HEAD OF "P" BRANCH

A.F.Os. 554—669/43

(*See* Diagram Issue No. 6/43)

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

ADMIRALTY FLEET ORDERS

ADMIRALTY, S.W.1,
11th February, 1943.

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

A list of these Orders is enclosed.

By Command of their Lordships,

H. V. Markham

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

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

Head of "P" Branch

P1 MR ANDERSON
MR HAY
MR HORNBROOK.

P2

P3

P4

(622·6)

Head of "P" Branch

ADMIRALTY FLEET ORDERS

No. — Subject.

11th February, 1943.

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.*)

554. Enemy Aircraft Shot Down or Damaged by Ship's Gunfire and Naval Aircraft.
555. Japanese Hospital Ships.
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557. Honours and Awards, "—London Gazette" Supplement of 2nd February, 1943.
558. Honours and Awards—Extract from War Office Supplement to the "London Gazette," of March 5th, 1942.
559. Honours and Awards—Recommendations for Immediate Awards.
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561. Honours and Awards—Authorising wear of Orders and Decorations by R.N., Section Belge.
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563. Specialist qualifications of Reserve Officers—Notation in Navy List.
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566. Warrant Supply Officers—Examination, July, 1942—Further Results.
567. Accelerated Promotion.
568. Naval Officers' Servants—REPORTS.
569. Unemployment Insurance—Officers.
570. Jewish Sacred Festivals, 1943.
571. Officiating Ministers of Religion.
572. Admiralty Surgeons and Agents.
573. R.D.F. Branch—Advancement, etc.
574. Special Repair Ratings (D).
575. Pay Documents—"President" Establishments.
576. H.M.S. "Avenger"—Reconstruction of Accounts.
577. Allotment Declaration—Notation thereon of Number of Children.
578. Income Tax—Minimum Issues of Pay.
579. Currency Arrangements—French North and West Africa.
580. Cable Ship Personnel—Custody of Medical History Sheets.
581. Naval Canteen Service Ratings—Pay Advances when in Home Hospitals.
582. Broadcasting—Payment of Fees to Servants of the Crown.
583. Special War Fund—H.M.S. "Penylan".
584. Soap Rationing—Ships' Laundries.
585. B.R. 769—A Guide to the Preservation of Life at Sea after Shipwreck.

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

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

586. Fire Control—Auto Barrages Units, Mark I—Packing and Handling.
587. Director Firing System—Director Gear—Erection in Ships.
588. Gun Mountings, 20 mm., Marks IIA and IIIA—One Man Cocking Arrangement.
589. Guns, Q.F., 12-pdr., 12-cwt., Mark V and "A", Mark V—Modification of Striker Spindles.
590. Guns, 3-pdr. and above—Use of Muzzle Covers.
591. Guns, Q.F., 2-pdr., Marks XI and XII—Fitting of Flash Eliminators and Balance Weights.
592. Guns, Machine, 20 mm., Oerlikon, American and U.S. Sights—Interchangeability.
593. Carbine, Machine, Lanchester, 9 mm., Mark I and I*—Modification of Bars, Trigger, Mark I.
594. Guns, Machine, Oerlikon, 20 mm., Marks I and II—Lubrication in Low Temperatures.
595. Machine Guns and Equipments—Vickers, Mark III—Method of Fitting Gun to Mounting.
596. Gunnery Instruction for Destroyers and Small Ships before Commissioning or after Changes in Personnel.
597. Ammunition—20 mm., Hispano—Gauging Discontinued.
598. Ammunition—40 mm., Bofors—Clearing Charges Assembled with Primers, No. 18—Care in Handling.
599. Cordite—N.H. Propellant—E.F.C. Value of Full Charge for Q.F., 4-in., Mark XVI* Guns.

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.)

600. Torpedo Sights—Illumination.
601. Paravane Bow Protection—Downhaul Shoe—Endless Whip Arrangements and Method of Checking.
602. Cartridges, Impulse, Torpedo—Types and Services for which Required.
603. Low Power Hand-Operated Circuit Breakers on Main Low Power Generator Switchboards—Supply of New Shockproof Breakers—As. and As.
604. Tong Test Ammeters—Introduction.
605. Galvanising—Economy in Use of.
606. Admiralty Standard Specification for Rubber Insulated Cables—Use of Polyvinyl Chloride in Lieu of Rubber.
607. War Gases—Supply to Shore Establishments for Training Purposes.
608. Respirators—Loss or Damage.

Navigation.—(Navigation Stores, Sextants, Compasses, Charts, Anchors, Sails, etc.)

609. Magnetic Compasses.

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

610. Main Turbines—Holding a Shaft Stopped with Astern Steam—Precautions.
611. Cylindrical Boilers—Internal Feed Arrangements—As. and As.
612. Boilers—Combustion Tubes and Supports for Oil Fuel Burning.
613. Misalignment between Engines and Propeller Shafting.
614. Distiller Pumps—Cast Iron pump-ends—Examination of.

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

615. W/T Equipment—Rectifier Unit Design B, Pattern 1204 A/B.
616. R.D.F. Types 286/241/242 and Outfit Q.H.—Voltage Control (A.C. Supply Outfits DUN and DUP).
617. R.D.F. Type 290—Disposal of Equipment.
618. Receiver Outfit C.B.A.—Modification to Pattern W107 Connecting Unit 4T.

Naval Aircraft.—(Technical.)

619. Lockheed, Mark VI Hydraulic Pumps—Overhaul and Repair.

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

620. Damage Repairs.
621. L.C.T. (4)—Hull Defects.
622. Modification to Leads of Piping to the Boost Gauges on the Bridge—As. and As.
623. Depth Charge Thrower Loading Davits—As. and As.
624. Fenders—Allowances.
625. Kent Clear View Screen—As. and As.
626. Chart Table Plotter—Introduction.
627. Boot-topping compositions.
628. D.G. Equipment—Disuse of Course Correction.
629. D.G. Equipment Supplied Direct from Ship's Mains—Adjustment of Ballast and Regulating Resistance.
630. American Degaussing Cables—Particulars of.
631. Cylinders No. 211F.
632. Additional Portable Electric Welding Set—Supply of—As. and As.
633. Electrical Fittings for Conversions and Repairs—Demands.
634. Electro-Magnetic Units.
635. Oxy-hydrogen Underwater Cutting Equipment—Allowances.
636. Accumulators for Martlet Aircraft.
637. Inflatable Life-Belts—Supply.
638. Spanner Liferafts.
639. Enemy Bombs Containing Phosphorus—Method of Dealing with.
640. Bed Linen, Towels, etc.—Allowances.

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

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

641. Royal Marines—Suspension of Personal Issue of Helmets, White, W.P. Complete.
642. Suits, Combination, Flying, Deck.
643. W.R.N.S.—Good Conduct Badges.
644. Edible Oils.

SECTION 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE

SECTION 6.—SHORE ESTABLISHMENTS

*(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.

*554.—Enemy Aircraft Shot Down or Damaged by Ship's Gunfire and Naval Aircraft

(G.D. 0142/43.—11.2.1943.)

Casualties to enemy aircraft by ship's gunfire are as follows from 12th April, 1940, to 31st January, 1943 :—

	Confirmed	Probable	Damaged
*By H.M. ships	514	198	306
*By H.M. ships and merchant ships jointly	110	24	16
By merchant ships and fishing vessels ...	98	46	110
Totals	722	268	432

* Including units of the Netherlands, Norwegian, Greek, Polish and Free French Naval Forces serving with the Royal Navy.

It will be noted that the above totals differ from those reported in A.F.O. 112/43. The corrected totals are based on a revision of Admiralty records. Admiralty records date from 12th April, 1940.

Brief details of the successes credited to H.M. ships and merchant vessels obtained from reports received during January, 1943, are as follows :—

Confirmed	Probable	Damaged
	H.M. Ships	
Nil	H.M. Trawlers " Sarpedon", " Playmates " and " Willing Boys " (1). H.M.S. " Sunk Head Fort " (1).	Nil
	H.M. Ships and Merchant Ships Jointly	
Escorts and Merchant Ships in Convoy " M.W.13 " (1). Unknown Ships and Naval Guns Ashore (1). Escort and Merchant Ships in Convoy " K.M.S.3 " (1).	Nil	Nil
	Merchant Ships and Fishing Vessels	
Merchant Ships in Convoy " K.M.S.3 (1).	Nil	M.V. " Hindustan ".

Enemy aircraft shot down by Naval aircraft.—The results are as follows from the beginning of the War to 31st January, 1943 :—

	Confirmed	Probable	Damaged
Last reported totals (31st December, 1942) ...	230 230	39 39	148 148
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.

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

(*A.F.O. 112/43 is cancelled.*)

555.—Japanese Hospital Ships

(M. 181/43.—11.2.1943.)

With reference to A.F.O. 3076/42, the Japanese Government now state that they have taken up as a hospital ship the undernoted vessel which has been accepted by H.M. Government, in addition to those described in A.F.Os. 419/42, 3076/42, 3731/42, 5994/42 and 6361/42. No other Japanese ships are to be recognised as hospital ships unless further instructions are issued.

2. " Muro Maru ", length 70 metres, one funnel, two masts. In addition to the markings and illumination described in A.F.O. 3076/42, and in order to facilitate recognition from the air, the red cross has been painted on both sides of the deck and a further red cross has been painted between the after mast and the poop. These red crosses will be illuminated at night.

(*A.F.Os. 419/42, 3076/42, 3731/42, 5994/42 and 6361/42.*)

556.—Message of Congratulation to Royal and Allied Navies and Merchant Navy

(M. 139/43.—11.2.1943.)

(*Included in Notice Boards Issue only.*)

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

*557.—Honours and Awards—" London Gazette " Supplement of 2nd February, 1943

(H. & A.—11.2.1943.)

ADMIRALTY,

Whitehall,

2nd February, 1943.

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

For great bravery when H.M.I.S. " Bengal ", with the Motor Vessel " Ondina ", engaged two heavily armed Japanese raiders in the Indian Ocean and in a fine action against heavy odds destroyed one raider and drove off the other :

To be a Companion of the Distinguished Service Order

Lieutenant (Acting Lieutenant-Commander) William Joseph Wilson, R.I.N.R.

Mention in Despatches

Engineer Lieutenant-Commander John Coverdale-Smith, R.I.N.
Lieutenant Jai Shankar Mehra, M.B.E., R.I.N.R.

For good services in the South West Pacific :

Mention in Despatches

Rear-Admiral Arthur Francis Eric Palliser, D.S.C.
Captain John Peter Lorne Reid, R.N.

For great bravery when H.M.I.S. " Bengal ", with the Motor Vessel " Ondina ", engaged two heavily armed Japanese raiders in the Indian Ocean and in a fine action against heavy odds destroyed one raider and drove off the other :

The Indian Order of Merit (Second Class)

Acting Petty Officer Mohamed Ibrahim, 2649, R.I.N.
Able Seaman Ragunath Sohae, 6602, R.I.N.

The Indian Distinguished Service Medal

Leading Telegraphist M. Dinshaw, 4627, R.I.N.
Leading Steward Parekr Krishnan Nair, 4482, R.I.N.
Able Seaman Ismail Baba, 5303, R.I.N.
Able Seaman Mohamed Khan, 5969, R.I.N.
Able Seaman Ismail Mohamed, 4646, R.I.N.
Ordinary Seaman Balachandra, 7839, R.I.N.

The KING has been graciously pleased to grant unrestricted permission to wear the Insignia of the following Appointments made by King Haakon of Norway for valuable services during the Norwegian Campaign :

Royal Norwegian Order of St. Olav. Officer, 1st Class

Captain Michael Maynard Denny, C.B., R.N.
Temporary Lieutenant Patrick Dalzel Job, R.N.V.R.

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

To be a Companion of the Distinguished Service Order :

A.F.O. 5995/42. Commander Anthony Paul Colthurst, R.N. (*Appointment to date 11th November, 1942*).

To be a Member of the Order of the British Empire (Military Division)

A.F.O. 5/43. Lieutenant Francis James Titball, R.N. (Retd.).

The Distinguished Service Medal

A.F.O. 6363/42. Marine (Acting Temporary Sergeant) Frank Charles Edwin Hawkins, Po.20337, R.M.

Marine (Acting Temporary Sergeant) Alfred Frederick Charlton, Po.17778, R.M.

A.F.O. 7/43. Corporal (Temporary) Robert Young, Ch.X.100401, R.M.

A.F.O. 5/43. Petty Officer Charles Frank Mervyn Swift, D/JX.144770.

Leading Wireman Frank Fairbourn, C/MX.63561.

A.F.O. 5618/42. Petty Officer Telegraphist William Frank Petter, P/JX.128033.

Mention in Despatches

A.F.O. 214/42. Supply Chief Petty Officer Robert Benjamin Cane, C/M.33184.

A.F.O. 6102/42. Major Derek Arthur Conyngham Shephard, R.M.

Marine Alan Oliver Oldham, Po.X.2837, R.M.

A.F.O. 7/43. Marine (Acting Temporary Corporal) David Mervyn Campbell, Ex.4795, R.M.

*558.—Honours and Awards—Extract from War Office Supplement to the "London Gazette" of 5th March, 1942

(H. & A. 91/43.—11.2.1943.)

The following appointments and awards were published in a War Office Supplement to the "London Gazette" on 5th March, 1942:

CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD,
St. James's Palace, S.W.1.
5th March, 1942.

The KING has been graciously pleased to give orders for the following appointment to the Most Honourable Order of the Bath, in recognition of gallant and distinguished services in the Middle East:

To be an Additional Member of the Military Division of the Third Class, or or Companions, of the said Most Honourable Order

Major-General (acting) Eric Culpeper Weston, A.D.C., R.M.

The KING has been graciously pleased to give orders for the following appointment to the Most Excellent Order of the British Empire, in recognition of gallant and distinguished services in the Middle East:

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

Brevet Lieutenant-Colonel (acting Colonel) John Howard Germon Wills, R.M.

The KING has been graciously pleased to approve the award of the British Empire Medal (Military Division), in recognition of gallant and distinguished services in the Middle East, to:

Acting Sergeant (Temporary Sergeant) Stanley Wilson, EX.5682, R.M.

War Office,
5th March, 1942.

The KING has been graciously pleased to approve the following awards in recognition of gallant and distinguished services in the Middle East:

The Military Cross

Temporary Lieutenant Robert Parry Ellis, R.M.

The Military Medal

Temporary Sergeant Alec George Aldis, Po.X.1477, R.M.

The KING has been graciously pleased to approve that the following be mentioned in recognition of distinguished services in the Middle East:

Rear-Admiral H. T. Baillie-Grohman, C.B., D.S.O., O.B.E., R.N.
Captain W. R. C. Leggatt, R.N.

Captain H. G. Norman, R.N.
Commander W. H. Sandford, R.N.
Surgeon Lieutenant-Commander L. G. Yendoll, R.N.
Temporary Surgeon Lieutenant J. C. de R. Sugars, M.B., R.N.V.R.
Major (Acting Lieutenant-Colonel) L. O. Jones, R.M.
Captain (Acting Major) R. W. Madoc, R.M.
Captain (Acting Major) P. R. Matters, R.M.
Lieutenant J. H. N. Lloyd, R.M.
Temporary Lieutenant M. G. Lyas, R.M.
Temporary Lieutenant R. A. Powys-Lybbe, R.M.
Acting Temporary Colour-Sergeant S. L. R. Callow, Ch.X.443, R.M.
Acting Temporary Colour-Sergeant L. H. A. Gould, Po.X.138, R.M.
Acting Temporary Colour-Sergeant R. E. Hadlow, Ch.X.749, R.M.
Acting Temporary Sergeant J. Knott, Ex.5165, R.M.
Acting Temporary Sergeant C. H. Shoesmith, Po.X.1536, R.M.
Lance-Corporal S. A. Herbert, Ex.5195, R.M.
Lance-Corporal A. W. Shaw, Ch.X.695, R.M.
Marine W. A. Black, Ex.2980 (T), R.M.
Marine T. S. Bolton, Ex.518, R.M.
Marine W. Lang, Po.X.372, R.M.
Marine E. G. Tilbury, Ex.5278, R.M.
Superintending Clerk C. A. Kerridge, R.M.

559.—Honours and Awards—Recommendations for Immediate Awards

(H. & A.—11.2.1943.)

The attention of Commanding Officers is drawn to the fact that only one copy of recommendations for *immediate* awards is required at the Admiralty, and to save time, trouble and paper only one copy should be sent.

2. This does not apply to recommendations for periodic awards for which three copies of Form X and four copies of Form Y are still required.

(*A.F.Os. 1510/42 and 3340/42.*)

*560.—Honours and Awards—Eligibility of the Merchant Navy for Naval Awards

(H. & A.—11.2.1943.)

The King has been graciously pleased to give orders that officers and men of the Merchant Navy shall be eligible for Royal Naval Honours and Awards (V.C., D.S.O., D.S.C., C.G.M., D.S.M. and Mention in Despatches), for gallantry or distinguished service in actions with the enemy which seem to the Admiralty to justify Royal Naval rather than Civil rewards.

561.—Honours and Awards—Authorising Wear of Orders and Decorations by R.N. Section Belge

(H. & A. 1040/42.—11.2.1943.)

Approval has been given for Belgian Subjects serving in the Royal Navy and its Reserves, to wear on Royal Naval Uniform the Insignia of any Order, Decoration or Medal which may be awarded to them by the Belgian Government for war services.

562.—Deck Landing Control Officers—Selection and Qualification

(C.W. 45829/42.—11.2.1943.)

Their Lordships regard the functions of the Deck Landing Control Officer as being of primary importance, and desire that the officers selected for these duties should possess in a high degree the necessary experience, ability and skill.

2. Accurate and efficient control on the part of the D.L.C.O. increases the fighting efficiency of the ship, which is so largely dependent upon the accurate and rapid "landing on" of its aircraft.

Further, the knowledge that "landing on" will be controlled by a fully competent D.L.C.O. helps to impart that degree of confidence in pilots which is essential if successful deck landings are to be effected.

Inefficient control by inexperienced D.L.C.Os. will neither reduce accidents nor provide that confidence in pilots which is so necessary in deck landings.

3. As soon as the field of selection will allow, it is intended to restrict the appointment of officers for D.L.C.O. duties to those who have had not less than nine months' carrier experience.

4. To facilitate the selection of suitable officers, Commanding Officers are to encourage promising junior officers in Naval Air Squadrons to understudy the D.L.C.O. and are to report at six monthly intervals on any such officers who have been so employed.

5. Reports should also be made, without delay, on any D.L.C.O. who, in the opinion of the Commanding Officer, does not possess the qualifications necessary for the competent performance of his duties.

6. It is pointed out that an appointment as D.L.C.O. will not prejudice or delay the assumption of Squadron Command by the officer concerned. On the contrary, such appointments recognise that the officers concerned possesses a high degree of responsibility and are an indication of Their Lordships' confidence in the ability of the officers selected.

563.—Specialist Qualifications of Reserve Officers—Notation in Navy List

(C.W. 14917/42.—11.2.1943.)

As a guide to the specialist qualifications of reserve officers, the names of officers so qualified will be distinguished in future editions of the Navy List by appropriate symbols.

2. The symbols, which will be included in the Seniority Lists of Reserve Officers, are defined below :—

(G) ... ... Qualified in Long Specialist Course in Gunnery, *or* completed 18 months' service as specialist, including 12 months' sea service after completing short course.

(Ge) ... ... Qualified in short Specialist Course in Gunnery (A.F.O. 850/40).

(T) ... ... Qualified in Specialist Course in Torpedo.

(A/S) ... ... Qualified in Specialist Course in A/S.

(R) ... ... Qualified in Officers' Long Course in P. & R.T.

(Se) ... ... Qualified in Specialist Course in Signals.

(N*) ... ... An officer who has completed over four months' service in an appointment "in lieu of specialist (N)" in a seagoing ship and has been recommended by commanding officer. Indicative of practical experience in navigation irrespective of whether or not the officer has completed any particular course (A.F.O. 5364/41).

