responsible officer, on the understanding that no additional staff is required.

In this event, a report should be forwarded to the Director of Stores, Admiralty, detailing the vessels whose accounts have been taken over.

(A.F.O. 6324/42 is cancelled.)

5521.—Spools for Cinema Projectors—35-mm., Pattern No. 7519—Return of

(N.S./G.D. 01440/43.—18 Nov. 1943.)

A return of all spools, 14-in. diameter, for cinema projectors, 35-mm., Pattern No. 7519, obtained from naval sources and held in shore establishments in the British Isles is to be rendered as soon as possible to D.T.S.D., Admiralty.

2. Returns should state—

(i) Number of 35-mm. cinema installations in the establishment, e.g., dome teachers, instructional cinemas, etc., but excluding privately owned cinemas.

(ii) Total number of spools, Pattern No. 7519, obtained from naval sources or at expense to the Crown and held by the establishment, whether used in the cinemas in (i) above or not.

3. Where two projectors are operating as a dual installation in the same hall they are to be reported as one cinema.

4. A return of 16-mm. spools, Pattern Nos. 7615, 7616, 7617, is not required.

5522.—T.R. 1161—Introduction of New Type Potentiometer

A.C.R.D./A.D.P. 702/42.—18 Nov. 1943.)

A new type of potentiometer is being supplied as spares for the receiver and control unit of T.R. 1161.

In the control unit the noise adjustment control (Potentiometer R3) Stores Ref. 10C/1973, is replaced by Ref. 10C/8086.

In the receiver the side tone output volume control (Potentiometer R.32) and the A.F. volume control (Potentiometer R.34), both Stores Ref. 10C/1734, are replaced by Ref. 10C/8198.

The new components are being supplied as spares for T.R. 1161 and have their connecting tags arranged differently.

When fitting to either the control unit or receiver, the connections to the new potentiometer should be made as follows:—

Old Pattern Potentiometer	New Pattern Potentiometer
Lead connected to left-hand tag ...	Connect to left-hand tag.
Lead connected to centre tag ...	Connect to right-hand tag.
Lead connected to right-hand tag ...	Connect to centre tag.

The relative connections to the old and new types are shown in A.F.O. Diagram 344/43.

Section 4**OTHER STORES—NAVAL STORES, VICTUALLING STORES, MEDICAL STORES, CONTRACTS****5523.—Badges—D.E.M.S. Gunnery Ratings**

(V./T.D./D.E.M.S./1420/42.—18 Nov. 1943)

A.F.O. 3210/43 is to be amplified as follows:—

Paragraph 2. Amend to read:—

2. The pattern numbers, descriptions and current issuing prices of the badges are shown below:—

Pattern No.	Rating.	Description.	Issuing Price.
220A	} Acting Gunlayer, Crossed guns, star above, with letters	D.E.M.S. Q and D.E.M.S. below.	} red 6d. each
220B				} blue 1d. each
221A	} Acting Seaman Single gun, star above, with letters	} red 5d. each	} blue 1d. each
221B				} Gunner, D.E.M.S. Q and D.E.M.S. below.

Paragraph 3.—Add:—

“Pattern No. 222B has been allocated to letters D.E.M.S. (blue) and the issuing price is 1d. each.”

(A.F.Os. 4048/41, 1352/42 and 3210/43.)

5524.—Submarine Crews—Issue of Spirit Ration while on Patrol

(V. 5743/43.—18 Nov. 1943.)

Attention is drawn to A.F.O. 5454/43 in Section 2 of this issue.

5525.—Protective Clothing for Boatswains A/S

(V. 7065/43.—18 Nov. 1943.)

Overall suits of service type may be issued on loan to commissioned and warrant boatswains A/S whose duties are such as are liable to damage their uniform unless properly protected.

2. Free replacement of the overall suits is not to be made more than once in twelve months and then only if the suits are worn out.

(C. in C., Levant, 1882/1051/8 of 20 Jul. 1943.)

(Commodore (D), Levant, 614/352 of 12 Jul. 1943.)

(A.F.O. 5029/41.)

5526.—W.R.N.S.—Uniform Kit

(V. 6919/43.—18 Nov. 1943)

Gunnery Control ratings and Gunnery Experimental Assistants are to wear the same uniform as Wrens “Q.O.”, i.e. Class C. A.F.O. 328/43 is to be amended accordingly.

