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ADMIRALTY FLEET ORDERS

ADMIRALTY, S.W.1,
12th November, 1942.

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

A list of these Orders is enclosed.

By Command of their Lordships,

H. V. Markham

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

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

Head of ^{sub} Branch

P ^{10.18} ^{R.H.}

P2 ^{10.16} ^{M.}

P3

P4 ^{10.18} ^{M.}

ADMIRALTY FLEET ORDERS

No. Subject.

12th November, 1942.

SECTION 1.—ADMINISTRATION OF THE FLEET, CEREMONIES, FOREIGN PORT REGULATIONS, ETC.

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

5489. Fuelling at Callao, Peru.
 5490. Norwegian Naval Forces—Responsibility for Minesweeping at Dundee.
 5491. Take-off Distances for Towed Aircraft—Nomenclature and Definitions.
 5492. Enemy Aircraft shot Down or Damaged by Ships' Gunfire and Naval Aircraft.
- SECTION 2.—PERSONNEL, PAY, SERVICES, DISCIPLINE, ETC.
5493. Honours and Awards—"London Gazette" Supplement of 3rd November, 1942.
 5494. Officer of Quarters of Explosion Unit of Catapults.
 5495. Acting Sub-Lieutenants' Courses—January, 1943.
 5496. Acting Sub-Lieutenants, R.N., Volunteering to Specialise in Submarines.
 5497. R.I.N. Officers in H.M. Ships and Establishments—Pay, Victualling and Accommodation.
 5498. Shipwright Officers' knowledge of Fittings—Examination.
 5499. Warrant Pilot—Flying Qualification for Promotion.
 5500. Radio Mechanic Branch—Qualification for C.P.O. Rating.
 5501. Training of Enginemen (I.C.E.) for Patrol Service.
 5502. National Health and Pensions Insurance of Personnel Serving on T.124.X and T.124.T Agreements.
 5503. Canadian Naval Personnel Admitted to R.N. Hospitals.
 5504. South African Naval Forces—Cost of Living Allowances.
 5505. Cheques Received by Accountant Officers without Banking Accounts.
 5506. Deserters—Notation on Service Certificates of Forfeiture of Good Conduct Badges.
 5507. Discipline—Joint Order made by the Admiralty and the Army Council.
 5508. Officiating Ministers of Religion.
 5509. Amendments to Schemes of Complement.
 5510. Bread, Flour and Potato Consumption.
 5511. Convoy Signal Section.
 5512. Evacuation of Battle Training Areas—Compassionate Leave and Travel Warrants.
 5513. Hotel Accommodation—Newcastle-on-Tyne.
 5514. H.M.S. "Medway"—Reconstruction of Accounts.
 5515. Fire Fighting in Naval Establishments—Naval Fire Parties—REPORTS.
 5516. Naval Fire Parties—Volunteers for—REPORTS.
 5517. W.R.N.S.—Officers and Ratings—National Health and Pensions Insurance.
 5518. W.R.N.S.—Advancement of Ratings.
 5519. W.R.N.S. Ratings—Discharge.
 5520. W.R.N.S. Ratings—Re-Instatement on Advancement Rosters.
 5521. W.R.N.S.—Typing Qualifications Required for Prospective Officers.

SECTION 2.—G., T., N., E., ETC., & STORES; HULL, EQUIPMENT & FITTINGS.

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

5522. Machine Guns and Equipment—Browning .5-in., Safety Firing Catch—"Town" Class Destroyers.
 5523. Guns, Machine, 0.303-in. Bren, Mark I—Exchange of Return Springs.
 5524. Guns, Machine, 0.303-in. and Rifles No. 4—Barrel Finish.
 5525. Gun Mountings—6-in., Triple, Marks XXI, XXII and XXIII—Loading Trays.
 5526. Gun Mountings—0.5-in., Twin Mark IV, Depression Control Gear.
 5527. Armaments—Naval Aircraft—Maintenance—Explanation and Use of Certain Terms.
 5528. Holman Projectors, Mark III—Cartridges, Impulse—Ready-use Lockers.
 5529. Ordnance Holman Projector, Mark III—Modification by Fitting Automatic Valve.
 5530. Light Charges, Catapult, Aircraft, Nos. 1, 2, 3, 4 and 5—Nomenclature.
 5531. Light Charges, Catapult Aircraft other than Nos. 1, 2, 3, 4 and 5—Withdrawal.
 5532. Tails Propelling Rocket U 3-in.—Withdrawal of certain Lots.
 5533. Gunnery Stores—Supply.

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

(Torpedo.—(Torpedoes, Tubes, Mines and Minesweeping, Depth Charges, Paravanes, Electrical Equipment, Anti-Gas, Aircraft Torpedoes, etc., and Stores.)

5534. 21-in., A.W. Torpedo Tubes in Cruisers—Breech Blocks Safety Pins.
 5535. 18-in., Mark XII Type Torpedoes—Modification to Ignition Gear.
 5536. Torpedo Stores—Chests, Tools and Spare Gear, 18-in. Duplex Pistols—Alterations to Contents.
 5537. Torpedo Equipment Trial after Fitting Centre Line Tube Mountings.
 5538. Paravanes, Bow Protection—Operation of Downhaul Shoe.
 5539. Oropesa Minesweeps—Slings for Kite—Otter Multiplane—Verification of Length.
 5540. Seatings of H.P. Air Compressors—"Q" and "R" Class Destroyers—A. and A.
 5541. Cartridges, Impulse, Torpedo—Types and Services for which Required.
 5542. Low Power Hand Operative Circuit Breakers on Main Low Power Generator Switchboards—Ships concerned.
- Navigation.—(Navigation Stores, Sextants, Compasses, Charts, Anchors, Sails, etc.)*
5543. Magnetic Compasses—Safe distances for Hailing Equipments, Types 431 and 432.
 5544. Barometers, Aneroid, Patterns 501 and 502—Adjustment of.

(Engineer.—(Main and Auxiliary Engines, Boilers, other Machinery in Charge of the Engineer Officer, including Catapults, Coal and Oil Fuel, and Engineering Stores.)

5545. Cedervall Stern Gland and "A" Frame Packing.
 5546. Lubricating Oil Purifiers.

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

5547. W/T Apparatus in Shore W/T Stations—Fitting by Commercial Firms.
 5548. Receiver Outfits C.D.C. and C.D.F. in Surface Ships—Fitting-out information.
 5549. R.D.F. Sets, Types 271/2/3 (Mark 3)—Fitting of Heaters
 5550. Ardent Loud Hailing Equipment in Destroyers—Additional Loudspeakers.
 5551. Demands for Radio Equipment.

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

5552. Small Craft Echo Sounding Sets, Types 762, 763 and 763A—Mounting of Recorders.
 5553. Spanners, Pattern 6502—Discontinuance of Use in Tool Outfits for Asdic and Echo-sounding Equipments.

(Naval Aircraft.—(Technical.)

5554. Aircraft Appendix "A" Equipment—Procedure on Allotment of Aircraft for Repair or Overhaul.
 5555. Naval Aircraft—Immersion Switches.
 5556. Naval Aircraft—Reconditioned Sparking Plugs.
 5557. Aero-Engine Storage Stands—Admiralty Tubular Type—Introduction.

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

5558. Ammeter Shunts—Deletion from Rate Book.
 5559. Battery Hatch Covers.
 5560. Binoculars—Return of Storage Boxes.
 5561. B.R. 378 (late O.U. 6328 and O.U. 6327)—Aircraft Stores Establishment—General.
 5562. Coating of Motor Torpedo Boats and Similar Craft.
 5563. Use of Copper Paint in Lieu of Copper Sheathing.
 5564. Degaussing—Instructions and Information concerning Ships with Defective D.G. Installations.
 5565. D.G. Certificates—Inspection.
 5566. D.G. Equipment—Fitting of S.A. Frame Magnets.
 5567. Electrical Power—Increase.
 5568. Elements for Dimmers.
 5569. Engineers' Workshop and Store—A. and A.
 5570. Fire Precautions.
 5571. Large-size Flags for Emergency Signals—A. and A.
 5572. Furniture—Steel Tubular—Use of Moquette as Alternative to Hide.
 5573. Main Line Suctions—Flexible Metallic Hoses.
 5574. Naval Stores Accounting—Subhead F, Item 1C—Institution of Part 5.
 5575. Parachute Bombs—Attachments No. 7 and Extension Links—Allowances.
 5576. Replacement Studs for Lower Rudder Bearings.
 5577. Sound Power Telephones with H.F. Generator Call-up—Spare Parts.
 5578. Visual Haze Screen—Mark I.
 5579. Walrus Aircraft—Fitting of Mark III Carriers.

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

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

5580. Bills of Lading—Return of Masters' Copies to Ships' Agents.
 5581. Bread, Flour and Potato Consumption.
 5582. Drainage Tubing and Suture Materials in Special Packing for the Service Afloat—
 Restriction of Issue.
 5583. Officers' Mess Traps—Replacement Allowances for 1942.
 5584. Officers' Mess Traps—Scales for Submarines.
 5585. Quinine—Surplus Stocks—Disposal.
 5586. Scale of Medicines for the Service Afloat—Packing of Calx Chlorinata.
 5587. Surgical Instruments Surplus to Requirements—Disposal of—REPORTS.
 5588. Victualling Stores—Returns by H.M. Ships to Victualling Yards and Depots.

SECTION 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE

5589. A.F.O. Volume, 1941, Part II—(C.A.F.Os.).
 5590. Amendments to Books.
 5591. A.M.S.Is.
 5592. O.U. and B.R. Publications—Distribution during October, 1942.
 5593. B.R. 143 (42)—The Treatment of Battle Casualties Afloat—Issue.
 5594. { C.B.(R) 3084 }—Method of Amending.
 { C.D.235 }
 5595. Form D.13—Yard Craft—Articles of Agreement—Amendment.
 5596. Form S.1520—Issue of New Edition.
 5597. Area Naval Store Officer, Southampton—Address for Correspondence.
 5598. Military Formations and Units—Form of Address.
 5599. R.N. Air Station, Fearn—Telegraphic Address.
 5600. R.N. Auxiliary Hospital, Knowle, Fareham, Hants—Address, etc.
 5601. Employees not Engaged in Shipbuilding, Ship Repairing, Engineering, or the
 Manufacture of Explosives—Return.
 5602. Inter-Service Telephone Private Wires.

SECTION 6.—SHORE ESTABLISHMENTS

5603. Promotion of Clerical Assistants (Treasury and Departmental) and Members of the
 Established Typing Grades.
 5604. Assistants I (Carpenter Grading) and Temporary Experimental Assistants I—
 Payment for Extra Attendance.
 5605. Admiralty Workpeople Serving with H.M. Forces—Release for Work of National
 Importance.
 5606. Extended Employment of Women in Admiralty Establishments in War-time—
 Retrospective Payments.
 5607. Employees not Engaged in Shipbuilding, Ship Repairing, Engineering or the
 Manufacture of Explosives—Return.
 5608. Return D.29—Numbers of Workpeople Borne in Admiralty Establishments.
 5609. Regional Capacity Officers.
 5610. Fire Fighting in Naval Establishments—Naval Fire Parties—REPORTS.
 5611. Hotel Accommodation—Newcastle-on-Tyne.
 5612. Twin Tank Decontamination Units—Modification to Trays—REPORTS.
 5613. Disposal of Old Chain and Chain Cable.
 5614. Petrol Rationing—Withdrawal of (Goods) "E" Unit Coupons.

(Orders marked * have been reprinted for posting on Notice Boards; marked †
 may be communicated to the Press.)

Section 1

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

5489.—Fuelling at Callao, Peru

(M.3677/42.—12.11.1942.)

Notification has been received from the Peruvian Government that except in case of absolute necessity—the Port of Callao will not in future supply oil fuel to any ships whatsoever, irrespective of their class or flag.

2. In the event of an emergency, only the minimum quantity necessary to enable the ship to reach the port of Talara will be supplied.

5490.—Norwegian Naval Forces—Responsibility for Minesweeping at Dundee

(M. 013129/42.—12.11.1942.)

The minesweeping duties at Dundee have been taken over by the Royal Norwegian Navy as from 22nd October, 1942, and the responsible authority is now the Senior Norwegian M/S Officer, Dundee.

5491.—Take-Off Distances for Towed Aircraft—Nomenclature and
Definitions

(N.A.D. 1646/42.—12.11.1942.)

The following A.M.O. A.1085, dated 8th October, 1942, is promulgated for necessary action :—

1. In deciding the size of an aerodrome required for the take-off of a glider (or towed aircraft) with a particular tug (towing aircraft), allowance has to be made for the length of the complete system when positioned ready for take-off.

2. To avoid misinterpretation of take-off figures, the following nomenclature and definitions are to be adopted generally for all possible combinations of towed and towing aircraft at present envisaged :—

<i>Nomenclature</i>		<i>Definition</i>
(i) Net take-off distance (clear 50 ft.)	... ..	The distance travelled from rest by the complete system of towed and towing aircraft when the lowest point of the system is just 50 feet above the ground.
(ii) Gross take-off distance (clear 50 ft.)	... ..	The net take-off distance as defined above, plus the overall length of the complete system of towed and towing aircraft, when positioned ready for taking off with cables just taut.
(iii) Ground-run ... ..	... ..	The distance travelled from rest by the complete system when all the aircraft have left the ground and the last to leave is just clear.

3. The following points are to be noted in connection with the above definitions :—

(i) The overall length of the system referred to in definition (ii) is the distance from the front of the tug (or foremost tug) to the rear end of the towed aircraft (or aftermost aircraft).

(ii) Take-off distances will normally be quoted for still-air conditions, and this is always to be understood unless the contrary is specifically stated.

(iii) The gross take-off distance determines the aerodrome space required.

(iv) In some cases it may be necessary to quote distances to achieve some height other than 50 feet.

***5492—Enemy Aircraft Shot Down or Damaged by Ships' Gunfire and Naval Aircraft**

(G.D. 01286/42.—12.11.1942.)

Casualties to enemy aircraft by ship's gunfire are as follows, from the beginning of the war to 31st October, 1942:—

	Confirmed	Probable	Damaged
By H.M. ships, excluding minor war vessels	416	171	251
By minor war vessels (since 12th April, 1940)	119	38	70
By D.E.M.S. and fishing vessels	91	44	98
By allied warships	19	3	12
	645	256	431
Last reported totals (30th September, 1942)	626	256	431
Increases	19	—	—

Brief details of the successes credited to H.M. ships and merchant vessels (one in each case unless otherwise stated), obtained from reports received during October, 1942, are as follows:—

H.M. Ships

	Confirmed	Probable	Damaged
H.M.S. "Prince of Wales", on 10th December, 1941 (2)			
H.M.S. "Repulse", on 10th December, 1941 (2)			
H.M. Ships "Prince of Wales" and "Repulse", on 10th December, 1941 (2)			
H.M.S. "Hursley"			
H.M. Ships "Bedouin" and "Partridge"			
Escorts and merchant ships in convoy			
"Harpoon", on 14th June, 1942 (8)			
Naval A.A. Range, Bognor			
<i>Merchant Ships and Fishing Vessels</i>			
S/S "River Ythan"			
Merchant ships in convoy, "Harpoon", on 15th June, 1942			

Enemy aircraft shot down by naval aircraft.—Casualties caused to enemy aircraft by naval aircraft are as follows from the beginning of the war to 31st October, 1942:—

	Confirmed	Probable	Damaged
Last reported totals 30th September, 1942	217	35	140
Increases	—	—	—

2. Casualties are assessed in the Admiralty in accordance with the rules laid down in C.A.F.O. 1898/40, which are the same as those employed by the Royal Air Force and Army.

General information

3. During October, enemy air activity against shipping was very slight. A few isolated attacks were made in various areas, but no new tactics or points of interest have been noted.

(C.A.F.O. 1898/40)

(A.F.O. 5116/42 is cancelled.)

Section 2.—PERSONNEL, PAY, SERVICES, DISCIPLINE, etc.***5493.—Honours and Awards—“London Gazette” Supplement of 3rd November, 1942**

(H. & A.—12.11.1942.)

CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD,
St. James's Palace, S.W.1,
3rd November, 1942.The KING has been graciously pleased to approve the award of the GEORGE CROSS for great gallantry and undaunted devotion to duty, to:
Lieutenant John Stuart Mould, G.M., R.A.N.V.R.

The KING has been graciously pleased to give orders for the following appointment to the Most Excellent Order of the British Empire for resource and endurance in the Far East:

To be an Additional Officer of the Military Division of the said Most Excellent Order
Temporary Lieutenant (E) Harold Hansen Holm, R.N.R.

The KING has been graciously pleased to approve the award of the George Medal for gallantry and undaunted devotion to duty, to:

Temporary Acting Sub-Lieutenant William Raymond Nickson, R.N.V.R.

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

Leading Seaman George William Jackson, P/JX.131385.
Able Seaman John Henry Martin, P/JX.147610.

For bravery and devotion to duty.

Sick Berth Attendant Ronald Stanley Thomas Price, D/MX.69242.

For bravery in saving the life of three of his shipmates.

Stoker Petty Officer Thomas Maloney, D/K.64146.
Engine Room Artificer F. Calvert, S.476, R.A.N.
Stoker First Class Harry Grundy, D/KX.115288.
Assistant Cook Gaunson Taylor, N.Z. 3093.

For bravery and endurance in the Far East.

ADMIRALTY,
Whitehall,
3rd November, 1942.

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 distinguished services in H.M. Ships "Achates," "Honeysuckle," "Hyderabad" and "Starwort" in taking a convoy to North Russia through the dangers of ice and heavy seas and in the face of relentless attacks by enemy U-boats, aircraft and surface forces:

*The Distinguished Service Cross*Lieutenant Loftus Edward Peyton-Jones, R.N.
Lieutenant Roderick Meilicke Bell, R.C.N.V.R.
Temporary Lieutenant Bryan Leslie Troughton, R.N.V.R.*The Distinguished Service Medal*Chief Engine Room Artificer Frederick Robert Blaber, C/M.24926.
Chief Engine Room Artificer Robert Eaton, C/MX.53907.
Chief Engine Room Artificer Edward Graydon, C/M.29444.
Engine Room Artificer First Class Alfred Ronald Harper, P/M.6215.
Petty Officer Joseph Elliott, D/J.107563.
Petty Officer Wallace James Fisher, C/JX.138655.
Stoker Second Class John James Dewar, C/KX.137127.

Mention in Despatches

Temporary Sub-Lieutenant John Peterson Milburn, R.N.V.R.
 Temporary Sub-Lieutenant Peter Steinmann, R.N.V.R.
 Temporary Sub-Lieutenant John Alexander Foster, R.N.Z.N.V.R.
 Chief Petty Officer William Thomas George Brown, C/J.109724.
 Stoker Petty Officer Harry Jack Oates, C/KX.77965.
 Ordnance Artificer Fourth Class Leslie Leonard Capon, C/MX.58256.
 Leading Seaman Arthur Thomas Carpenter, C/JX.139986.
 Leading Seaman William McBurney, P/SSX.26589.
 Acting Leading Seaman Richard John Tellis, C/X.21404A.
 Leading Telegraphist Anthony Doubleday, C/JX.141313.
 Leading Signalman Albert Hawkes, C/JX.140979.
 Leading Steward George Elliot Hall, C/LX.22975.
 Able Seaman Cyril John Ashford, D.S.M., C/JX.169423.
 Able Seaman John Douglas Bennett, C/JX.139510.
 Able Seaman Edward John Lester Hubbard, C/SSX.19782.
 Able Seaman Barry Austin Murphy, C/J.111887.
 Able Seaman George Stacey, C/J.114616.
 Able Seaman Cyril Hubert James Tickner, P/JX.176783.
 Able Seaman Francis Wainwright, C/TDX.1813.
 Sick Berth Attendant Frederick Aulton, P/SBR/X.7978.
 Steward Lancelot Peebles, P/LX.28904.

For skill and devotion to duty in action against enemy Submarines while serving in H.M.S. "Dianthus":

To be a Companion of the Distinguished Service Order

Lieutenant Commander Clement Edward Bridgman, R.N.R. (Retd.).

The Distinguished Service Cross

Temporary Lieutenant Peter Thomas Hickman, R.N.V.R.

The Distinguished Service Medal

Acting Petty Officer James Joseph Kelly, C/JX.162208.
 Engine Room Artificer Second Class Clarence Raymond Metcalfe, D/X.900 E.B., R.N.R.
 Leading Cook George Henry White, D/MX.50510.
 Able Seaman John Joseph Kirwin, D/SSX. 32488.
 Signalman Ronald Kennedy, D/SSX.34096.

Mention in Despatches

Temporary Sub-Lieutenant Maurice Newington, R.N.V.R.
 Petty Officer James Howard Darlington, D/JX.135477.
 Acting Leading Stoker Thomas John Barwell, D/KX.90173.

For bravery while serving in H.M.S. "Matchless" during the passage to Malta of an important convoy:—

The Distinguished Service Cross

Lieutenant Commander (E) Claud Edward Hartslet Line, R.N.

The Distinguished Service Medal

Chief Petty Officer Edwin George Boyling, P/J.98896.
 Chief Engine Room Artificer Sydney Frederick Tobin, P/M.38820.
 Chief Stoker Reginald James Cranstone, P/K.64121.
 Petty Officer Philip Sydney Smy, P/J.115117.

Mention in Despatches

Lieutenant Denis Guy Douglas Hall-Wright, R.N.
 Sub-Lieutenant Kenneth Alan-Williams, R.N.
 The Reverend David Ingles Luard, Temporary Chaplain, R.N.V.R.
 Acting Chief Petty Officer Ernest Rushton, P/J.31343.
 Able Seaman Joseph Jones, P/JX.295073.

For good services in action against enemy Submarines while serving in H.M. Ships "Pelican" and "Spey":—

Mention in Despatches

Commander Gerald Vaughan Gladstone, R.N.
 Commander Humphrey Gilbert Boys-Smith, D.S.O., R.D., R.N.R.
 Temporary Sub-Lieutenant Kenneth Frank Huggons, R.N.V.R.

Mr. Albert Perry, Temporary Gunner, R.N.
 Able Seaman Roy William Clapton, C/J.106185.
 Able Seaman Frederick Leafe Hockins, P/JX.271135.

For great bravery and devotion to duty during the combined attack on Dieppe:

Mention in Despatches (Posthumous)

Captain (Acting Lieutenant-Colonel) Robert Granville Parks-Smith, R.M.

For good services in action against the Enemy in H.M. Motor Gun Boats and Motor Torpedo Boats:

Mention in Despatches

Temporary Lieutenant Douglas William Worthington, R.N.V.R.
 Temporary Lieutenant Norman Steel Gardner, R.N.V.R.
 Motor Mechanic William James Charles Hunt, P/MX.68684.
 Temporary Acting Petty Officer Ernest Walker Crotch, C/JX.130756.
 Able Seaman Edward Samuel Wall, D/JX.129376.