(N) ... ... Completed short course in navigation.

The existing explanatory notes will be amplified and amended as necessary.

(*A.F.Os. 850/40—not in annual volume—and 5364/41.*)

564.—Educational Courses for Promotion to Gunner and Boatswain

(C.W. 1991/43.—11.2.1943.)

Futher to A.F.O. 5248/42, educational courses for candidates for the ranks of Gunner and Boatswain will commence at the R.N. Barracks, Portsmouth, on the following dates :—

22nd February, 1943.
5th April, 1943.
7th June, 1943.
26th July, 1943.

2. In order to produce a regular flow of the successful candidates from the educational courses to the technical courses in H.M.S. "Excellent," non-Gunner's Mate candidates for Gunner will attend the educational courses beginning 22nd February, 1943, and 7th June, 1943 ; and Gunner's Mate candidates will attend the courses beginning 5th April, 1943, and 26th July, 1943.

(*A.F.O. 5248/42.*)

*565.—Warrant Writer—Examination, July, 1942—Further Results

(C.W. 42264/42.—11.2.1943.)

Further to A.F.O. 5747/42, the following candidates, were also successful at the examination for the rank of Warrant Writer held in July, 1942 :—

Name.	*Rating.*	*Official No.*	*Ship (on date of examination).*	*Ship's Office.*	*Captain's Office.*	*Typewriting.*	*Mathematics.*	*Total.*
Manges, R. D. H.	P.O. Writer	P/MX.52091	"Falmouth"	275	140	65	162	642
O'Kelly, D.	C.P.O. Writer	C/MX.51581	"Lanka"	254	162	70	188	674
Treby, L. A. J.	C.P.O. Writer	D/MX.51064	Office of B.S.3	290	195	90	193	768

(*A.F.O. 5747/42.*)

*566.—Warrant Supply Officer—Examination, July, 1942—Further Results

(C.W. 42264/42.—11.2.1943.)

Further to A.F.O. 5746/42, the following candidates were also successful at the examination for the rank of Warrant Supply Officer held in July, 1942 :—

Name.	*Rating.*	*Official No.*	*Ship (at time of examination).*	*Victualling.*	*Naval Stores.*	*Mathematics.*	*Total.*
Vosper, E.W.	Supply C.P.O.	D/M.38946	"Albatross"	202	210	148	560
Waghorn, T. C. A.	Supply P.O.	D/MX.54642	"Caledon"	170	195	200	565
Deevy, D.	Supply C.P.O.	D/MX.45843	"Illustrious"	166	215	186	567

(*A.F.O. 5746/42.*)

*567.—Accelerated Promotion

(C.W. 3741/43.—11.2.1943.)

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

Executive

Hodkinson, A. G. N.	"Leith"...	1st November, 1942.
Simon, J. M. ...	"Totland"	1st January, 1943.
Palmer, D. J. ...	"P.43"	1st January, 1943.
Drayson, R. Q. ...	"Wasp", addl. for M.T.B. "236".	1st February, 1943.
McGillivray, W. W....	"Marne"	1st February, 1943.
Buchanan, W. ...	"Benbow", addl. for M.T.B. "335".	1st February, 1943.
Higginson, E. P. ...	"Benbow", addl. for M.T.B. "333".	1st February, 1943.
White, D. G. ...	"Burdock"	1st February, 1943.
Mason, J.	"Wasp", addl.	1st February, 1943.
Fountain, J. R. ...	"Mousa"	1st February, 1943.
Webb, I. B. B. ...	"Righto"	1st February, 1943.
Cox, E. A. H. ...	"Petunia"	1st February, 1943.
Abbott, C. O. ...	"Torch II"	1st February, 1943.
Carr, R. A.	"Beehive", addl.	1st February, 1943.

Executive—contd.

Scanlan, J. F. ...	"Claverhouse", addl. for M.L. "342".	1st February, 1943.
Foster, D. G. ...	"Lynx", addl.	1st February, 1943.
Ruffhead, K. W. ...	"Ranpura"	1st February, 1943.
Charles, R.	"Dorlin"	1st February, 1943.

Air

May, T. W.	"Jackdaw", for 831 Squadron	1st August, 1942.
Clark, E. J.	"Formidable", for 888 Squadron.	1st February, 1943.
Davies, G. L. ...	"Merlin", addl.	1st February, 1943.
Harris, S. N. ...	"Argus", for 880 Squadron ...	1st February, 1943.
Astin, A. R. ...	"Formidable", for 803 Squadron.	1st February, 1943.

Electrical

Jamieson, C. Mc ...	"Lanka", addl.	1st February, 1942.
Fairfield, I. Mc ...	"Caroline" for "Ocean Pioneer".	1st February, 1943.

Accountant

Vorley, L.	"Saker"	1st February, 1943.
Young, N.	"Ferret"	1st February, 1943.

Special

Fairfax, O. M. ...	"Hawkins"	1st January, 1943.
Pelmore, J. R. ...	"Kenya"	1st January, 1943.
Brown, C. J. V. ...	"Forte IV"	1st February, 1943.
Garnett, A. S. ...	"Nile"	1st February, 1943.
Ford, G. W. K. ...	"President", addl. for duty with D.A.M.	1st February, 1943.

S.A.N.F. (V)

Armstrong, J. W. ...	"Benbow", addl. for M.T.B. "338".	1st February, 1943.

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

(*A.F.O. 425/42.*)

568.—Naval Officers' Servants—REPORTS

(N. 26739/42.—11.2.1943.)

It has become necessary, in order to conserve manpower, to review the number of Naval ratings, Wrens, or civilians, allowed as servants to Senior Naval Officers serving in shore appointments.

2. As a preliminary step, Commanders-in-Chief and Flag Officers Commanding, at home and abroad, are to forward information as set out below, in respect of every senior Officer serving under them in shore appointments. The information should be tabulated under the following headings.

(i) Post in complement.
(ii) Name and rank.
(iii) Servants' allowance (*a*) Authorised.
(*b*) Being paid.
(iv) Servants (grades, etc.) (*a*) Authorised.
(*b*) Borne.
(v) Any other domestic help received from official sources.
(vi) Whether an official residence is occupied.
(vii) Whether quarters within an establishment are allocated and if so, whether a separate galley is in use.

3. The use of servants from official sources must be kept to a minimum, and the reports are to give a full explanation in any instance where the provision of such servants in excess of the following limits is considered essential :—

(1) two servants in an official residence ;

(2) one servant in quarters within an establishment already containing an officers' galley:

(3) no servants in non-service accommodation.

Note.—Where there is a recent Admiralty authority covering excesses over (1), (2), or (3), the authority should be quoted.

4. For the purpose of these reports, "Senior Naval Officer" means any Officer (of the executive or other branch) of the equivalent rank of Captain, Commodore, or Flag Officer (excluding Commanders-in-Chief and Officers of similar status), and any Commander given "command" or its equivalent and in consequence not dealt with under the scales in A.F.O. 3616/42.

5. The number of servants allowed to Commanders-in-Chief and Flag Officers of similar status will be concurrently reviewed at the Admiralty.

6. The reports are to be forwarded immediately.

(*A.F.O. 3616/42.*)

569.—Unemployment Insurance—Officers

(P.M./C.W. 43439/41.—11.2.1943.)

By virtue of the Unemployment Insurance Emergency Powers (Amendment) (No. 5) Regulations, 1942, signed by the Minister of Labour on 15th December, 1942, Naval and Marine Officers of the following classes are eligible for a free credit of Unemployment Insurance contributions on discharge or cessation of employment, *irrespective of their insurability for Unemployment Insurance in civil life.*

(i) Temporary, Reserve, Retired or Emergency List Officers, whether R.N., R.M., R.N.R. or R.N.V.R., granted officer rank or re-employed during the present emergency for service in the emergency.

(ii) Officers serving on T.124X and T.124T agreements (including radio officers, whether paid in full from Naval funds, *or borne for pay at nominal rates only*) and officers on Cable Ship Agreements (but *not* officers on T.124 agreements).

(iii) Officers of the W.R.N.S.

(iv) Retired members of the Q.A.R.N.N.S. re-employed and members of the Q.A.R.N.N.S.R. employed during the present emergency for service in the emergency.

(v) Women members of Voluntary Aid Detachments, including V.A.D. Commandants and Assistant Commandants.

(vi) Women medical practitioners serving in the Royal Navy or any Navy Reserve.

2. All officer service after 3rd September, 1939, including periods during which an officer is serving with a Dominions or Colonial Force on a loan or exchange basis, will rank for the purpose of calculating the credit of contributions on discharge, except in the case of officers on T.124X and T.124T. agreements (including Radio Officers, whether paid in full from Naval funds *or borne for pay at nominal rates only*) or Cable Ship Officers. Such officers will receive the free credit as from 21st December, 1942, only. In the case of any officers already discharged, unemployment benefit will not be payable in respect of the period before 15th December, 1942, although a credit of unemployment insurance contributions for service prior to that date will be given.

3. All deductions from pay in respect of unemployment insurance employees contribution of the officers referred to in paragraph 1 are to cease as from 21st December, 1942, but contributions already deducted for the period prior to 21st December will not be repayable. No further stamps are to be affixed (except where due for T.124X, T.124T and Cable Ship Officers up to 20th December, 1942). Any unemployment books should be disposed of by sending them to the Accountant General, Ministry of Labour and National Service, Acton, London, W.3, with a suitable covering communication.

4. Accountant Officers should render Forms U.I.3X.S upon promotion in respect of all officers of the categories mentioned in paragraph 1, who are promoted from the lower deck or from the ranks. The form is to be marked "*Promoted to officer*" in red ink in the top right hand corner and should show the officer's full official

designation both before *and* after promotion (i.e. rating, official number, full officer rank, and whether R.N., R.M., R.N.R., R.N.V.R. or W.R.N.S.). In the space marked "Period of service" the heading "Date of final discharge/transfer to Reserve" should be amended to "Date of promotion to officer." The space below this, headed "Periods lasting 7 days or more of forfeiture of all ordinary pay" should be disregarded (vide A.F.O. 5269/42).

5. When an officer of the categories named in paragraph 1 is discharged, reverted to the retired or emergency list, or otherwise finally ceases Naval employment, a Form U.I.3 X.S. is to be rendered, to cover the period of officer service only. In this case the form is to be marked *Officer* in red ink in the top right-hand corner. Particulars of periods regarding any forfeiture of pay are similarly not required.

6. Where it is intended that the Accountant Officer should attach a certificate regarding discharge or dismissal in consequence of conviction, or proceedings under the Naval Discipline, Army or Air Force Acts or by any civil court, a notation "A.F.O. 569/43, paragraph 6 refers" will be added to the notice on the Daily List of Appointments terminating the Officer's commission. In such cases a certificate should be furnished in the form prescribed for ratings in paragraph 3 of A.F.O. 388/38. Where no such addition is made in the Daily List the alternative declaration that such certificate is not required is to be completed.

7. Further reports under A.F.O. 5032/41, paragraph 7, regarding non-payment of contributions chargeable under previous regulations, and the details indicated in A.F.O. 5032/41, paragraph 8 (*a*), (*b*) and (*c*) are no longer required.

8. *Completed Forms U.I.3 X.S. are to be sent to the Director of Navy Accounts (Branch 3), Bath, Somerset, in all cases.*

9. This order does not apply to—

(i) Officers of Dominions, Colonial or Foreign Navies.

(ii) Officers on Agreement T.124, who remain under existing conditions as laid down in A.F.Os. 2564/40, 3303/40, 534/41, 2589/41, 758/42 and 3205/42.

(*A.F.Os. 388/38, 2564/40, 3303/40, 534/41, 758/42, 3205/42 and 5269/42. A.F.O. 2589/41—not in annual volume.*)

("*A*" *Message 924A, 1121A of 19.12.1942, is cancelled.*)

(*A.F.Os. 3707/40, 533/41, 725/41, 2363/41, paragraphs 7–11, 3803/41, line 6, 4039/41 paragraph 2, Officers' Unemployment Insurance, 5032/41, 759/42 and 1635/42, paragraphs 8–9, are cancelled.*)

*570.—Jewish Sacred Festivals, 1943

(C.E. 50851/43.—11.2.1943.)

Subject to the exigencies of the Service, leave of absence may be granted to officers and men of the Royal Navy belonging to the Jewish Faith, who may desire to observe the undermentioned festivals :—

Feast of the Passover ...	April 20th to 27th.
New Year	September 30th and October 1st.
Day of Atonement ...	October 9th.

2. Leave should be granted, if possible, so as to enable those concerned to reach home by sunset on the previous day in each case.

571.—Officiating Ministers of Religion

(C.E. 51130/43.—11.2.1943.)

The following appointments of Officiating Ministers have been approved :—

Baptist and Congregational—

Regent Street Polytechnic, London ... *Rev. F. Townley Lord, D.D. Bloomsbury Central Church, Shaftesbury Avenue, W.C.2.

*Also to Methodist personnel.

The usual facilities are to be afforded.

572.—Admiralty Surgeons and Agents

(C.E. 14991/42 ; C.E. 1385/43.—11.2.1943.)

Mr. W. N. Lippitt, M.R.C.S., L.R.C.P., Prospect House, Wellbank, Haslingden, Lancs. (Telephone No. : Rossendale 281), has been appointed as Temporary Admiralty Surgeon and Agent for Haslingden in the absence of Dr. Golding.

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

Name.	*Address.*	*Remarks.*
R. H. Lodge, Esq. M.B., B.Ch.	13, Church Street, Bridgwater, Somerset. (Telephone : Bridgwater 2008.)	vice Dr. Barclay.
Ian K. Buchannan, Esq., M.D., M.B., B.Ch.	Battery Lodge, Rothesay. (Telephone : Rothesay 128.)	vice Dr. Sharp.

*573.—R.D.F. Branch—Advancement, etc.

(N. 1800/43.—11.2.1943.)

The following paragraph 16a is to be added to A.F.O. 4496/42 :—

16a. Ratings who fail to pass the qualifying course for Petty Officer, R.D.F., are not eligible for recommendation for a further course until a period of six months has elapsed since the date of failure. After the second and subsequent failures there is to be a period of twelve months before a further recommendation is given.

(*A.F.O. 4496/42.*)

A.F.O. 1976/45

*574.—Special Repair Ratings (D)

(N.20759/42.—11.2.1943.)

It has been decided to enter into the R.N. a number of men from H.M. dockyards and civil industry for employment only at repair bases abroad and eventually in certain repair ships. These men are hereafter referred to as Special Repair Ratings (D). They will hold ratings at present existing in the R.N., with one specially introduced, namely Ship Mechanics, whose conditions of service will be similar to those for E.R., etc., Mechanic (A.F.O. 4838/42 *et seq.*). Titles of the ratings are to be noted on the Service Certificate and pay documents jointly with the coded trade (see paragraph 7), e.g., E.A. 4th class (D.L.L.F.). The pay of these ratings will be the same as for equivalent R.N. ratings.

2. The total requirements of Special Repair Ratings (D) will be approximately 4,000, and their allocation will be decided at the Admiralty and will be confined to a very small number of places.

3. *Trade Test.*—By arrangement with the Director of Dockyards, Special Repair Ratings (D) are examined at Chatham as though they were being entered for employment in H.M. Dockyards and rated according to qualifications.

4. *Rating on Entry.*—Men will be entered under the normal rules in the case of Artificer and Artisan entries, i.e., over 21, Acting 4th Class, under 21, 5th Class. Stoker entries will be entered as Stoker, 1st Class. Entries for chargemen in the initial stages will probably, but not necessarily, all be drawn from men ex H.M. Dockyards. Advancement to Chief Artificer and Chief Shipwright for Chargemen will be kept to a minimum before the men are drafted owing to the short time which will have elapsed whilst they are undergoing disciplinary training. It is, therefore, intended that only a few men, who are obviously outstanding will be rated Chief, this being done on completion of disciplinary training, the candidate being confirmed in the 4th Class rate and advanced to Chief rate on the succeeding day. Subsequent advancement to Chief rate of skilled tradesmen and to Leading Stoker in the case of lesser skilled men entered as Stoker 1st Class will be dependent on the recommendation from the Superintendent of the base in which they are serving and will be made by the Commodore, R.N. Barracks, Chatham, in accordance with the requirements notified by the Admiralty. In order that these candidates shall not be unduly penalised by delays in advancement procedure, these specific advancements may be ante-dated to the date of commencing duty at the repair base.

Cancelled by A.F.O. 1976/45

5. *Port Division and Drafting.*—All Special Repair Ratings (D) will be allocated to Chatham Port Division and entered at that port. The Commodore, R.N. Barracks, Chatham, alone is responsible for drafting, and no movements of these men are to be made by any local drafting authority without reporting the movements to the Commodore, R.N. Barracks, Chatham.

6. *Medical Standard.*—Vision, Standard IV, and foot defects necessitating placing in Category IIA Feet, will be acceptable. Where a vision standard below IV is permitted in the corresponding naval rating for shore service only, the lower vision standard will apply for these special entries. Men must be fit for tropical service ashore. Maximum age on entry will be 41, except where specially approved by the Admiralty.

7. *Abridged Titles.*—In order to distinguish Special Repair Ratings (D), and to facilitate their drafting without using long titles, a special code has been designed for each trade or subsection of a trade; for example—If an Acting E.A. 4th Class who specialises in fire control installation is required, the rating asked for would be one D.L.L.F. (see attached list).