(C. in C., The Nore, 4839/62220 of 12 Oct., 1943.)

(A.F.Os. 328/43, 746/43 and 2944/43.)

5527.—Victualling Arrangements in Small Ships Without Accountant Officers—Parent Ship of Vessels on Modified Form of General Messing

(V. 5633/43.—18 Nov. 1943.)

Attention is drawn to A.F.O. 5459/43 in Section 2 of this issue.

5528.—Insecticide Powder, Pattern 21—Introduction

(N.S./C.P. 22793/43.—18 Nov. 1943.)

In view of the shortage of pyrethrum, a new insecticide powder, to which Pattern No. 21 has been assigned, is being introduced for use in bakeries etc., where food is kept. The present powder, Pattern 20, will continue to be supplied for use elsewhere.

2. The new powder consists of 10 per cent. pyrethrum, 50 per cent. potato flour and 40 per cent. boric acid powder.

3. The 5,000 1-lb. tins being manufactured at Portsmouth in accordance with Admiralty letter NS/CP.22793/43/B.41602, dated 12th October, 1943, are to be distributed as follows:—

Home yards and depots			Yards, etc., abroad		
Chatham	...	300 lb.	Alexandria	...	400 lb.
Devonport	...	300 lb.	Malta	...	400 lb.
Rosyth	...	300 lb.	Gibraltar	...	200 lb.
Sheerness	...	100 lb.	Freetown	...	300 lb.
Severn Area	...	300 lb.	Durban	...	200 lb.
Preston	...	300 lb.	Ceylon	...	300 lb.
Carfin	...	200 lb.	Simonstown	...	100 lb.
Leeds	...	200 lb.	Bermuda	...	100 lb.

4. Further provision should be made by yards and depots in the 10th and subsequent war demands.

5. Attention is drawn to A.F.O. 2993/43.

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

Admiralty Letter 12 Oct. 1943; NS/CP.22793/B.41602 to Admiral Superintendent, Portsmouth.

(A.F.O. 2993/43.)

Section 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE

5529.—Amendments to Books

(E.F.O.—18 Nov. 1943.)

The undermentioned amendments (A.F.Os. P.638–662/43) 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.638 43.**—B.R. 378 (J)—Seafire—A.S.E.—Amendment No. 9.
***P.639 43.**—B.R. 378 (B)—Barracuda A.S.E.—Amendment No. 17.
***P.640 43.**—B.R. 380/B—Barracuda, S.C.L.—Amendment No. 4.
***P.641 43.**—B.R. 378 (Z)—Walrus A.S.E.—Amendment No. 16.
***P.642 43.**—B.R. 378 (E)—Albacore, A.S.E.—Amendment No. 19.
***P.643 43.**—B.R. 378 (A)—Swordfish A.S.E.—Amendment No. 17.
***P.644 43.**—B.R. 378 (B)—Barracuda A.S.E.—Amendment No. 18.
P.645 43.—O.U. 5225—Home Dockyard Regulations—Amendment.
P.646 43.—B.R. 268 (25) (late C.B. 1945 (5))—Electrical Manual, Volume II—Magslip (Indicator) Transmission Gear—Amendment No. 3.
P.647 43.—B.R. 153—Demolitions Drill Book—Amendment.
P.648 43.—B.R. 4—Part II—Naval Storekeeping Manual—Amendment No. 7.
P.649 43.—B.R. 669—Instructions for the Conduct of Cash Duties, 1932—Amendment.
P.650 43.—B.R. 317 (18)—Mining Drill Book—Preparation of the Mark XXV Mine, Asy. Nos. 1 and 2—Amendment No. 1.
P.651 43.—B.R. 732/1940—Instructions for the Disposal of Mines washed or brought ashore—Amendment No. 20.
P.652 43.—B.R. 826—Drill for the Fuzekeeping Clock and Fire Control Box—1943—Amendment No. 2.
P.653 43.—B.R. 980 (E) (formerly O.U. 6090 (E))—R.T. No. 430 for 2-pdr. Guns—Amendment.
P.654 43.—B.R. 980 (E) (formerly O.U. 6090 (E))—R.T. No. 431 for 2-pdr. Guns—Amendment.
P.655 43.—B.R. 980 (G) (formerly O.U. 6090 (G))—R.T. No. 418 for 5·25-in. Guns—Amendment.
P.656 43.—B.R. 980 (G) (formerly O.U. 6090 (G)) R.T. No. 418A for 5·25-in. Guns—Amendment.
P.657 43.—B.R. 980 (K) (formerly O.U. 6090 (K)) R.T. No. 369 for 4-in. Guns—Amendment.
P.658 43.—B.R. 980 (K) (formerly O.U. 6090 (K)) R.T. No. 553 for 4-in. Guns—Amendment.