For skill in action against enemy submarines:

Mention in Despatches

Temporary Lieutenant Keith McFerran, R.N.V.R.
 Able Seaman John Gillespie, P/CD/X.3045.

For bravery in the Far East:

The Distinguished Service Cross

Temporary Lieutenant Herbert John Bull, R.N.V.R.

The Distinguished Service Medal

Leading Seaman Andrew Dowie Taylor Brough, C/JX.152128.
 Able Seaman L. B. Hill, A.1888, R.N.Z.N.V.R.

Mention in Despatches

Temporary Sub-Lieutenant Malcolm Haslam Henderson, R.A.N.V.R.
 Motor Mechanic Thomas Henry Samuel Johncock, C/MX.77482.

For bravery in an air raid on Darwin:

Mention in Despatches

Leading Seaman Eric Musgrave Ericsson, 19650, R.A.N.

For bravery when H.M.A.S. "Australia" was attacked by Japanese aircraft:

Mention in Despatches

Captain Harold Bruce Farncombe, M.V.O., R.A.N.
 Commander George Carmichael Oldham, R.A.N.
 Able Seaman Leonard James Tunney, B.2678, R.A.N.R.

For good services when an enemy aircraft was destroyed by H.M.S. "Paladin":

Mention in Despatches

Able Seaman Leslie Albert John Castle, P/SSX.33656.
 Able Seaman George Walter Dukes, P/JX.215561.

For brave conduct:

The Distinguished Service Cross

Temporary Lieutenant Charles Donald Callieu, R.N.V.R.

Commendation

Temporary Lieutenant Geoffrey Gledhill Turner, G.C., R.N.V.R.

5494.—Officer of Quarters of Explosion Unit of Catapults

(G. 7924/41.—12.11.1942.)

At all cordite-operated catapults or accelerators an Officer of Quarters is to be detailed from existing complement to act as Officer of Quarters at the explosion unit.

- The Officer of Quarters is to supervise the work of No. 2 of the catapult crew.
- If no officer can be detailed for this duty, a Seaman Chief Petty Officer or Petty Officer may be detailed.

5495.—Acting Sub-Lieutenants' Courses—January, 1943

(C.W. 38106/42.—12.11.1942.)

The Midshipmen named in the following groups who are due for promotion to Acting Sub-Lieutenant on the 1st January, 1943, are to be examined in Seamanship and Navigation and discharged to undergo shore courses for the rank of Lieutenant. They will be required to join p.m. on the 3rd January, 1943.

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

3. Attention is particularly invited to K.R. & A.I., Article 263, as amended by A.F.O. 2968/42.

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 "Excellent" throughout the 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 Group "B" 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. A number of Acting Sub-Lieutenants (ex lower deck) now undergoing instruction will also be appointed to these courses.

GROUP "A"

Name.	Ship.	Course.
<i>Anti-Submarine</i>		
J. L. F. Macmillan ...	"Berwick"	Begins 4th January, 1943.
A. D. Casswell ...	"Valiant"	Ends 9th January, 1943.
P. H. B. Minchiner...	"Dragon"	Accommodation: H.M.S. "Excellent."
D. W. Foster ...	"Nigeria"	
A. Macdonald ...	"King George V"	
<i>Gunnery</i>		
J. H. J. Vernon ...	"Enterprise"	Begins 11th January, 1943.
J. R. Fell ...	"Queen Elizabeth"	Ends 20th February, 1943.
		Accommodation: H.M.S. "Excellent."
<i>Navigation</i>		
T. O. Brigstocke ...	"Devonshire"	Begins 22nd February, 1943.
V. C. S. Smith ...	"Renown"	Ends 13th March, 1943.
A. R. Stumpe,		Accommodation: H.M.S. "Dryad."
R.Nor.N.		
K. Brekke ...		
R.Nor.N.		
<i>Torpedo</i>		
		Begins 15th March, 1943.
		Ends 3rd April, 1943.
		Accommodation: Roedean.
<i>Signals</i>		
		Begins 5th April, 1943.
		Ends 24th April, 1943.
		Accommodation: H.M.S. "Excellent."
<i>Anti-Gas</i>		
		Begins 26th April, 1943.
		Ends 1st May, 1943.
		Accommodation: H.M.S. "Excellent."

GROUP "B"

Name.	Ship.	Course.
<i>Navigation</i>		
C. W. Eason... ..	"Enterprise"	Begins 4th January, 1943.
C. R. P. C. Branson...	"Dragon"	Ends 23rd January, 1943.
C. G. Crossley ...	"Nigeria"	Accommodation: H.M.S. "Dryad."
C. E. H. Munro-Faure	"Devonshire"	
J. C. Masters ...	"Queen Elizabeth"	
<i>Torpedo</i>		
P. Wareham... ..	"Valiant"	Begins 25th January, 1943.
M. W. Barker ...	"Renown"	Ends 13th February, 1943.
J. G. L. Jackson ...	"Valiant"	Accommodation: Roedean.
M. E. B. Acheson ...	"Kent"	
<i>Anti-Gas</i>		
		Begins 15th February, 1943.
R. Henningsen,		Ends 20th February, 1943.
R.Nor.N.		Accommodation: H.M.S. "Excellent."
K. Seeburg, R.Nor.N.		
A. W. Moller, R.Nor.N.		
<i>Signals</i>		
		Begins 22nd February, 1943.
		Ends 13th March, 1943.
		Accommodation: "H.M.S. Excellent."
<i>Gunnery</i>		
		Begins 15th March, 1943.
		Ends 24th April, 1943.
		Accommodation: H.M.S. "Excellent."
<i>Anti-Submarine</i>		
		Begins 26th April, 1943.
		Ends 1st May, 1943.
		Accommodation: H.M.S. "Excellent."

GROUP "C"

Name.	Ship.	Course.
<i>Anti-Gas</i>		
J. J. Glossop ...	"Devonshire"	Begins 4th January, 1943.
F. M. Lucas ...	"Dragon"	Ends 9th January, 1943.
P. R. Ramsay ...	"King George V."	Accommodation: H.M.S. "Excellent."
<i>Signals</i>		
R. E. Crutchley ...	"Enterprise"	Begins 11th January, 1943.
J. R. Duckering ...	"Renown"	Ends 30th January, 1943.
B. W. Windle ...	"Queen Elizabeth"	Accommodation: H.M.S. "Excellent."
<i>Gunnery</i>		
J. F. D. Marples ...	"Enterprise"	Begins 1st February, 1943.
J. S. Bostock ...	"Valiant"	Ends 13th March, 1943.
E. Stokstad, R.Nor.N.		Accommodation: H.M.S. "Excellent."
G. Kristiansen,		
R.Nor.N.		
K. A. Hejdenburg,		
R.Nor.N.		
<i>Anti-Submarine</i>		
		Begins 15th March, 1943.
		Ends 20th March, 1943.
		Accommodation: H.M.S. "Excellent."
<i>Navigation</i>		
		Begins 22nd March, 1943.
		Ends 10th April, 1943.
		Accommodation: H.M.S. "Dryad."
<i>Torpedo</i>		
		Begins 12th April, 1943.
		Ends 1st May, 1943.
		Accommodation: Roedean.

5496.—Acting Sub-Lieutenants, R.N., Volunteering to Specialise in Submarines

Cancelled by (C.W. 33102/42.—12.11.1942.)
AFO 627/47

With reference to paragraph 3 of A.F.O. 3962/42 Acting Sub-Lieutenants, R.N., who wish to specialise in submarines may volunteer at any time during their courses for Lieutenant. In those cases their forms of application to specialise will be forwarded immediately to the Admiralty provided the officers are medically fit.

2. Officers concerned should be informed and A.F.O. 3962/42, paragraph 3, should be amended accordingly.

(A.F.O. 3962/42.)

5497.—R.I.N. Officers in H.M. Ships and Establishments—Pay, Victualling and Accommodation

(C.W. 37506/42.—12.11.1942.)

In view of the financial agreement between the Imperial and Indian Governments, promulgated in A.F.O. 2784/40, it has now been decided that recovery of victualling and accommodation charges in respect of R.I.N. officers undergoing courses or training at R.N. establishments shall be discontinued during the war. Similarly, when the accommodation of an R.I.N. officer in a naval establishment involves the displacement of an R.N. officer, the value of the compensatory allowances credited to the latter is not to be recovered.

2. No returns need be rendered to the India Office in respect of R.I.N. officers accommodated and victualled, but where accommodation and victualling are not available, certificates to this effect should continue to be furnished by the Commanding Officer of the establishment, in support of the officers' claims on the Accountant-General, India Office, for lodging and provision allowances.

3. A.F.O. 1388/40 is to be amended accordingly.

4. The above arrangements come into force from the date of this Order.

(A.F.Os. 2784/40—not in Annual Volume—and 1388/40.)

***5498.—Shipwright Officers' Knowledge of Fittings—Examination**

(C.W. 37561/42.—12.11.1942.)

The examination to determine shipwright officers' knowledge of fittings, laid down in K.R. & A.I., Article 363, is suspended for the period of the war, at the end of which the necessity for the re-introduction of the examination will be reviewed.

(K.R. & A.I., Article 363.)

***5499.—Warrant Pilot—Flying Qualification for Promotion**

(C.W. 37726/42.—12.11.1942.)

With reference to A.F.O. 335/40, paragraph 3 (1), and K.R. & A.I., Article 311a, clause 2 (a), the qualifying period of flying service for promotion to Warrant Pilot is reduced, for the duration of the war, from a total of four years to three years, of which two years must have been spent in a first line unit.

(K.R. & A.I., Article 311a, Clause 2 (a).)

(A.F.O. 335/40.)

***5500.—Radio Mechanic Branch—Qualifications for C.P.O. Rating**

(N. 18510/42.—12.11.1942.)

AFO 126/43
 With reference to paragraphs 5 and 8 of A.F.O. 2214/42, details of courses and examination for the rating of C.P.O. Radio Mechanic will be promulgated later, but it is not anticipated that it will be possible for courses to be commenced before the autumn of 1943. These courses of instruction will be necessary in view of the requirement that candidates for the C.P.O. rating shall be able to maintain all types of W/T and R.D.F. equipment, either general service, or as fitted in Naval aircraft for F.A.A. personnel.

2. Applications for C.P.O. Radio Mechanic course may be forwarded at any time, provided ratings are eligible and recommended, but acceptance for course must await inception of classes.

(A.F.O. 2214/42.)

***5501.—Training of Enginemen (I.C.E.) for Patrol Service**

(N/D.P.S. 587/42/M.—12.11.1942.)

Subject to the successful completion of their courses, Enginemen (Steam) who volunteer for the Diesel training (I.C.E.), referred to in A.F.O. 3753/42, will be eligible for an allowance of 2s. a day for the first three months of shore training, and 1s. a day for the next period of 6 months' service on Diesel engines, or until such time as they are qualified for machinery allowance in a Diesel-operated vessel, whichever period is the shorter.

(A.F.O. 3753/42.)

5502.—National Health and Pensions Insurance of Personnel serving on T.124.X. and T.124.T. Agreements

(P.M. 2672/42.—12.11.1942.)

With reference to Section B, Clause 5 (b) of A.F.O. 3606/40, it is notified for information that, as from 5th January, 1942, officers serving on Agreements T.124.X. and T.124.T. are to be included in Categories I or II in paragraph 3 of A.F.O. 205/40 according to whether their rate of remuneration does not exceed £420 a year (Category I), or exceeds that rate (Category II).

2. The term "rate of remuneration" means the normal monthly salary of the officer (including war risk money and differential pay, which are usually in issue except for short periods ashore, and speed allowance) multiplied by 12 and increased by the allowance for free accommodation and/or victualling referred to in A.F.O. 2564/40, A.8.

3. Radio cadets are already only liable for half the contribution (A.F.O. 1635/42).

4. The effect of this order is that all such officers whose rate of remuneration, as defined above, does not exceed £420 a year, will as from 5th January, 1942, bear one half of the cost of the contribution (i.e. 8½d. a week only, chargeable quarterly in advance, A.F.O. 30/42). Any such officer who is at present paying the full rate should be re-credited with the amount overcharged in the current ledger. Where such an officer's account has not been continuously kept in his present ship since 5th January, 1942, it may be assumed without verification that charges have been made continuously at the full rate from 5th January, 1942, or from the date of signing T.124.X agreement, if later, unless there is reason to believe the contrary to be the case. If it subsequently comes to notice that an overcredit has been given as a result of this instruction, the authority for the recovery of the overcredit will be issued by the Director of Navy Accounts.

(A.F.Os. 205/40, 2109/40, 2564/40, 3606/40, 1392/41, 30/42, 1635/42.)

5503.—Canadian Naval Personnel Admitted to R.N. Hospitals

(M.D.G. 55591/42.—12.11.1942.)

A weekly report of admissions of Canadian Naval personnel to R.N. hospitals and sick quarters in the United Kingdom is, in future, to be rendered to the Captain Commanding Canadian ships and establishments, in the United Kingdom, Kings House, 10, Haymarket, London, S.W.1, copy to Director of Royal Canadian Army Medical Services, British Columbia House, Regent Street, S.W.1.

This report should state name, rank or rating and official number and give a diagnosis of the illness.

2. Cases which obviously are liable to lead to extensive periods of hospitalization and treatment will be noted by the Canadian Army Medical Authorities who will, in conjunction with the naval medical officers in charge of the hospitals concerned make arrangements for the transfer of patients to a Canadian Army hospital or convalescent home.

(A.F.O. 2249/41.)

5504.—South African Naval Forces—Cost of Living Allowances

(N. 24838/42.—12.11.1942.)

With reference to A.F.O. 4910/41, paragraph 25 (as amended by A.F.Os. 3098/42 and 4855/42) and A.F.O. 3492/42, cost of living allowances for personnel of the South African Naval forces have been revised as follows with effect from 1st October, 1942 :—

Married—		s.	d.
Lieutenants and above	... ..	2	8 per diem
Sub-Lieutenants, C.P.Os. and P.Os.	... ..	2	2 per diem
Midshipmen and all ratings below P.O.	... ..	1	4 per diem
Unmarried—			
Lt.-Commanders and above	... ..	0	11 per diem
Lieutenants	... ..	0	9 per diem
Sub-Lieutenants, C.P.Os. and P.Os.	... ..	0	7 per diem
Midshipmen and all ratings below P.O.	... ..	0	5 per diem

(Admiralty General Message 612A of 31.10.42 is cancelled.)

(A.F.Os. 4910/41, 3098/42, 3492/42 and 4855/42.)

5505.—Cheques received by Accountant Officers without Banking Accounts

(D.N.A. 19218/42.—12.11.1942.)

When cheques are received by Accountant Officers without banking accounts, they should be endorsed as necessary and forwarded by the safest and quickest route to the Director of Navy Accounts, Admiralty, Bath, and *not* enclosed with the relevant cash account.

2. Cheques so forwarded are invariably to be accompanied by a clear statement of the name, rank and ship of the Accountant Officer to whom credit is to be allowed in respect of the proceeds of the cheques.

5506.—Deserters—Notation on Service Certificates of Forfeiture of Good Conduct Badges

(N.L. 18636/42.—12.11.1942.)

Attention is drawn to K.R. & A.I., Article 589, clause 6a, which prescribes the correct notation to be made on Service Certificates in respect of Good Conduct Badges forfeited by desertion.

2. In several instances recently brought to notice, these forfeitures have been improperly recorded as deprivations as at the date of punishment and, as a consequence, have been restored at the end of six months without the fact of desertion being observed. Such restorations cannot subsequently be revised in view of K.R. & A.I., Article 608, clause 6.

(K.R. & A.I., Arts. 569 (6a) and 608 (6).)

5507.—Discipline—Joint Order made by the Admiralty and the Army Council

(N.L. 13317/42.—12.11.1942.)

The following joint Order has been made by the Admiralty and Army Council :—

“Whenever any body of His Majesty’s Naval Forces and any body of His Majesty’s Military Forces are acting together for the defence of aerodromes or Naval establishments ashore, Section 90A of the Naval Discipline Act and Section 184A of the Army Act shall apply in relation to such bodies, and the officers, warrant officers, petty officers, non-commissioned officers and men who are members thereof.

Signed on behalf of the Admiralty this 10th day of July, 1942,
W. J. WHITWORTH,
A. L. ST. G. LYSTER,
H. V. MARKHAM.

Signed on behalf of the Army Council this 17th day of June, 1942,
R. F. ADAM,
A. E. NYE,
F. C. BOVENSHEN.”

2. In addition, His Majesty has made the following Regulation pursuant to Section 71 of the Army Act, governing the powers of command to be exercised by Naval officers over personnel of the military forces and also the precedence of, and the powers of command to be exercised by, officers of the Home Guard in relation to officers of the Naval forces when acting together for the purposes set out in the above-mentioned joint Order :—

“Whereas by virtue of the Order made by the Admiralty and Army Council on the 10th July, 1942, it is provided that when bodies of His Majesty’s Naval and Military Forces are acting together for the defence of aerodromes or of Naval establishments ashore, Section 90A of the Naval Discipline Act and Section 184A of the Army Act shall apply to such bodies and the members thereof, the following Regulations shall govern the exercise of powers of command and discipline (but not of punishment) in relation to such bodies :—

“(a) The senior officer of the forces competent* to command, whether belonging to the Naval forces or to the Military forces (including the Home Guard)* will be invested with the powers of command and discipline (but not of punishment) under either Act over the two forces; provided that exception may be made when an officer of either force is specially placed in command by the General Officer Commanding-in-Chief or the General Officer Commanding of the Military Command or District concerned with the concurrence of the Admiralty or the Naval Commander-in-Chief.

“(b) The power of command over personnel of the Military forces to be exercised by an officer of the Naval forces competent* to command, will, subject to the proviso in (a) above, be that laid down in King’s Regulations for the Army, etc., 1940, paragraph 188, and, subject as above, will extend over officers of the Home Guard* of the same or junior relative rank and over all other ranks of the Home Guard.†

“(c) The precedence of, and powers of command to be exercised by officers of the Home Guard* in relation to officers of the Naval forces when acting together for the purpose aforesaid with Naval forces under the above Order will, subject to the proviso in (a) above, be governed by the same conditions as are applicable in relation to the Army as laid down in King’s Regulations for the Army, etc., 1940, paragraph 192A.

“Footnotes :—

* Officers of the Naval and Military Forces competent to command are as follows :—

“Navy—

- (i) Officers of the Executive Category.
- (ii) Officers of the Air Category who are qualified as pilots or observers or otherwise competent to be appointed to the command of Naval air stations.
- (iii) Officers of the Royal Marines, in accordance with their relative seniority as laid down in regulations issued by the Admiralty from time to time.

“Army—

Officers of those categories and arms having power of command under King’s Regulations for the Army, etc., 1940, paragraph 188; officers of other categories or arms when specially appointed, or called upon under King’s Regulations for the Army, etc., 1940, paragraph 191, to assume command of troops other than those belonging to their own corps.

“Home Guard†—

As laid down in King’s Regulations for the Army, etc., 1940, paragraph 192A, and as provided in (c) above.

† Applies also to officers of the Ulster Home Guard when serving on a commission therein during such period as is mentioned in Regulation 4 of the Defence (Ulster Home Guard) Regulation, 1942 (S.R. & O. 503 of 1942).

“† Applies also to other ranks of the Ulster Home Guard during such period as is mentioned in Regulation 4 of the Defence (Ulster Home Guard) Regulation, 1942.”

3. The powers of command and discipline (but not of punishment), as laid down in K.R. & A.I., to be exercised over Naval personnel by virtue of the above joint Order by Military officers competent to command, including officers of the Home Guard and the Ulster Home Guard, will be those appropriate to their relative ranks (K.R. & A.I., Article 224a).

5508.—Officiating Ministers of Religion

(C.E. 59042/42.—12.11.1942.)

The following appointments of Officiating Ministers of religion have been approved:—

Church of Scotland

R.N. Barracks, Portsmouth ... Rev. K. D. Keay, M.A.,*
The Manse,
St. Michael's Road,
Portsmouth.

Rev. H. R. Snell,*
20, Salisbury Road,
Cosham, Portsmouth.

Baptist and Congregational Churches

H.M.S. "Pembroke," Mill Hill ... Rev. S. M. Watts, B.D.,
54, Uphill Road,
Mill Hill, N.W.

* Temporary appointments only.

2. The usual facilities are to be afforded.

5509.—Amendments to Schemes of Complement

H.M. Submarines of "Triton", "Thames", "Porpoise", "O", "P", "R", "L" (except "L.27"), "Swordfish" and "Unity" Classes: H.M. Submarines "Graph" and "L.27"

H.M. Destroyers of "Tribal", "J", "K", "Quadrant", "Racehorse", "Savage" and "Tumult" Classes: H.M. Ships "Jervis", "Quilliam", "Rotherham", "Saumarez" and "Troubridge"

(N. 12911/42.
N./G. 010665/42.)—12.11.1942.)

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

H.M. Submarines of "Triton", "Thames", "Porpoise", "O", "P", "R" and "Swordfish" Classes, issued with Admiralty Letter N.2880/41 of 19.2.41.

H.M. Submarine "Graph", issued with Admiralty Letter N.1795/42 of 19.3.42.

Reduce: 1 L.R.3 ... } Without substantive alteration.
Add: 1 L.R.2 (S/M) ... }

H.M. Submarines of "L" Class (except "L.27"), issued with Admiralty Letter N.2880/41 of 19.2.41.

Reduce: 1 L.R.3 ... } Without substantive alteration.
Add: (d) 1 L.R.2 (S/M) ... }

Delete: Notation (d) against L.R.3.

Amend: Note (d) to read as follows:—

"(d) If no 4-in. gun is fitted, reduce 1 L.R.2 (S/M) and 1 Rangefinding Allowance."

H.M. Submarine "L.27", issued with Admiralty Letter N.2880/41 of 19.2.41.

Reduce: 1 L.R.3 ... } Without substantive alteration.
Add: (d) 1 L.R.2 (S/M) ... }

Delete: Notation (d) against L R 3.

Amend: Note (d) to read as follows:—

"(d) If no 4-in. gun is fitted, reduce 1 L.R.2 (S/M) (without substantive alteration)."

H.M. Submarines of "Unity" Class, issued with Admiralty Letter N.2880/41 of 19.2.41.

Delete: Notation (e) against L.R.3.

Insert: In list of non-substantive rates "(e) -L.R.2 (S/M)".

Amend: Note (e) to read as follows:—

"(e) If fitted with a gun, reduce 1 S.T. and add 1 L.R.2 (S/M) and 1 Rangefinding Allowance (without substantive alteration)."

H.M. Ships of "Tribal" Class as Captain (D)'s Ship, H.M. Ships of "Tribal" Class as Divisional Leader, H.M. Ships of "Tribal" Class as Private Ship, all issued with Admiralty Letter N/D.P.S.542/41/M of 19.11.41.

Add: 3 A.B. or Ord. Smn. (including 1 L.R.2 and 1 L.R.3).