Special Repair Ratings (D)
Analysis of Trades

Civil Nomenclature	Naval Code No.	Naval Nomenclature	Abbreviated Title	Pay on Entry without Bonus
				s. d.
CONSTRUCTIVE :—				
Shipwright, Wood and Iron.	N.229A	Acting Shipwright, 4th Class	DCSW 1	8 0
Shipwright, Wood	N.229B	Acting Shipwright, 4th Class	DCSW 2	8 0
Shipwright, ex H.M. Dockyard	N.229C	Acting Shipwright, 4th Class	DCSW 3	8 0
Shipfitters ...	N.202	Acting E.R.A., 4th Class ...	DCSF	8 0
Smiths	N.201	Acting E.R.A., 4th Class (Engine Smith).	DCSN	8 0
Hammerman ...	N.230	Stoker, 1st Class	DCMM	3 6
Joiner	N.221	Acting Joiner, 4th Class ...	DCJN	6 0
Plumber	N.223	Acting Plumber, 4th Class ...	DCPL	6 0
Painter	N.222	Acting Painter, 4th Class ...	DCPR	6 0
Sawmillman ...	N.224	Ship Mechanic, 4th Class ...	DCMN	7 0
Iron Caulker ...	N.225	Ship Mechanic, 4th Class ...	DCIC	7 0
Drillers	N.226	Ship Mechanic, 4th Class ...	DCDH	7 0
Riveters	N.227	Ship Mechanic, 4th Class ...	DCRV	7 0
Welders and Burners	N.218	Engine Room Mechanic, 4th Class.	DCWB	7 0
Machineman ...	N.228	Ship Mechanic, 4th Class ...	DCMC	7 0
Skilled Labourers	N.231A N.231B N.231C N.231D	Stoker, 1st Class ...	DCSL 1 DCSL 2 DCSL 3 DCSL 4	3 6
ENGINEERING :—				
Engine Fitters ...	N.204	Acting E.R.A., 4th Class ...	DEFE	8 0
Turners	N.205	Acting E.R.A., 4th Class ...	DETN	8 0
Boilermakers ...	N.206	Acting E.R.A., 4th Class ...	DEBM	8 0
Coppersmith ...	N.203	Acting E.R.A., 4th Class ...	DECS	8 0
Founders... ...	N.207	Acting E.R.A., 4th Class ...	DEMD	8 0
Patternmaker ...	N.208	Acting E.R.A., 4th Class ...	DEPM	8 0
Bricklayer ...	N.232	Leading Stoker or Stoker, 1st Class.	DEBL	4 10 (Ldg. Sto.) 3 6 (Sto. i/c)
Machinist ...	N.219	E.R. Mechanic, 4th Class ...	DEMN	7 0
Fitters Assistant	N.233	Stoker, 1st Class	DEFA	3 6

Civil Nomenclature	Naval Code No.	Naval Nomenclature	Abbreviated Title	Pay on entry without bonus
				s. d.
ENGINEERING—*contd.*				
Boilermaker's Assistant	N.234	Stoker, 1st Class	DEBA	3 6
Coppersmith's Assistant	N.235	Stoker, 1st Class	DECA	3 6
Foundry Assistant	N.236	Leading Stoker	DEMA	4 10
Skilled Labourers :—				
Crane Driver ... (Electric)	N.237	Stoker	DESC	3 6
Stoker	N.238	Stoker	DESS	3 6
Slinger	N.239	Leading Stoker	DESL	4 10
Capstan Driver ...	N.240	Stoker, 1st Class	DESD	3 6
Air Compressor & Dynamo Driver	N.241	Stoker, 1st Class	DESA	3 6
Simple Machine App., i.e. Hack Saw.	N.243	Stoker, 1st Class	DESM	3 6
ELECTRICAL :—				
L.P. Ship Installation :—				
Fire and Searchlight Control Installation.	N.209	Acting E.A., 4th Class ...	DLLF	8 0
Sound Communication.	N.242	Acting E.A., 4th Class ...	DLLZ	8 0
Wireless Installation.	N.247	Acting E.A., 4th Class ...	DLLW	8 0
R.D.F. and D/F...	N.248	Acting E.A., 4th Class ...	DLLR	8 0
Ring Main Installation.	N.249	Acting E.A., 4th Class ...	DLRM	8 0
Power and Electric Installation.	N.210	Acting E.A., 4th Class ...	DLPE	8 0
General Workers (Electrical).	N.253	Acting E.A., 4th Class ...	DLG	8 0
Shore Installation :—				
Erectors and Maintenance.	N.211	Acting E.A., 4th Class ...	DLSE	8 0
Jointer	N.250	Acting E.A., 4th Class ...	DLSJ	8 0
Telephone ...	N.251	Acting E.A., 4th Class ...	DLST	8 0
Shop :—				
H.A. and L.A. F/C Table, Ass. and Test.	N.212	Acting E.A., 4th Class ...	DLFC	8 0
Armature Winder	N.213	Acting E.A., 4th Class ...	DLAW	8 0
Control Gear ...	N.214	Acting E.A., 4th Class ...	DLCG	8 0
L.P. Instruments	N.215	Acting E.A., 4th Class ...	DLLI	8 0
Instruments (Electrical).	N.252	Acting E.A., 4th Class ...	DLLE	8 0
Gyro Compass ...	N.216	Acting E.A., 4th Class ...	DLGC	8 0
Tester, Bench Fitters.	N.217	Acting E.A., 4th Class ...	DLBF	8 0
Wireman (Ship) Wiremen (Shore) Ship Wiring Shore Wiring	N.245	P.O. Wireman ... ... P.O. Wireman ... ... Wireman ... ... Wireman	DLSS DLSA DLSC DLSB	6 6 6 6 3 6 3 6

Civil Nomenclature	Naval Code No.	Naval Nomenclature	Abbreviated Title	Pay on Entry without Bonus
ELECTRICAL—*contd.*				
Shop—contd.				*s. d.*
Fitters Assistant (Electrical)	N.244	Stoker, 1st Class	DIFA	3 6
Stud Welders ...	N.220	Stoker, 1st Class	DLSW	3 6
Coil Winder, Micanite Workers and other Shipwork Assistant	N.246	Wireman	DLCW	3 6
Rigger	N.254	Rigger (P.O.)	DDPR	6 6
Rigger's Mate ...	N.255	Rigger's Mate (L/S)	DDMR	4 10
Sailmaker ...	N.256	Sailmaker	DDSM	6 6

Cancelled. A.F.O. 1976/45.

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

575.—Pay Documents—"President" Establishments

(D.N.A. 22381/42.—11.2.1943.)

Accountant officers are notified that the pay documents of officers appointed to H.M.S. "President" either (i) for duty inside the Admiralty; (ii) for duty inside other Ministries or Departments of State; or (iii) for duty with C.C.O. inside C.O. Headquarters, should be sent to the Director of Navy Accounts (Branch 4A), Bath. Pay documents for officers appointed to H.M.S. "President" for duty outside the Admiralty or for duty with C.C.O. outside C.O. headquarters, should be sent to the Accountant Officer, H.M.S. "President I", 18, Mardol, Shrewsbury, unless otherwise directed in the appointment.

(*A.F.O. 1007a/42 is cancelled.*)

576.—H.M.S. "Avenger"—Reconstruction of Accounts

(D.N.A. 1926/43.—11.2.1943.)

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,
Foxhill Hutments,
Admiralty, Bath.

(*a*) Duplicate pay documents for all Officers and ratings discharged to H.M.S. "Avenger" on or after 1st September, 1942.

(*b*) Copies of pay documents for all Officers and ratings entered from H.M.S. "Avenger" since 1st October, 1942.

577.—Allotment Declaration—Notation Thereon of Number of Children

(D.N.A. 1992/43.—11.2.1943.)

To prevent avoidable delay in making the maximum provisional award of Marriage Allowance to the wives of newly-entered naval ratings the number of children living in the care of the wife under 14 years of age together with those over 14 years of age who are still receiving full time education, should be stated on the Form S.63 or variant on which the rating declares his allotment to his wife.

(*K.R. & A.I., Articles 1756 and 1767.*)

578.—Income Tax—Minimum Issues of Pay

(D.N.A. 5380/42.—11.2.1943.)

With reference to A.F.O. 3102/42, it has been decided that the higher limits may be claimed by a taxpayer who is entitled to child allowance for income tax purposes, i.e. a widower or widow, on the basis of an addition of £1 per week for each child, *subject to the maximum limit of* £5.

2. The following table should therefore be substituted for that contained in A.F.O. 3102/42.

Minimum Issues of Pay per week (for monthly limits multiply by four). Applicable to manual wage earners (industrial employees), local and departmental assessments of civil salaried officers and weekly paid non-industrial staff, and local tax reported for recovery from Naval Officers pay on Form No. 6 D.S.

	Civilian Personnel	(i) *Naval Officers subject to D.S. tax charges.* (ii) *Balance of civil pay issued to Civil servants serving with H.M. Forces.*
(*a*) Single	£2	£1
(*b*) Married	£3	£2
(*c*) Widower or widow with one child	£3	£2
(*d*) Married with one child ...	£4	£3
(*e*) Widower or widow with two children...	£4	£3
(*f*) Married with two or more children	£5	£4
(*g*) Widower or widow with three or more children	£5	£4

3. These figures may, subject to the over-riding maximum of £5 (£4 in balance of civil pay cases) be increased by (*a*) 10*s.* 0*d.* (£2 per month) for each dependent relative in respect of whom relief from income tax is granted, and (*b*) £1 (£4 per month) for a housekeeper.

(*A.F.O. 3102/42.*)

579.—Currency Arrangements—French North and West Africa.

(W.G.F. 578/42.—11.2.1943.)

With reference to A.F.O. 5766/42 the exchange rate between the dollar, pound and franc as from 2nd February, 1943, has been altered to $4·00 = £1 (Bank of England or B.M.A.) = 200 francs. The same rate will also apply in French West Africa.

(*A.F.O. 5766/42.*)

580.—Cable Ship Personnel—Custody of Medical History Sheets

(M.D.G. 4637/43.—11.2.1943.)

The Medical History Sheets of all cable ship ratings are to be forwarded to and retained by the Medical Officer, R.N. Sick Quarters, Granton Hotel, Granton, Edinburgh, 5.

2. Information appropriate to notation in Medical History Sheets is to be forwarded to the Medical Officer as above, for this to be done.

3. In the event of a C.S.P. rating being discharged to Hospital or Sick Quarters, his M.H.S. is to be transmitted thereto for retention there until the treatment is completed and then returned to Granton.

(*A.F.O. 2369/42.*)

581.—Naval Canteen Service Ratings—Pay Advances when in Home Hospitals

(N. 26201/42.—11.2.1943.)

Naval Canteen ratings serving in the R.N. under the engagement specified in A.F.O. 2238/42, who may be sick in hospitals in the United Kingdom may be given advances of pay on the scales laid down in A.F.O. 845/41 for relative ratings.

2. Any such advances made in R.N. hopsitals should be settled direct between the responsible Accounting Officers at the hospitals and N.A.A.F.I. headquarters by claim on the latter, and should not therefore be reflected in the Cash Account. The advances should however be reported to the Accountant Officer, H.M.S. "Pembroke I", for the information of the Canteen Manager.

3. Acquittance Rolls received in respect of cash advances to Naval Canteen ratings in non-Naval hospitals should be forwarded to the Director of Navy Accounts for settlement under separate cover from Acquittance Rolls in respect of advances to other R.N. ratings.

4. The nominal accounts of Naval Canteen ratings should be dealt with in the same way as the pay accounts of other naval ratings as regards retention on ship's books and discharge to depot.

(*A.F.O. 845/41—not in annual volume—and A.F.Os. 2238/42 and 4102/42.*)

582.—Broadcasting—Payment of Fees to Servants of the Crown

(C.E. 50030/43.—11.2.1943.)

Remuneration for broadcast talks or scripts for broadcasting provided by servants of the Crown is determined in accordance with principles which apply as follows to all serving members of H.M. Naval Forces, W.R.N.S., and to all Civil Servants in Admiralty employ, whether permanent or temporary.

2. In the case of a servant of the Crown broadcasting or providing script for a talk at the request of the Admiralty, or at the invitation of the B.B.C., in fulfilment of a general directive given to the B.B.C. by the Government, no fee shall be paid save in the exceptional case provided for in paragraph 4 (*b*) below.

3. In the case of a servant of the Crown invited by the B.B.C. (acting independently of any Government directive) to give or provide material for a talk on some subject unconnected with his official duties, it shall be open to him to make his own terms with the B.B.C., provided that—

(*a*) if he is to be announced by his official style the prior authority of the Admiralty is obtained (this does not apply to the mere use of Naval rank);

(*b*) the work involved in the preparation and delivery of the talk is undertaken outside official hours.

4. In the case of—

(*a*) a servant of the Crown invited by the B.B.C. to give or provide material for a talk on some subject in which he is expert in his private as well as his official capacity; or

(*b*) a servant of the Crown broadcasting or providing script for a talk which, in the judgment of the Admiralty, it is clearly not incumbent upon him to deliver as part of his duty, but which he is enabled to give by reason of experience acquired in the course of his official duties;

the B.B.C. shall pay for broadcast work performed on and after 1st January, 1943, the full fees payable up to a maximum of £50 in any one year ending 31st December. When such fees during any calendar year exceed £50 in the aggregate, the B.B.C. shall pay 50 per cent. of the fees in excess of that limit to the servant of the Crown concerned and 50 per cent. to the Admiralty. In both (*a*) and (*b*) the prior authority of the Admiralty is to be obtained with the object of ensuring that there is nothing in the talk which might be contrary to the public interest or inconsistent with the status of a member of H.M. Forces or a Civil Servant. This arrangement would

apply, e.g., to officers and men invited to give a talk on their experiences in the Royal Navy or to a serving member of the W.R.N.S. asked by the Admiralty to broadcast on her experiences.

5. Travelling and subsistence expenses on the normal scale will be allowed where appropriate in cases coming within paragraphs 2 and 4. In cases coming within paragraph 3 the allowances will be payable by the B.B.C. at their normal rates.

6. Naval personnel invited to broadcast or provide scripts for broadcasting who are in doubt as to their position regarding payment should consult the Admiralty, C.W. Branch; and civilian personnel, C.E. Branch I (London). The general question of broadcasting and publication is dealt with in K.R. and A.I., Article **17**, and in B.R. 893 (39)—Office Instructions for Admiralty Outport Establishments (Article 64).

(*A.F.O. 129/42 is cancelled.*)

*†583.—Special War Fund—H.M.S. "Penylan"

(P.M. 207/43.—11.2.1943.)

The President of the Canteen Committee of H.M.S. "Penylan" has forwarded to the Royal Naval Benevolent Trust the balance of the ship's canteen fund, amounting to £76, to be used for the benefit of the dependants of the ratings who were lost when the ship was sunk.

584.—Soap Rationing—Ships' Laundries

(V. 20747/42.—11.2.1943.)

With reference to A.F.O. 3507/42, supplies of soap flakes, powders, etc., for Naval laundries are obtainable as follows :—

(1) *Laundries in Naval Shore Establishments.*—From N.A.A.F.I. or direct from manufacturers, *whichever has been the source of supply in the past.* When supplies are obtained from sources other than N.A.A.F.I., application should be made to the local Food Officer for the necessary perimit, and a statement will be required showing :—

(i) Quantities purchased and expended during the previous six months and the names of suppliers ; or

(ii) For new establishments a statement of the estimated average weekly dry weight of the articles to be laundered.

The statement at (i) should be accompanied by a certificate from the suppliers showing the quantity supplied.

(2) *Laundries in Sea-going Ships.*—From N.A.A.F.I.

(*A.F.O. 3507/42.*)

585.—B.R. 769—A Guide to the Preservation of Life at Sea after Shipwreck

(M.D.G./T.D./D.E.M.S. 1389/42.—11.2.1943.)

See A.F.O. 659/43 under Section 5 of this issue.

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

586.—Fire Control—Auto Barrage Units Mark I—Packing and Handling

(G. 016693/42.—11.2.1943.)

Instances of damage to auto barrage units Mark I during transport and fitting have been reported. The damage has been mainly confined to breakage of the handwheels which not only project considerably from the body of the instrument, but are also made of an aluminium alloy which is rather brittle. Overseers concerned should see that the greatest possible care is taken during handling and fitting to guard against such damages.

2. As a precaution against damage in transit manufacturers have now adopted forms of packing case in which the instrument is securely lashed usually by means of steel straps. It is of the utmost importance that these packing cases, *together with all such fixing devices*, should be returned to manufacturers as quickly as possible.

587.—Director Firing System—Director Gear—Erection in Ships

Dockyards, Refitting Ports, Principal Ship Overseers, Gunmounting Overseers, Warship Electrical Superintendents and Admiralty Regional Electrical Engineers concerned.

(G. 0397/43.—11.2.1943.)

With reference to A.F.O. 6275/42, it is necessary that Messrs. Barr & Stroud, Ltd., Anniesland, Glasgow, should be informed of the dates on which the trials referred to in paragraph 3 will be held for all ships, in order that they may have opportunities of sending their representatives to ensure the satisfactory functioning of all Rangefinders and associated equipment, such as Q.G.II gear, fitted in Directors which may not be of their own manufacture, for which contingency A.F.O. 6275/42 does not cater.

2. Authorities concerned should ensure that the necessary information is passed to Messrs. Barr & Stroud, in addition to Director Erectors in accordance with paragraph 5 of A.F.O. 6275/42.

(*A.F.O. 6275/42.*)

588.—Gun Mountings, 20-mm., Marks IIA and IIIA—One-Man Cocking Arrangement

Ships and Depots Concerned

(G.01360/43.—11.2.1943.)

Reports have been received that indicate that the length of the flexible wire strop required for the one-man cocking device for 20mm. Mark IIA and IIIA mountings promulgated in A.F.O. 4870/42 varies owing to the bolt to which one end of the strop is attached not being at a definite distance from the centre line of the trunnions.

2. The length of the strop therefore varies to suit different mountings, as the shorter strops could not be slipped over some gun bolts and the longer ones would in some cases necessitate bringing the gun to full elevation before it cocks, entailing loss of control and requiring the assistance of a second man.

3. A.F.O. Diagram 46/43 shows a form of attachment that has proved satisfactory.

4. The bolt is positioned centrally in the lifting holes in the trunnion bracket.

5. The strop should be made so that it just slips over the gun bolt when the gun is at maximum depression.

6. The modified arrangement should be adopted for all mountings not already fitted with a satisfactory one-man cocking device.

7. Mountings already fitted with a one-man cocking device should be supplied with the new arrangement where considered necessary.

8. Difficulties in the use of the one-man cocking device also arise due to the stretching of the strop. If the strop is found to be too long it may be shortened slightly by twisting up a few turns.

(*A.F.O. 4870/42.*)

589.—Guns, Q.F. 12-pr. 12-cwt. Mark V and "A" Mark V—Modification of Striker Spindles

(A.S. 10181/42.—11.2.1943.)

The following modification is to be carried out :—

Gun.—Q.F. 12-pr., 12 cwt. Mark V and "A" Mark V.

Part affected.—Spindles of components and spare strikers.

Purpose.—To prevent striker sear engaging in forward shoulder of striker spindle.

Nature of Modification.—Form a 45° chamfer all round the forward shoulder. After modification the mark of striker spindles should be advanced by addition of a star stamped so that it can be seen when spindle is assembled in a striker.

By whom to be done.—Armament Supply Department.

Degree of Urgency.—First opportunity; those in store before issue.

2. In strikers of new manufacture, the forward shoulder of the striker spindle is re-positioned and no modification is necessary. Such striker spindles will have a star after the mark.

590.—Guns, 3-pdr. and above—Use of Muzzle Covers

(G. 767/43.—11.2.1943.)

A.F.O. 1137/42 is to be amended as follows :—

Paragraph 5. End of line 7 *after* "muzzle covers."

Add "The No. 241 fuze fitted to 'K' piercing shell may premature with detriment to the ballistics of the shell and possible danger to exposed personnel due to the disruption of the ballistic cap."

(*A.F.O. 1137/42.*)

591.—Guns, Q.F., 2-pdr., Marks XI and XII—Fitting of Flash Eliminators and Balance Weights

(A.S./G. 2119/42.—11.2.1943.)

Flash eliminators are to be fitted to all Q.F., 2-pdr., Marks XI and XII guns.

2. Guns mounted in Mark IX mountings, when fitted with flash eliminators, will require a balance weight fitted to the mounting to preserve the balance of the guns in elevation. The balance weight is to be bolted on to the right hand handle bar at a position approximately 20½-in. from the centre line of the trunnions. The final position of balance is to be obtained by trial in each case.

3. Balance weights for the L.A. gun and H.A. gun are 24¾ lbs. and 14 lbs. respectively, and the type of gun is to be clearly specified when demands for balance weights are sent in.

4. The work of fitting balance weights and flash eliminators (by means of securing screws) is to be carried out by ships' staffs.

5. H.M. ships should demand flash eliminators (with securing screws) and balance weights, as required, from the nearest R.N. Armament Depot or O.C.A.S.

6. Balance weights are a Vote 8 item, but to ensure issue is made with each flash eliminator, Armament Supply Officers should obtain by intermediate demand and account for them in the normal manner.

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

592.—Guns, Machine, 20-mm., Oerlikon, American and U.S. Sights—Interchangeability

(A.S./C.I.N.O. 11253/42.—11.2.1943.)

Two types of 300 knot sights for 20 mm. Oerlikon guns have been made in U.S.A. One is 9-in. high and the other 10-in. high, measured from the centre-line of the sight bar to the bottom of the bracket. Neither bears any distinctive marking.

2. The 10-in. high sight *cannot* be used on British made guns (i.e., Marks I or II guns).

3. The 9-in. high sight can be used on British made guns provided the shoulder rest of the gun has been modified in accordance with A.F.O. 5523/41 (paragraph 4).

(*A.F.O. 5523/41.*)

593.—Carbine, Machine, Lanchester, 9 mm., Mark I and I*—Modification of Bars, Trigger Mark I

(A.S/N.O. 13/42.—11.2.1943.)

The bar, trigger, Mark I, of Lanchester machine carbines in which the lever-bar, trigger is hinged about the bar, trigger, and held in position by a small compression spring, may give stoppages due to the lever riding up on the trigger, and allowing the sear to engage the breech block. Stoppages of this type may be cleared by releasing the trigger and re-pulling. Later issues are welded as shown on A.F.O. Diagram 41/43.

2. The bars, trigger, Mark I, of all carbines are to be examined, and if they are found to have a spring only at the junction between the bar, trigger and lever, bar, trigger, they are to be welded as shown on the A.F.O. diagram. The welding may be carried out by ships or establishment staff if facilities therefor exist; otherwise, carbines requiring welding are to be returned to the nearest R.N. Armament Depot.