P.659 43.—B.R. 980 (L) (formerly O.U. 6090 (L)) R.T. No. 471 for 3-in. 20-cwt. Guns—Amendment.

P.660 43.—B.R. 980 (U) (formerly O.U. 6090 (U)) R.T. No. 193 for 16-in. Guns—Amendment.

P.661 43.—B.R. 980 (W) (formerly O.U. 6090 (W)) R.T. No. 206 for 8-in. Guns—Amendment.

***P.662 43.**—B.R. 378 General—A.S.E.—Amendment No. 25.

A.F.O. P.603/43 will not be distributed and is cancelled.

** Exceptionally A.F.Os. P.638, P.639, P.640, P.641, P.642, P.643, P.644 and P.662/43 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.Os. 5146/43 and 5412/43.)

5530.—A.M.S.Is.

(E.F.O.—18 Nov. 1943.)

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

(A.F.O. 5413/43.)

5531.—Air Publications, etc., Distributed during September, 1943

(N.S. Air 125/43.—18 Nov. 1943.)

A.F.O. 5148/43 is to be amended as shown below:—

A.P.No.	Vol.	Part	Description	As printed	Should read
1451H	II	1	Pegasus XVIII Engine, etc.	1451X.—Vol. II, Part 1.	1451H.—Vol. II, Part 1.

(A.F.O. 5148/43.)

5532.—B.R.849—Handbook for the 15-in., B.L., Mark I Gun, on Twin, Mark I and I/N Mountings—Issue

(G. 3376/43.—18 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. :—

	Copies
Flag Officers (except Cs.-in-C. and F.Os. concerned)	1 each
Cs.-in-C. and Flag Officers of Squadrons concerned	2 each
Battleships	6*
Battle Cruisers	6*
Monitors	4*
The Captain, H.M.S. "Excellent"	125
The Captain, H.M. Gunnery School, Devonport	25
The Captain, R.N. Gunnery School, Chatham	20
Adjutant-General, Royal Marines	20
Dockyards—	
Portsmouth	8
Devonport	7
Chatham	7
Sheerness	6
Rosyth	4
Malta	3
Gibraltar	3
Bermuda	3
Simonstown	3
Alexandria	3
Durban	1
Kilindini	1

	<i>Copies</i>
Naval Officer-in-Charge, Diego Suarez	1
Commodore, Algiers	1
<i>Gun Mounting Overseers—</i>	
Elswick, Barrow, Parkhead, Coventry	1 each
Secretary, Navy Board, Wellington, New Zealand	5
Secretary, Navy Board, Melbourne (including 6 for Flinders Gunnery School).	10
B.A.T.M., Ottawa	2
B.A.M.R.	1
B.A.S.R.	1
N.S.H.Q., Ottawa (including 20 for D.N.O., Gunnery School and Bases).	40
Commander (G), Gunnery School, Durban (H.M.S. "Assegai").	20
R.N. College, Greenwich	2
R.A. College, Woolwich	1
E.O., Gun Mountings, Alexandria	1
Armament Supply Depots and Establishments	As necessary
Inspectors of Naval Ordnance	As necessary
Ministry of Supply for—	
A.1	1
C.E.A.D.	1
S.O.B.	1
C.S.A.R.	1
C.I.A.	1
S. of E., Shoeburyness	1
Loan Libraries	1
Naval Staff Library, Admiralty	2
Gun Mounting Engineer Officer, H.M.S. "Dunluce Castle".	1

* Ships fitted and to be fitted with the 15-in., B.L., Mark I gun, on twin, Mark I and I/N mountings.