H.M.S. "Jervis" and H.M. Destroyers ("J" and "K" Classes), issued with Admiralty Letter N/D.P.S.542/41/M of 19.11.41.

Add: 1 L.R.2 ... } Without substantive alteration.
1 L.R.3 ... }

H.M. Ships "Quilliam" and "Rotherham", H.M. Destroyers ("Quadrant" and "Racehorse" Classes), H.M. Ships "Saumarez" and "Troubridge", H.M. Destroyers ("Savage" and "Tumult" Classes), issued with Admiralty Letter N.747/41 of 24.7.41.

Add: 2 A.B. (1 L.R.2 and 1 L.R.3).

See A.F.O. 5945/45

*5510—Bread, Flour and Potato Consumption

(V. 3908/42.—12.11.1942.)

In order to further the present national policy of increasing the consumption of potatoes and reducing the consumption of wheaten flour, Accountant Officers of H.M. Ships and Establishments at home which are on general messing are to take all practicable steps to modify the dietary in order to reduce the consumption of bread and flour and increase that of potatoes.

2. Messes on victualling allowance in H.M. Ships and Establishments at home are to be encouraged to modify their dietary similarly.

3. It is regarded as of the greatest importance that all practicable steps should be taken to reduce waste of bread in H.M. Ships and Establishments, and responsible authorities are to take suitable disciplinary action in proved instances of negligence in this respect.

(A.F.O. 4802/42.)

5511.—Convoy Signal Section

(T.D.72/42.—12.11.1942.)

The following amendments are to be made to the Orders quoted:—

A.F.O. 3296/40 (paragraph 9)

A.F.O. 4124/41 (paragraph 7)

Delete and substitute:—

"One Convoy Yeoman of Signals and one Convoy Leading Signalman will be allowed in each staff of an Ocean Naval Commodore. One Convoy Leading Signalman will be allowed in each staff of Coastal Commodores, Masters who act as Commodores of Convoys and Vice-Commodores of Ocean Convoys."

A.F.O. 3296/40—Delete paragraph 11.

(A.F.Os. 3296/40 and 4124/41.)

5512.—Evacuation of Battle Training Areas—Compassionate Leave and Travel Warrants

(N.19261/42.—12.11.1942.)

The provisions of A.F.O. 4983/42 have been extended to personnel of the W.R.N.S.

2. Second and Third Officers and ratings are eligible for the free travelling concession.

(A.F.Os. 3843/42 and 4983/42.)

5513.—Hotel Accommodation—Newcastle-on-Tyne

(M.3400/42.—12.11.1942.)

Owing to the restricted hotel accommodation in Newcastle-on-Tyne and the surrounding neighbourhood application for accommodation required by Naval Officers and those proceeding on Admiralty business should be made as much in advance as possible.

5514.—H.M.S. "Medway"—Reconstruction of Accounts

(D.N.A. 19121/42.—12.11.1942.)

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

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

(a) Duplicate pay documents for all officers and ratings discharged to H.M.S. "Medway" (including tenders), between 1st November, 1941, and 31st March, 1942.

(b) A copy of pay documents received for all officers and ratings entered on their books, who were discharged from H.M.S. "Medway" (including tenders), between 1st January and 31st March, 1942.

5515.—Fire Fighting in Naval Establishments—Naval Fire Parties—REPORTS

(N.17312/42.—12.11.1942.)

The arrangements laid down in C.A.F.O. 796/41 will be superseded by the following, as men become available. These new arrangements will apply generally to Naval establishments at home with such exceptions as the Admiralty may decide, and will be extended to some establishments overseas later. They will not apply to Royal Marine establishments.

2. Fire appliances in Naval establishments will normally be manned by Naval personnel. These Naval fire parties will consist of two elements :—

(a) A permanent element belonging to the Stoker Branch, and distinguished as Stoker (F.F.). The recruitment of these ratings forms the subject of a separate order. All leading rates and above in the Fire Force will belong to the permanent element of the parties.

(b) A temporary element comprising—

(i) Stokers 2nd Class (H.O.) who, as far as possible, will be 30 years of age and over. These will be drafted for duty on completion of Part I training and will be employed on fire party duty for not more than six or less than four months, being relieved for Part II training at the end of that time by fresh Stokers completing Part I. Ratings from this source will, as far as possible, be volunteers.

(ii) Other ratings unfit for sea or requiring a spell ashore, who are medically fit for fire force duty. Medical Officers should bear in mind when recommending men as fit for such duties that strenuous and active work may be involved.

3. These parties will be included in the Naval complement of the establishments concerned. They will be available for other forms of Naval duty in the immediate vicinity of their stations and within the establishment when not engaged on fire-fighting, care and maintenance of pumps equipment and first aid fire appliances within the establishment or training; but fire-fighting will be regarded as their primary function.

4. Naval fire parties will be composed of the undermentioned crews of appliances allowed in each of two watches subject to the following considerations :—

(i) In the main Fleet Shore establishments (e.g. R.N. Barracks) it should normally be possible to meet the requirements for the "temporary element" from the resources of the establishment.

(ii) In many Fleet Shore establishments it may not be possible to draft, for large trailer pumps, more than one Leading Stoker (F.F.) and one Stoker (F.F.) and for light trailer pumps, more than one Leading Stoker (F.F.) in each watch.

(iii) In Oil Fuel Depots and establishments carrying a similarly high fire risk, the permanent element in the crews should not fall below 75 per cent.

In each of two watches

Large Trailer Pump—

- 1 Leading Stoker (F.F.)
- 2 Stokers (F.F.)
- 2 "temporary element"

Mobile Heavy Unit

- 1 P.O. or Leading Stoker (F.F.)
- 2 Stokers (F.F.)—one to be driver
- 3 "temporary element"

Light Trailer Pump

- 1 Leading Stoker (F.F.)
- 1 Stoker (F.F.)
- 2 "temporary element"

Fire Float (converted Motor Pinnace type)—*

- 1 Coxswain (P.O. or Leading Seaman)
- 1 Leading Stoker (F.F.)
- 3 Stokers (F.F.)
- 2 "temporary element"

Turntable Ladder—

- 1 Leading Stoker (F.F.)
- 3 Stokers (F.F.)

Stationary Unit—

- 1 Stoker (F.F.)

(* Complements may be proposed for other types—see paragraph 5.)

5. Commanders-in-Chief and Flag Officers Commanding are to arrange for each establishment to forward to the Secretary of the Admiralty (copy to Fire Precautions Officer, Admiralty) its proposed additions to complement in respect of these parties. Owing to the shortage of man power it is essential that any appliance that is at present, or that could be, manned without recourse to the special parties (e.g. by the resources of the establishment or by civilians) should be omitted from the proposals. Personnel required for other related services (e.g. control rooms) may be included if civilians cannot be obtained; it should be indicated whether or not W.R.N.S. personnel would be suitable.

6. Stoker ratings (F.F.) will belong to Devonport Port Division, and the drafting and advancement of such ratings will be in the hands of the Commodore, R.N. Barracks, Devonport. Ratings for the temporary parties will be drafted by the manning depot of the establishment or as laid down in complement. Training of the temporary parties should be carried out at the manning port of the establishment before they are drafted. Fire parties for Naval Air Stations at home will continue to be trained and drafted by Rear-Admiral, Naval Air Stations, who will draw ratings as necessary from the appropriate port.

7. For purpose of advancement, to meet complement requirements of higher ratings in fire parties, Stokers (F.F.) will be treated as a self-contained branch, and rules for advancement will be laid down. The terms of A.F.O. 4366/41 will continue to apply to the advancement of the "temporary element".

8. Pay of Stoker (F.F.) ratings will be as for equivalent ranks of the Stoker branch employed on general duties.

9. The question of making direct entries into the rating of Stoker (F.F.) will be considered when the requirements and the number of suitable volunteers forthcoming are known.

(C.A.F.O. 796/41; A.F.Os. 4366/41 and 5516/42.)

***5516.—Naval Fire Parties—Volunteers for—REPORTS**

(N. 17312/42.—12.11.1942.)

To provide the permanent members of the Naval fire parties authorised by A.F.O. 5515/42, volunteers are required from serving Naval personnel who are willing to transfer to the Stoker branch for F.F. duties, and to the Devonport Port Division. Volunteers should possess the following qualifications :—

(a) Pensioner, Reserve or H.O. personnel of any age who have had not less than 12 months' experience in a fire brigade, or in the N.F.S. or similar service, or in Naval fire brigades as at present organised, who are recommended as likely to be suitable for leading or higher rating in the new fire force.

- (b) Men (other than long-service ratings) who are serving in existing fire-fighting organisations, are over 30, and are recommended as likely to be suitable for leading or higher rating in the new fire force.
- (c) Other men over 35 (other than long service ratings) who are recommended and who are serving at home or returning to the United Kingdom in the normal course of drafting in the case of fire parties for Establishments overseas. Preference in this class will be given to men who have had some experience of fire-fighting. Skilled ratings, W/T ratings, and Seamen holding the confirmed Substantive rating of Petty Officer, or above, or equivalent ratings, and men holding higher non-substantive ratings, will not normally be eligible for transfer.

2. Names of recommended candidates serving afloat or in shore establishments at home or abroad should be sent to the Commodore, R.N. Barracks, Devonport (with copies to other Depots affected) giving name, rating substantive and non-substantive, official number, previous fire-fighting experience, and period spent and position occupied in any existing fire-fighting organisation. Names of recommended candidates serving in shore establishments at home are to be forwarded through the Commander-in-Chief of the Command in which the establishment is situated. Copies of recommendations for general service personnel serving at Air Stations should be forwarded to Rear-Admiral, Naval Air Stations. Candidates from abroad will not necessarily be withdrawn (*see* paragraph 1 (c)), and no action should be taken to draft them to the United Kingdom until a request is received from the Commodore, R.N. Barracks, Devonport.

The Commodore, R.N. Barracks, Devonport, having verified from any other Depot concerned that the man can be spared, will authorise transfers up to the numbers allowed by complements.

Transfers will be on a provisional basis for the first three months.

3. Members of the Royal Marine Police at present employed with the Naval Fire Brigades (who are ineligible for transfer under paragraph 1 of this order as being long service personnel) will, if volunteers, be considered for transfer individually in the light of their qualifications.

(A.F.O. 5515/42.)

5517.—W.R.N.S.—Officers and Ratings—National Health and Pensions Insurance
AFO 1902/43 (P.M. 910/42.—12.11.1942.)

A leaflet (Leaflet No. 29F), showing the position in regard to National Health Insurance of women on discharge, has been prepared by the Ministry of Health. A copy of the leaflet should therefore be handed to all officers and ratings on their discharge from the Service, or on their discharge to Unpaid Leave granted under the terms of A.F.O. 349/42.

2. Applications for supplies of the leaflets should be made to The Director, W.R.N.S., Admiralty, S.W.

(A.F.Os. 349/42 and 3502/42.)

5518.—W.R.N.S.—Advancement of Ratings

(N. 24774/42.—12.11.1942.)

A.F.O. 4864/42 is to be amended as follows:—

Paragraph 6, last sentence. *Amend to read:—*

“An immobile Wren on becoming eligible for recommendation for advancement is to be asked to state in writing whether she is willing to transfer to the mobile branch should the advancement for which she will become due be one necessitating the acceptance of mobile conditions. Should she wish to change her decision at any time she must do so in writing, giving the reasons. These written statements are to be kept with the rating's conduct sheet. Such immobile Wrens will not be transferred to mobile conditions and pay until they are advanced in a mobile vacancy. (In this connection, the advancement of such an immobile Wren in a 'margin' vacancy is not to be regarded as advancement in a mobile vacancy.) The names of those immobile ratings willing to accept mobile conditions on advancement are to be marked with an asterisk on Form S.507W.”

2. The above arrangement is to be brought into force for the S.507W recommendations for November, 1942, and is to apply to *all* immobile ratings recommended on that return and not only to those recommended for the first time.

(A.F.O. 4864/42.)

5519.—W.R.N.S. Ratings—Discharge

(N. 6855/42.—12.11.1942.)

The following amendment of A.F.O. 1005/42 has been approved.

Cancel paragraph 6 and *substitute:—*

6. Discharges of personnel of the W.R.N.S., whatever their age and cause of discharge (including those discharged during the probationary period), should be notified to the Ministry of Labour and National Service in the same way as for male ratings—vide A.F.O. 1508/42. Form N.S. 163/Navy should be used, being amended in manuscript as necessary, and for probationary Wrens should be plainly marked, in the top right-hand corner, “Pro-Wren”. The slip given to the woman should read:—

“Your discharge does not relieve you of any liability you may have to be called up for further service under the National Service (No. 2) Act, 1941”.

The completed forms should be sent to the Ministry of Labour and National Service, 15, Portman Square, London, W.1.

(A.F.Os. 1005/42 and 1508/42.)

5520.—W.R.N.S. Ratings—Re-instatement on Advancement Rosters

(N.22308/42.—12.11.1942.)

In future, the re-instatement on advancement rosters of W.R.N.S. ratings who have refused advancement or reverted at their own request, may be approved by Commanders-in-Chief, or such senior officers to whom they may delegate authority, instead of being referred to the Admiralty for decision.

2. No rating is to be re-instated on the advancement roster until at least three months after refusal of advancement or application for reversion.

3. A.F.O. 3705/41, paragraph 4, is to be amended accordingly.

(A.F.O. 3705/41.)

5521.—W.R.N.S.—Typing Qualifications Required for Prospective Officers

(C.W. 25989/42.—12.11.1942.)

The minimum typing speed for prospective W.R.N.S. Cypher and Secretarial Officers is 20 w.p.m. No minimum is specified for prospective Administrative Officers, but it is desirable that they should be able to type.

(A.F.O. 4271/41 is cancelled.)

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

5522.—Machine Guns and Equipment, Browning 0.5-in., Safety Firing Catch— “Town” Class Destroyers

Ships and Repair Establishments concerned

(G. 1863/42.—12.11.1942.)

A safety firing catch, as shown on A.F.O. Diagram 296/42 should be fitted on the shoulder rests of 0.5-in. Browning machine guns. The rings should be slid along the shoulder rests, up to the shoulder under the firing lever.

2. The work should be carried out by ships staffs, assisted as necessary by dockyards and repair establishments.

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

5523.—Guns, Machine, 0.303-in. Bren, Mark I—Exchange of Return Springs

(A.S. 01622/42.—12.11.1942.)

To improve the rate of fire of Guns, Machine, 0.303-in. Bren, Mark I, a strengthened Return Spring, Mark II, has been introduced.

2. All Springs, Return, Mark I, in guns and held as spare should be exchanged for the new pattern Mark II spring as soon as possible.

3. Mark I springs are to be returned to Naval Armament Depots where they are to be kept pending further instructions.

4. Intermediate demands are to be forwarded by R.N.A. Depots to D.A.S. (Branch A), Bath, for the Mark II return springs required.

5524.—Machine Guns, 0.303-in., and Rifles No. 4—Barrel Finish

(G. 6823/42.—12.11.1942.)

To assist the manufacture of 0.303-in. barrels for machine-guns and rifles No. 4, two machining operations, fine boring and lapping, have been omitted in a number of barrels which may be received in the Naval Service.

2. The finish of the bore of these barrels will be below the standard attained in the past and faint rings may be visible in the lands. The accuracy of the weapons will not, however, be affected in any way.

3. No attempt must be made to clear away any roughness or rings by the use of gauze or abrasives.

4. Barrels will be marked with a (D) in machine guns on an exposed surface as close to the breech end as possible, and in No. 4 rifles on the knoxform.

5525.—Gun Mountings—6-in., Triple, Marks XXI, XXII and XXIII—Loading Trays

Ships and Vessels concerned

(G. 04054/42.—12.11.1942.)

A case has recently occurred of the breech of one gun of a 6-in., Triple, Mark XXII mounting becoming jammed due to the head of the countersunk screw, item 12, drawing No. N.9636, for 6-in., Mark XXII and XXIII, and item 12 of N.1868, for 6-in., Mark XXI, securing the rebound band frame to the loading tray fracturing and being carried into the breech ring by the driving band of the shell.

2. As at present fitted, this screw is secured by the metal being punched into one end only of the screwdriver slot.

3. To obviate a recurrence of this failure the head of the screw should be more firmly secured by punching the metal into both ends of the slot and inserting two centre pop marks at the junction of the screw head and the loading tray at right angles to the screwdriver slot.

4. The work should be carried out by ships' staffs as opportunity offers.

5. Arrangements have been made for this modification to be carried out on all mountings at present under construction.

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

5526.—Gun Mountings—0.5-in. Twin, Mark IV, Depression Control Gear

Ships concerned

(G. 6680/42.—12.11.1942.)

With reference to A.F.O. 3638/42, depression control gear for the above mountings should be regarded as an optional fitting, and need not be fitted where no advantage will be gained over existing arrangements.

2. The gear, where not required but already fitted on mountings delivered, should be removed and stored in ships, but replaced on re-allocation of the mountings elsewhere.

3. The work should be carried out by ships' staffs.

(A.F.O. 3638/42.)

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

5527.—Armaments—Naval Aircraft—Maintenance—Explanation and Use of Certain Terms

(G. 5801/42.—12.11.1942.)

The need for explanation of certain terms commonly used in connection with the maintenance of Naval aircraft weapons has become apparent. The terms given below are to be used.

2. *Inspection* of machine guns refers only to inspection carried out by representatives of the Chief Inspector of Naval Ordnance (or Director of Aircraft Inspection).

3. *Maintenance* is the work carried out normally at definite routine intervals (daily, between flights, after firing so many rounds, etc.) and consists of various *Groups of Maintenance Operations* detailed in the appropriate Air Publication, Vol. II, Part 3, Section 2.

4. The expressions “Daily Inspection”, “Between Flight Inspection”, etc., refer to aircraft, and not Machine Guns. The terms “Group F Inspection”, etc., when applied to Machine Guns are incorrect and are to be discontinued in connection with Naval Aircraft armament. The operations referred to consist largely of *examinations*, but they are *not* inspections. The expressions “Group A”, “Group B”, etc., should be used; they are more explicit.

5. *Repair* in the Naval Armament Service indicates work which is beyond the capacity of ship's staff. It is carried out by Armament Depot or Dockyard, and requires subsequent *Inspection*.

6. The *Repair of Aircraft Machine Guns*, which are detailed in Vol. II, Part 3, Section 3, of the appropriate A.Ps. cannot at present be carried out in ships or at Air Stations, as the necessary gauges and tools are not supplied. (It is the intention that these operations shall eventually be carried out in certain ships, Air Stations and aircraft repair yards where Air Artificers (O) and Air Fitters (O) ex Air Apprentice are borne).

7. *Overhaul* is at present a loose term approximately synonymous with repair, but excluding inspection and firing tests. In future, as far as the gun armament of Naval Aircraft is concerned, *overhaul* will refer to major maintenance work carried out in the armouries of ships, Air Stations or Aircraft Repair Yards by Artificers. In the case of machine guns it will include ground firing tests. (Air firing tests will sometimes be carried out in conjunction with *overhaul*, but are not included in it). In normal circumstances *overhaul* will not be accompanied by “*Inspection*”.

8. After *Repair*, machine guns will be *Inspected* and may be *Sentenced* "Serviceable for Naval Aircraft". Unless so sentenced, they will be reverted to "Ground or Ships Use Only" and neither the gun nor its components should then be used in a Naval Aircraft.

9. *Modifications* which are introduced by A.P. leaflets will be carried out by Squadron, Ship or Air Station Staff, unless noted to be carried out by a Maintenance Unit, when the work will be undertaken by a Naval Armament Depot unless special instructions are issued.

(Air Publication, Vol. II, Part 3, Section 2.)

5528.—Holman Projectors, Mark III—Cartridges, Impulse—Ready-use Lockers

(G. 7133/42.—12.11.1942.)

For future supplies, arrangements have been made to manufacture watertight lockers for cartridges, impulse, Holman, Mark III, in accordance with drawing D.N.C.2A/1004. These lockers are designed to accommodate 120 or 80 in number cartridges.

2. Until stocks are established, demands for supply should be forwarded to D.N.C. Department, Warminster Road Hutments, Bath, through the administrative authority concerned.

3. Commanding Officers of ships and Coastal Craft fitted with non-watertight lockers to design D.N.C.2/A660, should arrange to fit painted canvas covers where necessary, the work being carried out by ships' staffs.

(C.A.F.O. 1338/42.)

5529.—Ordnance Holman Projector, Mark III—Modification by Fitting Automatic Valve

(A.S. 15267/42.—12.11.1942.)

The following modification is to be carried out as shown :—

<i>Gun</i>	Holman Projector, Mark III.
<i>Parts affected</i>	Stop valve, breech block; and breech block retaining catch (when fitted).
<i>Purpose</i>	To ensure correct ejection of cartridge.
<i>Nature of modification</i>	Preparation of stop valve, and of breech block and catch retaining breech block (where fitted). Also fitting of automatic valve and spring.
<i>New parts required</i>	Valve automatic with spring; and set screw breech block retaining catch, where retaining catch is fitted.
<i>Instructional print</i>	N.O.D. 3117/75.
<i>By whom to be done</i>	Armament Supply Department.
<i>Remarks</i>	

A number of projectors have been fitted with a catch, retaining breech block, by the manufacturers. The screw set breech block retaining catch, which should be made locally, is only required when this catch is fitted. The spare springs catch retaining breech block are to be disposed of.

Intermediate demands for valves automatic and springs should be forwarded to Admiralty, D.A.S. (Branch A), as necessary.

Projectors manufactured in the future will have the valve automatic incorporated.

Attention is drawn to A.F.O. 3120/42.

(A.F.O. 3120/42.)

5530.—Light Charges, Catapult, Aircraft, Nos. 1, 2, 3, 4 and 5—Nomenclature

(A.S./G. 08687/42.—12.11.1942.)

In future the word "Universal" is to be omitted from the nomenclature of Light Charges, Catapult, Aircraft, Nos. 1, 2, 3, 4 and 5.

5531.—Light Charges, Catapult Aircraft, other than Nos. 1, 2, 3, 4 and 5—Withdrawal

(A.S./G. 08687/42.—12.11.1942.)