594.—Guns, Machine, Oerlikon, 20 mm., Marks I and II—Lubrication in Low Temperatures

(G.018347/41.—11.2.1943.)

At temperatures below − 5°F. the Oerlikon gun cannot be relied upon to function if the normal lubricants are used for the magazine, gun mechanism, and ammunition.

2. When temperatures below −5°F. are likely to be experienced, the following action is to be taken :—

(*a*) Remove all traces of existing lubricant from the gun mechanism and magazines. This is best done by washing the parts in oil, gun, cleaning, Type " A ", or petrol, and then thoroughly drying them.

To achieve this in the case of magazines it will be necessary to strip them. This operation should be carried out by an experienced artificer or by base staffs (*vide* A.F.O. 3512/42).

Ammunition which is coated with Cooper's grease should be wiped as clean as possible. It must *not* be cleaned with oil or petrol.

(*b*) The gun mechanism is then to be lubricated *sparingly* with oil, anti-freeze, D.T.D.44D.

(*c*) The interior of the magazine and the exterior of the ammunition is to be *lightly* lubricated with grease, anti-freezing, D.T.D.143C.

3. The following quantities of anti-freezing grease D.T.D.143C have been requisitioned for delivery as shown :—

	Rosyth	Chatham	Preston	Portsmouth	Scapa	Greenock
Anti-freezing grease.	lb.	lb.	lb.	lb.	lb.	lb.
D.T.D.143C. in 1 lb. tins.	1820	616	336	616	1064	84

Rosyth is to arrange distribution of the quantities indicated to the following D.E.M.S. officers :—

	Anti-freezing Grease 143C.	*Oil anti-freezing D.T.D.44D.*
Tyne Area	140 lbs.	20 galls.
West Coast of Scotland (Greenock)	—	9 galls.
Humber	84 lbs.	10 galls.
Leith	84 lbs.	10 galls.
Liverpool	84 lbs.	10 galls.
Bristol Channel Area	84 lbs.	10 galls.
Halifax (for Canadian ports)	140 lbs.	10 galls.
New York	140 lbs.	20 galls.
Iceland (c)	140 lbs.	20 galls.
North Russia	336 lbs.	50 galls.
Hvalfjord } For D.E.M.S. and H.M. Ships ...	336 lbs.	50 galls.
Iceland (c) } For D.E.M.S. and H.M. Ships ...	—	150 galls.
Scapa } For D.E.M.S. and H.M. Ships ...		

4. The oil D.T.D.44D (previously known as D.T.D.44C) is available in stock at the yards.

5. Ships concerned fitted for service in cold climates or under orders to proceed to Arctic waters, should demand on the appropriate yard or depot on the basis of 7 lbs. of anti-freezing grease D.T.D. 143C and 1 gallon of oil anti-freeze D.T.D.44D for each Oerlikon gun fitted. Staff Officers, D.E.M.S. are to inform N.S.Os of requirements for merchant ships.

6. Supply as necessary to ships of new construction fitted for service in cold climates should be made by storing yards.

7. Existing stocks of Bell's L.T. grease may be utilised in lieu of D.T.D. 143C.

(*B.R. 274/41.*)

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

(*A.F.O.1540/42 is cancelled.*)

595.—Machine Guns and Equipments—Vickers Mark III—Method of Fitting Gun to Mounting

Ships and Bases concerned

(G. 7842/42. 11.2.1943.)

From reports received from sea it would appear that in some ships the Vickers G.O. guns have been incorrectly fitted to the Mark III mountings.

2. A.F.O. Diagram 40/43 shows the correct method of fitting the rear end of the gun in the mounting.

3. The lugs on the plates carried on the top of the pedestal should be fitted into the bottom part of the cut-away portion of the spade grip of the gun.

4. The dimensions of the cut-away will vary slightly for different guns, necessitating a small adjustment of the contour of the lugs.

5. A.F.O. Diagram 40/43 includes an improved clamping screw for securing the gun in elevation.

6. The fitting of the gun to the mounting should be done by ship's staffs, assisted by base staffs if necessary.

7. Where the balance spring is of insufficient strength to balance the gun it may be strengthened by stretching and removing sufficient coils to shorten the spring to the original free length.

8. The improved clamping screw should be manufactured and fitted by base staffs.

9. Commanding Officers should include an item in their next list of alterations and additions to cover the work involved.

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

596.—Gunnery Instruction for Destroyers and Small Ships Before Commissioning or After Changes in Personnel

Cancelled by AFO 533/46.

(G.D./S.D. 05685/42.—11.2.1943.)

The following arrangements have been approved to enable control parties and guns' crews of destroyers and other ships which do not carry a gunnery officer to be given preliminary instruction as a complete unit before the ship commissions or re-commissions. This preliminary instruction is essential in order to avoid wasting time with extensive preliminary instruction and drills during the limited working-up period, and also to ensure that ships have some knowledge of how to use their armament when on passage to their working-up base.

2. The instruction lasts a maximum of a week and is given at the gunnery schools of the manning port to the control parties and guns' crews (including crews of close-range weapons) of all ships equipped with 4-inch guns and above which do not carry a qualified gunnery officer. In general, the ships affected are auxiliary A.A. ships, destroyers, sloops, repair ships, fast minelayers and corvettes.

3. Gunnery Control Officers, Gunners' Mates and, if possible, Officers of Quarters should attend with their crews.

4. R.D.F. operators of gunnery sets should be considered as forming part of the control party.

5. In order that the crews and control parties can be detailed and assembled in good time, the Admiral Superintendent Contract-Built Ships, or the Admiral Superintendents of H.M. Dockyards concerned should ensure that the commissioning dates are communicated to the Commodores of Depots, Captain of the Gunnery School and Captain H.M. Signal School as early as possible. This information should also be passed to Rear-Admiral (D), Home Fleet.

6. The Captain of the Gunnery School will arrange with the Commodore of the manning depot the date on which this training will start, the Commodore stating which of the ratings already on board should be sent from the ship. The Captain of the Gunnery School will then inform :—

(*a*) The ship, so that the Gunnery Control Officer, the ratings required, and, if possible, the O.O.Qs. can be sent.

(*b*) The Commodore, R.N. Barracks, Portsmouth (copy to the Captain, H.M. Signal School), so that the necessary R.D.F. ratings can be drafted, and

(*c*) The Commodore of the manning depot, for information regarding (*a*) and (*b*), so that the remainder of the ratings can be provided.

7. In the case of ships which are not being re-commissioned but which have a number of new ratings or equipment, arrangements can be made for similar instruction to be given to the personnel of those quarters affected, provided that the accommodation and other commitments at the Gunnery Schools permit. Commanding Officers wishing to arrange such instruction should apply direct, to the Captain of the Gunnery School at their manning port, or if more convenient, to the Captain of the nearest Gunnery School, stating whether the ratings for whom this instruction is required are already borne or have yet to be drafted. If there are any outstanding requirements for ratings, the application should be repeated to the authorities under 6 (*b*) and 6 (*c*) above, and the Captain of the Gunnery School will then proceed as in paragraph 6.

(*A.L.M./G.D. 069/42, 2.5.1942.*)

597.—Ammunition—20 mm. Hispano—Gauging Discontinued

(G. 8105/42.—11.2.1943.)

The gauging of the overall length of 20 mm. Hispano gun ammunition of all types for use in Naval aircraft is no longer necessary by ships and Naval air stations or squadrons.

2. This practice is to be discontinued.

598.—Ammunition—40 mm. Bofors—Clearing Charges Assembled with Primers No. 18——Care in Handling

(A.S./G. 8192/42.—11.2.1943.)

As the dimensions of Primers No. 18 are such that the cap holder may protrude beyond the base of the cartridge case by up to 0·05 mm. there is a risk of the cartridge being fired if it is dropped or knocked against an obstruction during handling.

2. Primers No. 18 have been used in the assembly of Q.F. 40 mm. Bofors clearing charges and great care is to be taken in handling clearing charges so primered.

599.—Cordite—N.H. Propellant—E.F.C. Value of Full Charge for Q.F. 4-in. Mark XVI* Guns

(G. 8193/42.—11.2.1943.)

Experience has shown that for Q.F. 4-in. XVI* guns the value of a full charge of N.H. propellant is considerably greater than ½ E.F.C. as given in C.A.F.O. 205/41.

2. The full charge of N.H. propellant for the Q.F. 4-in. XVI* gun only is to be given a value of ¾ E.F.C. Admiralty "A" message 0343A/9/12/42, in which a value of 13/16 E.F.C. was promulgated is cancelled.

3. For all other guns, charges of N.H. propellant should be assessed at half the value of the corresponding charges of cordite S.C.

4. Memoranda of Inspection should be amended as to the total number of E.F.Cs. fired up to the date of the last inspection and the rounds fired since the last inspection, this order being quoted.

If the E.F.C. *fired since last inspection* exceeds an inspection series (100 E.F.C.) a further inspection should be requisitioned at the first opportunity.

In cases where a restricted sentence was given at the last inspection, i.e. barrel to be exchanged after a stated number of E.F.C. immediate exchange of barrel should be requisitioned if that number of E.F.C. is found to have been exceeded.

(*"A" message 867 dated 9.12.42. is cancelled.*)

(*C.A.F.O. 205/41.*)

600.—Torpedo Sights—Illumination

"Hunt" Class Destroyers—5th and 6th Groups

(T. 3365/42.—11.2.1943.)

Torpedo Deflection Sights Pattern 4608A or B fitted on the torpedo tubes and on the bridge in accordance with A.F.O. 5291/42 should be fitted with illumination as follows:—

A lamp connection, Pattern 8684, with lamp, Pattern 664S, or Pattern 16026M, should be connected to the dial lamp switch, Pattern 7001, already fitted on the torpedo tubes with sufficient free length of cable, Pattern 9375A, to permit full training of the sight. On the bridge, feeds should be taken from the night sight circuits provided at the port and starboard Torpedo sight positions for Torch Lamp Illumination. The feed should be taken to each sight through a dial lamp switch, Pattern 7001. Stowage tubes, Pattern 8685, should be fitted as convenient.

2. This item should normally be carried out when the sights are installed but if omitted it should be treated as a defect and carried out by ships' staffs with stores demanded from the Dockyard, this Order being quoted as authority.

(*A.F.O. 5291/42.*)

601.—Paravane Bow Protection—Downhaul Shoe—Endless Whip Arrangements and Method of Checking

(T.3098/42.—11.2.1943.)

With reference to A.F.O. 4527/42 and A.F.O. 1145/42, the normal method of fitting and checking the endless whip system is to be as indicated on A.F.O. diagram 43/43, and as follows :—

2. The endless whip arrangement is to apply only to vessels where a centre line capstan is fitted, and vessels with windlasses are therefore not affected, and will continue to operate the downhaul shoe, where fitted, by separate tailing wires.

3. In vessels such as battleships where there is a sufficient drift forward of the capstan, the pedestal sheave fairleads abaft the capstan and may not be required. It may be that in some vessels a pedestal fairlead will be required only on the downhaul side.

4. In certain earlier ships ¾-in. chain cable is fitted for the downhaul chain instead of the ⅞-in. shown on the diagram. In new vessels, where the tubes have yet to be fitted, the downhaul chain may be increased to 1-in., and this will necessitate an increase in the bore of the downhaul tube to 4 5/16-in. with corresponding modifications to the deck and forefoot castings. The eyeplates, swivel, shackles and slips are to be related to the actual size of uphaul and downhaul chains fitted, but this order is no authority for alteration to the size of the chains and associated fittings, in ships already fitted.

5. The pedestal sheave fairleads should be lined up at the correct height with the starboard fairlead higher than the port one in order to avoid riding turns on the capstan. Ramps and arris pieces are to be fitted as necessary in way of obstructions.

6. The length of the messenger should be such as to allow 3½ turns on the capstan plus sufficient slack to put the turns on the capstan (usually about 2 ft.) when the three eyed plates are at Marks "A" and "C", in which case there would be a total of 3 ft. 6 in. of slack in the whole system when working the capstan.

7. With the shoe in the running position the blake stopper should be on that marked link in the downhaul chain necessary to give 18 in. of slack outboard and the downhaul preventer should be slack. With the shoe in the up position the blake stoppers should be on the marked links in both the uphaul and downhaul chains necessary to give 18 in. of slack outboard, and both inboard preventers should be slack. When it is desirable that the shoe should be brought inboard and stowed, the ship's officers are to arrange for the blake stoppers to be attached to marked links in the uphaul and downhaul chains necessary to give 18 in. of outboard slack. In some vessels with open top stem head fairleads it is possible to bring the shoe inboard without disconnecting the chains, but otherwise it will be necessary to disconnect the uphaul and downhaul chains from the shoe and join the ends together, ensuring that no turns get into the chains while shackling, either while removing or replacing the shoe.

8. The following procedure is to be carried out when checking the shoe in dock :—

With the shoe in the "Marking Off" position (i.e., so that the point of contact between the shoe and the stem is 12 in. (tolerance × 4 in., — 0 in.) above the lower edge of the hole in the forefoot casting) and suspended from the uphaul preventer chain shackled to the deckbolt with the penultimate end drop link of the inboard preventer shackled to the link of the 3-eyed plate, Pattern 7810, the downhaul chain is to be hauled taut and the position of the centre of the brass deck plate "B" marked off 1 ft. 6 in. forward of the centre of the 3-eyed plate, to allow 1 ft. 6 in. slack in the downhaul when towing paravanes. The downhaul should then be eased out 1 ft. 6 in. so that the centre of the 3-eyed plate is in line with the centre of the brass plate "B", and the link furthest forward, on which the blake stopper will engage, should then be painted white.

With the shoe in the "Up" position on the stem, i.e., 1 ft. 6 in. below the centre of the bull ring, the centre of the brass plate "A" is to be positioned on the deck in line with the centre of the 3-eyed plate of the uphaul. Brass plate "C" should be positioned 1 ft. 6 in. forward of the centre of the 3-eyed plate of the downhaul to allow 1 ft. 6 in. slack in the downhaul when the shoe is up. The downhaul should then be eased out 1 ft. 6 in. so that the centre of the 3-eyed plate is in line with the brass plate "C", and the links furthest forward in both the uphaul and downhaul chains on deck to which the blake stoppers can be attached are to be painted white.

To enable the chains to be readily checked for stretch after periods of speed steaming the following is to be carried out :—

With the shoe in the "Up" position both the uphaul and downhaul chains are to be hove taut and the lengths checked by use of the brass plate "A" and a pitch mark 1 ft. 6 in. abaft the centre of the brass plate "C". This check must be carried out with the ship at rest in still water. Any stretch in the uphaul chain is to be adjusted by means of the drop links in the inboard preventer. Stretch in the downhaul can be met by moving the blake stopper on to another link and re-marking as necessary. The inboard preventer chains, etc., will be checked by direct measurement.

The requisite information and position of the brass plates and pitch marks are to be shown on the "as fitted" drawing of the paravane arrangements, together with the fitted lengths of the outboard chains, swivel pieces, and links and slips as measured from the bearing parts of the end links in each case.

In ships building the arrangements are to be lined up and checked to the satisfaction of the overseer and Vernon's equipment officer.

Plate "A" inscribed. Uphaul.	*Brass Plate "B" inscribed.*	*Brass Plate "C" inscribed. Downhaul.*
Centre of 3-eyed plate when top of shoe is 18 in. below centre of bull ring.	Running position of centre of 3-eyed plate with bar shoe in down position and 18 in. of slack in the downhaul.	Centre of 3-eyed plate when top of shoe is 18 in. below centre of bull ring and 18 in. of slack in the downhaul.

(*A.F.Os. 1145/42 and 4527/42.*)

602.—Cartridges, Impulse, Torpedo—Types and Services for which required

(T. 08567/43.—11.2.1943.)

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

Table A, reading across in six columns from left to right. *After* Q.R. IX *insert*:—

Column 1. "Q.R. IX*-IX**."
Column 2. "25½ oz. S.C., No. 19 primer."
Column 3. "23 oz. S.C., No. 19 primer."
Column 4. "23 oz. S.C., No. 19 primer."
Column 5. "— ."
Column 6. "21 oz. S.C., No. 19 primer."

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

603.—Low Power Hand-operated Circuit Breakers on Main Low Power Generator Switchboards—Supply of New Shockproof Breakers—As. and As. "*Dido*" *Class Cruisers*

(T. 2784/42.—11.2.1943.)

Each of the vessels in the above class is fitted with two 300 amp. and two 600 amp. low power hand-operated circuit breakers of Messrs. Igranic Electric Co.'s manufacture, which are to be replaced by an improved design, conforming to the latest shock test requirements, manufactured by the same firm.

2. Commanding Officers of ships concerned are to insert an item in their lists of As. and As., work to be carried out by ship's staff with dockyard assistance. The item is to be worded as follows:—

"To remove the existing two in number 300 ampere and two in number 600 ampere low power hand-operated circuit breakers and fit new circuit breakers conforming to the latest shock test requirements."

3. The new shockproof breakers, which have been purchased under Vote 8/III, should be obtained from the Superintending Naval Store Officer, Rosyth, to whom delivery is being made.

4. New "As fitted" drawings will be issued.

5. The original breakers which will be taken off vessels are not shockproof and therefore unserviceable, and are to be set apart for sale, or brought to produce, at Yard Officer's discretion.

6. Separate action is being taken for ships building.

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

604.—Tong Test Ammeters—Introduction

Capital Ships, Aircraft Carriers, Cruisers, Repair and Depot Ships, Monitors, H.M.S. "Adventure," Fast Minelayers, Flotilla Leaders and Destroyers, D/G Range Officers

(T. 01991/42.—11.2.1943.)

When measuring the current flowing in a cable, it is often very inconvenient to insert an ammeter in the circuit. To overcome this, it has been decided to introduce into the service two similar instruments, Tong test ammeters, Types "B" and "D".

(a) *Tong Test Ammeter, Type "B", Pattern 13586.*—This instrument is for general use in ships and has two scales, one reading up to 100 amperes and the other to 400 amperes. It may be used when carrying out the following or similar operations:—

(i) Setting of breaker and starter overloads.

(ii) Searchlight burning for adjustment.

(iii) Measurement of current in emergency supply systems.

(b) *Tong Test Ammeter, Type "D". Pattern 13587.*—This instrument is for use in D.G. work and has four scales i.e. 0–100, 0–200, 0–300 and 0–400 amperes. Distribution will be made as follows:—

To S.I.D.G., Leith ...	4 No.	Supply will be made without demand direct from contractors. Invoices to Superintending Naval Stores Officers, Rosyth and Devonport respectively.
To S.I.D.G., Plymouth	3 No.	
To yards for stock—		
Portsmouth	2 No.	To be held available for issue on demand to D.G. Authorities as required.
Chatham	2 No.	
Devonport	2 No.	
Rosyth	2 No.	
Alexandria	1 No.	

2. When using these instruments, it is important that the conductor should be placed in the centre of the orifice in order that an accurate reading shall be obtained.

3. These instruments will be supplied in leather cases.

4. The allowance of the Type "B" ammeters will be one to each ship of the classes mentioned above and ships concerned, in commission, should forward demands to their storing yards or depots accordingly. Supply to vessels of new

construction should be made by storing yards or depots in the usual manner. Purchase has been arranged under contract dated 30th December, C.P.96726/42/F1789, with Messrs. Crompton Parkinson Ltd. for the following quantities:—

Chatham	*Portsmouth*	*Devonport*	*Rosyth*	*Preston*	*Stroud*	*Total*
50	50	50	50	200	200	600

5. The instruments have been added to the Rate Book of Naval Stores under subhead F, item 1C, part III (page 3 of Demand), and the Sea Store establishments concerned will be amended by the insertion of the allowance of Type "B" ammeters.

605.—Galvanising—Economy in use of

(T. 33/43.—11.2.1943.)