2. This book supersedes O.U.6005, O.U.6005A, O.U.6112, O.U.6142A, O.U.6142B and O.U.6142A/2, copies of which should be disposed of in accordance with Form O.U.2A—O.U. Catalogue, when copies of B.R.349 have been received.

5533.—B.R. 980 (B)—formerly O.U. 6090 (B)—Revised Page 8, dated July, 1943, to Range Table No. 313 for B.L., 4.7-in. Gun, Mark I—Issue
(G. 4162/43.—18 Nov. 1943.)

The above-mentioned revised page 8 to Range Table No. 313 is now in the press, and copies will be issued to all concerned, without demand, by the Superintending Naval Store Officer, R.N. Store Depot, 307, Elveden Road, Park Royal, London, N.W.10, when supplies become available.

2. This revised page 8, dated July, 1943, supersedes the existing page 8 dated April, 1942, all copies of which should be disposed of in accordance with the instructions in Form O.U. 2A—O.U. Catalogue, when the revised page 8 is received.

5534.—B.R. 980 (K)—formerly O.U. 6090 (K)—Range Table No. 554A for B.L., 4-in. Mortar, dated July, 1943—Issue
(G. 02272/43.—18 Nov. 1943.)

The above-mentioned range table is now in the press and copies will be issued to all concerned *without demand* by the Superintending Naval Store Officer, R.N. Store Depot, Elveden Road, Park Royal, London, N.W.10, when supplies become available.

5535.—O.U. 5394—Revision of Establishment

(Sta./T.S.D. 221/43.—18 Nov. 1943.)

The establishment of O.U. 5394, Naval War Manual, has been revised, and is now as follows. In future additional copies will not be supplied for the use of Midshipmen.

Flag Officers	1
Battleships, Battle Cruisers, Cruisers and Aircraft Carriers	1

2. Copies in excess of the above, and those held by ships to whom the book is not now allowed, are to be returned to the R.N. Store Depot, Edgware Road, Cricklewood, N.W.2, through the appropriate distributing authority. Form O.U. 2A (Catalogue of books printed "For Official Use only") will be amended accordingly on reprint.

5536.—Form S.1567—Drafting Requirements for W.R.N.S. Personnel—Introduction

(Sta. 17671/43.—18 Nov. 1943.)

A new official form, S.1567, has been established for draft requirements of W.R.N.S. personnel in place of the unofficial form, D.1.

2. In the interests of paper economy, this form has been printed on both sides and, where necessary, both sides should be used.

3. Issue will be made on demands addressed to the R.N. Store Depot, Elveden Road, Park Royal, N.W.10.

5537.—Contract Deliveries—Disposal of Form D.55 by Overseers, etc.

(D.N.A. 12775/43.—18 Nov. 1943.)

Hull and Machinery Parts for Fabricated Ships.

The procedure for disposal of Forms D.55 in respect of these supplies, dealt with under Vote 8III, will be as follows:—

Certificate A should be completed on Parts I and II by the Admiralty Inspecting Officer (including representatives of the Classification Societies) at firm's works, and the undivided form forwarded to the consignee for completion of Certificate C. Where no Admiralty Inspecting Officer is available at consignee's works, it will suffice if Certificate C is signed by a responsible official of the consignee firm. Where the parts are sent to an intermediate firm for processing Certificate C may be completed by an official of that firm.

When Certificates A and C have been completed, the payment copy Part I should be returned to the supplying contractor in order that he may forward it to the Director of Navy Accounts with his claim for payment. Part II should be disposed of as follows:—

Hull Items—

To Admiralty Area Progress Office,
19 Lansdown Crescent,
Edinburgh.

Machinery Items—

To Engineer in Chief,
Admiralty,
London.

General Procedure for Vote 8III Supplies.

It is desired to emphasise that the instructions contained in A.F.O. 1879/43 apply generally to supplies under Vote 8III as well as to those under other Votes and Subheads, and particular attention is drawn to the fact that in the case of (a) deliveries to dockyards or other main store depots, and (b) deliveries to outlying establishments where the gear has to be accounted for at a main store depot, Form D.55, after completion of Certificate A where necessary, is to be forwarded *undivided* to the dockyard or main store depot concerned.

(A.F.O. 1879/43.)