The undermentioned Light Charges for catapult aircraft have been declared obsolete and any on board H.M. ships are to be returned to the nearest Naval Armament Depot at the first opportunity and corresponding Light Charges—particulars of which are shown below—demanded in lieu, viz. :—

<i>Type of Light Charges (now obsolete)</i>	<i>Corresponding Light Charges</i>
D.I.H. and D.II.H.	No. 3
D.I.L., E.II.T., E.III.T., E.III.H. and E.III.H.(M)	No. 3
E.I.H. and E.II.H.	No. 2
E.I.T.(M)	No. 2
S.I.H.	No. 2
S.I.T.	No. 2
S.II.L.	No. 1
S.III.L. and S.II.T.	No. 2

2. *Naval Armament Depots*.—Stocks of these charges, and/or any subsequently received are to be dealt with as follows :—

<i>Catapult</i>	<i>Weight of Light Charge lb. oz.</i>	<i>Home Depots</i>	<i>Depots Abroad</i>
D.I.H. and D.II.H.	5 11	Convert to Light Charge No. 2, Mark I (N.O.D. 4230).	Return to U.K.
D.I.L., E.II.T., E.III.T., E.III.H. and E.III.H.(M)	4 7	Re-mark as Light Charge, No. 3, Mark I, (N.O.D. 4215).	Re-mark as Light Charge, No. 3, Mark I, (N.O.D. 4215).
E.I.H. and E.II.H.	3 11	Break down and destroy cordite.	Break down and destroy cordite.
E.I.T.(M)	4 3	Convert to Light Charge, No. 2, Mark I (N.O.D. 4230).	Return to U.K.
S.I.H.	3 15	Break down and destroy cordite.	Break down and destroy cordite.
S.I.T.	3 15	Break down and destroy cordite.	Break down and destroy cordite.
S.II.L.	2 7	Convert to Light Charge, No. 1, Mark I (N.O.D. 4279).	Return to U.K.
S.III.L. and S.II.T.	2 15	Re-mark as Light Charge, No. 2, Mark I (N.O.D. 4230).	Re-mark as Light Charge, No. 2, Mark I (N.O.D. 4230).

5532.—Tails, Propelling Rocket, "U," 3-in.—Withdrawal of Certain Lots

(A.S. 13603/42.—12.11.1942.)

*Cancelled by AFO
5083/46*

It has been decided to withdraw tails, propelling rocket, "U," 3-in. filled Bishopton cordite of lots previous to Lot F.S. 2800. Any such tails should be disposed of by dumping, fresh tails being demanded in replacement as necessary.

(A.F.O. 5165/42 is cancelled.)

5533.—Gunnery Stores—Supply

L.C.F. (L.) and L.C.T.

(N.S. 016875/42.—12.11.1942.)

Allowance of gunnery stores to L.C.F. (L.) and L.C.T. have been under review and the revised figures are as given in the appendix hereto.

2. Supplies to L.C.T. building are to be adjusted accordingly by storing yards. Separate instructions have been issued for supply to L.C.F. (L.) building.

3. Stores required by completed L.C.T. and L.C.F. (L.) are to be demanded from the usual storing yard or depot.

4. The Sea Store Establishment will be amended.

APPENDIX

Item No.	Pattern No.	Description.	Denomination.	Quantity per L.C.F. (L.)	Quantity per L.C.T.	Quantity per Flotilla of 12 L.C.T.	Remarks.
<i>Permanent Stores</i>							
1	60A	<i>B.9</i> Hygrometer	No.	3	—	—	A—For craft with 2-pdr. armament.
2	1559	<i>B.10</i> Measure, large, for filling recoil cylinders.	..	1	—	—	
3	2546	Strainer, for measure, Pattern 1559.	..	1	—	—	
4	4074	<i>E.12</i> Spectacles, anti-glare, for gun crews.	..	38	7	—	B—For craft with Oerlikon armament.
5	10422	<i>F.1.B</i> Indicator, range, A.A., for use on bridge.	..	1	1	—	
6	10427	Indicator, range, A.A., for gun crews.	..	12	2	—	
7	10080 or 10051	Rangefinder, 1 metre or 80 cms.	..	1	—	—	C—When operating in cold climates.
<i>F.1.C.</i>							
8	1900A	Binoculars, 7-power ...	..	1	—	—	
9	1907A	Binoculars, 7-power ...	..	4	—	—	
<i>Consumable Stores</i>							
10	65	<i>B.9</i> Thermometer, max. and min.	..	4	—	—	
11	—	<i>E.8</i> Grease, Coopers, No. 4 ...	lb.	10	10	56	
12	712	Glycerine	galls.	5	2A	16A	
13	—	Zebo grate polish, in 1-lb. tins.	tins	4	1B	6B	
<i>E.9</i>							
14	—	Oil, colloidal, graphited ZA	lb.	12	1A	36A	
15	—	Oil, mineral, G.S.	galls.	12	1/4	36	
16	—	Oil, non-freezing ... ..	..	4C	1/16C	12C	
17	—	Oil, heavy torpoyl... ..	..	2	1/4A	6A	

(A.F.O. 3389/42 is cancelled.)

5534.—21-in. A.W. Torpedo Tubes in Cruisers—Breech Block Safety Pins

(T. 3039/42.—12.11.1942.)

No further reports are to be rendered in accordance with A.F.O. 3613/41, which is cancelled.

(A.F.O. 3613/41 is cancelled.)

5535.—18-in., Mark XII Type, Torpedoes—Modifications to Ignition Gear

Aircraft Carriers, Naval Air Stations.

(A.S.0143/42.—12.11.1942.)

With reference to C.A.F.O. 367/42, the cause of premature firing of ignition hammers has now been traced to maladjustment of the toe of the firing lever where these toes have been filed to obtain the figures laid down in A.F.O. 1527/39. It is cured by re-adjusting the toes and fitting weaker firing springs.

2. Modification will normally be carried out as torpedoes pass through depots, but, provided hammers have been lightened *vide* A.F.O. 4396/41, it may be carried out by ships' staffs as convenient. Torpedoes so modified are to have the notification T.D.I. 1438 inserted in their History Sheet, and the precautions laid down in C.A.F.O. 367/42 will then no longer apply.

3. The modification consists of fitting 25 per cent. weaker firing springs which will be accounted for as follows, viz. :—

Section IV

Springs, hammers, St. No. 5386B.

and correcting the adjustment of the toes. The effect of weakening the firing spring (the velocity of blow is still adequate with lightened hammers) is to permit a 90° engagement of the firing lever toes without requiring too high a fuel pressure to fire.

4. When fitting springs, St. No. 5386B, accurate 90° engagement of the catch and actuating lever toes is important. This entails ensuring that the faces are radial to the centre of the actuating lever as shown in A.F.O. Diagram 299/42. If necessary correct by filing. The most convenient way of testing the engagement appears to be to remove the hammer springs and rock the catch lever to and fro whilst in contact with the toe of the hammer. When the adjustment is correct there should be no movement of the hammers up to the point of release. A downward movement of the hammers indicates that the mating surfaces should be angled to give more "bite" and *vice versa*.

5. To assist in this adjustment it is recommended that a gauge be made consisting of a spindle to fit neatly into the pivotal hole of the brass actuating lever; on to the end of this spindle is soldered a 2-in. straight edge, to indicate the angle to which the face of the toe is to be adjusted, *i.e.*, the dotted line on the diagram.

6. After new springs have been fitted the pressure required to fire the hammers with the gear re-assembled in torpedo (O.U. 6308, paragraph 29 (c)) will lie between 150 and 170 lb. per sq. in., *i.e.*, about 10 lb. per sq. in. more than when applied direct as indicated on the diagram.

7. After tests and adjustments have been completed the surface of each spring is to be coated with lanoline when in the extended position to prevent corrosion. Springs in chests are to be similarly treated.

8. In consequence of the above, the following alteration will be made to the contents of chests, spare gear, 18-in., Mark XII-XII*** :—

Section IV. Allowance. Remarks.

Springs, hammer, 6 per chest. In lieu of springs.
St. No. 5386B. St. No. 5386A.

9. Demands for the quantity of springs, St. No. 5386B, required for modification of torpedoes and to complete chests, are to be forwarded to the nearest torpedo depot, and supply will be made on receipt from manufacture. Springs, St. No. 5386A, removed from torpedoes and chests, are to be returned to the nearest torpedo depot.

10. Labels of chests and torpedo store accounts are to be amended as necessary.

(A.F.O. 1527/39, 4396/41—not in Annual Volume—and C.A.F.O. 367/42.)

5536.—Torpedo Stores—Chests, Tools and Spare Gear—18-in. Duplex Pistols—Alterations to Contents

(A.S. 15645/42.—12.11.1942.)

The following alterations are to be made to the contents of "Chests complete, tools and spare gear, 18-in. duplex pistols", viz. :—

Item	St. No.	Existing Allowance	Revised Allowance
Blocks	5888	3	1
Blocks	6909	3	1
Clamps	5877	24	12
Shunts	5887	6	2
Pins	293	Nil	144

2. Aircraft carriers, N.A. stations, etc., concerned are to adjust the contents of chests carried to the revised allowances.

3. Labels of chests and torpedo store accounts are to be amended as necessary.

5537.—Torpedo Equipment Trial after Fitting Centre Line Tube Mountings

"Town" Class Destroyers

(T. 05673/42.—12.11.1942.)

A torpedo equipment trial, including the firing of a torpedo from each tube, is to be carried out on completion of the fitting of the centre line torpedo tube mounting in lieu of the two-sided mountings.

2. The trial is to be carried out in accordance with B.R. 633(i) (now in print and superseding O.U.6146), the preliminary and final trials being merged into one trial.

3. Representatives of the repair overseers and of the ship repair yard to attend at the trial so that incomplete or defective items can be taken in hand at once, acting on the advance copy of report given by "Vernon's" equipment officer.

4. Flag and Naval Officers-in-Charge of contract repair work, or Admiral's Superintendent of Dockyards should arrange the date of the trial with the Captain, H.M.S. "Vernon". ("Vernon" Northern Torpedo Section (telephone Carlisle 1326) or "Vernon" Southern Torpedo Station (telephone Portsmouth Dockyard, extension 4405), for ships refitting north and south respectively of the line Great Yarmouth and Milford Haven.)

5. When arranging the date of the trial the following factors should be borne in mind :—

(a) the period between the date of the trial and the date of completion of refit should be sufficient to allow clearing of defects and deficiencies discovered during the trial before the ship leaves the refitting yard ; at least four days and preferably a week should be allowed.

(b) At least 14 days notice, if practicable, should be given in order to avoid clashing with other equipment trial commitments.

(c) At least seven days notice is normally required in order to arrange for provision of the torpedoes and stores required for the trial.

(d) The ship's programme should allow one day for the trials clear of interference by other work.

6. Paragraph 8 of C.A.F.O. 1175/42 is to be cancelled and a reference to this A.F.O. inserted.

(C.A.F.O. 1175/42.)

(A.F.O. 1604/41 is cancelled.)

5538.—Paravanes, Bow Protection—Operation of Downhaul Shoe

(T.3076/42.—12.11.1942.)

In vessels fitted with a downhaul shoe, where the recovery of paravanes is effected by means of inhauls, when circumstances permit, the shoe is to be lowered to the running position before streaming the paravanes and not raised until the paravanes have been recovered.

2. This method of operation will reduce the load on the chains and lessen the liability of a chain failure.

5539.—Oropesa Minesweeps—Slings, for Kite-Otter Multiplane—Verification of Length

(T. 1545/42.—12.11.1942.)

A number of otter slings, Pattern 8713, for use with kite-otter multiplanes, Pattern 8711, are not of the specified length. Unless the length of these slings is within the specified limits it is not always possible to calibrate the otter for deep sweeping in accordance with C.A.F.O. 853/42.

2. Yards, storage depots, mine-sweeping bases, and vessels equipped with Mark I Oropesa minesweeping equipment, are to measure all slings, Pattern 8713, in stock or on board.

3. Any slings which do not comply with the dimensions shown on A.F.O. Diagram No. 298/42 are to be regarded as defective.

4. Yards are to modify such defective slings to comply with the above quoted diagram. Storage depots, minesweeping bases, and ships which cannot carry out this modification are to demand the requisite quantity of slings of correct length from yards, returning those of incorrect length for modification upon receipt of replacements.

5. This A.F.O. is to be quoted as the authority for any such demands.

(C.A.F.O. 853/42.)

5540.—Seatings of H.P. Air Compressors—A. and A.

"Q" and "R" Class Destroyers

(T.2728/42.—12.11.1942.)

It has been found that excessive vibration is experienced with the Brotherhood H.P. air compressors fitted with rigid resilient mountings installed in "Q" and "R" class destroyers, when the machines are run at their maximum speed. This has been traced to the seatings for the machines being insufficiently stiffened.

2. Arrangements have been made in later vessels of new construction for additional stiffening to be provided in the seatings for the machines. Ships in commission fitted with this type of mounting, in which trouble has been experienced, are to insert an appropriate item in the list of As. and As. for carrying out similar alterations. Classification "A*" should be assigned.

5541.—Cartridges, Impulse, Torpedo—Types and Services for which Required

(T. 08044/42.—12.11.1942.)

A.F.O. 3404/42 is to be amended as follows :—

Table "C".—Column 7. Opposite 21-in., L.C. II-II* tubes amend "impulse charge for 21-in. VIII** torpedoes" to read—"18 oz. cordite S.C. 150, No. 19 primer".

(A.F.O. 3404/42.)

5542.—Low-Power Hand-Operated Circuit Breakers on Main Low-Power Generator Switchboards—Ships Concerned (see below)

(T. 2940/42.—12.11.1942.)

It has been found that the contact resistances of the reverse current electrical trip contacts in the above breakers may increase during service, with the result that the breaker may not trip on reverse current. This can be avoided by the substitution of solid silver contacts for the old type of silver-plated contacts.

2. Arrangements have been made for the direct supply of the necessary parts for modifying the low-power breakers in the vessels concerned. These parts will be interchangeable with the existing parts and no difficulty should be experienced by the ship's staffs in the fitting thereof. The parcel of parts will be identified by the code word "Siltip".

3. Whipp & Bourne circuit breakers for the above service to drawing No. 22075C/3975 are fitted to the following vessels, the number of breakers per vessel being also stated:—

"Aurora" (3)	"Liverpool" (3)	"Valiant" (2)
"Sheffield" (3)	"Indomitable" (2)	"Glasgow" (3)
"Victorious" (3)	"Birmingham" (3)	"Illustrious" (2)
"Belfast" (3)	"Formidable" (2)	"Queen Elizabeth" (2)

A set of parts for each of these breakers will consist of one silver moving contact disc and two fixed contacts with silver tips, and will replace those provided in accordance with C.A.F.O. 1244/41.

4. Three Whipp & Bourne circuit breakers to Drawing No. 24117/C4336 are fitted to each of the following vessels:—

"King George V"	"Duke of York"	"Anson"	"Howe"
"Kenya"	"Mauritius"	"Nigeria"	"Ceylon"
"Jamaica"	"Gambia"	"Uganda"	"Bermuda"
"Newfoundland"	"Arethusa"	"Hobart"	

A set of parts for each of these breakers will consist of one moving and two fixed contacts with silver tips.

(C.A.F.O. 1244/41.)

5543.—Magnetic Compasses—Safe Distances for Hailing Equipments, Types 431 and 432

(C.D. 557/42.—12.11.1942.)

Cases are still occurring where the loudspeakers of Hailing Equipments, Types 431 and 432, have been fitted or moved to within the safe distances from magnetic compasses, thereby affecting the latter's accuracy. Safe distances for these loudspeakers are 10 feet (Type 431) and 14 feet (Type 432).

2. Commanding Officers of ships concerned are to ensure that these loudspeakers are not sited within the safe distances from the magnetic compasses, altering the positions of the loudspeaker spigots if necessary.

5544.—Barometers, Aneroid, Patterns 501 and 502—Adjustment of

(H.M.240/41.—12.11.1942.)

With reference to A.F.O. 5182A/42, paragraph 6, in view of the shortage of rubber, barometers are not to be mounted on this material, and the words "rubber or other" are to be deleted from the end of line 1 of this paragraph.

(A.F.O. 5182A/42.)

5545.—Cedervall Stern Gland and "A" Frame Packing

"Hunt" Class destroyers so fitted

(E. in C./P. 011723/42.—12.11.1942.)

Reports have been received that in certain cases the oil supply grooves have not been cut in the white metal lining in the sealing rings (item 2 drawing S/759) fitted in conjunction with stern glands and "A" frame bushes in certain "Hunt" class destroyers.

2. These fittings are to be examined at the next convenient opportunity and if necessary oil grooves are to be cut in accordance with details shown on the "as fitted" drawings.

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

5546.—Lubricating Oil Purifiers—A. and A.

"Vees" converted to 2-Boiler Escort Destroyers

(D/C.P. 81658/42.—12.11.1942)

Arrangements have been made to provide lubricating oil purifiers for "Vees" converted to 2-boiler escort destroyers and for H.M. Ships "Keppel" and "Broke."

2. The first of these machines will be available for allocation about the middle of November and are to be demanded from Admiralty when the ships concerned are taken in hand for refit.

3. The separator is to be fitted on the starboard side of the engine room (H.M.S. "Viscount" port side) between the 26½ kW. steam generator and the main gearing, and arranged so as to be capable of taking suction from, or discharging to, either drain tank, with an additional fitting to enable suction to be taken from a bucket.

4. A steam operated oil heater is included in the equipment. The drain from this heater is to be led through the existing observation tank, or a small observation fitting if a tank is not already fitted, to the feed tank.

5. The Commanding Officers of ships concerned are to include an item, Classified "A," in their next lists of As. and As. to cover the above requirements.

(C.-in-C. W.A., 28/1/42, No. W.A. 304/356/M.)

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

5547.—W/T Apparatus in Shore W/T Stations—Fitting by Commercial Firms

(S.D.—12.11.1942.)

It has been found that insufficient supervision is being exercised by Officers-in-Charge of Naval W/T Stations and Establishments where W/T apparatus is fitted by commercial firms, with regard to the time spent on the installation by the firm's engineer and the actual material supplied. It is not therefore possible, when the firm's claim is submitted, at a later date, to form an opinion as to whether the times are reasonable, or whether the material was, in fact, supplied.

2. From the date of this Order, Officers-in-Charge of W/T Stations or any other naval establishments concerned, are to detail a responsible officer or rating at the commencement of the work, to oversee the installation generally. At the conclusion of the work of installation, when the installation has been tested and accepted by the responsible Naval Authority, the officer or rating overseeing is to obtain:—

(a) A statement of working hours expended, bearing the signature of the engineer and the date.

(b) A statement showing the actual material fitted, bearing the signature and date as in (a) above.

both of which statements may, for convenience, be embodied into one document.

3. These statements are to be countersigned by the Officer-in-Charge of the establishments concerned and forwarded immediately through the appropriate authority to:—

The Captain Superintendent,
Admiralty Signal Establishment,
Whitwell Hatch,
Haslemere, Surrey.

(For the Shore Station Department.)

5548.—Receiver Outfits C.D.C. and C.D.F. in Surface Ships—Fitting-Out Information

(S.D. 1210/42.—12.11.1942.)

A.S.E. Preliminary Specification No. B.192/42, has been prepared to show the method of fitting and wiring receiver outfits C.D.C. and C.D.F.

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

3. Copies of the specification have also been forwarded to the Warship Production Superintendents, Scottish, East Scotland, Belfast, South Wales, North-Eastern, North-Western, Humber, Southern and Thames Areas. The Principal (Ship) Overseers and Emergency Repair Overseers of 11 ships approved to be

fitted with receiver outfits C.D.C. and C.D.F. are therefore to apply to the Warship Production Superintendents of their areas for a copy of A.S.E. Specification No. B.192/42, in accordance with the procedure laid down in A.F.O. 790/40

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

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

5549.—R.D.F. Sets, Types 271/2/3 (Mark 3)—Fitting of Heaters

(S.D. 03334/42.—12.11.1942.)

Heaters are to be fitted in Panel 3AK rectifier, Pattern W.2967, and in Panel L15 receiving, Pattern W.2965, which are supplied as part of Types 271/2/3 (Mark 3) R.D.F. sets.

A "box of components for fitting heaters in Type 271, Mark 3, Pattern W.6387" is required for each set to which heaters are to be fitted, and stocks of these boxes will be available shortly.

2. Heaters will be fitted at the following bases:—Londonderry, Glasgow, Liverpool, Portsmouth, Plymouth, Southampton, Cardiff, Milford Haven, London, Chatham, Hull, Newcastle, Rosyth, Southampton, Belfast, Gibraltar, Durban, Simonstown, Alexandria, Halifax.

3. All ships fitted with one or more of the above sets and not fitted with heaters should, when calling at one of the above bases, request the P.R.D.F.O. to arrange for heaters to be installed.

4. The installations will be carried out at home bases by Messrs. Marconi International Marine Communication Co., who will supply the heaters and associated equipment. P.R.D.F.Os. should request the local branch of the firm to arrange for fitting of heaters as soon as ships are available.

5. The installations will be carried out at bases abroad by the staff of the P.R.D.F.O.

6. Stocks of "Box of components, Pattern W.6387" will be supplied to each of the bases abroad shown in paragraph 2 above. Further supplies, if required, are to be demanded from S.N.S.O., Haslemere, quoting this order as authority.

7. A.F.O. Diagram No. 297/42 (1-3) shows the fitting and wiring arrangements for the heaters and gives a list of components.

8. Ships concerned are to notify the fittings of these heaters in their next reports rendered after fitting has been carried out.

5550.—Ardente Loud Hailing Equipment in Destroyers—Additional Loudspeakers

(S.D. 01440/42.—12.11.1942.)

Paragraph 2 of A.F.O. 5046/42 is to be *deleted* and the following *substituted* :—

"2. In new construction destroyers one loudspeaker should be mounted on the bridge. Where sufficient separation between this instrument and the magnetic compasses (10 ft. for Type 431 and 14 ft. for Type 432) can be obtained, the loudspeaker should be in a central position whence it can be turned to either side, otherwise it must be mounted to one side so as to maintain the safe distance from the compass. The second loudspeaker will be available for passing orders to guns' crews."

(A.F.O. 5046/42.)

5551.—Demands for Radio Equipment

(N.S. 32101/42.—12.11.1942.)

When radio equipment is demanded by signal, it is important that the type of set for which the articles are required shall be stated in addition to the pattern number and description.

2. Similar information should also be shown on all demands S.134d, etc.

5552.—Small Craft Echo Sounding Sets, Types 762, 763 and 763A—Mounting of Recorders

(A/S.W. 6950/42.—12.11.1942.)

Experience has shown that recorders (which weigh approximately 90 lb.) have in some cases been too flimsily mounted with the result that they vibrate excessively and, in the case of hard-chine craft, even tend to break away altogether from the ship's structure.

2. Where this trouble has been experienced in vessels already fitted the mountings are to be suitably strengthened.

3. As regards existing and new construction vessels in which echo sounding sets are being installed, the authorities concerned are to ensure that adequately robust forms of mounting are provided for the recorders.

4. A typical arrangement in M.T.Bs. of "Vosper" design is shown in A.F.O. Diagram 295/42. The relevant "Instructions for Installing" will be amended in due course.

5553.—Spanners, Pattern 6502—Discontinuance of Use in Tool Outfits for Asdic and Echo-sounding Equipments

(N.S. 017725/42.—12.11.1942.)

The purchase of spanners, Pattern 6502, is to be discontinued, but they will continue to be included in tool outfits for asdic and echo-sounding equipments until present stocks are exhausted.

2. The relevant establishment lists will be amended.

5554.—Aircraft Appendix "A" Equipment—Procedure on Allotment of Aircraft for Repair or Overhaul

(A.M./N.S. Air 2012/42.—12.11.1942.)