The following amendments are to be made to A.F.O. 4828/42:—

Paragraph (ii) to be *amended to read*:—

(ii) *Engineering—Instructions to all A.E.Os. and G.M.Os.*

All orders by main and auxiliary contractors for hot galvanised tubes, pipes and fittings are to be forwarded through the engineer overseer or the gun mounting overseer.

Line 4 from bottom of page:—*Delete* "A.E.Os."; *substitute* "Overseers".

(A.F.Os. 4828/42 and 6235/42.)

606.—Admiralty Standard Specification for Rubber Insulated Cables—Use of Polyvinyl Chloride in Lieu of Rubber

(N.S. 12519/43.—11.2.1943.)

In view of the critical position of rubber supplies and of the necessity to spread existing stocks over as long as possible, permission has been granted to the electric cable industry for the use of a plastic material, polyvinyl chloride (P.V.C.), in lieu of rubber for the insulant and/or sheathing of certain cables, detailed hereunder.

2. To permit of discrimination between the rubber covered and the P.V.C. covered cables, the suffix letter to the pattern number shall, if P.V.C. be supplied, be replaced by the suffix letter "P", or where no suffix letter is at present quoted, the letter "P" shall be added.

3. As it is desired that when P.V.C. insulated and sheathed cables are supplied for motor-boats they shall be of the braided variety, cable manufacturers have been informed that any orders for cable to Table 15A on which it is desired to use P.V.C. shall now be completed in accordance with the requirements of Table 15E.

4. It will be noted that when Patterns 6052D, 6056D, 6058D, 6060D and 6062D (Table 12) are supplied with P.V.C. sheathing the braiding over the sheath is to be deleted. These cables will, therefore, be identical with Patterns 6051D, 6055D, 6057D, 6059D, 6061D, respectively, if these latter patterns are also P.V.C. sheathed.

5. The use of P.V.C. for the cables in Table 14A will provide increased qualities of fire resistance over the rubber insulated type and will render these cables comparable with those in Table 14B. Cable manufacturers have, therefore, been informed that any orders for cables, Patterns 13340 and 13341, in Table 14B may be met by the provision of Patterns 9396P and 9397P respectively.

In addition to the cables detailed below, the use of P.V.C. insulant is permissible for Patterns 9084, 9085 and 9086, which are included in the W/T Supplement to Schedule 720.

Standard Electrical Specification No. 14

Cables for Change-over to P.V.C.

Table No.	Pattern No.	No. of Cores	P.V.C. Component	Colour	Radial Thickness of Dielectric	Radial Thickness of Sheath	External Coverings	Remarks
1	2	3	4	5	6	7	8	9
					in.	in.		
1	104A	1	Insulant	Red	0·04	—	Delete braid	Overall diameter will now be 0·144 in.
	733A	1	Insulant	Black	0·035	—	—	Overall diameter will not be 0·114 in.
	2720D	1	Insulant	Black	0·035	—	Delete braid	Overall diameter will now be 0·104 in.
	13349	1	Insulant	Black	0·04	—	—	Overall diameter will now be 0·137 in.
8	1389D	1	Insulant and sheath	Black	0·04	0·05	—	Overall diameter will now be 0·272 in.
	7046D	1	Insulant and sheath	Black	0·03	0·04	—	Overall diameter will now be 0·186 in.
12	4953A	2	Sheath	Black	—	0·05	—	
	6050D	2	Sheath	Black	—	0·05	Delete braid	Overall diameter will now be 0·308 in.
	6051D	3	Sheath	Black	—	0·05	—	
	6052D	3	Sheath	Black	—	0·05	Delete braid	Overall diameter will now be 0·324 in.
	6053D	4	Sheath	Black	—	0·05	Delete braid	Overall diameter will now be 0·351 in.
	6054D	5	Sheath	Black	—	0·05	Delete braid	Overall diameter will now be 0·381 in.
	6055D	2	Sheath	Black	—	0·05	—	
	6056D	2	Sheath	Black	—	0·05	Delete braid	Overall diameter will now be 0·354 in.
	6057D	3	Sheath	Black	—	0·05	—	
	6058D	3	Sheath	Black	—	0·05	Delete braid	Overall diameter will now be 0·374 in.
	6059D	2	Sheath	Black	—	0·05	—	
	6060D	2	Sheath	Black	—	0·05	Delete braid	Overall diameter will now be 0·396 in.
	6061D	3	Sheath	Black	—	0·05	—	
	6062D	3	Sheath	Black	—	0·05	Delete braid	Overall diameter will now be 0·419 in.
	6063D	3	Sheath	Black	—	0·05	Delete braid	Overall diameter will now be 0·462 in.
	6064D	5	Sheath	Black	—	0·05	—	
	6065D	8	Sheath	Black	—	0·05	—	
	7047D	4	Sheath	Black	—	0·05	—	
14A	5777A	1	Insulant	Black	0·035	—	Delete braid	Overall diameter will now be 0·106 in.
	5680A	1	Insulant	Black	0·04	—	Retain braid	Overall diameter will now be 0·179 in.
	5681A	1	Insulant	Black	0·04	—	Retain braid	Overall diameter will now be 0·179 in.
	5682A	1	Insulant	Black	0·04	—	Retain braid	Overall diameter will now be 0·179 in.
	5683A	1	Insulant	Black	0·04	—	Retain braid	Overall diameter will now be 0·179 in.
	5684A	1	Insulant	Black	0·04	—	Retain braid	Overall diameter will now be 0·179 in.
	5685A	1	Insulant	Black	0·04	—	Retain briad	Overall diameter will now be 0·179 in.
	5686A	1	Insulant	Black	0·04	—	Retain braid	Overall diameter will now be 0·179 in.
	5687A	1	Insulant	Black	0·04	—	Retain braid	Overall diameter will now be 0·179 in.
	5688D	1	Insulant	Black	0·045	—	Retain braid	Overall diameter will now be 0·257 in.
	5689D	1	Insulant	Black	0·045	—	Retain braid	Overall diameter will now be 0·257 in.
	9395D	1	Insulant	Black	0·035	—	Retain braid	Overall diameter will now be 0·141 in.
	9396D	1	Insulant	Black	0·040	—	Retain braid	Overall diameter will now be 0·193 in.
	9397D	1	Insulant	Black	0·045	—	Retain braid	Overall diameter will now be 0·233 in.
15B	13066D	1	Insulant and sheath	Black	0·03	0·04	Retain braid	Overall diameter will now be 0·227 in.
	13067D	1	Insulant and sheath	Black	0·04	0·04	Retain braid	Overall diameter will now be 0·266 in.
	13068D	1	Insulant and sheath	Black	0·04	0·04	Retain braid	Overall diameter will now be 0·282 in.
	13069D	1	Insulant and sheath	Black	0·04	0·04	Retain braid	Overall diameter will now be 0·310 in.
	13070D	1	Insulant and sheath	Black	0·045	0·04	Retain braid	Overall diameter will now be 0·345 in.
	13071D	1	Insulant and sheath	Black	0·06	0·05	Retain braid	Overall diameter will now be 0·570 in.
	13072D	1	Insulant and sheath	Black	0·075	0·05	Retain braid	Overall diameter will now be 0·790 in.
	13073D	2	Insulant and sheath	Red and black	0·03	0·04	Retain braid	Overall diameter will now be 0·344 in.
	13074D	2	Insulant and sheath	Red and black	0·04	0·05	Retain braid	Overall diameter will now be 0·474 in.
	13075D	2	Insulant and sheath	Red and black	0·04	0·05	Retain braid	Overall diameter will now be 0·550 in.
	13076D	3	Insulant and sheath	Red, Black and white.	0·03	0·04	Retain braid	Overall diameter will now be 0·362 in.
	13077D	3	Insulant and sheath	Red, black and white.	0·04	0·05	Retain braid	Overall diameter will now be 0·521 in.
	13078D	3	Insulant and sheath	Red, black and white.	0·04	0·05	Retain braid	Overall diameter will now be 0·581 in.
	13079D	4	Insulant and sheath	Red, black, white and green.	0·03	0·05	Retain braid	Overall diameter will now be 0·412 in.
	13080D	4	Insulant and sheath	Red, black, white and green.	0·04	0·05	Retain braid	Overall diameter will now be 0·527 in.

Cables for Change-over to P.V.C.—contd.

Table No.	Pattern No.	No. of Cores	P.V.C. Component	Colour	Radial Thickness of Dielectric	Radial Thickness of Sheath	External Coverings	Remarks
1	2	3	4	5	6	7	8	9
					in.	in.		
15B *contd.*	13081D	5	Insulant and sheath	Red, black, white, green and blue.	0·03	0·05	Retain braid	Overall diameter will now be 0·446 in.
15C	13082D	1	Insulant	Black	0·03	—	As at present specified.	Overall diameter will now be 0·167 in.
	13083D	1	Insulant	Black	0·04	—	As at present specified.	Overall diameter will now be 0·206 in.
	13084D	1	Insulant	Black	0·04	—	As at present specified.	Overall diameter will now be 0·222 in.
	13085D	1	Insulant	Black	0·04	—	As at present specified.	Overall diameter will now be 0·250 in.
	13086D	1	Insulant	Black	0·045	—	As at present specified.	Overall diameter will now be 0·285 in.
	13087D	1	Insulant	Black	0·06	—	As at present specified.	Overall diameter will now be 0·470 in.
	13088D	1	Insulant	Black	0·075	—	As at present specified.	Overall diameter will now be 0·700 in.
	13089D	2	Insulant	Red, black	0·03	—	As at present specified.	Overall diameter will now be 0·284 in.
	13090D	2	Insulant	Red, black	0·04	—	As at present specified.	Overall diameter will now be 0·394 in.
	13091D	2	Insulant	Red, black	0·04	—	As at present specified.	Overall diameter will now be 0·450 in.
	13092D	3	Insulant	Red, black and white.	0·03	—	As at present specified.	Overall diameter will now be 0·302 in.
	13093D	3	Insulant	Red, black and white.	0·04	—	As at present specified.	Overall diameter will now be 0·421 in.
	13094D	3	Insulant	Red, black and white.	0·04	—	As at present specified.	Overall diameter will now be 0·481 in.
	13095D	4	Insulant	Red, black, white and green.	0·03	—	As at present specified.	Overall diameter will now be 0·332 in.
	13096D	4	Insulant	Red, black white and green.	0·04	—	As at present specified.	Overall diameter will now be 0·427 in.
	13097D	5	Insulant	Red, black, white, green and blue.	0·03	—	As at present specified.	Overall diameter will now be 0·366 in.
15E	13035D	1	Insulant and sheath	Black	0·03	0·04	Delete oil proof tape, but retain flameproof braid.	Overall diameter will now be 0·247 in.
	13036D	1	Insulant and sheath	Black	0·04	0·04	Delete oil proof tape, but retain flameproof braid.	Overall diameter will now be 0·286 in.
	13037D	1	Insulant and sheath	Black	0·04	0·04	Delete oil proof tape, but retain flameproof braid.	Overall diameter will now be 0·302 in.
	13038D	1	Insulant and sheath	Black	0·04	0·04	Delete oil proof tape, but retain flameproof braid.	Overall diameter will now be 0·330 in.
	13039D	1	Insulant and sheath	Black	0·045	0·04	Delete oil proof tape, but retain flameproof braid.	Overall diameter will now be 0·365 in.
	13040D	1	Insulant and sheath	Black	0·06	0·05	Delete oil proof tape, but retain flameproof braid.	Overall diameter will now be 0·600 in.
	13041D	1	Insulant and sheath	Black	0·075	0·05	Delete oil proof tape, but retain flameproof braid.	Overall diameter will now be 0·820 in.
	13042D	2	Insulant and sheath	Red, black	0·03	0·04	Delete oil proof tape, but retain flameproof braid.	Overall diameter will now be 0·364 in.

(62356)

Cables for Change-over to P.V.C.—contd.

Table No.	Pattern No.	No. of Cores	P.V.C. Component	Colour	Radial Thickness of Dielectric	Radial Thickness of Sheath	External Coverings	Remarks
1	2	3	4	5	6	7	8	9
					in.	in.		
15E *contd.*	13043D	2	Insulant and sheath	Red, black	0·04	0·05	Delete oil proof tape, but retain flameproof braid.	Overall diameter will now be 0·494 in.
	13047D	2	Insulant and sheath	Red, black	0·04	0·05	Delete oil proof tape, but retain flameproof braid.	Overall diameter will now be 0·580 in.
	13048D	3	Insulant and sheath	Red, black and white.	0·03	0·04	Delete oil proof tape, but retain flameproof braid.	Overall diameter will now be 0·382 in.
	13049D	3	Insulant and sheath	Red, black and white.	0·04	0·050	Delete oil proof tape, but retain flameproof braid.	Overall diameter will now be 0·551 in.
	13157D	3	Insulant and sheath	Red, black and white.	0·04	0·05	Delete oil proof tape, but retain flameproof braid.	Overall diameter will now be 0·611 in.
	13158D	4	Insulant and sheath	Red, black, white and green.	0·03	0·05	Delete oil proof tape, but retain flameproof braid.	Overall diameter will now be 0·412 in.
	13159D	4	Insulant and sheath	Red, black, white and green.	0·04	0·05	Delete oil proof tape, but retain flameproof braid.	Overall diameter will now be 0·557 in.
	13160D	5	Insulant and sheath	Red, black, white, green and blue.	0·03	0·05	Delete oil proof tape, but retain flameproof braid.	Overall diameter will now be 0·466 in.
18(*a*)	4952	2	Insulant and sheath	Red, black Sheath-black.	0·035	0·05	Retain braid	Overall diameter will now be 0·352 in.
	5671A	3	Insulant and sheath	Red, black, white. Sheath-black.	0·04	0·05	—	Overall diameter will now be 0·514 in.
	13799	20	Sheath	Black	—	0·08	—	
18(*b*)	7983D	2	Insulant and sheath	Red, black. Sheath-black.	0·04	0·065	Delete tape over sheath.	Overall diameter will now be 0·498 in.
	7989D	3	Insulant and sheath	Red, black and white. Sheath-black.	0·04	0·065	Delete tape over sheath.	Overall diameter will now be 0·523 in.
	7974D	2	Insulant and sheath	Red, black. Sheath-black.	0·04	0·065	Delete tape over sheath.	Overall diameter will now be 0·530 in.

607.—War Gases—Supply to Shore Establishments for Training Purposes.

(T. 06111/42.—11.2.1943.)

Attention is drawn to A.F.O. 665/43 in Section 6 of this issue.

608.—Respirators—Loss or Damage

(A.S. 1853/43.—11.2.1943.)

All persons to whom Grade "B" or "C" respirators are issued are held personally responsible for their care and custody. Any loss or damage attributable to neglect should be charged by the Accounting Officer against the person held responsible in accordance with the regulations governing the loss of or damage to Service stores.

2. For this purpose, when full recovery is made, the charges are now as follows :—

	s.	d.
Respirators, Grade "B"	5	2
Bag		9
Contex filter (if fitted)		2
Outfit, anti-dimming		2
	6	3

Respirator, Grade "C" :—

	s.	d.
Face-piece	10	3
Container	3	9
Disc fibre		1
Haversack	6	9
Outfit, anti-dimming		2
	21	0

3. Attention is drawn to A.F.O. 5031/42.

4. Loss of, or damage to, general civilian respirators, Grade "A", should be reported by the individuals concerned to the appropriate local civil authority.

(*A.F.O. 5031/42.*)

(*A.F.O. 1403/42 is cancelled.*)

609.—Magnetic Compasses

105-ft. Motor Minesweepers

(C.D. 32/43.—11.2.1943.)

In certain 105-ft. motor minesweepers it will be found that a change in deviation is caused at the magnetic compasses by movement of the boats' davits. Commanding Officers of ships affected should take steps to ensure that the davits are in their sea-stowage position when magnetic compasses are adjusted or are in use, and should bear in mind that any movement of the davits will affect the deviation tables obtained for the magnetic compasses.

610.—Main Turbines—Holding a Shaft Stopped with Astern Steam—Precautions

All Ships

(E.-in-C./M. 09396/42.—11.2.1943.)

The following instructions, which should be read in conjunction with C.A.F.O. 56/40, are issued for guidance when circumstances render it essential to hold a shaft stopped for longer than approximately 10 minutes by using astern steam.

2. Some risk of damage will always be involved by this practice unless it is possible for the engines to be moved for a few revolutions ahead or astern every 10 minutes.

3. The risk will, however, be minimised and the more serious defects, such as a bent rotor, due to distortion and fouling, avoided, if the following precautions are observed :—

(*a*) Speed of the ship should be a minimum consistent with safety under the prevailing circumstances.

(*b*) All astern nozzle valves should be open.

(*c*) Vacuum should be maintained between 15 and 20 inches.

(*d*) When the operations necessitating the holding of the shaft are completed, astern steam should be shut off gradually and the engine allowed to revolve slowly by trailing under the reduced vacuum for at least 10 minutes before raising the vacuum and admitting ahead steam.

Should the engine not move due to the trailing action of the propeller when astern steam is shut off, ahead steam should be cautiously admitted and again shut off as soon as the engines move.

(*C.A.F.O. 56/40.*)

611.—Cylindrical Boilers—Internal Feed Arrangements—As. and As.

H.M. Ships concerned—excluding Auxiliary Vessels requisitioned for Service

(D. 16196/42.—11.2.1943.)

A number of ships fitted with cylindrical boilers have experienced excessive local corrosion of boiler plates and tubes adjacent to the feed inlet where the flow of feed water impinges on the internal surfaces. In order to minimise this action it has been decided to fit a form of internal feed pipe with spray nozzles on the lines of A.F.O. Diagram 44/43.

2. Ships under construction at the date of this order are to be fitted with this type of internal feed pipe, where this can be arranged without causing delay in completion. An item, Classified "A", is to be included in the list of As. and As. for ships on service, to cover the work involved.

3. Arrangements are being made by the Admiralty to purchase a quantity of spray nozzles complete from Messrs. Babcock and Wilcox, Ltd., who will supply the fittings direct, on demand through the Admiralty Engineer Overseer, Scotland.

4. In addition to the above measures, the internal feed pipes are to be examined regularly to ensure that the feedpipe joints are correctly made and that direct impingement of feed through broken or separated pipes cannot occur.

612.—Boilers—Combustion Tubes and Supports for Oil Fuel Burning

(N.S. 28603/42.—11.2.1943.)

The designs of supports for combustion tubes for oil fuel burning equipment in boilers of H.M. ships are to be standardised as shown on A.F.O. Diagram Pattern 5930/1. These designs cover requirements for all types of these fittings now in use in H.M. ships and in new construction.

2. The types of supports indicated will also be applicable to future replacements of existing fittings in all Admiralty types of registers.

3. Where existing supports are replaced by the standard patterns shown it may be necessary in some instances to elongate the holes in the boiler front plate to accommodate the standard design and this alteration should be carried out when and where required.

4. A.F.O. Diagram 401/41 (1) and (2) are cancelled and the references to these in A.F.O. 4310/41 should read :—

for A.F.O. Diagram 401/41 (1) ... A.F.O. Diagram 45/43 (*see* Pattern No. 5930).

for A.F.O. Diagram 401/41 (2) ... A.F.O. Diagram 45/43 (*see* Pattern No. 5931).

5. *Dockyards only.*—The supports to which Patterns 5930 and 5931 have been assigned are to be dealt with under Vote 8/II Subhead B3, and will be added to the Authorised List of Naval Stores in due course. Requirements should be obtained as follows :—

Supports of heat resisting steel.—By purchase from one of the undermentioned firms for supply in the materials indicated :—

Messrs. Firths ... ... H.R. Crown Max.
Messrs. Hadfields ... ... ERA, HRI, or ERA, HR3.
Messrs. Cronite ... ... Cronite.
Messrs. Firth Vickers ... Immaculate 5.

Supports of Mild Steel Aluminised.—By dockyard manufacture as necessary.

(*A.F.O. 4310/41—Not in annual volume.*)

613.—Misalignment between Engines and Propeller Shafting

61½-ft. Motor Fishing Vessels of Admiralty Construction

(D./S.V.P. 1356/43.—11.2.1943.)