(Portsmouth Yard Letter 7693 of 30 Sep. 1943.)

5538.—Distribution of Wallposter "Recognise the Japanese Destroyers"

(T.S.D. 478/43.—18 Nov. 1943.)

This small poster (10 in. × 15 in.), Form S.1565, will be issued, without demand from the R.N. Store Depot, Elveden Road, Park Royal, N.W.10.

2. It can be displayed in a prominent position, or cut up to make folders for use during instruction on warship recognition by appearance.

Eastern Fleet :—

Battleships, battlecruisers, cruisers	...	...	...	4 copies
Fleet aircraft carriers	...	...	...	5 copies
Light fleet and escort aircraft carriers	...	...	...	3 copies
Flotilla leaders and destroyers (all classes)	...	...	...	2 copies
Fleet minesweepers	...	...	...	2 copies
Trawlers A/S and patrol	...	...	...	1 copy
Naval Air Stations (home and abroad), large and small	...	...	...	6 copies
Submarine depot ships and bases (Eastern fleet)	...	...	...	2 copies (plus one copy for each submarine borne).

Five hundred copies for disposal to suitable H.M. ships as required—C.-in-C., Eastern Fleet.

Establishments :—

H.M.S. "Excellent"	} 6 copies
H.M.S. "Marlborough"	...	...	...
H.M.S. "Defiance"	...	...	...
H.M.S. "Vernon"	...	...	...
H.M.S. "St. Christopher"	...	...	...
Chatham Gunnery School	

5539.—Movements of U.S. Naval Vessels in Home Waters

(M. 3018/43.—18 Nov. 1943.)

A.F.O. 5415/43 is cancelled.

5540.—Mails from H.M. Ships—Some Causes of Delay

(M/N.I.D. 3952/43.—18 Nov. 1943.)

Delay to mails from H.M. ships is frequently caused by the failure of ships to carry out instructions in B.R. 7/41 for make up and despatch of mails. Common errors are :—

- Bags incorrectly labelled.
- Privilege envelopes and uncensored letters being mixed indiscriminately in the same bag as censored letters with the result that the whole bag has to be examined and sorted by censorship.
- Letters being included in parcel mail which is subject to delay for customs examination, and
- Addresses on previously used official envelopes not being erased.

Special attention is called to the following instructions in B.R. 7/41.

- Part I, paragraph 3, as regards the responsibility of the Ship's Censor for the making up of mails on board.
- Part I, paragraph 4, for the labelling of inner bags in large H.M. ships.
- Part I, paragraph 5 (b) for the labelling of bags in small H.M. ships.
- Part I, paragraph 7, for the labelling of inner bags in ships refitting.
- Part I, paragraph 11 (f) for privilege envelopes, which may be seriously delayed if not identifiable.
- Part II, Section 2, paragraph 2, for the labelling of outer bags.

(A.G.M. 137A, of 23 Jun. 1943 is cancelled.)

5541.—Mails from H.M. Ships Landed at U.K. Ports—Acceleration of

(M/NID, 2928/41.—18 Nov. 1943.)

In order to accelerate the delivery of mail from the larger H.M. ships (i.e. those which censor their own mails) it has been arranged for H.M. ships at U.K. ports to consign their censored letter mail to the General Post Offices at Glasgow, Portsmouth, Plymouth, Belfast, Liverpool, Newcastle-on-Tyne and Rochester (for Chatham), whichever port is the most suitable, in addition to London and Edinburgh. The mail is to be made up into double sealed bags or covers as at present, inner bags labelled "Letters from H.M.S. . . . for transmission", and the outer bags to the G.P.O. at whichever of the places mentioned above is most suitable.

2. Privilege envelopes are to be made into separate bundles and labelled "Privilege Envelopes from H.M.S. . . ." and enclosed in the inner bag.

3. The serial numbers of the mails will continue to run in sequence irrespective of the different post offices to which the mail may be addressed.

4. Owing to customs difficulties, the same facilities cannot be extended to parcel mail. Parcels should therefore be kept separate from letters.

5. Owing to the Customs Depot at the Parcel Section, G.P.O., London, being still out of action, parcel mails from the larger H.M. ships in *Home Waters* are to be consigned to the G.P.O., Edinburgh.