It is intended that all Standard Checking Lists shall indicate as "R" items (Col. 8) all items of equipment required to be removed from aircraft before despatch to Repair Contractors. Pending the issue of these lists for all types of Naval Aircraft, the following procedure regarding Appendix "A" equipment of aircraft being despatched for repair or overhaul is to be applied :—

(a) *Naval Air Stations and Sections at Home.*—(i) The Naval Air Station or Section from which an aircraft is allotted to Contractors for repair or overhaul is to be responsible for removing all items of Appendix "A" equipment, as shown in the list in the Appendix to this Order, for the type of aircraft concerned. Further lists will be issued for other types if it seems likely that the issue of standard checking lists will be delayed.

Equipment so removed should be tallied and laid aside, on deposit for that aircraft, for refitting therein after repairs are complete, or disposed of as otherwise directed.

(ii) While the aircraft is under repair the equipment should be overhauled and repaired where necessary, deficiencies being made good by demand on the appropriate R.N. store or armament depot.

(iii) If the aircraft is returned after repair to another station, Admiralty instructions will be given as to transfer of the Appendix "A" equipment between stations.

(iv) Aircraft allotted to R.N. Aircraft Repair Yards, Donibristle or Fleetlands, or R.N. Air Station, Lee-on-Solent, for repair, are to be sent complete with operational equipment, which should be overhauled and completed during repair of the aircraft and replaced before the aircraft leaves on re-allotment.

(b) *Aircraft Carriers and Catapult Ships in Home Waters.*—(i) When information is received that an aircraft is to be assigned to Contractors for repair or overhaul, all items of Appendix "A" equipment as shown in the list in the Appendix to this order, for the type of aircraft concerned, are to be removed.

Serviceable items required to bring ships' stocks up to authorised establishment may be retained, but care is to be taken to ensure the cancellation of any demands outstanding for the items retained. The remaining items are to be returned to the appropriate R.N. store or armament depot with a report of items retained and taken into stock.

(ii) Aircraft consigned to R.N. Aircraft Repair Yards, Donibristle or Fleetlands, or R.N. Air Station, Lee-on-Solent, are to be sent complete with operational equipment.

(iii) Should the destination of an aircraft not be known, the procedure laid down in paragraph (b) (i) above is to be carried out.

(c) *All ships and services abroad.*—When an aircraft is to be shipped to U.K. for repair or overhaul, Appendix "A" equipment is to be dealt with as in paragraph (b) (i) above.

2. Arrangements, where necessary, for supply of Appendix "A" equipment for aircraft on re-allotment after repair or overhaul at Contractors will be made by Admiralty.

3. Where an order directs that aircraft is to be transferred operationally complete (as in paras. (a) (iv) and (b) (ii)), care is necessary that the equipment not fitted in the aircraft but laid aside in accordance with A.F.O. 2725/42, Part (II), para. 2 (b), is transferred with the aircraft.

APPENDIX

*List of Items to be Removed from Aircraft Prior to Despatch to Contractors for Repair**Albacore*

App. "A" Item No.	Stores Ref. No.	Description	Quantity
8A	7H/1669	Guns, Browning .303, No. 4, Mark II...	1
27A	11A/560	Carriers, bomb, L.S. E.M., Mark III ...	2
28A	/572	Carriers, bomb, E.M., Mark III ...	2 (alternative)
39A	/765	Carriers, bomb, Twin, No. 1 ...	6 (alternative)
43A	5D/611	Box adaptor, Type B ...	4
78A	11B/45	Spools, Mark II ...	1 pair
79A	/44	Wire, 25-ft. length ...	1
29D	27C/1883	Dinghy, Type M ...	1
32D	6D/77	Cylinder, gas, C/D, Mark I ...	1
36D	/125	Head, operating, Type F ...	1
94B	5C/959	Plug, Type A ...	1
39D	27C/1880	Bellows, topping up ...	1
38D	12D/444	Cartridges, Mark III ...	1
40D	27C/1876	Leak stoppers ...	3 sets
41D	/1890	Drogue ...	1
30D	32A/6	Painter cord ...	1
43D	28/6570	Disconnecter ...	1
33D	6D/148	Immersion switch ...	1
54aD	7B/971	1-in. pistol, signal ...	1
54bD	12D/514	Cartridges, signal, 1-in., Mark XII ...	30
54cD	/527	Box, tinsplate, No. 381 ...	10
51D	33C/634	Fluorescine sea markers... ..	4
56D	27P/8	Water, canned, 16-oz. tins ...	6
55D	27P/7	Emergency flying rations, Mark II ...	3
57D	27C/2033	Combined cup and baler ...	1
54dD	12D/245	Smoke floats, red smoke, No. 3, Mark I ...	2
53D	27C/1918	Telescopic mast ...	1
52D	/1925	Flag ...	1
60D	/2036	Cover, weather, for dinghy ...	1
59D	22C/180	Skull caps ...	3
58D	27C/1894	Paddles, glove type ...	1 pair
		First Aid Outfit (dinghy) ...	1
47A	5D/664	Distributor, bomb, Type VI ...	1
48A	5L/1428	Lamp, filament, 6 v., 0.24 w. ...	1
1A	7J/1166	Guns, Vickers, .303, No. 1, Mark I ...	2

Albacore—contd.

App. "A" Item No.	Stores Ref. No.	Description	Quantity
22A	26BC/3249	Sight Beads, fixed ...	1
23A	8B/1141	Sight Rings ...	1
24A	/1142	Clips, horseshoe ...	1
58A	9/494	Sights, bomb, C.S., Mark IXC ...	1
59A	/366	Brackets, cross level ...	1
60A	/575	Attachment for Mark IXC sight ...	1
88B	5C/462	Lamps, instrument ...	2
89B	/510	Cowls ...	2
90B	5L/1898	Lamp, filament, Jack Type ...	2
79B	5C/369	Lamp, inspection, Mark II ...	1
80B	5C/370	Leads, extension ...	1
81B	5L/1699	Lamp, filament, 24 v., 6 w. ...	1
74B	5A/760	Lamp, signalling, Type A ...	1
	or		
74aB		Lamp, signalling, Type 5110D ...	1
75B	5L/1900	Lamp filament, 24 v., 36 w. ...	1
80E	5J/1387	Accumulator, 2 v., Type B ...	4
84E	10K/9998	Motor generator, Type H ...	1
52C	6A/380	Navigational compass, Type 0.2 ...	2
	or		
53C	6A/892	Navigational compass, Type 0.2A ...	2
3E	10B/8235	Wire, aerial S.S. 235-ft. ...	2
9E	/7298	Weight, aerial, No. 1 ...	2
11E	/9123	Reel, Type B (spare) ...	1
43E	5J/1615	Battery, dry, Type B ...	1
33E	10D/10310	Receiver R.1116 c/w coils, lamp filaments and valves ...	1
46E	10D/10380	Transmitter c/w valves ...	1
	10A/10421	Coils, transmitter ...	1 each
	10A/10436		
32aE	10D/11715	Attachment, fine tuning... ..	1
32bE	/11768	Attachment, fine tuning... ..	1
32cE	10J/11560	Coupling pedestal, Type D ...	2
	10X/3300		
	/2237.5	Crystals for T.1115/ ...	1
	/2845		
	/3125		
	/4245		
115E	10DB/2	Receiver R.3003 c/w valves ...	1
	or		
115bE	10DB/506	Receiver R.3109 c/w valves ...	1
120E	10LB/4	Control unit, Type 18 ...	1
	or		
120aE	10LB/111	Control unit, Type 109 ...	1
113E	12D/242	Detonators, demolition, Mark I ...	1
	or		
114E	12D/441	Detonators, demolition, Mark III ...	1
87E	10D/13128	Receiver R.1147A c/w lamp filament and valves ...	1
86bE	10B/9881	Rod aerial Type 1 ...	1
96E	10J/1	Remote controller, Type G.1 ...	1
97E	10L/1	Control unit, Type 19 ...	1
98E	10K/2	Power unit, Type 23 ...	1
98aE	10H/1586	Connector set ...	1
102E	10J/32	Controller drives torsional 11 ft. ...	1
46E	6A/1072	Clocks, Mark IIB, luminous ...	2
	or		
47C	6A/1104	Clocks, Mark IIC, luminous ...	2
77C	6F/171	Pads, writing, knee type ...	3
74C	6E/277	Filters, light, Mark I ...	1
134E	10DB/358	Transmitter, T.3040E c/w valves ...	1
137E	10DB/405	Receiver R.3039E c/w valves ...	1
129E	10BB/470	Aerial, transmitter, Type 111, Array... ..	2

Albacore—contd.

App. "A" Item No.	Stores Ref. No.	Description	Quantity
130E	/471	Aerial, receiver, Type 112, Array (lower) ...	2
131E	10BB/1752	Aerial receiver, Type, Array (upper) ...	2
147E	10QB/45	Unit, indicator, Type 6B ...	1
151E	/53	Unit, indicator, Type 6C ...	1
155E	10AB/196	Mounting, Type 64 (for receiver) ...	1
156E	/326	Mounting, Type 94 (for indicator unit Type 6B)	1
157E	/782	Mounting, Type 145 (for indicator unit Type 6C)	1
157aE	/324	Mounting, Type 92 (for transmitter) ...	1
157cE	10A/9720	Mounting, anti-vibration ...	2
159E	10H/1784	Connector set ...	1

Swordfish

App. "A" Item No.	Stores Ref. No.	Description	Quantity
35A	7H/1663	Gun, Browning, .303, Mark II*, No. 1 ...	1
49A	8A/615	Motor trigger, Mark II ...	1
36A	7H/1153	Handle, operating, No. 1 ...	1
37A	7H/1154	Mechanism, loading, No. 2 ...	1
38A	8A/1127	Rear sear release unit, No. 1 ...	1
54A	8B/1139	Sight m/g, relative speed ...	1
58A	8B/912	Sight, ring and bead, Type B ...	1
	/1142	Clips, horse shoe securing ...	1 set
9A	7J/1166	Gun, Vickers G.O., .303, No. 1 ...	1
11A	/1342	Magazines, 100 rounds, No. 2, Mark I...	6
70A	11A/559	Carrier, bomb, Mark III, L.S. ...	2
71A	/486	Attachments, No. 3 ...	4
72A	/458	Attachments, No. 4A ...	4
82A	/598	Carrier, bomb, universal, No. 1, Mark II ...	4
84A	/607	Carrier, bomb, universal, No. 2, Mark II ...	3
85aA	5D/610	Box adaptor, c/w terminal, Type A ...	4
88A	/663	Distributor, bomb, Type VI ...	1
104A	9/383	Sight bomb, C.S., Mark VIIC, No. 2 ...	1
105A	/366	Bracket, cross level ...	1
111A	11A/692	Slip torpedo release, Mark III ...	2
113A	/580	Release Unit, E.M., Type C, Mark II*	2
123A	11B/45	Spools, Mark II ...	2
124A	/44	Wire ...	43-ft.
116A	5D/505	Junction box, 3-way, Type A ...	2
117A			
74B	5C/538	Lamp, chartboard, Type A ...	1
78B	5L/792	Lamp filament, 12 v., 6 w. ...	1
85B	5C/462	Lamp instrument, ...	4
85aB	/510	Cowl ...	4
86B	5L/1150	Lamp filament, Jack Type, No. 3 ...	4
87B	5C/959	Plug, Type A ...	2
69B	/369	Lamp, inspection, Mark II ...	1
70B	/370	Leads, extension ...	1
71B	5L/792	Lamp, filament, 12v 6w. ...	1
66B	5A/760	Lamp, signalling ...	1
67B	5L/367	Lamp, filament, 12 v. 36 w. ...	1
72E	5J/1387	Accumulator, Type B, 2 v. 20 amp. ...	4
74fE	10K/9994	Motor generator, Type G, 80 w. ...	1
74hE	10A/7997	Starter, Type A ...	1
49aC	6A/892	Compass, Type 0-2A ...	2
18D	6F/158	Mouthpiece, Type B ...	3
37D	27C/1883	Dinghy, Type M ...	1
46D	/1880	Bellows, topping up ...	1
38D	32A/6	Cord, 8 ozs., F.32, 30-ft. length ...	1
39D	6F/96	Quick release ...	1
40D	6D/77	Cylinder, gas, c/d, Mark I ...	1
41D	6D/148	Immersion switch ...	1
43D	/125	Head, operating, Type F ...	1
44aD	12D/444	Cartridges, actuating, Mark III ...	1
47D	27C/1876	Stoppers, leak ...	3 sets

Swordfish—contd.

App. "A" Item No.	Stores Ref. No.	Description	Quantity
51D	28/6570	Disconnecter ...	1
56aD	27P/7	Emergency flying rations, Mark II ...	3
56bD	/8	Canned water, 16-oz. tins ...	6
56cD	27C/2033	Cup and baler ...	1
56dD	22C/180	Skull caps, yellow ...	3
56eD	33C/634	Fluorescine sea markers... ..	4
56fD	27C/1925	Flag ...	1
56gD	/1918	Mast ...	1
56hD	/1894	Paddles, glove type ...	1 pair
56jD	7B/971	Pistol, signal, 1-in., No. 2, Mark V ...	1
56kD	12D/514	Cartridges, signal, 1 in., red ...	30
56lD	12D/527	Box, tinplate, No. 381 ...	10
56mD	27C/2036	Covers, weather, Type M ...	1
56nD	12D/245	Smoke floats, red smoke, No. 3, Mark I ...	2
		First aid outfit (dinghy)... ..	1
5E	10B/7298	Weight aerial, No. 1 ...	2
8E	/9123	Reel, winch, aerial, Type B ...	1
10E	/8235	Wire, aerial, stainless steel ...	200 ft.
12E	/8235	Wire, aerial, stainless steel ...	200 ft.
40E	5A/1615	Battery, dry, 120 v., Type B ...	1
29E	10D/10310	Receiver R.1116, c/w lamp, filament and valves	1
38E	5J/1878	Battery, dry, 10½ v. ...	1
41E	10D/10380	Transmitter T.1115, c/w valves and coils	1
28E	10J/10560	Coupling, pedestal, Type D ...	2
26E	10D/11715	Attachment, fine tuning, green... ..	1
27E	/11768	Attachment, fine tuning, yellow ...	1
	10X/3300	} Crystals for T.1115/	1
	/2237.5		
	/2845		
	/3125		
	/4245		
144E	10DB/1	Receiver R.3002 ...	1
or	or	or	
145aE	10DB/505	Receiver R.3108 ...	1
150E	10LB/3	Control unit, Type 17 ...	
76E	10D/69	Receiver R.1147, c/w lamp, filament and valves	1
or	or	or	
76aE	10D/13128	Receiver R.1147A, c/w lamp, filament and valves ...	
74nE	10B/9881	Rod, aerial, Type 1 ...	1
87E	10J/1	Remote controller, Type G1 ...	1
88E	10L/1	Control unit, Type 19 ...	1
89E	10K/1	Power unit, Type 22 ...	1
90E	10H/1588	Connector set ...	1
94E	10J/34	Controller, drives, torsional, 8 ft. ...	1
158E	10BB/317	Aerial, transmitter, Type 30 ...	1
159E	/316	Aerial receiver, Type 29... ..	2
160E	/332	Aerial bracket, Type 22... ..	2
162E	10DB/358	Transmitter, T.3040E, c/w valves ...	1
165E	/405	Receiver R.3039E, c/w valves ...	1
175E	10QB/45	Unit, indicator, Type 6B, c/w valves ...	1
179E	/53	Unit, indicator, Type 6C, c/w valves ...	1
183E	10AB/196	Mounting, Type 64 ...	1
184E	/326	Mounting, Type 94 ...	1
185E	/324	Mounting, Type 92 ...	1
186E	/338	Mounting, Type 96 ...	1
187E	/352	Mounting, Type 99 ...	1
188E	/353	Mounting, Type 100 ...	1
189E	10H/1759	Connector set ...	1
42C	6A/1072	Clock, Mark IIB Lum. ...	1
43C	/1104	Clock, Mark IIA, Lum. ...	1
70C	6F/171	Pad, writing, knee type... ..	1
71C	/171	Pad, writing, knee type... ..	1
64C	6E/277	Filters, light, Mark I ...	1

Fulmar

App. "A" Item No.	Stores Ref. No.	Description	Quantity
1A	7A/1669	Gun, Browning, .303, No. 4, Mark II	8
7A	8B/1124	Sight, m/g, Mark II	1
8A	5L/2014	Lamps, filament, 24 v., 6 and 18 w., Type B...	4
13A	8A/1133	Unit, fire and safe, No. 1	8
14A	/1127	Unit, rear sear release, No. 1	8
28A	11A/560	Carrier bomb L.S.	1
51B	5C/462	Lamp, instrument	1
52B	5L/1898	Lamp filament, 24 v.	1
76B	5A/760	Lamp, signalling	1
77B	5L/1900	Lamp, filament, 24 v., 36 w.	1
81B	5A/1387	Accumulator, 24 v., 20 amp. hr., Type B	9
82B	10K/9991	Motor generator, Type F, 24 v.	1
83aB	/9663	Slip ring	1
83bB	/9665	Brush, H.T. and interrupter	3
83cB	/9672	Disc interrupter, 6 segment	1
83dB	/9668	Disc interrupter, 10 segment	1
45C	6A/579	Clock, Mark II, Lum.	1
	/676	Clock, Mark III, A	1
46C	/380	Compass, Type 02	1
	or	or	1
	/892	Compass, Type 02A	1
74aC	14A/1380	Camera, G.45, 24 v.	1
		Cases, storage	1
	14A/1393	Magazines, spare	2
75C	/1420	Units, flange	1
77C	/1423	Adaptor, Type 32	1
76C	/1436	Indicator, Type 45	1
78C	/1042	Mounting, Type 27	1
70C	6F/171	Pad, writing, knee type	1
	6E/277	Filters, light, Mark I	1
17D	27C/1883	Dinghy, Type M	1
18D	32A/6	Painter cord, 8 oz., F.32	1
18aD	6F/96	Quick release	1
19D	6D/77	Cylinder, gas C/D, Mark I	1
22D	27C/1880	Bellows, topping up	1
23D	/1876	Leak stoppers	3 sets
26D	27P/7	Emergency flying rations, Mark II	2
26cD	/8	Canned water, 16 oz. cans	4
27D	27C/2033	Combined cup and baler	1
27aD	12D/245	Smoke floats, red smoke, No. 3, Mark I	1
27cD	7B/971	Pistol signal, 1-in.	1
27dD	12D/514	Cartridges, signal, 1-in., red, Mark XII	30
27eD	/527	Boxes, tin plate, No. 381	10
28D	33C/634	Fluorescine sea markers	4
28aD	27C/1925	Flag for mast	1
28bD	/1918	Telescopic mast	1
28cD	27C/1894	Paddles, glove type	1 pair
29D	/2036	Covers, weather (dinghy, M Type)	1
29aD	/180	Skull caps	2
		First Aid Outfit (dinghy)	1
	10B/9121	Shroud insulator	3
	/8235	Wire aerial stainless steel	200 ft.
	/7298	Weight aerial, No. 1	1
	5A/1615	Battery, dry, 120 v., Type A	1
	10D/8415	Receiver, R.1082, c/w, coils and valves	1
	5L/359	Lamp filament, 2 v., 0.2 w.	2
	10D/8456	Transmitter, T.1083, c/w, coils and valves	1
	10F/104	Switch Unit, Type D	1
	10A/8475	Unit neutralizing...	1
	5L/1385	Lamp filament, 4 v., 1.2 w.	1
	10C/8473	Condenser Unit, earth	1
	/8474	Condenser Unit, listening through	1
	10A/8050	Handle operating switch unit, No. 2	1

Fulmar—contd.

App. "A" Item No.	Stores Ref. No.	Description	Quantity	
	10D/10470	Transmitter receiver, T.R.9D, c/w, coils and valves.	1	
	10X/5450	Crystal	} For 10D/10470	
	/5610	Crystal		1
	/6550	Crystal		1
	5A/1615	Battery, dry, 120 v., Type B	1	
	/1338	Battery, dry, 15 v.	1	
	/1383	Battery, dry, 4.5 v.	1	
	10J/8580	Adaptor ring switch coupling	1	
38E	10D/69	Receiver, R.1147, c/w lamp fil. and valves	1	
36E	10B/438	Aerial, Type 68	1	
48E	10L/1	Control Unit, Type 19	1	
49E	10K/2	Power Unit, Type 23	1	
49aE	10H/1582	Connector set	1	
53E	10J/28	Torsional drive, 6-ft. 6-in.	1	
131E	10DB/2	Receiver, R.3003, c/w valves	} 1	
	or	or		
	or	or		
131aE	10DB/506	Receiver, R.3109, c/w valves	} 1	
136E	10LB/4	Control Unit, Type 18		
	or	or		
136aE	10LB/111	Control Unit, Type 109	} 1	
129C	12D/242	Detonators, demolition, Mark I		
	or	or		
130C	12D/441	Detonators, demolition, Mark III	} 1	
22E	10D/256	Transmitter receiver, T.R.1161, c/w valves		1
20E	10L/31	Control Unit, Type 62		1
39E	10D/325	Transmitter-Receiver, T.R.1196, c/w valves	1	
73aE	10A/14093	Unit aerial matching	1	
<i>Walrus</i>				
1aA	7J/1166	Gun, Vickers G.O. .303, No. 1, Mark I, c/w deflector and bag	3	
2A	7A/602	Pin, quick release, Mark II*	2	
7A	7A/1139	Sights, relative speed, ring and bead, Mark I...	2 sets	
10aA	/1342	Magazines, No. 2, Mark I, for Vickers guns	15	
17A	11A/460	Carriers, bomb, L.S.12 v., E.M., with Mark I E.M. release unit	2	
29A	/597	Carriers, bomb, Universal, No. 1, Mark II, 12 v., E.M./E.F.	4	
35bA	5D/663	Distributor, bomb, 16 point	1	
54A	9/383	Sights, bomb, C.S., Mark VIIC	1	
55A	/366	Bracket cross level	1	
54B	5C/369	Lamp, inspection, Mark II	1	
55B	/370	Lead, extension	1	
56B	5L/792	Lamp, filament, 12 v. 6 w.	1	
74B	5A/760	Lamp, signalling	1	
75B	5L/367	Lamp, filament, 12 v. 36 w.	1	
78aB	5C/538	Lamp, chartboard, Type A	1	
78bB	5L/2340	Lamp, filament, 30 w.	1	
79B	5J/1387	Accumulator, 24 v., Type B, 20 amp.	5	
83B	10K/9654	Motor generator, Type E	1	
	/9663	Slip ring	1	
	/9665	Brush, H.T., and interrupter	3	
	/9672	Disc interrupter, 6 segment	1	
	/9668	Disc, interrupter, 10 segment	1	
24C	6A/579	Clock, Mark II, luminous	1	
	6A/1072	Clock, Mark IIB	1	
57C	/380	Compass, Type 0.2	} 2	
	or	or		
	or	or		
	6A/892	Compass, Type 0.2A	} 1	
79C	6F/171	Pad, writing, knee type		
10D	6F/158	Mouthpieces, Type B, for speaking tubes		2
21D	27C/1883	Dinghy, Type M	1	

Walrus—contd.