Misalignment between engines and propeller shafting has been experienced in some of the 61½-ft. M.F.Vs. These defects have been attributed to shrinkage of the engine bearers or the inadequate lateral restraint of the engines.

2. To avoid such misalignment becoming sufficiently serious to cause damage to the reverse gear bearings the coupling between the engine and propeller shaft should be parted at intervals not exceeding six months and the alignment checked, If the peripheries of coupling flanges are more than $\frac{1}{16}$-in. out of line in any direction, or if the lack of parallelism between the coupling faces exceeds $\frac{1}{1000}$-in. per inch diameter the engine should be re-chocked to restore alignment.

3. In the case of craft fitted with Kelvin engines the coupling and sleeve should be loosened and slid aft clear of the joint. Alignment of the bare shafts should then be checked with a steel straight edge and should be within the limits stated. Lateral movement of Kelvin engines is prevented by brass chocks which bear against the outside of the engine feet and are secured to the engine bearers by screws. These should be examined at the first opportunity to verify that they have been correctly fitted and properly secured, and should be examined at regular intervals to make sure that no lateral play has developed. The tightness of the engine holding down bolts should be checked at the same time.

(*Boat Pool Officer, 27.12.42, Ref. BP/43.*)

614.—Distiller Pumps—Cast Iron Pump Ends—Examination of

"Flower" Class Corvettes and "Bangor" Class Minesweepers

(D. 026299/42.—11.2.1943.)

The circulating water pump ends of the combination pumps fitted to distilling machinery of ships of the above-mentioned classes are to be examined for corrosion at the first opportunity. Particular attention is to be paid to the pump suction and delivery valve boxes. Where corrosive action is found, the parts affected are to be thoroughly cleaned and the whole cast iron surface painted with Debecote, supplies of which are available at the following bases :—

Chatham, Devonport, Portsmouth, Rosyth, Alexandria, Simonstown, Durban and Colombo. (A.F.O. 1408/42 refers.)

2. If it is found that excessive corrosion of the cast iron parts supporting the suction and delivery valves seats, has taken place, the valve chest is to be bored out and fitted with gunmetal bushes to support the valves seats. All corroded parts not removed by the machining and all cast iron surfaces in the vicinity of the bushes are to be treated as described in paragraph 1 above.

3. The Debecote coating in these pumps is to be examined frequently and touched up or renewed as necessary.

(*R.A. West Africa, 10.11.42, No. 1114/803.*)

(*A.F.O. 1408/42.*)

615.—W/T Equipment—Rectifier Unit Design B, Pattern 1204 A/B

(S.D. 557/42.—11.2.1943.)

Four condensers, electrolytic, 8 mfd. 600 V working, Pattern W. 6288 are to be supplied as spares with each Rectifier, Unit Design B, Pattern 1204 A/B, as a replacement for Condensers, Pattern 1140 when defective.

2. Stores will be issued without demand by S.N.S.O. (H).

3. Establishment Lists will be amended in due course.

616.—R.D.F. Types 286/241/242 and Outfit Q.H.—Voltage Control (A.C. Supply Outfits DUN and DUP)

(S.D.140/43.—11.2.1943.)

In order to provide the most effective voltage control, the connecting straps in control panels, A.M. Reference 5U/1269, and Admiralty Pattern W.4052, used with A.C. supply outfit DUN and DUP should be connected as shown in the following table :—

Pattern Number or Type of Equipment	Input Voltage	Strap Connection	Resulting Capacity
W.2516/A	24 volts ...	*D to 5 ...	5 mfd.
W.7079	24 volts ...	*D to 5 ...	5 mfd.
Tandem alternator Type R	24 volts ...	*D to 5 ...	5 mfd.
Tandem alternator Type Q	24 volts ...	C to 5 ...	Shorted
W.5804	24 volts ...	3 to 5 ...	8 mfd.
W.2517/A/B/C	110 volts ...	3 to 5 ...	8 mfd.
W.2518	220 volts ...	3 to 5 ...	8 mfd.

* This terminal may be marked " D " or " Dummy ".

2. Commanding Officers of ships and coastal craft concerned are to arrange for the strap connections to be verified by a radio mechanic, and, if necessary, corrected.

3. Paragraphs 3, 4 and 5 of A.F.O. 2060/42 are cancelled.

(*A.F.O. 2060/42.*)

617.—R.D.F. Type 290—Disposal of Equipment

(N.S. 13801/43.—11.2.1943.)

R.D.F. Type 290 equipment removed from ships in Home Waters, including that which already held in Base store depots pending disposal instructions, is to be returned to the Naval Store Officer, R.N. Store Depot, Lumb Mill, Delph, Lancs.

2. Defective items are to be serviced or repaired as necessary by the R.D.F. officer supervising the removal before being returned.

3. R.D.F. Type 290 equipment removed from ships or held at Bases, abroad is to be retained for use as spares.

(*A.F.O. 5306/42 is cancelled.*)

618.—Receiver Outfit C.B.A.—Modification to Pattern W107 Connecting Unit 4T

(S.D. 60/43.—11.2.1943.)

Consequent upon the modification to tuner amplifier B19 detailed in A.F.O. 4179/41, it is necessary to modify the connections to the three jacks in Pattern W107 connecting unit 4T to avoid placing a short-circuit on a section of the Pattern W2974 choke A/F with screened secondary C.T. for telephones, with consequent loss of signal strength.

2. The following modifications are therefore to be made to all Pattern W107 connecting units 4T, including stocks :—

(a) The connections between the bush and ring tags of each jack should be cut, thus disconnecting the earth connection from the ring tags.

(b) The ring tags of all jacks should then be strapped together.

(c) The bush tags of all jacks should then be strapped together and connected to earth.

3. Arrangements are being made to carry out this modification during manufacture in future.

(A.F.O. 4179/41.)

619.—Lockheed Mark VI Hydraulic Pumps—Overhaul & Repair

(A.M.R. 104/43.—11.2.1943.)

Whilst the overhaul and repair of the Lockheed, Mark VI, hydraulic pump is simple, consisting almost entirely of repair by replacement, the necessity of thoroughly testing the repaired or overhauled pump as a static test rig renders work of this nature by services not holding static tests rigs, impracticable.

2. Overhaul and repair of these pumps is, therefore, to be undertaken only by Repair Yards and R.N. Aircraft Workshops, Coventry.

3. The only servicing of these pumps which can be undertaken by services not holding static test rigs is the removal and cleaning of the high pressure outlet valves.

4. Replacement of the high-pressure oil seal requires no special tools but should only be carried out in cases of extreme emergency, when a replacement pump is not available. Following this replacement, it is essential to pressure test the pump and this can be effected by subjecting the pump to a pressure of 3,500 lb per sq. in. in the reverse direction, i.e., through the pump outlet connection (the hand pump on the aircraft system can be utilised to give the pressure test required).

620.—Damage Repairs

H.M. Ships, H.M. Dockyards and Repair Ports

(D./N.L. 19246/42.—11.2.1943.)

Whenever a ship is out of action for a considerable time, making good large damage repairs, it is essential that the opportunity be taken to make good other defects in order to ensure that, on completion, her state will be such that a major refit will not be necessary for a long time.

(C-in-C. H.F., 21.10.42, No. 1442/H.F. 616/18.)

(A.F.O. 2279/40.)

621.—L.C.T. (4)—Hull Defects

(M/D.028098/42.—11.2.1943.)

Local fractures have occurred in the hull structure in a number of L.C.T. (4) in the upper deck plating immediately before the poop, and in the outer bottom in the vicinity of the shaft brackets.

2. Repairs are to be carried out on the lines indicated on A.F.O. Diagram 42/43 (1 and 2).

3. Priority should be given to craft in which fractures have occurred, but all vessels in service are to be stiffened as soon as practicable.

622.—Modification to Leads of Piping to the Boost Gauges on the Bridge—As. and As.

70ft. M.T.Bs.

(D/P.20904/42.—11.2.1943.)

A petrol explosion was recently narrowly averted in the galley of a 70ft. M.T.B. due to a defect in the piping leading to the boost gauges on the bridge.

2. In boats where the leads of piping to the boost gauges run through accommodation spaces, the piping is to be modified in accordance with the arrangement indicated on A.F.O. Diagram 39/43.

3. The R.A.C.F. is to include an item, Classified "A*", to cover the work involved, in the next list of As. and As. forwarded for the coastal craft concerned.

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

623.—Depth Charge Thrower Loading Davits—As. and As.

Converted A/S Trawlers

(D.024317/42.—11.2.1943.)

In various classes of converted trawlers difficulty is experienced in reloading depth charge throwers owing to loading davits not having sufficient overhang to plumb the mouth of the throwers.

2. The Commanding Officers of vessels in which the loading arrangements suffer from this defect are to insert an item, Classification "A", in their next lists of As. and As. for depth charge thrower davits to be modified so that they plumb the mouth of the throwers.

(A.C.Os., 4.11.42, No. 2232/O.S. 292.)

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

624.—Fenders—Allowances

Submarines and Submarine Depot Ships

(N.S. 29461/42.—11.2.1943.)

In view of the rubber situation the production of all types of fenders involving the use of motor tyres was discontinued in accordance with A.F.O. 3019/42, hazelrod fenders being issued in lieu except to submarines.

2. Hazelrod fenders are unsuitable for supply to submarines owing to difficulties of handling and stowage, but six such fenders should be carried by each submarine depot ship for use when submarines are obliged to lie alongside in bad weather. Demands should be forwarded by depot ships concerned to storing yards as necessary if sufficient fenders are not already available on board.

3. As it is sometimes necessary, in emergency, for two submarines to be berthed alongside each other in bad weather, four tyre type fenders, Pattern 3499, should also be carried by each submarine depot ship, as a special case, for use in such circumstances. The necessary fenders, Pattern 3499, are being manufactured at Portsmouth and will be supplied to each submarine depot ship without demand.

4. The Sea Store Establishments and the list of particulars concerned will be amended.

(F.O. (S) 14.10.42, No. S.M. 174.)

(A.L., 22.1.42, N.S. 29461/42/B.11798, to A.S., Portsmouth.)

(A.F.O. 3019/42.)

625.—Kent Clear View Screen—As. and As.

"Vee" Destroyers

(D. 026794/42.—11.2.1943.)

Safety glass screens containing two Kent Clear View Screens (9½-in. diameter, destroyer type) are to be fitted to the fore end of the upper bridge in "Vee" Destroyers.

2. Where the replacement of the ordinary glass by laminated 3-ply safety glass in accordance with A.F.O. 4794/40 has not been carried out, the fitting of the Kent Clear View Screens is to be carried out concurrently with this alteration.

3. Repair Authorities concerned are to arrange for the purchase of the Kent Clear View Screens from the makers Messrs. George Kent Ltd., Luton, Bedfordshire. Information regarding the sizes and general layout of the apertures in which it is intended to instal the screens, are to be forwarded as early as possible, preferably accompanied by diagrams.

4. An item "Classified A" to cover the work involved is to be included in the next list of As. and As. for the ships concerned.

(C-in-C. The Nore, 5.12.42. No. 7190/315. H.)

(A.F.O. 4794/40.)

626.—Chart Table Plotter—Introduction

(N.S/H.3101/42.—11.2.1943.)

A simple form of drafting instrument, suitable for small craft, and called a Chart Table Plotter, has been introduced and will be supplied to the Services shown in paragraph 2 as a Naval Store item under subhead F3A. Pattern number 708 has been allocated.

2. The allowance will be one each to all Coastal Force craft, with the exception of 72-ft. M.Ls. and A.R.Bs.

3. One thousand and eight of these instruments will shortly be available, and demands for supply to boats concerned in commission in home waters are to be forwarded by bases to which attached to the Superintending Naval Store Officer, Portsmouth.

Supply to bases abroad of sufficient chart table plotters for boats at present attached and under local construction is to be arranged by the Superintending Naval Store Officer, Portsmouth, without demand. Each base is to be informed of the numbers of the boats for which supply is being made.

Supply to boats under construction in U.K. is to be made by Portsmouth, demands being forwarded from Chatham and Devonport as necessary.

4. The establishments of Naval Stores concerned will be amended.

627.—Boot-topping Compositions

Dockyards, P.S.Os. and Repair Bases

(D. 10656/42. —11.2.1943.)

Red Hand Boot-topping has been added to the list of approved makes of Boot-topping specified in A.F.O. 4231/40 for use in future in ships coated with this make of bottom composition, as soon as stocks are available.

2. The next demands for outer bottom compositions should include sufficient quantities of Red Hand Boot-topping Protectives Nos. 1 and 2 and Antifouling Black to meet anticipated requirements and reserves, the requirements and reserves of Peacock and Buchan's Boot-topping being reduced accordingly.

3. The instructions in paragraph 4 of A.F.O. 4231/40 are applicable to this make of boot-topping composition.

(*A.F.O. 4231/40—not in annual volume.*)

628.—D.G. Equipment—Disuse of Course Correction

Destroyers, Sloops and Corvettes

(S.D.G.A. 02003/43.—11.2.1943.)

No change is to be made in the current in the F and Q coils (where fitted) for alteration of course in the following vessels :—

Destroyers
Sloops
Corvettes—Unless fitted with the " Split " system and employed as minesweepers.

i.e., Course correction is *not* to be used.

2. The D.G. equipment of the above-mentioned vessels is always to be adjusted for " fixed settings " according to their locality.

3. Range recommendations for F and Q coils will, in future, only be made to the above vessels in terms of FP and QP.

4. Corvettes employed as minesweepers are fitted with change over switches on the bridge to control the polarity of the FI, QI and AI coils with alteration of course and consequently are not included in the above category.

5. These instructions are being included in the D.G. manual now under revision.

629.—D.G. Equipment Supplied direct from Ship's Mains—Adjustment of Ballast and Regulating Resistance

Ships and Establishments Concerned

(S.D.G. 301/42.—11.2.1943.)

Where the current for D.G. coils is supplied direct from ship's mains (i.e., high voltage " P. and I. split " and " controller " systems) a ballast resistance is inserted in each D.G. coil circuit.

2. This resistance is fitted so that an *initial* and permanent adjustment may be made, when the D.G. coil is installed, for the following reasons :—

(i) Difference between the length of the cable actually installed in the vessel from that allowed for when calculating the D.G. coil.
(ii) Difference of the ship's supply voltage from that assumed when calculating the D.G. current.
(iii) Difference of ambient temperature in the localities where different ships of a class may be fitted with D.G.

3. The following procedure is to be adopted when making this initial adjustment :—

(*a*) See that the ship's normal voltage is applied, i.e., not " shore supply ".
(*b*) Set the regulating resistance to its maximum ampere-turn step, i.e., all resistance out of circuit.
(*c*) Keep the D.G. current on at the value in (*b*) until the D.G. coil reaches a final steady temperature indicated by the pointer of the ampere-turn meter ceasing to rise. This may take from two to four hours.
(*d*) Adjust the ballast resistance until the ampere-turn meter indicates the value of ampere-turns specified on drawing " X " as " Maximum Available Ampere-Turns " or the nearest approximation to this value.
(*e*) Secure the ballast resistance link in this position.
(*f*) The value of ampere-turns finally indicated by the ampere-turn meter is to be marked on the top step of the regulating resistance.

4. Compass corrector coil circuits are connected so that they are in parallel with the D.G. coil plus the ballast resistance. This method of connection is used so that advantage of the low temperature coefficient of the ballast resistance may be taken to form a " swamp " for the change of resistance of the D.G. coil with change of ambient temperature and thus reduce in some measure the error which occurs in the compass corrector coils.

5. Adjustment of the ballast resistance to compensate for change of ambient temperature *subsequent* to the initial adjustment referred to in paragraphs 2 and 3 above is no longer to be made as it has now been found that this adjustment does not produce the desired results. The tally plate affixed to the regulating and ballast resistance enclosure stating that this adjustment is to be made is to be removed.

6. In future the regulating resistances will be supplied without the ampere-turn values for the various settings marked against the studs. On existing regulating resistances these markings are to be obliterated. In all cases the D.G. coil ampere-turns are to be adjusted in accordance with the readings of the ampere-turn meters.

630.—American Degaussing Cables—Particulars of

(S.D.G. 384/42.—11.2.1943.)

The following information is promulgated in order to expedite repairs and/or replacements on degaussing installations fitted with U.S. cables.

2. Wire sizes on American ships are measured by the American wire gauge. The characteristics of various sizes of wire are indicated in the following table :—

A.W.G. No.	*†Dia. in inches*	*Area in C.M.**	*A.W.G. No.*	*†Dia. in inches*	*Area in C.M.**
0	0·3249	105500	6	0·1620	26250
1	0·2893	83690	7	0·1443	20820
2	0·2576	66370	8	0·1285	16510
3	0·2294	52640	9	0·1144	13090
4	0·2043	41740	10	0·1019	10380
5	0·1819	33100			

† When a core is made up of more than one strand the diameter in this table is the diameter of an equivalent single strand.

* The circular mil is a measure of area, being equal to the area of a circle 0·001 in. in diameter. The square root of the area of a wire in circular mils gives the diameter in thousandths of an inch.

The American wire gauge is such that the area doubles every three wire sizes, e.g. size 6 wire equivalent to two conductors of size 9 wire. The ratio of successive diameters is (1 : 1·123).

3. American D.G. cable is designated by its letter symbol followed by a number indicating the number of conductors per cable followed by a second number in parenthesis indicating the American Wire Gauge (A.W.G.) size of the conductors in the cable. Thus M.D.G.R. 19 (3) is cable with 19 conductors of size 3 A.W.G. wire. It is to be noted from the accompanying table that a size 3 A.W.G. degaussing conductor is made up of seven strands the total area of which is equal to that of size 3 A.W.G. wire. In the case of cables on U.S.N. ships, the number in parenthesis indicates the area of the cores in thousands of circular mils.

4. Cable designations in use are :—

Merchant Ships and Naval Auxiliaries (high voltage)—

M.D.G.R. and M.D.G.S.—Multicore Degaussing Regular and Multicore Degaussign Special—M.D.G.S. is a more recent development which is more watertight than M.D.G.R. These cables were previously used on tankers, enclosed in pipes on the deck.

Tankers (high voltage)—

M.D.G.W.—Multicore Degaussing Watertight—lead sheathed cable for installation on deck.
M.D.G.T.—Multicore Degaussing Tankers—watertight non-metallically covered cable for installing coil inside near bow and stern.
M.D.G.R. and M.D.G.S.—(*see* note above on Merchant Ships).

Navy Ships (high voltage and low voltage)—

M.D.G.P. and M.D.G.A.—plain and armoured multicore cables (high voltage).
S.D.G.P. and S.D.G.A.—plain and armoured single cable—(low voltage).

5. The accompanying table shows the characteristics of American cables and should be consulted when it is necessary to replace American cables by British cables. The size of wire used on American ships can usually be determined by examination of the degaussing specifications (*see* Reference (*a*)).

When an American cable is replaced by a British cable the resistance per 1,000 yards of the British one must not exceed the resistance per 1,000 yards of the American cable.

Data for British Cables—

(*a*) 7 core

Tough Rubber Sheath (T.R.S.)
Lead Alloy Sheathed (L.A.S.) and
Steel Wire Armoured Lead Covered (S.W.A.L.C.) Cables.

Size	*Res/1,000 yards** (*60° F.*)		*Current Capacity*
19/·064	0·42 ohm	...	62 amps
19/·052	0·636 ohm ...	...	47 amps
19/·044	0·890 ohm ...	...	39 amps
7/·064	1·140 ohm ...	...	34 amps

(*b*) 7 core T.R.S.

7/·044	2·400 ohms	...	23 amps
7/·036	3·600 ohms	...	17 amps

(*c*) 19 core S.W.A.L.C.

7/·064	1·140 ohms	...	28 amps
7/·044	2·400 ohms	...	18 amps
7/·036	3·600 ohms	...	14 amps

Note.—19/·064 means 19 strands each 0·064 in. diameter.

* These figures are "per thousand yards of laid up cable" and not "per thousand yards of core" as shown in D.E.E.'s Standard Electrical Specification No. 14 for electric cables. They are therefore approximately 2 per cent. above the figures shown in that specification.