5542.—Mail Damaged by Fire and Water

(M. 08168/43.—18 Nov. 1943.)

Non-confidential correspondence for the following authorities and ships has been partly damaged by fire and water. It has not been possible to ascertain which mails were destroyed and therefore duplicates should be forwarded as necessary.

Air Letter, and Parcel Mail posted in U.K. between 10th and 13th March, 1943

Addressed to :—

Commander-in-Chief, Eastern Fleet.
V.A. (D) 2nd i/c, Eastern Fleet.
Cdr. Commanding, Eastern Fleet Destroyer Flotillas.
Cdr. i/c, Netherlands Forces in East.
Commander-in-Chief, South Atlantic.
Naval Authorities at :—Aden, Alexandria, Addu Atoll, Abadan, Benghazi, Bahrein, Bombay, Capetown, Ceylon, Cyprus, Calcutta, Cochin, Durban, Diego Suarez, Dar Es Salaam, East London, East Africa, Haifa, Kilindini, Karachi, Massawa, Mauritius, Madagascar, Madras, Port Elizabeth, Port Sudan, Simonstown, Seychelles, Tobruk.
H.M. and Allied Ships and R.M. Detachments operating under Eastern Fleet and South Atlantic commands.
R.N. Air Stations, Ceylon, Indian Ocean, Nairobi, Port Reitz.
R.A., Naval Air Station, Eastern Theatre.
V.A., 3rd Battle Squadron.
Captain (D) 7.
R.A. (D), 4th Cruiser Squadron.
M.T.M. Unit No. 2.

5543.—Fleet Parcel Mails Despatched to United Kingdom from Overseas

(M. 2855/43.—18 Nov. 1943.)

Until further notice all H.M. ships and Fleet mail offices overseas which make up mails for the United Kingdom should despatch parcels in separate mails containing separate parcel bills. The bags should be boldly labelled to "Bournemouth Z, England".

2. This address applies to parcel mails only.

("A" Message 051045/Nov. (Home and Abroad) is cancelled.)

5544.—Newcastle-under-Lyme—Routing of Personnel to R.N. Aircraft Training Establishment

(N. 26299/43.—18 Nov. 1943.)

Attention is drawn to A.F.O. 5461/43 in Section 2 of this issue.

5545.—Correspondence and Stores for Authorities in Poole Area—Addressing

(N.S. 1227/43.—18 Nov. 1943.)

The following addresses are to be used when consigning stores and correspondence intended for authorities in the Poole area.

Stores intended for	Type of Stores	Consignment Address	Station	Postal Address (for reference)
Coastal Craft, Target Towing Craft and MM/S under repair.	Naval and Victualling.	Consign to Yard concerned if so instructed (only for new construction), otherwise to :— N.O. i/o's Store, West Quay Road, Poole. (Latter covers all stores demanded by N.O. i/c for C.F. Craft).	Poole	c/o G.P.O.
N.O. i/c and Ships operating at Poole (excluding C.F. and Combined Operations Craft).	Naval and Victualling.	R.N. Store, Lagland Street, Poole ... (Note.—This Store is situated behind Messrs. Marks & Spencer's premises).	Poole	For N.O. i/c :— Naval Centre, Poole. For Ships :— c/o G.P.O.
N.O. i/c and Craft (including C.F. Craft but excluding Combined Operations Craft).	Armament Stores.	P.G.O., R.N. Yard, Town Quay, Poole	Poole	—
Naval Camp, Poole ...	All Stores ...	c/o R.N. Store, Lagland Street, Poole "For Naval Camp".	Poole	c/o Naval Centre, Poole.
H.M.S. "Turtle", Lake Camp ...	All Stores ...	R.N. Camp, Ham Common, Dorset ...	Hamworthy Junction.	G.P.O., Box 30, Poole, Dorset.
H.M.S. "Turtle", Shaftesbury Homes ...	All Stores ...	Shaftesbury Homes, Poole, Dorset ...	Poole	G.P.O., Box 22, Parkstone, Dorset.
H.M.S. "Turtle", Wareham and Ridge ...	All Stores ...	R.N. Establishment, The Priory, Wareham.	Wareham ...	G.P.O., Box 30, Poole, Dorset.
H.M.S. "Turtle", Round Island ...	All Stores ...	c/o R.N. Camp, Ham Common, Dorset	Hamworthy Junction.	G.P.O., Box 30, Poole, Dorset.
H.M.S. "Turtle", Engineering Base ...	All Stores ...	R.N. Engineering Base, c/o May & Hassell, Ltd., West Quay Road, Poole.	Poole	G.P.O., Box 30, Poole, Dorset.
Combined Operations Craft at Poole ...	All Stores ...	c/o R.N. Camp, Ham Common, Dorset	Hamworthy Junction.	c/o G.P.O.