App. "A" Item No.	Stores Ref. No.	Description	Quantity
22D	6D/77	Cylinder, gas, c/d, Mark I	1
23D	6D/126	Head, operating, Type G	1
24D	27C/1880	Bellows, topping up	1
25D	/1876	Stoppers, leak	3 sets
25cD	33C/634	Fluorescine sea markers...	4
25dD	27P/7	Emergency rations, Mark II	3
25eD	/8	Water, canned, 16-oz. cans	6
25fD	27C/1918	Telescopic mast	1
25gD	/1925	Flag for mast	1
25hD	/2036	Covers, weather (dinghy)	1
25iD	/180	Skull caps, yellow	3
25nD	/1894	Paddles, glove type	1 pair
	/2033	Combined cup and baler	1
61aA	12D/245	Smoke floats, red smoke, No. 3, Mark I	1
	7B/971	Pistol, signal, 1-in.	1
	12D/514	Cartridges, signal, 1-in. red, Mark XII	30
	12D/527	Boxes, tinplate, No. 381...	10
		First aid outfit (dinghy)...	1
2E	10B/8235	Wire, stainless steel	90 ft.
8E & 9E	/7706	Weights, aerial, No. 2	2
13E	/8235	Wire, stainless steel	470 ft.
29E	5A/1615	Battery, dry, 120 v., Type B	1
34E	10D/8415	Receiver R.1082, c/w coils and valves...	1
35E	5L/359	Lamp, filament festoon, 2 v. 0.2 w.	2
36E	10D/8456	Transmitter, T.1083, c/w coils and valves	1
47E	10A/8475	Unit, neutralizing	1
48E	5L/1385	Lamp, filament, 4 v. 1.2 w.	1
49E	10C/8473	Condenser unit earth	1
50E	/8474	Condenser, unit, listening through	1
57E	10A/8050	Handle operating switch unit, No. 2	1
37E	10F/9501	Switch, unit, Type D	1
132E	10DB/1	Receiver R.3002, c/w valves	1
	or		
	10DB/505	Receiver R.3108, c/w valves	1
133E	10LB/3	Control unit, Type 17	1
	or		
	10LB/110	Control unit, Type 108	1
100E	10DB/358	Transmitter T.3040E, c/w valves	1
101E	/405	Receiver R.3039E, c/w valves	1
103E	10QB/24	Unit, indicating, Type 6A, c/w valves...	1
104E	/53	Unit, indicating, Type 6C, c/w, mounting bracket and valves	1
106E	10AB/324	Mounting, Type 92	1
107E	/196	Tray assembly (receiver)	1
108E	/325	Mounting assembly (indicator unit)	1
109E	/232	Mounting, Type 77	1
110E	10BB/315	Aerial, transmitter, c/w connectors, Type 28...	2
111E	10BB/316	Aerial, receiver, c/w connectors, Type 29	2
112E	10AB/502	Junction, box type (for transmitter aerials)	1
	10A/1760	Connector set	1

(A.F.O. 2725/42.)

(A.F.O. 5300/41 is cancelled.)

5555.—Naval Aircraft—Immersion Switches

(A.M.R. 2635/42.—12.11.1942.)

It has been reported that certain immersion switches (Stores Ref. 6D/148) have approximately one-third of the cable strands not entering the socket at the point where the electric cable is soldered to the breeze socket of the immersion switch. The stray ends were about half an inch in length and were free to cause a short circuit inside the breeze plug.

2. All immersion switches of this type are to be examined at the earliest opportunity, and where necessary the soldered joint should be re-made, taking care that only sufficient cable insulation is removed for soldering requirements. The inspection is to be noted in the log book.

3. The above was also promulgated as Special Instruction R.D.A. 372 by Admiralty Message 483R.

(A.F.O. 4897/42.)

5556.—Naval Aircraft—Reconditioned Sparking Plugs

(A.M.R. 2405/42.—12.11.1942.)

In view of the adverse reports on reconditioned sparking plugs received from the Service no further issues of these plugs will be made.

2. Existing stocks of reconditioned sparking plugs are to be returned to the nearest R.N. store depot (at home) or to the storing yard (abroad) as soon as adequate stocks of new sparking plugs are held.

3. Until such conditions obtain reconditioned plugs are only to be used in 1st line aircraft in emergency.

4. A reconditioned sparking plug is defined as one which has been returned to store on expiry of its approved life, and, after repair by the makers or certain R.A.F. depots, re-issued to the Service. These plugs have either of the following markings etched on the screen of the plug. 4, 4R, 13, 13R, RL, RR or the letters "RR" with addition of a suffix figure, e.g., RR1, RR2, RR3, etc.

5. The existing instructions for routine-servicing of plugs at 30 hour intervals as laid down in Naval Aircraft Maintenance Instructions (N.A.M.) Chapter V are not affected by this order and plugs so treated should not be confused with "reconditioned" plugs as defined in paragraph 4 above.

5557.—Aero-Engine Storage Stands—Admiralty Tubular Type—Introduction

(A.M.R. 448/42.—12.11.1942.)

A new type of aero-engine stand is being introduced for accommodating engines awaiting overhaul in workshops, reassembly in power plants and other purposes, such as engine changing.

2. The basic stand consists of a braced tubular structure on wheels which can be adjusted for track to accommodate Griffon IIB, Griffon 61 and Merlin (all types) engines. Attachments for Sabre are incorporated, but bearers will not be supplied for the present.

3. The basic stand can also be converted by means of adaptor parts to accommodate Pegasus, Perseus, Taurus, Mercury, Twin Wasp and Cyclone radial engines.

4. Copies of drawings, schedules of parts and descriptive notes will be forwarded separately to administrative authorities, establishments and ships concerned.

5. Initial distribution will be made as follows:—

	Basic Stands	Radial Adaptor Parts
Repair Yards, Class A	12	8
Repair Yards, Class B	10	7
Repair Ship	6	4
Air Stations, Class A	4	3
Air Stations, Class B	1	1
Fleet Carriers	1	1

5558.—Ammeter Shunts—Deletion from Rate Book

(N.S. 18132/42.—12.11.1942.)

The following ammeter shunts, which were added to the Rate Book of Naval Stores under Subhead FIC, Part 3, in anticipation of requirements, are now to be deleted as they will not be used for the services for which they were intended. No other service can be foreseen for which they might be required:—

Pattern No.	Description
13705	Shunt 1,000 amperes
13709	Shunt 300 amperes
13710	Shunt 400 amperes
13711	Shunt 1,000 amperes
13717	Shunt 4,000 amperes

2. The following contracts for supply of the shunts have been cancelled:—

Messrs. Whipp & Bourne ... CP.4B/15590/41/F1304/9 dated 29th January, 1942.
 Messrs. G.E.C., Ltd. ... CP.4B/15585/42/F1304/9 dated 29th January, 1942.

(A.F.O. 2854/41—not in Annual Volume.)

5559.—Battery Hatch Covers*Submarines*

(P.15452/42.—12.11.1942.)

The dexine jointing supplied under C.P. 11147/42 dated 12th January, 1942, in accordance with A.F.Os. 5418/41 and 2287/42, is of the wrong grade, the firm having supplied Grade IIIA in lieu of Grade 3A. Grade IIIA is too hard for this service, and where fitted should be replaced by Grade 3A. Arrangements have been made for the supply of Grade 3A.

2. Grade 3A dexine has been re-named Grade 125, and should be referred to accordingly in all future correspondence.

(A.F.Os. 5418/41—not in Annual Volume—and 2287/42.)

5560.—Binoculars—Return of Storage Boxes

(N.S. 32049/42.—12.11.1942.)

Binoculars, Pattern 1900c, are sufficiently well protected to enable the boxes in which they are supplied to be dispensed with, except for storage and transport purposes.

2. Messrs. Barr & Stroud have been informed that no more boxes are to be manufactured, and that arrangements will be made for sufficient to be forwarded to their works from time to time, in which to deliver new binoculars.

3. Binoculars, Pattern 1900C, should be stored in boxes whilst in stock at Yards, and should be supplied in boxes when issues are made to submarines and depot ships.

4. Submarines should arrange for boxes to be returned to their respective depot ships at the first opportunity. Submarine depot ships should retain a small number for use when returning defective binoculars for repair, but the remainder should be returned to the nearest dockyard or depot without delay.

5561.—B.R. 378 (late O.U. 6328 and O.U. 6327)—Aircraft Stores Establishment—General

(N.S. Air 965/42.—12.11.1942.)

Copies of the revised Aircraft Stores Establishment for all types of aircraft (B.R. 378) have now been distributed to Ships and Services in accordance with the allowances detailed in A.P.(N)1. This publication supersedes O.U. 6328 and O.U. 6327 (General), all copies of which are to be scrapped as salvage.

(A.F.O. 2295/42.)

5562.—Coating of Motor Torpedo Boats and Similar Craft

(D/C.P.45376/42.—12.11.1942.)

With reference to A.F.O. 47/41, the use of British anti-fouling composition for the above-mentioned craft is to be discontinued, and one of the cheaper approved compositions is to be used in lieu.

(A.F.O. 47/41.—not in Annual Volume.)

5563.—Use of Copper Paint in Lieu of Copper Sheathing*72-ft. H.D.M.Ls. 1171-1194 and 1338-1367*

(D/P. 011096/42.—12.11.1942.)

The above mentioned 72-ft. M.Ls. will be painted on completion with copper paint, in lieu of being fitted with copper sheathing, on the underwater body.

2. In the case of vessels serving in tropical waters, the Administrative Authorities concerned are to arrange for frequent slippings for inspection and re-painting of bottoms with copper paint as necessary.

5564.—Degaussing—Instructions and Information Concerning Ships with Defective D.G. Installations

(T.D. 2159/42.—12.11.1942.)

A.F.O. 2540/42 is to be amended as follows:—

Paragraph 5 amend to read:—

5. In no case should delay to a merchant ship, not actually classified as unsafe, be incurred solely on account of D.G. without the consent of the local representative of the Ministry of War Transport where such exists. Any proposal for D.G. repairs which will involve delay to the ship must be reported forthwith to the Admiralty by signal.

(A.F.O. 2540/42.)

(A.F.O. 3399/42 is cancelled.)

5565.—D.G. Certificates—Inspection*H.M. Ships and Commanding Officers of Minesweeping and A/S Bases*

(S.D.G. 296/42.—12.11.1942.)

Delays have recently occurred in dealing with adjustments, repairs and approved alterations to the D.G. equipments of H.M. ships because the D.G. certificates have not been readily available for inspection by the local D.G. Authorities.

2. The D.G. certificate, together with a copy of the latest D.G. range setting signal, should be kept with the ship's book, in accordance with the instructions laid down in O.U. 6384, Section VI, paragraph 14.

3. Arrangements are to be made in each ship for the D.G. certificate and the latest D.G. range setting signal to be immediately available to any D.G. Authority visiting the vessel. This is particularly important in the case of small vessels where only a limited number of officers is borne, especially during refits, boiler cleaning, etc.

4. H.M. ships which have not received their D.G. certificates are to apply at once to their local D.G. Authority for a D.G. certificate to be raised and issued in accordance with the instructions laid down in O.U. 6384, Section X, paragraph 3. In the case of vessels operating from a Naval dockyard, where the E.E.M. is the local D.G. Authority, application for a D.G. certificate is to be made to the Admiral Superintendent of the Yard.

5566.—D.G. Equipment—Fitting of S.A. Frame Magnets*Wooden Drifters and Motor Minesweepers*

(S.D.G.315/42.—12.11.1942.)

Experience shows that it is not necessary to fit S.A. frame magnets in all vessels equipped with S.A. booms.

2. In future, S.A.F.Ms. will only be fitted to coiled motor minesweepers and wooden drifters in home waters on signalled instructions from the Admiralty and to vessels abroad, on recommendation by the Local D.G. Authority as a result of ranging.

3. All reference to S.A. frame magnets contained in A.F.O. 2416/42 is to be deleted.

4. Action is to be taken to amend D.G. specifications and drawings detailed below, by the addition of the following note:—

Note.—S.A.F.Ms. are only to be fitted to coiled motor minesweepers and wooden drifters in home waters on signalled instructions from the Admiralty and to vessels abroad on recommendation by the Local D.G. Authority as a result of ranging.

- (i) D.G. Specification No. 7 for Wooden Drifters, dated June, 1942.
- (ii) D.G. Specification 105 ft. M.M.S. No. 2, dated 2nd April, 1942.
- (iii) D.G. Specification 126 ft. M.M.S. No. 1, dated May, 1942, and Errata No. 1, dated July, 1942, or Specification No. 2, dated July, 1942.
- (iv) D.E.E. Drawings 10630, 10070R/4, 10056, 10696.

5. Authorities concerned are to report to the Director of Electrical Engineering Department, Admiralty, Bath, the number of S.A. frame magnets and discharge resistances at present available in their respective areas. Disposal instructions will be forwarded at a later date.

(Admiralty Messages 449A-0237/3/10/42 and 719A-0008/24/5/42.)

(A.F.O. 2416/42.)

5567.—Electrical Power—Increase

"Town" Class Destroyers

(D. 021226/42.—12.11.1942.)

The following arrangements to provide increased electrical power in "Town" class destroyers have been approved:—

(a) A 26½ kW. reciprocating engine-driven generator, ex "V" and "W" (old) class destroyers, is to be fitted in the port after corner of No. 2 boiler room in the following vessels:—

H.M.S. "Brighton"	H.M.S. "Charlestown"
H.M.S. "Caldwell"	H.M.S. "Chelsea"
H.M.S. "Castleton"	H.M.S. "Georgetown"
H.M.S. "Lancaster"	H.M.S. "Mansfield"
H.M.S. "Montgomery"	

(b) A 26½ kW., reciprocating engine-driven generator, ex "V" and "W" (old) class destroyers, is to be fitted on the tank top in the port after corner of No. 2 boiler room in the following vessels:—

H.M.S. "Beverley"	H.M.S. "Bradford"
H.M.S. "Chesterfield"	H.M.S. "Churchill"
H.M.S. "Clare"	H.M.S. "Reading"
H.M.S. "Ripley"	H.M.S. "Rockingham"
H.M.S. "Sherwood"	

(c) A 26½ kW., reciprocating engine-driven generator, ex "V" and "W" (old) class destroyers, is to be fitted on top of the reserve feed tank, on the starboard side at the forward end of the No. 2 boiler room, in the following vessels:—

H.M.S. "Leeds"	H.M.S. "Ludlow."
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(d) The two existing 25 kW. turbo-generators are to be replaced by two 40 kW. turbo-generators, of Messrs. Allen's manufacture, on the existing dynamo flats in the following vessels:—

H.M.S. "Lincoln"	H.M.S. "Newark"
H.M.S. "Newmarket"	H.M.S. "Newport"
H.M.S. "Salisbury"	H.M.S. "Wells."

The necessary machines will be available, 4 in February, 1943, and 8 in July, 1943.

2. The necessary steam and exhaust leads are to be led to the nearest convenient systems, a master valve being fitted to the steam leads.

3. Application for the necessary generators is to be made to the Admiralty when the ships are taken in hand for refit, stating the latest date by which delivery is required.

4. In anticipation of these requirements, dockyard and repair authorities are to arrange for any 26½ kW. reciprocating engine-driven generators removed from old "V" and "W" class destroyers to be refitted and supplied with a set of ship's spare gear.

A ship's set of drawings is also to be obtained by application to the original makers.

5. Alternative arrangements have already been made to provide additional electric power in the following ships:—

H.M.S. "Broadway"	H.M.S. "Burnham"
H.M.S. "Burwell"	H.M.S. "Buxton"
H.M.S. "Ramsey"	H.M.S. "Roxborough"
H.M.S. "Leamington"	H.M.S. "Richmond"
H.M.S. "St. Marys."	H.N.M.S. "St. Albans."

6. The arrangements outlined above apply also to Canadian "Town" class destroyers and repair authorities are to arrange accordingly if requested to do so by the Commanding Officer.

Paragraph 1 (a) applies to H.M.C.S. "Annapolis", H.M.C.S. "Columbia", H.M.C.S. "Hamilton", H.M.C.S. "Niagara."

Paragraph 1 (b) applies to H.M.C.S. "St. Croix", H.M.C.S. "St. Francis".

Paragraph 1 (d) applies to H.M.C.S. "St. Clair", but the necessary 40 kW. turbo-generators have not been ordered.

7. Arrangements for increasing the dynamo power in H.M.S. "Lewes" are under consideration.

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

5568.—Elements for Dimmers

(N.S. 10096/40.—12.11.1942.)

The following elements for dimmers, Patterns 8930 and 8931 have been introduced and a first purchase of 100 of each pattern (50 to each Depot) has been arranged for delivery to Stroud and to Mossley.

Pattern 18900 ...	250 ohms for dimmer, Pattern 8930.
Pattern 18901 ...	300 ohms for dimmer, Pattern 8930.
Pattern 18902 ...	26 ohms for dimmer, Pattern 8931.
Pattern 18903 ...	38 ohms for dimmer, Pattern 8931.
Pattern 18904 ...	52 ohms for dimmer, Pattern 8931.
Pattern 18905 ...	130 ohms for dimmer, Pattern 8931.
Pattern 18906 ...	180 ohms for dimmer, Pattern 8931.

2. Where damage to resistance wire only takes place the elements are to be re-wound and not replaced by complete elements.

3. Resistance elements, Patterns 8934 and 8935 are no longer to be used for dimmer, Pattern 8930, and elements, Patterns 8936, 8937 and 8938 are not required for dimmer, Pattern 8931.

4. The Authorised List of Naval Stores is being amended.

(A.F.Os. 1141/40 and 2392/40.)

5569.—Engineers Workshop and Store—A. and A.

"Algerine" Class Minesweepers

(D. 018843/42.—12.11.1942.)

It has been found on service that the present combined Engineers Workshop and Store is inadequate in size.

2. In order to relieve congestion the space now allocated for the stowage of greatcoats on the port side of the engine room access, frames 74/75, in turbine driven ships, is to be fitted with shelves and lockers to accommodate the turbine gauge boxes and normal ready use engineers tools. The present door is to be blanked off and a new door fitted to provide entrance from the engine room access.

Similar arrangements are to be made to convert the greatcoat store, frames 62/64, in ships fitted with reciprocating machinery.

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

(S.E.O. Port Edgar, 1/9/42, No. 281/113)

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

5570.—Fire Precautions

Coastal Force Craft

(N.L. 14566/42.—12.11.1942.)

A case has occurred recently of an outbreak of fire on board a Coastal Force craft which appeared to have been due to a paraffin fire originating from the galley stove.

2. Attention is drawn to the fact that when a ship is in dry dock and leave is granted to the crew arrangements should be made for the retard party to be victualled ashore. Stoves should not be used and no smoking is to be permitted on board during the period the ship is in dry dock.

5571.—Large Size Flags for Emergency Signals.—A. and A.

New Construction and Existing Ships concerned

(N.S. 26726/42.—12.11.1942.)

The following large size flags are to be carried for certain emergencies on board the ships mentioned:—

Battleships, Battle Cruisers, Aircraft Carriers (except Auxiliary Aircraft Carriers) and Cruisers

Three of each	{	Name	F	K	BL	PT9	CO	FL9	AN
		Pattern No.	113	117	144	170	181	131	143
		Flotilla Leaders, Tribals and Fast Minelayers							

One of each	{	Name	P	S	Q	Y	Z	AN	
		Pattern No.	337	339	336	342	322	343	
		"Hunts," "Fleets," "Vees" and "Wairs"							

Two of each	{	Name	P	S	Q	Y	Z	AN
		Pattern No.	337	339	336	342	322	343

2. Special flag lockers are to be provided as follows:—

Battleships, Battle Cruisers, Aircraft Carriers (except Auxiliary Aircraft Carriers) and Cruisers

Two Type "H" flag lockers each with 3 rows of 3 pigeon-holes of sizes:—
6½ in. × 6½ in. × 18 in. deep.

Flotilla Leaders, "Tribals," Fast Minelayers, "Hunts," "Fleets," "Vees," "Wairs" (excepting ships already fitted with Type "D" flag lockers)

One Type "J" flag locker with 3 rows of 3 pigeon-holes of sizes:—
5½ in. × 5½ in. × 15 in. deep.

3. (i) Ships in commission should forward demands for the flags to their storing yards, and insert an A. and A. item, Classification "A," "To supply and fit flag locker(s) for special emergency flags" quoting this order as authority.

(ii) Ships not in commission, in dockyard hands or under construction.—The flags should be supplied by storing yards or depots in the usual manner. The flag lockers will be supplied and fitted by the dockyard or shipbuilder concerned.

4. The Lists of Particulars concerned will be amended.

5. Admiral Superintendent, Devonport Yard.—Tracing Devonport M.C.D. 38538 should be amended to include the dimensions of pigeon-holes and overall dimensions for the Type "H" and Type "J" lockers required for emergency signal flags and all holders of copies of the drawing should be notified of the amendments.

(C.-in-C., Home Fleet, 31.7.1942, No. 1029/H.F.580/23.)

5572.—Furniture—Steel Tubular—Use of Moquette as Alternative to Hide

New Construction Ships

(D.N.C./P. 18788/42.—12.11.1942.)

With reference to A.F.O. 1582/42, moquette may be used as an alternative to hide for the upholstering of chairs and easy chairs supplied to sleeping cabins for all H.M. ships under construction.

2. The moquette is to be of the approved Admiralty quality No. 507/2, Botany Wool, Blue, Uncut Moquette as supplied by John Holdsworth & Co., Ltd., Shaw Lodge Mills, Halifax, or other approved makers.

(A.F.O. 1582/42.)

5573.—Main Line Suctions—Flexible Metallic Hoses

"A" and later class Destroyers (ex "Towns") concerned

(D/N.S. 16891/42.—12.11.1942.)

In destroyers in which four No. 3 size leather suction hoses have been supplied for the purpose of joining the sections of the main suction line, these hoses are to be surrendered when the flexible metallic suction hoses are demanded in lieu.

2. The flexible metallic hoses for destroyers under construction at the date of this order are to be supplied by the shipbuilder.

(A.F.O. 2920/42.)

5574.—Naval Stores Accounting—Subhead F, Item 1C—Institution of Part 5

(N.S. 30637/42.—12.11.1942.)

The continued growth of Item F 1C necessitates its subdivision into five parts instead of the present four. Part 5 will comprise the following items which, with the exception of (a) and (b), are at present dealt with under Part 3 of F. 1C.

- Teleprinters, G.P.O., and spare parts.
- Cypher coding machines, R.A.F., type X, Mark II and spare parts.
- Electric drilling machines.
- Fans, 6 in. for ventilating double bottoms.
- "Stenor" hose patching machines.
- Forges and tue irons.
- Firing keys.
- Tannoy broadcasting equipment.
- Vacuum cleaners.
- Electric blowers.