631.—Cylinders No. 211F

(Pt. C.I.N.O. 8591/40.—11.2.1943.)

Fuzes No. 211 Mark I or fuzes No 230 with gaine No. 9 or 10 when supplied separately to ships will be packed in Cylinders No. 211F. This cylinder has a press cap type lid and will be painted or coloured externally.

2. When packed with fuze No. 211, the number 211 will be stencilled in green on the body of the cylinder in two places ; when packed with fuze No. 230 and gaine No. 9 or 10, numbers will not be painted or stencilled on the cylinder.

3. If when refuzing rounds on board, fuze No. 230 with gaine No. 9 or 10 is repacked in a cylinder which formerly contained fuze No. 211, then the number 211 stencilled on the body of the cylinder must be barred out (i.e., 211 to be partially obliterated by a stroke of paint).

4. Alternatively, if fuze No. 211 is repacked in a cylinder which formerly contained fuze No. 230 with gaine No. 9 or 10, the number 211 should be stencilled or painted green on the body of the cylinder in two places.

5. When the contents of a cylinder have been changed, the contents label is to be partially obliterated with paint, care being taken to leave the word "Explosive" printed in red, intact.

632.—Additional Portable Electric Welding Set—Supply of—As. and As.

Capital Ships and Aircraft Carriers

(D. 10269/42.—11.2.1943.)

It has been approved to supply one additional single all-electric portable welding set for use in capital ships and aircraft carriers.

2. Arrangements for the supply of welding sets for new construction will be made at the Admiralty.

3. The following item is to be inserted in the lists of As. and As. to ships concerned in service :—

"To supply one additional single all-electric portable welding set and arrange stowage as necessary."

(*C.-in-C., Home Fleet, 31.7.42, No. 1024/H.F. 770/19.*)

633.—Electrical Fittings for Conversions and Repairs—Demands

Warship Electrical Superintendents and Emergency Electrical Repair Overseers

(N.S. 30745/42.—11.2.1943.)

The instructions contained in A.F.Os. 3497/41 and 4820/41 to the effect that electrical fittings required by shipbuilders for conversion and repairs should be demanded from the local Warship Electrical Superintendent or Emergency Repair Overseer (Electrical) are apparantly being applied only to substitute fittings, whereas the instruction is intended to apply to all fittings whether Admiralty Pattern or substitute.

2. Manufacturers of Admiralty Pattern electrical fittings are continuing to receive large numbers of orders from shipbuilders for small quantities, usually for very early delivery to cover conversion and repairs, and this practice must be discontinued in order to avoid constant disturbance of planned production at manufacturers' works.

3. All electrical fittings for conversions and repairs, whether Admiralty Pattern or substitutes are, therefore, to be demanded by shipbuilders on the local Warship Electrical Superintendent or Emergency Repair Overseer (Electrical), and these officers should instruct shipbuilders accordingly.

4. In this connection attention is drawn to A.F.O. 1018/41 regarding the storing and supply arrangements made for the various ranges of electrical stores concerned.

(*A.F.Os. 1018/41, 3497/41 and 4820/41.*)

634.—Electro Magnetic Units

(N.S. Air 1120/42.—11.2.1943.)

All electro magnetic units (Stores Ref. 11A/466: part of electro magnetic release unit assemblies, Ref. 11A/464, 673, 488, 580, 573) are to be examined to determine whether they are stamped M/8/40 on the body face adjacent to the entry point of the twin-core cable.

2. Electro magnetic release units not so stamped must be modified in accordance with the following instructions:—

(i) Remove the bakelite release lever as instructed in A.P. 1095/N.2, paragraph 6 (i) (*a*) to (*e*);

(ii) Fit a new moulded bakelized fabric release lever, and re-assemble the unit in accordance with the instructions given in A.P. 1095/N.2, paragraph 6 (i) (*e*) to (*h*).

3. Return the redundant bakelite release lever to appropriate R.N. Store Depot for scrap disposal.

4. R.N. Store Depots, Storing Yards, Supply Ships and Service Units are authorised to modify all stocks of E.M. release units, Stores Ref. 11A/466, held on charge.

5. The following stores should be demanded from the appropriate R.N. Store Depot, quoting this Order as authority:—

Stores Ref.	*Nomenclature.*	*Class of Store.*
11A/1010	Lever-release (bakelized fabric) ...	B.

635.—Oxy-hydrogen Underwater Cutting Equipment—Allowances

Depot and Repair Ships

(N.S. 17541/42.—11.2.1943.)

The details of the component parts of the oxy-hydrogen cutting equipment shown in A.F.O. 930/42 have been revised, and the number of ships to which the equipment is to be allowed has been extended.

2. A complete list of the component parts and spares for the equipment is shown in Appendix A to this Order. Appendix B shows the ships to which a set of this equipment is to be allowed. The ships for which the allowance has been authorised since the issue of A.F.O. 930/42 are indicated by an asterisk(*).

3. The yards from which supply (without demand) is to be made are shown in Appendix B, and where supply has not already been made as a result of A.F.O. 930/42, the full equipment shown in Appendix A should be issued on receipt from contractors. Ships to which the equipment has already been supplied should ascertain whether the full equipment allowed by this Order has been received and any items deficient should be demanded from the yard indicated.

4. B.R. 321—Establishment of Naval Stores for Engineering Purposes—will be amended.

5. *Dockyards only.*—The equipment dealt with under Vote 8/II/B3 has been requisitioned for purchase for delivery to the yard from which supply is to be made as indicated in Appendix B, except the set for "Resource", which will be shipped direct from contractor's works.

APPENDIX "A"

Particulars of set of Oxy-hydrogen underwater-cutting Equipment

Sub-head.	Permanent or Consumable.	Description.	Denomination.	Quantity.
B.3	P	Blowpipe, cutting, short shaft, (complete with H.1 heating nozzle S.5. Cutting nozzle, Air nozzle).	No.	2
B.3	P	Regulator, Oxygen, High pressure	—	1
B.3	P	Regulator, Hydrogen, high pressure	—	1
B.3	P	Regulator, Air, low pressure ...	—	1

Sub-head.	Permanent or Consumable.	Description.	Denomination.	Quantity.
B.3	P	Coupler, Oxygen cylinder	—	1
B.3	P	Coupler, Hydrogen cylinder ...	—	1
B.3	P	Coupler, Air cylinder	—	1
B.3	C	Tubing, Oxygen, 8-ft. × ¼-in. grey	—	1
B.3	C	Tubing, Hydrogen, 8-ft. × ⅜-in. red	—	1
B.3	C	Tubing, Air, 8-ft. × ¼-in. blue ...	—	1
B.3	C	Tubing, Oxygen, 52-ft. × ¼-in. grey	—	1
B.3	C	Tubing, Hydrogen, 52-ft. × ⅜-in. red	—	1
B.3	C	Tubing, Air, 52-ft. × ¼-in. blue ... (each length fitted with connectors both ends).	—	1
B.3	P	Gauge, working pressure, Oxygen, Burden type.	—	1
B.3	P	Gauge, working pressure, Hydrogen	—	1
B.3	P	Gauge, working pressure, Air, Burden type (all mounted on one panel with T pieces).	—	1
B.3	—	Instruction book for cutting ...	—	1
		Tools.		
B.3	C	Tool Box	No.	1
		Contents of tool box:—		
B.3	C	Spanner, shifting, 9-in.	—	1
B.3	C	Hammer, ball pane	—	1
B.3	C	Spanner, shifting, 4½-in.	—	1
B.3	C	Screw driver, 6-in.	—	1
B.3	C	Pliers	Pair	1
B.3	C	Key, venturi jet	No.	1
B.3	C	Spanner, universal blowpipe ...	No.	1
B.3	C	Key, cylinder valve	No.	1
B.3	C	Plate, S.5 nozzle	No.	1
		Spare Parts.		
B.3	P	Nozzle, Air and locking ring ...	No.	1
B.3	C	Jets, venturi	No.	3
B.3	C	Connector, ⅜-in.	No.	1
B.3	C	Connector, ¼-in.	No.	1
B.3	C	Clips, Jubilee	No.	2
B.3	C	Washers, pigskin	No.	12
B.3	P	Nozzles, H.1, heating	No.	2
B.3	P	Nozzles, S.5, cutting	No.	6
B.3	P	Gauges, working pressure (1 of each for Oxygen, Hydrogen and Air).	Set	1
B.3	P	Regulators complete with gauges (1 of each for Oxygen, Hydrogen and Air).	Set	1
E.7	P	Cylinders, Hydrogen, 100 Cu. ft. nominal capacity, working pressure, 1,450 lb. per sq. in.	No.	12
E.7	P	Cylinders, Oxygen, 100 cu. ft. capacity, working pressure, 1,760 lb. per sq. in.	No.	18
E.7	P	H.P. Air bottles, 100 cu. ft. capacity, working pressure, 1,760 lb. per sq. in.	No.	6
		Ignition Equipment.		
B.3	C	Cells, battery, alkaline	No.	10
B.3	C	Cable, ignition, black (V.I.R. 3/·029)	ft.	100
B.3	C	Cable, ignition, red (V.I.R. 3/·029)	ft.	100
B.3	P	Switch, single pole, 15 amp. ...	No.	1
B.3	P	Plate, striking	No.	1
B.3	—	Booklet, Battery Instruction ...	No.	1

APPENDIX "B"

Ships to which a set of oxy-hydrogen equipment is to be allowed.
For explanation of asterisk (*) see paragraph 2 of A.F.O.

Name of ship	Yard from which supply is to be made (if equipment has not already been supplied)	Remarks
"Adamant" ...	Portsmouth.	
"Sandhurst" ...	Rosyth.	
"Ambrose" ...		
"Forth" ...		
"Titania" ...		
"Greenwich" ...		
"Woolwich" ...		
"Tyne"... ...		
"Blenheim" ...		
"Philoctetes" ...		
"Cyclops"* ...		
"Lucia"* ...		
"Wolfe" ...	—	Separate arrangements have been made for supply by shipbuilders.
"Artifex" ...	Devonport.	
"Ausonia"* ...	Portsmouth.	
"Montclare"* ...		
"Resource" ...	—	One set supplied in 1928. Makers: Ocean Salvage & Towage Co., Ltd., while vessel was under construction. An additional set is being supplied direct.
"Maidstone" ...	Portsmouth.	Equipment should be already on board these vessels, and no further action is required by Portsmouth, unless demands in accordance with paragraph 3 of this Order are received.
"Wayland" ...		

(*Admiral Submarines 12.2.42, No. 301/S.M. 821.*)

(*A.F.O. 1867/39—not in Annual Volume.*)

(*A.F.O. 930/42 is cancelled.*)

636.—Accumulators for Martlet Aircraft

(N.S./A.M.R. 2649/42.—11.2.1943.)

Owing to the shortage of supply of accumulators, Ref. 105J/4, accumulator 5J/2294, 12 volt, 25 amp. hours, is to be utilised in lieu.

2. The adaptation of the original stowage to take this accumulator is straightforward, and should be undertaken by squadrons, with station workshop assistance if required.

3. Securing to the existing base plate can be carried out by the method ployed in British Aircraft.

(*A.F.O. 4174/42 is cancelled.*)

637.—Inflatable Life-Belts—Supply

(N.S.14077/43.—11.2.1943.)

Instances have been reported where officers and ratings on being appointed or drafted afloat have not been in possession of an inflatable life-belt.

2. Attention is therefore drawn to the following provisions of A.F.O. 611/40 :—

(*a*) An inflatable life-belt should be in the possession of each officer and rating in H.M. Naval Service except those who are unlikely either to proceed to sea or to be drafted overseas.

(*b*) Personnel serving ashore are, on being appointed or drafted afloat, to be supplied with inflatable life-belts by the establishment in which borne. All new entry personnel are to be supplied with inflatable life-belts by the training or other establishment before leaving the establishment for further Naval service.

(*c*) Drafting Establishments or Naval Authorities concerned should demand the necessary life-belts from the appropriate storing yard or Naval store depot.

(*A.F.O. 611/40.*)

638.—Spanner Liferafts

(D./N.S. 28763/42.—11.2.1943.)

Certain recent deliveries of rafts of the above type have shown the security of the handles, which support the stirrup seats, to be defective, owing to galvanising of the handles in lieu of tinning. Most of the rafts so manufactured are being returned to the contractor for the defects to be remedied. Separate instructions have been given to Dockyards and Depots concerned. Some rafts, however, have already been issued to ships.

2. Commanding Officers are to carry out the following test to ensure satisfactory attachment of these handles, and repeat the test occasionally:—

One end of a piece of wood about 2 ft. long × 3-in. × ⅝-in. should be inserted through the handle and, using a reasonable amount of force, endeavour should be made to twist the handle off the body of the raft: the lug should show no signs of movement.

3. Defective rafts are to be returned to store and others drawn in lieu. Storing Yard Officers are to report the results of this action in due course.

(*A.S.C.B.S., 17.8.42., No. 638/8.*)

639.—Enemy Bombs containing Phosphorus—Method of Dealing with

(M./L.D. (P.D. 7/43.)—11.2.1943.)

Up to the present the chief incendiary weapons used by the enemy over this country have been the kilo magnesium incendiary bomb and, to a lesser extent, the 110-kilo oil bomb. Bombs in which the incendiary material consists either wholly or in part of phosphorus are now being used.

The safe handling of the new devices and the suppression of their incendiary effects call for measures which differ radically from those found to be effective with the bombs hitherto used. The object of this order, therefore, is to outline the best way of dealing with bombs in which phosphorus is an important ingredient.

2. *Types of Phosphorus Bomb.*—It is not known what variations of type of phosphorus bomb may be used by the enemy, nor their size, nor the precise nature of their contents. Phosphorus is, however, a much less effective incendiary agent than magnesium, so that the phosphorus bomb is likely to be larger than the kilo magnesium bomb.

The bomb may contain phosphorus with a small bursting charge or, more likely, the phosphorus may be dissolved in some inflammable liquid like carbon disulphide, or used to impregnate or coat blocks or sheets of an inflammable solid, such as rubber; or it may be present as hydrogen phosphide—a liquid which ignites spontaneously on contact with air.

Phosphorus may also be used in the fillings of certain types of smoke bombs or shells and in flares.

3. *Recognition.*—Unexploded phosphorus incendiary bombs may have a distinctive appearance but not necessarily. When, however, the contents of a bomb have been scattered or exposed as intended, certain special features associated with phosphorus and its combustion products are unmistakable and

make identification certain. Thus, unignited phosphorus exposed to the air fumes slightly and glows with a distinctive green colour. This so-called phosphorescence is too faint to be seen clearly in broad daylight, but is strikingly evident in the dark. Glowing phosphorus also emits a characteristic smell.

Glowing phosphorus may burst into flame at any moment and then burns with the emission of a dense white cloud of phosphoric oxide. This smoke also has a characteristic and easily recognised acrid smell.

If the phosphorus has been dissolved in carbon disulphide, the well-known smell of burning sulphur will at first hide that of the burning phosphorus.

4. *Unexploded bombs.*—Phosphorus filled bombs which have failed to function but have been damaged by impact may exude a liquid which fumes and is liable to catch fire spontaneously. Such bombs should be kept wet by spraying with water until they can be dealt with by a bomb disposal party.

5. *Protection against the injurious properties of phosphorus.*—There are several kinds of phosphorus but the only one likely to be met with, as being suitable for incendiary purposes, is white phosphorus. This phosphorus is poisonous; prolonged and repeated inhalation of its fumes or of the smoke of this or any other form of burning phosphorus is harmful, though occasional exposure is not likely to produce any ill effects. Should it be necessary to work for some time in an enclosed space heavily charged with phosphorus smoke, any of the respirators officially approved for use against war gases will provide complete protection for the lungs and eyes. Wearing the respirator for any length of time in such conditions will, however, quickly increase the resistance to breathing owing to clogging of the particular filter.

Respirators should not be worn when dealing with phosphorus bombs except when serious exposure in enclosed spaces is involved.

In contact with the skin, flaming phosphorus may cause severe burns which are difficult to heal, and even when only phosphorescent it may injure the skin. Contamination may result from splashing with either molten or solid phosphorus or with its solution in a volatile solvent or by contact with phosphorus already deposited. Exclusion of air by water, however, immediately extinguishes both the glow and flame of phosphorus and the water also dissolves away those products of the burning phosphorus which are chiefly responsible for the poisoning of the burns. These harmful products can be even more quickly neutralised and rendered harmless by washing the affected area of the skin with a solution of ordinary washing soda (two tablespoonfuls in 1 pint of water) followed by bathing with a copper sulphate solution (one or two teaspoonfuls in 1 pint of water). The copper sulphate solution is particularly useful because it coats the phosphorus still adhering to the skin with a harmless and insoluble brown film, which keeps air away from the phosphorus and thus reduces the chances of its re-igniting before its complete removal.

Removal is effected by gentle swabbing with warm water or mild antiseptic (e.g. boric acid). Alternatively if copper sulphate is not available, the particles of phosphorus should be removed under water by means of forceps or a gauze pad Phosphorus melts at 112° F. (44·4° C.), and particles can be more readily removed under water at this temperature.

Subsequent treatment is for ordinary burns.

Personnel concerned with phosphorus fires should wear protective gloves. Gloves and footwear should be kept wet.

Clothing or equipment splashed with free phosphorus (not the smoke) should be kept thoroughly wetted until removed from the person. In the case of phosphorus lodging on the skin the affected part should be immediately plunged into water, or kept wet either by water spray or by covering with a thick pad soaked in water. If available, the washing soda solution followed by the copper sulphate solution should be applied liberally by sponging for a few moments before beginning to remove the phosphorus. This can best be done by means of forceps, by careful scraping or picking off with a dull knife blade, sponging with a wet gauze pad, or by gently rubbing with a soft scrubbing brush, the affected part being kept well immersed in water during the whole of the cleansing operation. Since phosphorus becomes soft at blood heat and melts at a few degrees higher, cleansing will be much helped by immersing the contaminated area in warm water.

Cleansing must be thorough; the presence of any overlooked traces of phosphorus will be revealed by fuming and the typical smell of white phosphorus when

the affected part is exposed to the air and becomes dry. Also, in the dark, the greenish phosphorescent glow will show up even quite small traces of unremoved contamination.

After scrupulously careful cleansing has removed all traces of phosphorus, the burn or burns should be washed with an antiseptic and treated as an ordinary burn.

A most emphatic warning is, however, necessary against the use of any oily or greasy dressing, or ointments, before it is absolutely certain that no trace of phosphorus remains. Phosphorus dissolves in oils and greases, and the use of such ointments before complete decontamination, therefore, not only affords no protection but is even likely to spread the contamination.

6. *Dealing with phosphorus fires.*—Although, weight for weight, phosphorus can give out almost as much heat as magnesium, it is not nearly so effective as an incendiary agent. This is partly due to the fact that the flame of burning phosphorus is less intense than that of magnesium, and also because the smoke from burning phosphorus settles on neighbouring surfaces and there forms an impervious glaze which, by excluding air, prevents them from catching fire.

Burning phosphorus can be easily extinguished with water, used either as a spray or jet, or merely flung on from a bucket; wet sand is another most effective smothering agent. The chief difficulty in dealing with phosphorus as an incendiary agent is due to the liability of a contaminated area to burst into flame again as soon as it dries. It is, therefore, necessary either to keep the affected area wet until the phosphorus can be removed, or to allow the phosphorus to burn away while taking proper measures against any possible spreading of fire from the affected area.

7. *Removal of unburnt phosphorus.*—Phosphorus readily ignites spontaneously and like its combustion products is poisonous; hence any unburnt phosphorus must always be dealt with as a matter of urgency.

Doors and windows in an affected building should be opened to increase ventilation. During the ensuing period of "drying out" a careful search must be made for phosphorus and watch kept for incipient fire outbreaks. In darkened rooms or at night, the phosphorescence is vivid enough to show up even small traces of phosphorus.