5546.—Diaries, etc., 1944—Issue

(Sta. 18941/42.—18 Nov. 1943.)

Diaries, etc., for 1944, will be supplied to all services concerned, without demand when available.

2. Issue of diaries to ships and Naval officers-in-charge will be made on the undermentioned basis. Supplies to Flag Officers and other services, will be on the basis of issues made for 1943 :—

Battleships, battle cruisers, destroyer depot ships and shore bases, submarine depot ships and shore bases, and port depot ships.	8
Aircraft carriers, cruisers, fast minelayers and repair ships	8
*Captains (D)	6
Monitors and vessels taken up as minelayers	4
Armed merchant cruisers and L.S.I. (H)	3
Ocean boarding vessels	2
Destroyers, sloops and netlayers	1
Base accommodation ships (Captain's commands), coastal force base ships, and any vessels taken up as depot ships	6
Naval Officers-in-Charge—	
Flag Officer's commands	8
Captain's commands	6
Commander's commands	4

*Includes copies for flotilla leader.

Section 6.—SHORE ESTABLISHMENTS

5547.—"S" Class Clerks—Pay on Promotion to a Clerical Grade

(C.E.—18 Nov. 1943.)

It was provided in A.F.O. 3235/43 that the special increase of £12 on promotion from "S" class clerk to a clerical grade should be restricted to officers promoted on or after the date prescribed.

2. It has now been decided that any officer promoted to a clerical grade before the date so prescribed may, if it would be to his advantage, have his pay re-assessed at that date to the amount it would have been if he had remained on his old scale as an "S" class clerk until that date and had then been promoted. The prescribed date will then become his incremental date.

(A.F.O. 3235/43.)

5548.—Admiralty Civil Police—Revised Rates of Pay and Overtime

(U.S.B. 492/43.—18 Nov. 1943.)

The following revised basic rates of pay for the Admiralty Civil Police have been approved :—

Constables { 65s. a week on appointment.
70s. a week after 6 months' satisfactory service.

Sergeants—77s. 6d. a week.

Station Sergeants—82s. 6d. a week.

Inspectors on weekly rates of pay—87s. 6d. a week.

2. The new rates will apply as from the 1st October, 1943, and as from that date will carry the normal Civil Service war bonus, at present 17s. a week, as laid down in A.F.O. 3012/43.

3. As from the 1st of June, 1943, payment for all hours in excess of 48 hours a week may be made when it is impossible to grant time off in lieu, to all ranks, up to and including that of Inspectors on weekly rates of pay, at the rate of time and a quarter instead of plain time rate as hitherto.

(A.F.Os. 719/42, 1321/42, 3463/42, 2450/43 and 3012/43.)

5549.—Admiralty Civil Police—Duty Armlets

(U.S.B. 1411/43.—18 Nov. 1943.)

The blue and white duty armlets hitherto worn by Admiralty Civil Police will be replaced by red and white armlets.

2. An initial issue to establishments of the red and white armlets will be made by the Superintending Naval Store Officer, Park Royal.

3. Demands for further supplies of the armlets will be made by establishments direct to the Superintending Naval Store Officer, Park Royal.

5550.—Form D.142 for Civilian Non-industrial Staff—not required in Certain Cases

(C.E. 15411/43.—18 Nov. 1943.)

Forms D.142 need no longer be rendered merely to record an increased rate of pay in the same rank if the increase has been duly authorised by Admiralty letter.

2. Forms D.142 are also required in respect of Temporary Women Clerks, Temporary Typists, etc., who marry and are allowed to continue in their employment.

3. Attention is drawn to the necessity for recording on the Form D.142 that the date of birth has been verified, where appropriate.