2. New Annual Demand Forms for Part 5.

New forms will be printed and the necessary amendments made to the Rate Book of Naval Stores.

5575.—Parachute Bombs—Attachments No. 7 and Extension Links—Allowances

(N.S. Air 782/42.—12.11.1942.)

The opening phrase of A.F.O. 4178/42 is to be amended to read as follows:—

"As the production of parachute bombs is being discontinued"

(A.F.O. 4178/42.)

5576.—Replacement Studs for Lower Rudder Bearings

70-ft. M.T.Bs.

(D.N.C./P.16423/42.—12.11.1942.)

In the following M.T.Bs. Nos. 57-66, 73, 75-79, 82-89, 93, 95, 97, 201-212, 222-226, 229-236, 238 and 240-241 the 4 in No. studs to each of the Lower Rudder Bearings are to be replaced by Monel Metal Studs and the nuts are to be wired with Monel Wire.

2. Recent examination of lower rudder bearing failures shows that the circular spigot at the back of the inboard bearing is very slack and that this more than the dowel pins may be the cause for fracturing the studs. Arrangements should therefore be made to take up any slackness found in the spigot before the 4 No. Monel Metal Studs are fitted.

The work is to be carried out by the Base Staffs.

5577.—Sound Power Telephones with H.F. Generator Call-up—Spare Parts
(N.S. 24666/41.—12.11.1942.)

In view of the increasing use of Sound Powered telephone apparatus with H.F. generator call-up, the following components which may need replacement are being added to the Authorised List of Naval Stores :—

Subhead and item	Pattern No.	Description
FIC	13318	H.F. generator.
FIC	13319	Transformer.
F2A	16085	Neon indicator lamp, 200/220 volt A.C. $\frac{1}{2}$ -watt S.B.C.

2. Purchase has been arranged for delivery as follows :—

Pattern No.	Rosyth	Mossley	Stroud	Chatham	Ports-mouth	Devon-port	Gates-head
13318	100	100	100	50	50	50	50
13319	100	100	100	50	50	50	50
16085	250	250	250	250	250	250	250

3. The H.F. generator, Pattern 13318, and the transformer, Pattern 13319, will be dealt with as "permanent" stores, and the neon indicator lamp, Pattern 16085, as "consumable" stores. The following quantities are to be carried as spares on board ships concerned (unless separate instructions have already been given to individual ships for larger quantities to be carried as spares).

	Pattern No.			Remarks
	13318	13319	16085	
All ships fitted with sound-powered telephone apparatus, except "Avadne" and "Apollo" flotilla leaders and destroyers of "Q" and "R" Classes and Submarines.			See Note †	If fitted with sound powered telephones, Marks 5 XV, XVI and XVII.
	1	1	6	
† To be regarded also as the "emergency stocks".				
"Avadne" and "Apollo" ...	6	6	10	
Flotilla leaders and destroyers of "Q" and "R" classes.	3	3	6	

Requirements of these items as spares for telephones Marks XV, XVI and XVII fitted in submarines have been included in the list of spares to be carried by submarine depot ships promulgated by A.F.O. 5065/42.

4. Ships concerned, in commission, should forward demands to their storing yards or depots as necessary. Supply to ships of new construction should be made by storing yards or depots in the usual manner.

5. The Establishments of Naval Stores, the Lists of Particulars concerned and the Authorised List of Naval Stores will be amended.

(A.F.O. 5065/42.)

5578.—Visual Haze Screen, Mark I

(N.S. Air. 1231/42.—12.11.1942.)

Visual Haze Screen, Mark I, Stores Reference 22C/872, will be allowed as spare to ships and services in accordance with the following scales :—

Ships as shewn in B.R. 378
Shore Establishments :—

R.N. Air Stations	Arbroath and Piarco	...	...	36
	Other class "A" stations	...	...	12
	Class "B" stations and Gibraltar	...	...	6

2. The following services will be supplied without demand from (Midland area Stafford :—

R.N. Air Station, Piarco, Trinidad	...	...	...	36
R.N. Air Station, Hastings, Freetown	...	...	...	6
R.N. Air Station, Palisadoes, Jamaica	...	...	...	6
R.N. Air Station, Dartmouth, Halifax, N.S.	...	...	...	6

3. Other services concerned should forward demands to their respective R.N. store depots at home or storing yards abroad, quoting this order as authority for supply. Supply to new services will be made with their initial outfit of stores.

4. Deliveries from contractors are expected towards the end of 1942, and supplies to ships and services should begin early in 1943.

5. Arrangements have been made for the necessary quantities to be despatched to yards abroad to cover the requirements for ships and services attached to foreign stations. Details of the quantities being supplied are being forwarded to (S.) Naval Stores Officers concerned.

6. Aircraft stores establishments will be amended in due course; meanwhile, all existing establishments held by H.M. dockyards, R.N. air stations, store depots, etc., should be amended in manuscript.

5579.—Walrus Aircraft—Fitting of Mark III Carriers

(A.M./A.D.P. 770/42.—12.11.1942.)

As the crutch brackets of the Mark III Universal carrier are not reversible through 180°, it will be necessary, when fitting Mark III carriers to the starboard wing of Walrus aircraft, to reamer out the threaded portion of the front and rear suspension lugs to enable the attachment bolt to be inserted through the lugs and aircraft attachment.

2. The attachment bolts must be locked by a Simmonds nut or castellated nut and split pin.

Section 4

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

5580.—Bills of Lading—Return of Masters' Copies to Ships' Agents

(N.S. 08754/41.—12.11.1942.)

Reports received from shipping companies indicate that considerable difficulty is still being experienced in obtaining the return of the Masters' copies of bills of lading.

2. Attention is, therefore, called to the instructions given in paragraph 2 of A.F.O. 4442/41.

(A.F.O. 4442/41.)

5581.—Bread, Flour and Potato Consumption

(V.3908/42.—12.11.1942.)

Attention is drawn to A.F.O. 5510/42 in Section 2 of this issue.

5582.—Drainage Tubing and Suture Materials in Special Packing for the Service Afloat—Restriction of Issue

(M.D.G. 57146/42.—12.11.1942.)

The issue of the following surgical materials in special Admiralty packing is to be restricted to the Service Afloat only, and is not to be made to medical establishments ashore :—

Pattern No. 991 to 993.	Tubing, drainage, in sealed glass tubes.
Pattern No. 756 to 759.	Catgut, sterilized, threaded, in alcohol, in stoppered tubes.
Pattern No. 760.	Horsehair.
Pattern No. 761 to 764.	Silk, sterilized in alcohol, in stoppered tubes.

2. Requirements of drainage tubing and suture materials for use in shore establishments are to be demanded either in commercial sterile packings (where such are available) or in non-sterile form, the sterilization to be carried out in the establishment.

5583.—Officers' Mess Traps—Replacement Allowances for 1942

H.M. Submarines

(V. 2404/42.—12.11.1942.)

A.F.O. 4440/42 is to be amended as follows:—

For "H" Class read "H" and "Unity" Classes.

Delete "P" and "Swordfish" from "L", "P" and "Swordfish" Classes.

Add "P", "Swordfish" and "Triton" Classes to "O", "R", "Porpoise" and "Thames" Classes.

(A.F.O. 4440/42.)

5584.—Officers' Mess Traps—Scales for Submarines

(V. 6264/41.—12.11.1942.)

A.F.O. 94/42 (Appendix, pages 47–51) is to be amended as follows:—

Scale No. 51—Add "Unity" Class.

Scale No. 52—Delete "Swordfish" Class.

Scale No. 53—Add "Swordfish" and "Triton" Classes.

(A.F.O. 94/42.)

5585.—Quinine—Surplus Stocks—Disposal

(M.D.G. 56998/42.—12.11.1942.)

Medical Officers, of shore establishments in Great Britain and Northern Ireland, holding stocks of quinine in any form surplus to requirements are to return such surplus to the most convenient issuing Medical Store Depot.

2. When such depots issue Service Afloat units of medical stores to shore establishments at home the amount of quinine provided should be according to scale only and not ten times that quantity. This latter provision should be restricted to supplies to ships and to establishments in countries where malaria is endemic.

5586.—Scale of Medicines for the Service Afloat—Packing of Calx Chlorinata

(M.D.G. 46996/42.—12.11.1942.)

In future, calx chlorinata will be issued in 8-oz. hermetically-sealed tins for the Service afloat, in order to obviate the danger of explosion when stored in bottles.

2. The scale of issue will remain as at present, except that 8 ozs. will be issued with No. 3 medicine chests instead of 4 ozs.

3. An empty D.B. chest bottle should be issued with all units and the material should be transferred to this container when once the hermetically-sealed tin has been opened.

4. All demands from Service afloat medical depots for bulk supplies of calx chlorinata should specify supply in 8-oz. hermetically-sealed tins.

5587.—Surgical Instruments Surplus to Requirements—Disposal of—REPORTS

(M.D.G. 56846/42.—12.11.1942.)

In view of the shortage of surgical instruments of all kinds, stocks of instruments at R.N. medical establishments are to be examined, and those surplus to requirements returned to the R.N. Medical Depot, Huthwaite.

A report is to be rendered to the Medical Director-General of instruments so returned.

2. Demands for new instruments are to be carefully scrutinized by Medical Officers in Charge of establishments to ensure that only those instruments actually required, and the need for which cannot be met by instruments already on charge, are demanded.

Demands for instruments of special or complicated design should be avoided if possible as stocks of such articles are not now available and long delay in supply from manufacturers is inevitable if these instruments are specially made.

5588.—Victualling Stores—Returns by H.M. Ships to Victualling Yards and Depots

(V. 4901/42.—12.11.1942.)

In order to avoid correspondence about discrepancies in quantities of stores returned by H.M. ships to victualling yards and depots, arrangements should be made, when practicable, for a supply rating or other ship's representative to accompany the stores and tally them on receipt at the yard or depot.

2. When ships are at a distance from a yard or depot, stores should be suitably packed to safeguard them in transit. If the quantities are large, arrangements should be made in consultation with the officer in charge of the yard or depot for the stores to be returned in locked lighters or railway trucks and, when practicable, for a representative of the ship to attend to tally the stores when unloaded.

3. Return notes should always be despatched at the same time as the stores and as far as practicable a list of the contents should be included in each package other than original and unopened packages.

(Manual of Victualling (B.R.93), Ch. II, Sec. G.)

Section 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE

5589.—A.F.O. Volume 1941, Part II—(C.A.F.Os.)

(E.F.O. 93/41.—12.11.1942.)

Distribution of Part II of the Admiralty Fleet Order, Volume 1941 (comprising C.A.F.Os. issued to 31st December, 1941) will commence 12th November, 1942.

2. Copies will be despatched without demand with supplies of Admiralty Fleet Order publications dated 12th November, 1942, or the succeeding Thursday, according to the rate of delivery from H.M.S.O. Press.

(A.F.O. 320/42 is cancelled.)

5590.—Amendments to Books

(E.F.O.—12.11.1942.)

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

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

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

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

A.F.O. P.527/42.—B.R. 270 (41)—Maintenance of Torpedo Tubes in Submarines with Low Pressure Firing Gear—Amendment No. 3.

P.528/42.—B.R. 291—Tables showing Particulars in regard to Naval Ordnance—Amendment No. 5.

P.529/42.—B.R. 617 (Formerly C.B.R. 4012/40)—Pamphlet on Handling and Recovery of Catapult Aircraft—Amendment No. 2.

P.530/42.—O.U. 5450—Regulations for Maintenance of 21-in. Mark IV* etc. Torpedoes in Submarines—Amendment.

P.531/42.—O.U. 5461—Handbook for 21-in. Torpedoes—Marks II–V—Amendment.

A.F.O. P.532/42.—O.U. 5504—Regulations for Maintenance of 21-in. etc. Torpedoes—Amendment No. 46.

P.533/42.—O.U. 5517 (1)—Torpedo Drill Book—General Pamphlet on Above Water Revolving Tubes—Amendment No. 8.

P.534/42.—O.U. 5531—Regulations for Maintenance of 21-in., Mark VIII-VIII** Torpedoes—Amendment No. 31.

(A.F.O. 5470/42.)

5591.—A.M.S.Is.

(E.F.O.—12.11.1942.)

Admiralty Merchant Shipping Instructions 293-297/42 are being distributed concurrently with this issue of A.F.Os.

(A.F.O. 5471/42.)

5592.—O.U. and B.R. Publications—Distribution During October, 1942

(N.S. 36/42.—12.11.1942.)

B.R.1—Books of Reference and I.D. Catalogue, 1942.

B.R.115 (2)—Addendum No. 2, Merchant Ship Identification.

B.R.120 (6) { Revised pages 17, 18, 19 and new page 20.
Foreign War Vessels Silhouette Identification Book.
(Denmark, Germany, Netherlands, Norway, Sweden.)

B.R.121 (1)—1941. Admiralty Fleet Order Volume, Part I and IA. Fleet Edition.

B.R.121 (2)—1941. Admiralty Fleet Order Volume, Part III. Shore Establishments Edition.

B.R.121 (3)—1941. Admiralty Fleet Order Volume, Part IV. Diagram Edition.

B.R.125—Supplements Nos. 1, 2, 3, 4 and 5. Lloyd's Register of Shipping.

B.R.130—October Edition, Bradshaws Railway Guide.

B.R.141—R.M. (Clothing, etc., Issuing Prices, etc., of 1942.)

B.R.143—The Treatment of Battle Casualties Afloat, 1942.

B.R.236—Turret Gun Drill for 14-in., B.L., Mark VII, Gun, on Twin, Mark II, and Quadruple, Mark III, Mountings, 1942.

B.R.268 (7)—Low Power Supply, Electrical Manual, Vol. II.

B.R.300.—Instructions for the Use of the A.A. Verifying Camera.

B.R.317 (2)—Preparation of Soluble Plug Fittings, Mining Drill Book.

B.R.347.—Establishment of Naval Stores for Trawlers and Corvettes ("Flower" Class).

B.R.371—Errata No. 1, Establishment of Naval Stores for Boom Working Vessels.

B.R.503—Handbook on France, Vol. 1.

B.R.612—Report on the Measurement of Radiation from Receivers.

B.R.628—Drill for the 3-in., U.S., 50-Calibre, Mark X, Gun, on the 3-in., U.S., Marks XI, XI* and XII**, Mountings.

B.R.635—Maintenance Regulations of 18-in., Marks XI and XII, Torpedoes.

B.R.664—Amendment No. 23, King's Regulations and Orders for the Army.

B.R.695—Annexe, 27, 28, 33, Parts 1 and 2, 34 Parts 1 and 2, 35, 36 Parts 1 and 2. International List of Telegraph Offices.

O.U.5292 { New Cards, 1, 14, 16A, 18F, 18G, 19A, 20, 21, 28A, 29, 35A and 36B.
Block Sketch Cards of British War Vessels.

O.U.5409—Errata No. 2, Rate Book for Naval Stores.

O.U.5420—Errata No. 1, Rate Book, Victualling and Royal Marine Stores.

O.U.6090(B) { Revised page 4 to R.T. 161A } For Q.F., 4.7, Gun, Mark VIII.
Revised page 1 to R.T.232

{ Revised page 1A to R.T.230 } For B.L., 4-in., Guns, Marks IX
Revised page 1B to R.T.230 } and IX**, and Q.F., 4-in.,
Guns, Marks V and V*.

O.U.6090(K) { Revised page 2 to R.T.328 } For B.L., 4-in., Guns, Marks VIII
Revised page 5 to R.T.328 } and Q.F., 4-in., Guns, Marks IV
and XII.

{ Revised page 1A to R.T.358A } For B.L., 4-in., Guns, Marks IX
Revised page 1A to R.T.358B } and IX**, and Q.F., 4-in.,
Guns, Marks V and V*.

{ Revised page 10 to R.T.469 ... } Q.F., 4-in., Guns, Marks IV and II.

O.U.6090(Q) (4)—Range Table for U.S., 3-in., 50-Calibre, Gun, Mark X (Ordnance Pamphlet No. 144) and Sketch No. 99459.

O.U.6353 } July Supplement, British and Foreign Merchant Vessels Lost and
O.U.6353A } Damaged by Enemy Action.

Corrections to O.U. and B.R. Publications

A.F.O. "P" 426 to "P" 444 inclusive—see A.F.O. 4805/42.

A.F.O. "P" 445 and "P" 447 to "P" 455 inclusive—see A.F.O. 4926/42.

A.F.O. "P" 456 to "P" 472 inclusive—see A.F.O. 5084/42.

Corrections to Signal Publications O.U. and B.R. Series

C.A.F.O. "SC" 41—Correction No. 11 to B.R.24A—see C.A.F.O. S.262.

C.A.F.O. "SC" 42—Correction No. 4 to B.R.266—see C.A.F.O. S.274.

C.A.F.O. "SC" 43—Correction No. 19 to O.U.5339/41—see C.A.F.O. S.285.

C.A.F.O. "SC" 44—Correction No. 23 to O.U.5516/41—see C.A.F.O. S.285.

C.A.F.O. "SC" 45—Correction No. 6 to O.U.5536—see C.A.F.O. S.285.

C.A.F.O. "SC" 46—Correction No. 5 to B.R.266/41—see C.A.F.O. S.292.

C.A.F.O. "SC" 47—Correction No. 9 to O.U.5339A(3)—see C.A.F.O. S.292.

Miscellaneous

A.P.1480E—Silhouettes of Aircraft—Russian.

A.P.1480F—Silhouettes of Aircraft—Japanese.

British Survey, Vol. IV, Nos. 3, 4, 5, 6 and 7.

Diaries and Calendar Cards, 1943.

Silhouettes of Aircraft, B.4, G/A1, G/B1, and G.MISC/1.

Inter Services Aircraft Recognition Journal, Vol. 1, No. 2.

Orange Pamphlet, Leaflet No. 6—Instructions on the Conveyance of Explosives, etc

(A.F.O. 5090/42.)

5593.—B.R. 143 (42)—The Treatment of Battle Casualties Afloat—Issue

(M.D.G. 28411/42.—12.11.1942.)

A revised pamphlet, entitled "The Treatment of Battle Casualties Afloat," is being published for the guidance of Medical Officers and will be issued as B.R. 143 (42). Every Medical Officer should be in possession of a copy as soon as possible.

2. This pamphlet supersedes B.R. 143 (40) "The Treatment of Surgical Casualties after a Naval Action," copies of which should be destroyed on receipt of the revised edition.

3. Copies of the pamphlet for issue to Medical Officers will be supplied on demands addressed as follows:—

Ships and establishments at home ... R.N. Store Depot, Elveden Road,
Park Royal, London, N.W.10.

Ships and establishments abroad ... The local Naval Distributing Authority.

5594. { C.B.(R) 3084 } —Method of Amending
{ C.D. 235 }

(T. 02631/42.—12.11.1942.)

C.B.(R) 3084 (Royal Air Force No.—C.D. 235) and parts thereof are joint publications of the Admiralty and the Air Ministry, bearing the signatures of both Secretaries; they are more used by the R.A.F. than by the Royal Navy.

2. Amendments to these books will be by C.A.F.O. "P" series as hitherto, but the lay-out of the amendments will conform to R.A.F. practice instead of the usual Naval pattern.

3. The differences are not great and should be easily understood. In the new form, the words "cut out" mean that the printed matter following is to be cut from the published page; "affixed" means that the part cut out is to be pasted into the book in the position stated. In fact, the directions are only putting into words the ordinary Naval practice.

4. The words "delete" and "insert" are used instead of "cancel" and "substitute" respectively.

5595.—Form D.13—Yard Craft Articles of Agreement

(L. 11912/42.—12.11.1942.)

The following amendments to Form D.13 have been approved:—

Page 1, paragraph 3. *Delete* last four lines "It is further agreed.....as provided in Article 5".Page 2, paragraph 6. *Delete* "Masters and Engineers 12 days" and *substitute* :—
1st Class Masters and 1st Class Engineers ... 18 days
2nd Class Masters and 2nd and 3rd Class Engineers 12 days

Form D.13 will be amended accordingly when it is re-printed.

5596.—Form S.1520—Issue of New Edition

(Sta./D.P.S. 751/42/P.—12.11.1942.)

Form S.1520 is completely out of date, and the correct information on the subject is given in an Army poster entitled "Services Clubs in London for members of the Forces on leave", issued by the General Officer Commanding, London District, an issue of which, on the following basis, will be made from the R.N. Store Depot, Elveden Road, Park Royal, without demand:—

(a) Ships of the Home Fleet, and on Home Stations, down to and including Corvettes	1
(b) Commanders-in-Chief, Home Fleet, Home Ports, Western Approaches, and Rosyth	10
(c) Flag and Naval Officers-in-Charge at Home	10
(d) General Depots	10
(e) Training Establishments, R.N. Air Stations, and R.N. Hospitals at Home	5
(f) Naval Railway Transport Officers at the London Termini	5

2. As new editions are printed a distribution, as above, will be made, without demand. The poster will continue to be demanded under the token number S.1520.

3. The issue of information as to accommodation in Edinburgh, hitherto contained in S.1520, is not now considered necessary, and will be discontinued.

5597.—Area Naval Store Office, Southampton—Address for Correspondence

(N.S. Staff 1159/42.—12.11.1942.)

The office and staff of the Area Naval Store Office, Southampton, have been transferred from Westwood Road, Southampton, to the Royal Naval Store Depot, Archery Road, Woolston, Southampton, to which address all correspondence and communications should be forwarded. Stores, etc., should be consigned as hitherto.

5598.—Military Formations and Units—Form of Address

(U.S.B. 1116/42.—12.11.1942.)

Attention is called to the proper form of address to be used by naval establishments and personnel when addressing correspondence to headquarters of military formations and units and personnel as ordered by the Army Council.

2. (a) The address of the following headquarters and units (except those within the A.A. Command) will be "Home Forces" without any place name:—

General Headquarters, Home Forces.
Headquarters, British Troops in Northern Ireland.
Headquarters, Eastern Command, South-Eastern Command.
Headquarters of armies, corps, corps districts, divisions, support groups and brigades.

All units whose designation shows that they are part of the above formations, etc.

All units whose designations show that they are airborne.

Any other units and establishments as may be specifically notified by the War Office.

(b) The form of address for official and private correspondence for personnel of the above headquarters, units, etc, will be:—

(i) Army number (other ranks only).

(ii) Rank.

(iii) Name.

(iv) Squadron, battery, company or other sub-unit.

(v) Name of unit or headquarters of formation (parent regiment in the case of R.A. batteries).

(vi) Home Forces.

Example :—6334722 Sgt. J. E. Clifton,
1 Company,
12th Divisional Supply Column,
Home Forces.

Correspondence addressed to headquarters will show the designation of the branch for which it is intended.

Example :—S. D. Branch,
Headquarters Eastern Command,
Home Forces.

(c) No additions such as "c/o G.P.O.", "c/o A.P.O." will be made to the words "Home Forces".