(B.R.669—Cash Duties Instructions, Article 35.)

5551.—Employees not Engaged in Ship-building, Ship-repairing, Engineering or the Manufacture of Explosives—Return

Fleet and Civil Establishments, Hospitals, Bases, etc., at Home

(L. 10832/43.—18 Nov. 1943.)

A return is required of the numbers of Admiralty industrial workpeople borne, who were *not* employed in the shipbuilding, ship-repairing and engineering industries or in the manufacture of explosives, on 27th November, 1943, and who will, therefore, be omitted from returns made on the forms prescribed in Admiralty Letter L.10726/43 (limited distribution). The return is to be rendered in the form shown in the Appendix to this Order, and should reach the Admiralty not later than 4th December.

2. In the case of establishments which render a weekly Return D.52, the return now required should include all the workpeople not employed in shipbuilding, etc., who are borne on the books and are shown in Return D.52, and a list should be forwarded showing the depots and establishments for which figures are included in the return now asked for. It will be unnecessary for establishments such as R.N. barracks, whose civilian employees are borne for payment on dockyard books, to render this return. Similarly, in the case of Naval Store, Victualling, Medical, etc., establishments, the parent establishment should include in its return all the depots and sub-establishments over which it exercises general control and supervision, and should forward a list of such depots, etc., with the return. Other depots, bases, etc., must render their own returns.

3. The following categories of employees are to be excluded from the return—(a) those reported in the Shipbuilding, Engineering and Explosives Return (Admiralty Letter L.10726/43), e.g. employees in the professional departments of dockyards or in torpedo depots, armament depots, etc.; (b) workpeople serving at establishments abroad or transferred for the period of the war to other home establishments; (c) employees serving with the forces; (d) employees in the following R.N. aircraft repair yards and Fleet Air Arm workshops—Fleetlands, Donibristle, Coventry Store Depot and Perth—for which separate returns are rendered under L.10726/43.

4. All employees of the Naval Store Department should be shown in one of the grades under the headings "Naval Store Department," "Vehicle Staff" or "Fleet Fuelling Service." Similarly, all employees of the Civil Engineer-in-Chief's Department should be shown under the heading "Works Department." All employees not employed in Naval Store, Works Departments, R.N. Air Stations, etc., or on printing and bookbinding should be shown under the heading "Miscellaneous." Chargemen of Mechanics and Leading Men should be included with Mechanics; similarly, Chargemen of Labourers and of Skilled Labourers should be included with Skilled Labourers.

5. Mechanics, Storehousemen, Titular Grades, and other employees whose range or scale of pay is not less than 64s. 0d. at the minimum, e.g. (Engineering)

Machinists, should be recorded in the columns headed "Paid at Skilled Rates". The remainder should be shown in the column "Others."

Appendix

Return of Industrial Staff employed in Naval Store, Victualling and Civil Engineering Departments and in various Miscellaneous Establishments on

Name of Departments or Establishments.....

The return includes all established employees ("E") and all hired, temporary and casual employees ("H") borne on the above dates; Chargemen are shown under their trades or grades; Tracers and employees mentioned in paragraph 3 of the Order are excluded.

	Men		Women		Apprentices and Boys	Girls	Totals
	Paid at skilled rates	Others	Full time	Part time			
	E	H	E	H			
<i>Naval Store Department—</i>							
Mechanics							
Skilled labourers							
Storehousemen							
Storehouse assistants							
Other workpeople							
<i>Vehicle Staff—</i>							
Maintenance and repair							
Other workpeople							
<i>Fleet Fuelling Service ...</i>							
<i>Victualling Department—</i>							
Mechanics							
Skilled labourers							
Storehousemen							
Storehouse assistants							
Other workpeople							
<i>Works Department—</i>							
Carpenters							
Joiners							
Bricklayers							
Plumbers							
Painters							
Other mechanics							
Skilled labourers							
Other workpeople							
<i>Printing and Bookbinding</i>							
<i>R.N. Air Stations and Aircraft Training Establishments—</i>							
Mechanics							
Skilled labourers							
Other workpeople							
<i>Miscellaneous—</i>							
Mechanics							
Skilled labourers							
Other workpeople							
Totals							

..... Head of Department.
Date

(A.F.O. 3773/43 is cancelled.)