3. Letters incorrectly addressed will be returned to the senders.

(A.F.O. 2308/41—not in Annual Volume—is cancelled.)

5599.—R.N. Air Station, Fearn—Telegraphic Address

(A/M. 3481/42.—12.11.1942.)

The telegraphic address of R.N. Air Station, Fearn (H.M.S. "Owl") is C.O.N.A.S., Fearn.

2. C.A.F.O. 1474/42 is to be amplified accordingly.

(C.A.F.Os. 1381/42 and 1474/42.)

5600.—R.N. Auxiliary Hospital, Knowle, Fareham, Hants.—Address, etc.

(M. 3851/42.—12.11.1942.)

The difference between Knowle Mental Hospital and the R.N. Auxiliary Hospital, Knowle, Fareham, Hants, does not appear to be generally appreciated.

2. Delay in delivery of correspondence is also caused by being insufficiently addressed and being sent to Knowle, Bristol or Birmingham, or one of the many other Knowles in the country.

3. Care should, therefore, be taken to see that correspondence and messages for the R.N. Auxiliary Hospital is addressed to:—

The Senior Medical Officer,
R.N. Auxiliary Hospital,
Knowle,
Fareham,
Hants.

Telephone messages—Wickham 2176.

Telegraphic address—Navospital, Fareham.

5601.—Employees not Engaged in Shipbuilding, Ship Repairing, Engineering, or the Manufacture of Explosives—Return

(L. 15158/42.—12.11.1942.)

The attention of all Heads of Home Establishments, Admiralty Departments, Depots, Bases, etc., where industrial workpeople are employed is invited to A.F.O. 5607/42 in Section 6 of this issue.

5602.—Inter-Service Telephone Private Wires

(M. 013803/42.—12.11.1942.)

The private wires connecting the undermentioned telephone switchboards are intended for working on a "common-user" basis:—

Blackbrook (N.W. Central)	Dundonald
Cambuslang	Liverpool A.C.H.Q.
Central	Pitreavie A.C.H.Q.
Cheltenham	Plymouth A.C.H.Q.

The following rule has been agreed by the three Services:—

"Holding-on"

In order to avoid waste or valuable line time on these circuits, holding-on for an extension which happens to be engaged will not be allowed.

2. In addition to the above, which applies to any call, the setting up of which involves the use of one or more of the linkages mentioned, the following rule is to be applied to all long-distance private wires in the Naval telephone network:—

"Trunk Offering"

An incoming call over any long distance private wire should be offered to an engaged extension, and should normally be accepted by that extension if the user is not already on a long distance call.

3. Supervising and operating staffs are to be instructed accordingly.

Section 6.—SHORE ESTABLISHMENTS**5603.—Promotion of Clerical Assistants (Treasury and Departmental) and Members of the Established Typing Grades**

(C.E.13148/42.—12.11.1942.)

Heads of establishments are reminded that recommendations for promotion of Clerical Assistants and Departmental Clerical Assistants, Grade I, in accordance with A.F.Os. 3099/41 and 1614/42, should reach the Admiralty, C.E. Branch II, Bath, by the 15th November, 1942. Those selected as a result of this review will normally be placed on trial on the 1st January, 1943, which date will be taken as the qualifying date for age and service.

2. At this review all Clerical Assistants and Departmental Clerical Assistants, Grade I, aged 18 and over, who are considered suitable may be recommended. Temporary Clerical Assistants and Temporary Departmental Clerical Assistants, Grade I, who have been retained on marriage, are also eligible for consideration.

(A.F.Os. 3099/41, 1614/42 and 3839/42.)

5604.—Assistants I (Carpenter Grading) and Temporary Experimental Assistants I—Payment for Extra Attendance

(C.E. 56643/42.—12.11.1942.)

The provisions of A.F.O. 3949/42 are to be regarded as applicable to Assistants I (Carpenter Grading) and Temporary Experimental Assistants I.

(B.R. 669—Cash Duties Instructions, Article 54(8A).)

(A.F.Os. 2638/1940, 4042/1940 and 3949/42.)

(C.A.F.O. 613/1942 is cancelled.)

5605.—Admiralty Workpeople Serving with H.M. Forces—Release for Civilian Work of National Importance

(L. 13964/42.—12.11.1942.)

Where Admiralty workpeople at present serving with H.M. Forces are released for civilian work of national importance, the procedure described at (i), (ii) and (iii) of A.F.O. 4342/41 is to be followed with such alterations as are necessary. The

addresses to which the men have been sent should be obtained, in the case of men released from the R.A.F., from the Air Officer-in-Charge of Records, Ruislip, Middlesex, and, in the case of men released from the Army, from the Record Office of the particular unit in which the man has been serving.

2. Men eligible for balance of civil pay before such release will still be eligible if they subsequently re-join the Forces; they should, therefore, be instructed to complete a fresh Form B of Treasury Circular 13/39.

(A.F.O. 4342/41.)

5606.—Extended Employment of Women in Admiralty Establishments in War Time—Retrospective Payments

(L. 9656/42.—12.11.1942.)

With reference to A.F.Os. 3182/42 and 3461/42 (paragraph 4), the following revised arrangements have now been agreed in regard to retrospective payments in the case of women who, under the provisions of A.F.O. 3182/42 are eligible for payment of Group 1 Skilled Labourers' rates, or a percentage thereof, or of 80 per cent. of the Ordinary Labourers' rate. Retrospective payments should be compounded for by the payment of 11s. to every woman in respect of each week during which she has been borne in one or other of these capacities since 1st May, 1940.

2. The back payments are based on a 47-hour week, and payment should be made without regard to overtime earned, or absences from duty except for periods of absence on Hurt Pay, for which the amount of Hurt Pay issued should be reassessed as accurately as circumstances may allow.

(A.F.Os. 3182/42 and 3461/42.)

5607.—Employees Not Engaged in Shipbuilding, Ship Repairing, Engineering or the Manufacture of Explosives—Return*Fleet and Civil Establishments, Admiralty Departments, Depots, Bases, etc., at Home*

(L.15158/42.—12.11.1942.)

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 5th December, 1942, and who will therefore be omitted from returns made on the forms prescribed in Admiralty Letter L.15010/42 (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 12th 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 Armament, 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, wireless stations, 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 (A.L.L.15010/42), e.g. employees in the Professional Departments of Dockyards or in Torpedo Depots, Engineering and Explosives employees in 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.

4. All employees in the Naval store department should be shown in one of the grades under the headings "Naval Store Department" or "Vehicle Staff". Similarly, all Civil Engineering employees should be shown under the heading "Works Department". All employees not employed in Naval store, works departments 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 44s. 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 Department or Establishment.....

The Return includes all Established employees ("E") and all Hired, Temporary and Casual employees ("H") borne on the above date; Chargemen are shown under their trades or grades; Tracers and mobilised men are excluded.

	Men				Women		Apprentices and Boys	Girls	Totals
	Paid at skilled rates		Others	Full Time	Part Time				
	E	H	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>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>Miscellaneous :</i>									
Mechanics									
Skilled labourers... ..									
Other workpeople									
Totals									

..... Head of Department.
..... Date.

5608.—Return D.29—Numbers of Workpeople borne in Admiralty Establishments
(L. 15642/42.—12.11.1942.)

Attention is drawn to A.F.O. 1619/42. There are several Returns D.29 for April, 1942, still outstanding from Admiralty Establishments: they should be forwarded to the Secretary of the Admiralty (Labour Branch) without delay.

(A.F.O. 1619/42.)

5609.—Regional Capacity Offices

(P./P.P.O. 1804/42.—12.11.1942.)

A memorandum (R.O. Circular 2/2) issued by the Ministry of Production on the institution of Regional Capacity Offices, is reproduced below. These offices will be operated as a common service, to ensure the fullest and most effective use of the resources of the Region.

2. Admiralty Departments and Officers seeking to place new load (i.e., load not covered by the exceptions in the Memorandum) should first consult the Regional Capacity Office, before making contact with any firm. Similarly, they should, where appropriate, encourage main contractors to consult the Regional or District Capacity Office when wishing to place sub-contracts. The advice given should whenever possible be accepted; but if for any reason it appears unacceptable, P. Branch should be informed of the circumstances. If a firm says that it is unable to accept an order (even a continuation order) without additional machine tools, the fact should be reported to the Regional Capacity Office.

3. With reference to paragraph 4 (ii) of the Memorandum, initial arrangements have been made through A.R.Os. with Regional Boards for Admiralty Officers to report on load, etc., of particular firms. Instructions to officers concerned should, as necessary, be issued by Admiralty Departments.

4. The success of the scheme, which has the full support of the Board, will require the co-operation of all concerned on the lines laid down.

5. A list of Regional and District Capacity Offices now being set up is attached. It is hoped that they will all be in operation by the end of November.

Office of the Minister of Production

To : Regional Controllers, R.O. Circular 2/2
Members of Regional Boards,
Regional Board Secretaries,
Managers of District Offices.

The Operation of Regional Capacity Offices

(1) Interpretation.—It should be emphasised that nothing in this memorandum should be taken as affecting either of the following special cases:—

N.B.—(a) Capacity specially created for the manufacture of a speciality product, e.g. electric condensers, radio valves, ball bearings, special S.A.A. plants, etc.

(b) Capacity regularly and satisfactorily used by a single Supply Ministry, for which continued use by continuation or similar contracts is in view.

(2) Objective.—The agreed objective is to set up Regional Capacity Offices as common service agencies in each Region, organised to serve officers and firms who require engineering capacity additional to resources already satisfactorily established, and regularly used.

The service to be rendered is to guide enquirers in the placement of load, so as to make the fullest and most effective use of the resources of the Region.

(3) Conditions.—The fundamental requirements are:—

(i) that the Regional Capacity Offices should, in an organised manner, collect regular information regarding the load and capacity position in the firms in the Region.

(ii) that the records of the information should be kept up to date, and in an agreed form.

- (iii) that officers placing load should not do so without reference to the Regional Capacity Office, and that they should accept the guidance of that office, subject to the right of appeal to Headquarters.
- (iv) that Regional Boards should strongly encourage firms placing sub-contracts to use the Regional Capacity Offices as agencies in the same manner as Departmental officers.
- (v) that Regional Capacity Offices should not interfere with satisfactory arrangements already existing.

(4) *Procedure.*—The following procedure is agreed by all Ministries concerned as to the method to be used to meet the above requirements:—

- (i) *Administration.*—(a) Regional Capacity Offices shall be operated under the supervision of a Principal Regional Capacity Officer on the staff of and responsible to the Regional Controller (Ministry of Production).
- (b) The Regional Controller (Ministry of Production) shall be advised as regards the operation of the Regional Capacity Office by a Sub-Committee of the Regional Executive Committee to be known as the Capacity Sub-Committee. This Sub-Committee shall consist of the Regional Controllers or representatives of the three Supply Ministries and of the Ministry of Labour and the Machine Tool Control with the Regional Controller (Ministry of Production) as Chairman. Each member of the sub-Committee may be represented by or accompanied by a Deputy and the Sub-Committee shall have power to co-opt. The Principal Regional Capacity Officer shall be the Secretary of the Sub-Committee.

It shall be the special responsibility of this Sub-Committee to arrange for the continuous collection of the information regarding firms as specified in 4 (ii) below.

- (ii) *Collection of Information.*—Each Region shall prepare a list of all the engineering firms of which records are to be kept, dividing these into groups by Districts and by size, as may be determined. Each firm shall (subject to alteration from time to time) become the assigned responsibility of some officer or Department for the purpose of regular enquiry as to its load and capacity position. Supply Departments shall first indicate which firms they will undertake to contact at least monthly with this object, such contacts to cover, normally, the whole of the firms' engineering capacity, and not only that portion working for the Department operating.

The remainder of the firms shall be divided between District Offices, where these exist, and the Regional Capacity Office. Thus District Offices will be specifically assigned the duty of contacting, at least monthly, specified small firms in their District not otherwise covered by Supply Departments, and isolated firms or any others not covered as above shall be dealt with by Officers on the staff of the Principal Regional Capacity Officer.

While each firm will be assigned to a Supply Department or a District Office for purposes of regular contact, it will naturally be expected that a representative of any Department who gets information of interest to the capacity organisation will refer it to them through the usual channels.

Capacity Sub-Committees shall meet weekly with the special object of reporting the results of all enquiries made during the previous week, and the entire list of firms shall be reviewed monthly.

The object of the review shall be to maintain a true and efficient record, as far in advance as possible, of all (engineering) manufacturing resources capable of accepting additional load. (The incidence of labour supply difficulties is to be taken into account as necessary to the end that the record shall represent reality.)

Supply Ministries will instruct their Production Officers:—

- (a) to acquaint their Regional Controllers with their findings as above.

(b) That they are not permitted to reserve information of idle or potentially idle capacity for the separate use of their own Directorate, but are to pass such information to their Regional Controller.

(c) That they are expected to accord a generous co-operation to their Regional Controller, particularly in relation to the subject of this memorandum.

- (iii) *Use of the Regional Capacity Office.*—Production Officers or other Departmental Officers who have load to place shall make contact with the Regional Capacity Office, bringing the necessary particulars of the load required.

If the Officers have predilections as to the firms with whom they would prefer to place their load, the Regional Capacity Office shall, if possible, concur. If, however, the Regional Capacity Office disagrees on such grounds as overload, serious unbalance, labour difficulties, or other good reasons, the Officers shall accept their guidance, subject to the right of appeal to Headquarters.

The Regional Capacity Offices shall at all times be guided by their responsibility to promote the fullest and most efficient use of the manufacturing resources of their Region. In doing so, they will give due regard to the rule that satisfactory existing arrangements shall be left undisturbed.

Regional Capacity Offices shall, wherever possible, give enquiring officers a choice of firms to visit, and shall take precaution to avoid duplication such that two officers are simultaneously offered the same capacity.

Officers shall invariably and promptly inform Regional Capacity Offices of the outcome of their visits to firms with the object of placing load, so that records may be adjusted.

Regional Boards shall take all reasonable steps to encourage firms to make use of the services of Regional Capacity Offices, in the same way as Departmental Production Officers.

- (iv) *Use of the District Office.*—In this connection the District Office shall be regarded as a sub-agency of the Regional Capacity Office. It shall be free to effect marriages of load to capacity within its own district, provided these do not exceed £2,000 in value in each instance. In the case of enquiries involving larger sums, the District Office shall obtain instructions from the Regional Office, with the object of avoiding action which would conflict with important plans in view.

10th August, 1942—R.B./53/2.

(3, Central Buildings,
Westminster, S.W.1.)

NORTHERN REGION

<i>Regional Office</i>	<i>District Offices</i>	
Clarendon House, Clayton Street West, Newcastle-on-Tyne.	Sunniside Chambers, West Sunniside, Sunderland.	6, Woodlands Road, Middlesbrough.

EAST AND WEST RIDINGS REGION

Fargate House, Fargate, Sheffield.	Pearl Chambers, East Parade, Leeds, 1. Parliament Chambers, Parliament Street, Hull.	Britannia House, Leeds Road Entrance, Bradford. Halifax (not yet opened)
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NORTH MIDLAND REGION

51/55, Clifton Boulevard, Nottingham.	Edward Buildings, 21, Rutland Street, Leicester.	St. Peter's Chambers, 47, Silver Street, Lincoln. 19, Friar Gate, Derby.
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EASTERN REGION

Regional Office

New Court, Trinity
College,
Cambridge.

40, Duke Street,
Chelmsford.
6a, Neal Street,
Ipswich.
16, Gordon Chambers,
Upper George Street,
Luton.

District Offices—

London House,
London Street,
Norwich.
15, Station Road,
Watford.

LONDON AND SOUTH EASTERN REGION

Brettenham House,
Lancaster Place,
W.C.2.

3, Pierpoint Road,
Acton.
2, Dyke Road, Hove, 2.
Equitable House,
George Street,
Croydon.
198, Fore Street,
Edmonton.
20, Court Road,
Eltham.
32, High Street,
Guildford.
15, College Road,
Harrow.

Room 15,
Cranbrook House,
Ilford.
Moat House,
The Esplanade,
Rochester.
Vincent House,
5th Floor,
Vincent Square,
Westminster, S.W.1.
(North).
Vincent House,
5th Floor,
Vincent Square,
Westminster, S.W.1.
(South).

SOUTHERN REGION

78, Bath Road,
Reading.

Telephone House,
Old Christchurch Road,
Bournemouth.
51a, Cornmarket,
Oxford.
208, Commercial Road,
Portsmouth.

7, Glentworth Parade,
Slough.
80, Shirley Road,
Southampton.
85, Easton Street,
High Wycombe.
Dorchester
(not yet opened).

SOUTH WESTERN REGION

8, Queen Square, Bristol.

c/o Man Power Board,
Gwermant,
Pittville Circus Road,
Cheltenham.
c/o Man Power Board,
Priory Avenue,
Taunton.

c/o Ministry of L. & N.
Service,
11, Royal Crescent,
Bath.
c/o Man Power Board,
Burleigh,
Western Park Road,
Peverell, Plymouth.

WALES REGION

Insurance Buildings,
New Street, Cardiff.

9, Clwyd Street,
Rhyl.

4, St. James Crescent,
Swansea.

MIDLAND REGION

C.M.L. Buildings,
Great Charles Street,
Birmingham, 3.

8, Park Road,
Coventry.
40, Gaolgate Street,
Stafford.

46a, Queen Street,
Wolverhampton.

NORTH WESTERN REGION

Britannia House,
Fountain Street,
Manchester, 2.

25, Victoria Street,
Liverpool, 1.

13, Cannon Street,
Accrington.

SCOTLAND REGION

21, Glassford Street,
Glasgow, C.1.

42, Frederick Street,
Edinburgh.

29, Bank Street,
Dundee.

5610.—Fire Fighting in Naval Establishments—Naval Fire Parties—REPORTS

(N. 17312/42.—12.11.1942.)

Attention is drawn to A.F.O. 5515/42 in Section 2 of this issue.

5611.—Hotel Accommodation—Newcastle-on-Tyne

(M.3400/42.—12.11.1942.)

Attention is drawn to A.F.O. 5513/42 in Section 2 of this issue.

5612.—Twin Tank Decontamination Units—Modification to Trays—REPORTS

(D. 14826/42.—12.11.1942.)

In connection with the modifications required to the trays supplied with twin tank decontamination units in order that porous clothing can be dealt with, vide enclosure 10 to the pamphlet of instructions issued by the Commander-in-Chief, Portsmouth, reports are to be furnished to the Admiralty at the earliest possible date stating whether the modifications to the trays have been or will be carried out locally or whether it is necessary for supply of the sides and clips for the trays to be arranged by the Admiralty.

2. Reports are only required from those commands and establishments which have been supplied with units under the following Admiralty orders:—A.L. C.P. 59026/40 dated 11.7.40, C.P. 87252/40 dated 6.11.40, C.P. 30773/41 dated 29.3.41 and C.P. 68647/41 dated 17.11.41.

3. Experience at Portsmouth with sided trays has shown that the clips holding the sides of the trays to the bottom frame as shewn in the Enclosure No. 10 referred to in paragraph 1 above, are weak and should be replaced with clips of a thickness of $\frac{1}{8}$ -in. in lieu of $\frac{3}{32}$ -in. This further modification is also to be made in the case of units which have been supplied by the makers with sided trays.

5613.—Disposal of Old Chain and Chain Cable

Home Yards and Establishments

(N.S./C.P. 56366/42.—12.11.1942.)

Before any old chain and chain cable is reported to the Director of Economy Disposals, Ministry of Supply, it should be inspected by Yard Officers and a Boom Defence Officers with a view to utilisation to the fullest possible extent for mooring or boom defence schemes in hand or in prospect.

(A.F.Os. 609/42 and 3468/42.)

5614.—Petrol Rationing—Withdrawal of "E" (Goods) Unit Coupons

(NS.MT. 3244/42.—12.11.1942.)

The "Goods" "E" type unit coupons (not "Priv") used for obtaining supplies of petrol for R.N. goods vehicles are being replaced by new "G" type unit coupons.

2. Stocks of "E" (Goods) type coupons held by Naval Issuing Authorities should be returned to the Director of Stores, Admiralty, Whitehall, S.W.1, as soon as possible and demands forwarded for the number of the new "G" type coupons required.

(A.F.O. 3001/40.)

8010 - Five Reports in Naval Establishments - Naval Air Station - REPORTS

(D. 143142 - 12.11.1942)

Attention is drawn to A.F.O. 5010-12 in Section 2 of this memo.

8011 - Hotel Accommodation - New York - on-Trip

(D. 143142 - 12.11.1942)

Attention is drawn to A.F.O. 5011-12 in Section 2 of this memo.

8012 - Twin Tank Decontamination Unit - Notification to Party - REPORTS

(D. 143142 - 12.11.1942)

In connection with the matter of the above mentioned reports, it is noted that the reports should be dealt with in the same manner as in the case of the reports from the Commanding Officer, Portsmouth, in order to be consistent with the information at the highest possible level. It is noted that the reports from the Commanding Officer, Portsmouth, should be dealt with in the same manner as in the case of the reports from the Commanding Officer, Portsmouth, in order to be consistent with the information at the highest possible level. It is noted that the reports from the Commanding Officer, Portsmouth, should be dealt with in the same manner as in the case of the reports from the Commanding Officer, Portsmouth, in order to be consistent with the information at the highest possible level.

2. Reports are only required from the Commanding Officers and establishments which have been notified. The reports should be submitted to the Commanding Officer, Portsmouth, in order to be consistent with the information at the highest possible level. It is noted that the reports from the Commanding Officer, Portsmouth, should be dealt with in the same manner as in the case of the reports from the Commanding Officer, Portsmouth, in order to be consistent with the information at the highest possible level.

3. The reports should be submitted to the Commanding Officer, Portsmouth, in order to be consistent with the information at the highest possible level. It is noted that the reports from the Commanding Officer, Portsmouth, should be dealt with in the same manner as in the case of the reports from the Commanding Officer, Portsmouth, in order to be consistent with the information at the highest possible level.

8013 - Disposal of Old Gear and Chain Cable

(N.P.O.P. 8013-12 - 12.11.1942)

Below are the details of the disposal of old gear and chain cable. The reports should be submitted to the Commanding Officer, Portsmouth, in order to be consistent with the information at the highest possible level. It is noted that the reports from the Commanding Officer, Portsmouth, should be dealt with in the same manner as in the case of the reports from the Commanding Officer, Portsmouth, in order to be consistent with the information at the highest possible level.

8014 - Postal Rationing - Withdrawal of "E" (Goods) and Canteen

(N.P.O.P. 8014-12 - 12.11.1942)

The "Goods" "E" type rationing (see "E" type) need for canteen and for postal rationing. The reports should be submitted to the Commanding Officer, Portsmouth, in order to be consistent with the information at the highest possible level. It is noted that the reports from the Commanding Officer, Portsmouth, should be dealt with in the same manner as in the case of the reports from the Commanding Officer, Portsmouth, in order to be consistent with the information at the highest possible level.