Splashed furniture and equipment should be removed out of doors to be dealt with. Phosphorus on floors, shelves, ledges and horizontal surfaces generally should be covered with wet sand, which should then be scraped up, removed and spread out in the open air. Phosphorus lodging in cracks should be scraped out with a hook shaped implement. Splashed porous ground should be raked over until fuming has ceased.

Other splashed areas can be scraped with a suitable tool such as, for example, a Dutch hoe; at the same time the area should be kept damp or wet with a spray.

After this preliminary treatment, the affected areas can be allowed to dry and thus reveal any overlooked remnants of phosphorus. These final traces can then be removed, either by burning off with a painter's blow lamp, or, after rewetting, by scraping with a knife blade or hand scraper.

In cases where treatment on these lines is not immediately possible, the affected areas can be brushed down with a wash prepared by stirring sufficient slaked lime, powdered chalk (whiting) or bleaching powder into water to make a thin cream, or with a solution of ½ lb. of copper sulphate crystals in 1 gallon of water.

The painting of splashed material with any of those washes will reduce the tendency of the phosphorus to re-ignite, but is otherwise not to be regarded as a final treatment.

8. *Summary.*—Phosphorus is in general not a very effective incendiary agent and can be rendered harmless by dealing with it in the proper way.

Warning.—Do not forget that while water immediately puts out burning phosphorus it will re-ignite once it has become dry again. It is also important to deal immediately with skin splashed by phosphorus by immersion in water, spraying or covering up with a wet pad until the phosphorus can be removed. Affected clothing should be wetted and stripped off. Never treat phosphorus burns with greasy dressings or ointments unless you are quite certain that no trace of phosphorus remains.

(*C.A.F.O. 1672/42.*)

640.—Bed Linen, Towels, etc.—Allowances

Auxiliary War Vessels

(N.S. 31102/42.—11.2.1943.)

Certain auxiliary war vessels are equipped with bed linen, towels, etc., in excess of the approved allowances or reasonable allowances in cases where an approved Establishment of naval stores has not been issued. The ships concerned are those which, generally, were in the private trade, such as A.M.Cs., etc.

2. Instructions have been issued from time to time that excess stocks of bed linen, towels, etc., on board H.M. Ships should be landed and the attention of all Commanding Officers concerned is again called to these instructions.

3. A specimen list of allowances of certain descriptions of the articles in question is given in the appendix to this order.

APPENDIX

Cases, pillow, cotton	18	For Captain
Cases, pillow, cotton	12	For Commander-in-Command
Sheets, white, cotton	12	For Captain
Sheets, white, cotton	8	For Commander-in-Command
Sheets, white, cotton	6	For each swinging cot in sick bay
Towels, chamber	18	For Captain
Towels, chamber	12	For Commander-in-Command
Towels, chamber	48	For sick bay
Counterpanes, white, cotton ...	1	For each officer plus 10 per cent. spare
Coverlets, blue and white ...	3	For each two swinging cots in sick bay
Towels, bath	12	For Captain
Towels, bath	6	For Commander-in-Command

Section 4

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

641.—Royal Marines—Suspension of personal issue of Helmets, White, W.P. complete

(R.M./V. 258/43.—11.2.1943.)

The personal issue of Helmets White, W.P. (with chin strap, top piece, front plate and bag) to Royal Marines is to be suspended during hostilities, observing that it is not required for ceremonial purposes and is now rarely used even in tropical climates.

2. To meet any special individual requirements on board, a small stock of helmets complete will be maintained in H.M. ships for issue on loan in tropical climates. This stock should not exceed 10 per cent. of the number of Royal Marines borne.

3. Suitable stocks are also to be maintained at the R.M. Clothing Depots at Alexandria and Durban and by V.S.Os. who normally maintain stocks of R.M. clothing on other stations, to meet replacement requirements and for issue to ranks taking passage in transports. Issue to ranks taking passage in transports from the United Kingdom will be made at R.M. Headquarters.

4. Helmets issued for wear on passage will be withdrawn on arrival home or abroad.

5. All Helmets now in ranks' possession are to be withdrawn, surplus to those requirements on board being returned to the appropriate R.M. Clothing Depot or V.S.O.

642.—Suits, Combination, Flying, Deck

(V. 391/43.—11.2.1943.)

Suits, combination, flying, deck, are to be treated as items of ordinary loan clothing and are to be supplied and accounted for as such. They should not be included in demands for flying clothing.

2. The establishment for Fleet Aircraft Carriers is laid down in A.F.O. 71/42. The establishment for Auxiliary Aircraft Carriers (Escort Carriers) should be calculated on the basis of one for each man employed on the flying deck plus 20 per cent. reserve. Issue for use on shore (e.g. at R.N. Air Stations) or for other services is not authorised.

(*A.F.O. 71/42.*)

643.—W.R.N.S.—Good Conduct Badges

(V. 4611/42.—11.2.1943.)

The Good Conduct Badges authorised by A.F.O. 354/43 to be worn by W.R.N.S. ratings are as follows :—

Pattern No. 625 A (blue on blue ground).....for wear on serge jackets :

Pattern No. 76 B (blue on white ground).....for wear on tropical *dresses* (not on tropical shirts).

2. The badges will be issued on repayment and pending further instructions the issuing price of Pattern No. 625 A will be 1*d.* each. Badge Pattern 76 B is the blue good conduct badge already supplied for boys in Training Establishments, and the present issuing price is also 1*d.* each as set out in A.F.O. 2227/41.

(*A.F.Os. 2227/41—not in annual volume—2938/42, 328/43 and 354/43.*)

644.—Edible Oils

(C.P. 5A/16018/43.—11.2.1943.)

A contract for the supply of edible oils for the period terminating 31st July, 1943, has been placed with Messrs. Premier Oil Extracting Mills, Ltd., Stoneferry, Hull (Telegrams: Premier, Hull; Telephone: 15191).

2. To economise paper the usual copies of the contract are not being sent to all the demanding authorities.

3. The contractors have been instructed to accept any demand from Naval Establishments providing each is signed by a responsible officer.

4. Particular attention is drawn to A.F.Os. 1969/42 and 6078/42, concerning the return of both empty drums and empty non-returnable containers. It is important that the screw stoppers are *always* returned with the empty drums or containers.

(*A.F.Os. 1969/42, 3818/42 and 6078/42.*)

Section 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE

645.—Amendments to Books

(E.F.O.—11.2.1943.)

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.

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.70/43.—B.R. 378 General—A.S.E.—Amendment No. 5.

*P.71/43.—B.R. 378E—A.S.E.—Albacore—Amendment No. 4.

P.72/43.—B.R. 275—C. and M. of A.W. Tubes—Cordite Impulse—D.R. VI, etc.—Amendment No. 5.

P.73/43.—B.R. 281—Regulations for Maintenance of D.R., Mark VI (F. and G.), etc., Torpedo Tubes—Amendment No. 5.

P.74/43.—B.R. 291—Tables showing Particulars in Regard to Naval Ordnance—Amendment No. 9.

P.75/43.—B.R. 317 (16)—Mining Drill Book—Preparation of Flooder Units—Amendment No. 2.

P.76/43.—B.R. 635—Regulations for Maintenance of 18-in., Mark XI and XII Type Torpedoes—Amendment No. 3.

P.77/43.—B.R. 732—Instructions for the Disposal of Mines Washed or Brought Ashore—Amendment No. 18.

P.78/43.—O.U. 5341—Block Sketch Cards of Japanese War Vessels—Amendment No. 3.

P.79/43.—O.U. 5454—Regulations for Maintenance of A.W. Torpedo Tubes—Powder and Air Impulse—D.R. II–IV and T.R.I.—Amendment.

P.80/43.—O.U. 5485—Handbook of Depth Charges and Equipment—Amendment No. 16.

P.81/43.—O.U. 5501—Drill for 4·5-in., Mark I. Q.F. Semi-automati Guns on Twin H.A/L.A. B.D., Mark II, Mounting—Amendment No. 9.

P.82/43.—O.U. 5509—Drill for 4·5-in. Mark I Q.F. Semi-automatic Guns on Twin H.A/L.A. U.D., Mark III, Mounting—Amendment No. 7.

P.83/43.—O.U. 6324—Maintenance of A.B., Mark I and I* Gyroscopes—Amendment No. 19.

P.84/43.—O.U. 6332 (5)—C. and M. Routines of 21-in., Q.R.E. Torpedo Tubes—Amendment No. 10.

P.85/43.—O.U. 6342—Drill for 18-in. and 21-in., L.C. Tubes Mounted in M.T.Bs.—Amendment No. 8.

P.86/43.—O.U. 6378—Description of Torpedo Tube, T.C. Arrangements and Tube Drill and Maintenance in "Town" Class Destroyers—Amendment No. 10.

P.87/43.—O.U. 6395—Handbook of Marks XIV, XV and XVII Mines, and Marks XV, XVII and XVII* Sinkers—Amendment No. 8.

* *Exceptionally as regards A.F.Os. P.70/43 and P.71/43, distribution will be made without demand by the Superintending Naval Store Officer, R.N. Store Depot, 191A, Askew Road, Shepherds Bush, W., who holds the Stock of the parent books.*

(*A.F.O. 520/43.*)

646.—A.M.S.Is.—Issue of a (a) Revise to the Guard Book and (b) Reprint of A.M.S.Is., 1942

(E.F.O/T.D. 641/42.—11.2.1943.)

(*a*) *Revise to Front Cover of Guard Book.*

Perforated adhesive slips, bearing revised wording for the front cover of the A.M.S.I. Guard Book, are being distributed concurrently with this week's issue of Admiralty Merchant Shipping Instructions, Nos. 201–211/43.

2. Distributing Authorities, N.C.S.Os., and all holders of A.M.S.Is., should ensure that the upper portion of the slip is affixed to the front cover of each A.M.S.I. Guard Book in their possession and that the plain portion at the foot is detached and placed over the wording appearing inside the cover.

(*b*) *Reprint of A.M.S.Is., 1942.*

A reprint of Admiralty Merchant Shipping Instructions extant at 31st December, 1942, revised where necessary, and renumbered 1–200/43, is also distributed with the Guard Book Revise and A.M.S.Is., 201–211/43. On receipt of this reprint A.M.S.Is. issued prior to 1st January, 1943 (excluding illustrations) should be disposed of in accordance with the local arrangements in force for the disposal of Confidential Waste.

(*C.A.F.O. 2313/42.*)

647.—O.U. and B.R. Publications—Distribution During January, 1943

(N.S. 196/43.—11.2.1943.)

B.R.125—Supplement No. 10 and No. 11, Lloyds Register of Shipping, 1942/43.
B.R.317 (19)—Preparation of the Mark XIV Mine, Assembly Nos. 1, 2, 3, 4, 5, 6, 7, 9 and 11.
B.R.323, D.1281—Errata No. 9 Establishment of Naval Stores for Gunnery Purposes.
B.R.359, D.128D—Errata No. 12 Establishment of Naval Stores for Electrical and Torpedo purposes.
B.R.369—Establishment of Naval Stores for Controlled Mining Base, with Errata No. 1.
B.R.373—Errata No. 4 Establishment of Naval Stores for Fast Escort Vessels.
B.R.503A—Handbook on France, Volume II.
B.R.639—Gunnery Notes for Auxiliary War Vessels.
B.R.640 (8)—Combined Operations, Pamphlet No. 8, Assault Brigade Planning.
B.R.640 (41A and 41B)—Combined Operations, Pamphlet No. 41A and 41B.
B.R.645—Preliminary Pamphlet on the Miniature Tracer Firing Range.
B.R.782—Small Arms Training, Vol. 1, Pamphlet No. 22, Sten Machine Carbine.
B.R.787—Small Arms Training, Vol. 1, Pamphlet No. 13, Grenade.
O.U.5513 (12) 42—Navy List (December Edition).
O.U.6090 (B)—Range Table No. 547, for Q.F. 4·7-in. Guns, Marks IX, IX*, IX** and XII.
O.U.6090 (J)—Revised Page 1 to R.T.241, for B.L. 6-in. Gun, Mark XII.
O.U.6090 (J)—Revised Page 1 to R.T.271, for B.L. 6-in. Gun, Mark VII.
O.U.6090 (J)—Revised Page 1 to R.T.268, for B.L. 6-in. Gun, Mark XI.
O.U.6090 (W)—Range Table 446B and Trajectory Chart O.B., Diagram No. 88A for B.L. 8-in. Mark VIII.
O.U.6353—November Supplement.—British Merchant Vessels Lost.
O.U.6353A—November Supplement.—Foreign Merchant Vessels sunk and damaged by the enemy.

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

A.F.O. "P" 588—*see* A.F.O. 6329/42.
A.F.O. "P" 591 to "P" 592 inclusive—*see* A.F.O. 6329/42.
A.F.O. "P" 1 to "P" 15 inclusive—*see* A.F.O. 83/43.
A.F.O. "P" 19 to "P" 30 inclusive—*see* A.F.O. 83/43.

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

C.A.F.O. "S.C." 52/42—Correction No. 7 to B.R.266/41.
C.A.F.O. "S.C." 53/42—Correction No. 7 to O.U.5536.
C.A.F.O. "S.C." 1/43—Correction No. 2 to B.R.637.

Miscellaneous

Appendix to Navy List.—December, 1942 Edition.
Army Orders No. 207–214.
Special Army Orders No. 215.
A.P.1480A—Amendment No. 89 and 90. Silhouettes of Aircraft (Royal Air Force)
Inter-Services Aircraft Recognition Journal, Vol. No. 5.
British Survey, Vol. IV, No. 10, 11, 12, 13, 14,.
Instructions as to Conveyance of Explosives, Leaflet No. 7.
Signal Letters of U.S. Merchant Ships, Supplement No. 5.
Pamphlet on the 0·5-in. Colt Browning Gun.

(*A.F.O. 219/43.*)

648.—Mails Lost Through Enemy Action

(M. 0947/43 ; M. 0948/43 ; M. 0958/43.—11.2.1943.)

The following non-confidential correspondence has been lost as the result of enemy action. Duplicates should be forwarded as necessary.

Parcel mail posted in the United Kingdom between 25th November (approx.) and 4th December, 1942.

Addressed to :—Naval Control Service Officer, Duala.

Letter mail posted in the United Kingdom between 8th and 11th December, 1942.

Addressed to :—Senior Naval Officer, Trinidad.
Naval Officer in Charge, Georgetown.
H.M. Ships "Alètes," "Benbow," "Busy," "Clarkia," "Confident," "Corsair," "Dorothy Duke," and "Goshawk."

Parcel mail posted in the United Kingdom between 20th November and 11th December, 1942.

Addressed to :—Senior Naval Officer, Trinidad.
H.M. Ships "Benbow," "Benbow II," "Busy," "Clarkia," "Confident," "Corsair," "Goshawk," and "Owera."

Parcel mail posted in the United Kingdom between the 16th November and 8th December, 1942.

Addressed to:—Senior Naval Officers, Bombay, Calcutta, Karachi and Madras.
H.M. and H.M.I. Ships "Bushwood," "Clive," "Cornwallis," "Empire Pintail," "Falmouth," "Hindustan," "Konkan," "Lawrence," "Orissa," "Rajputana," and "Salsette."

649.—Correspondence, etc., for Ships Bearing Names of Ports

(M. 016405/42.—11.2.1943.)

Ratings on draft, Service Certificates, Pay Documents and Signals intended for H.M. ships bearing port names have arrived at the port instead of at the ship (e.g. ratings drafted to H.M.S. "Ardrossan" have arrived at the port of Ardrossan.

2. Particular care is to be exercised in future to ensure that ratings are routed to the port at which the ship to which they are drafted is located and that correspondence for ships is correctly addressed to H.M.S.....and not to the Naval Officer-in-Charge.

650.—Metal Clips for Loose Leaf Secret and Confidential Orders.

(Sta./M. 07452/42.—11.2.1943.)

Arrangements have been made for supply to ships on demand of Metal Clips for binding loose leaf secret and confidential orders. Demands restricted to minimum requirements should be made on Form S.1312 to the Keeper of Stationery and Printing, Admiralty, quoting Code No. 32-42.

651.—Cable Ship Personnel—Custody of Medical History Sheets

(M.D.G. 4637/43.—11.2.1943.)

See A.F.O. 580/43 under Section 2 of this issue.

652.—British Naval Liaison Officer, British Mission to the French National Committee—Address

(M. 4379/42.—11.2.1943.)

The address of the British Naval Liaison Officer, British Mission to the French National Committee is :—

British Naval Liaison Officer,
British Mission to the French National Committee,
3, Cleveland Row,
St. James',
London, S.W. 1.
Telephone No. : Whitehall 5433.

2. It should be noted that the British Naval Liaison Officer is attached to the British Mission to the French National Committee and not to the Free French Naval Forces to whose Headquarters communications intended for him should not be addressed.

3. The title, British Naval Liaison Officer to General de Gaulle, is not in future to be used.

A.F.O. 4837/45

*653.—B.B.C. New Broadcasting Services for the Mediterranean and Near East

(E.F.O. 18/43.—11.2.1943.)

The following are the wave lengths and times of the new B.B.C. Broadcasting Services for the Forces in the Mediterranean and Near East :—

Cancelled A.F.O. 4837/45

Libya, Near East, East Africa ...	GSF	15·14 mc/s	19·82 m.	(15.45–17.45)
	GSB	9·51 mc/s	31·55 m.	(17.30–21.00)
	GRS	7·07 mc/s	42·46 m.	(20.00–22.45)
North Africa and Gibraltar ...	GSE	11·86 mc/s	25·29 m.	(16.30–18.00)
	GRS	7·07 mc/s	42·46 m.	(18.00–22.45)
West Africa	GSE	11·86 mc/s	25·29 m.	(20.00–21.00)
	GRY	9·60 mc/s	31·25 m.	(21.00–22.45)
Malta	GSF	15·14 mc/s	19·82 m.	(15.45–17.45)
	GSB	9·51 mc/s	31·55 m.	(17.30–21.00)
(All times G.M.T.)	GRS	7·07 mc/s	42·46 m.	(18.00–22.45)

654.—Form D.665A—Abolition

(Sta. 10026/43.—11.2.1943.)

The following has been abolished :—

D. 665a. Reference sheet inviting tenders (Works Department).

655.—Form S.1516—Report of Mine Washed Ashore or Brought into Harbour—Revision

(T. 04124/43.—11.2.1943.)

Form S.1516 has recently been revised, the new edition calling for more details than the old. Reports are in future to be rendered either on the new form, a typed or manuscript reproduction of it, or on the old form amended to include the fuller details. These reports are used for establishing important statistical information and much time is lost in examining non-standard forms for details which are not entered in their proper places or are not given at all.

2. With reference to section 5 (*b*) "Position of Mooring Lever," this is to be taken as referring to any arrangement fitted to ensure safety when adrift.

656.—Form SB. 10 E (pink)—Post Office Savings Bank Withdrawal Form—Abolition

(D.N.A. 19552/42.—11.2.1943.)

The withdrawal form S.B. No. 10 E need not be completed in duplicate in future. The blue form for the Post Office Savings Bank is still required, but the pink form, normally kept by the Accountant Officer, may be dispensed with. (*King's Regulations, Appendix XXXIII*).

657.—B.R. 627—Handbook for 4-in., Q.F., Mark IV Gun on P.IX Mounting—Issue
(G.784/42.—11.2.1943.)

Supplies of the above-mentioned book, which supersedes B.R. 176, are now available and are being issued from the R.N. Store Depot, Park Royal, N.W.10, as follows :—

	Copies
F.Os. i/c and N.Os. i/c at Ports at Home	1
Auxiliary Vessels Gunnery Officers :—	
Portsmouth (H.M.S. "Marshal Soult")	8*
Plymouth (F.S. "Paris") ...	20*
Milford Haven (H.M.S. "Skirmisher")	6*
Liverpool (H.M.S. "Eaglet II")	12*
Belfast (H.M.S. "Antrim") ...	25*
Larne (H.M.S. "Racer") ...	6*
Greenock (H.M.S. "Orlando")	6*
Aultbea (H.M.S. "Helicon")	6*
Campbeltown (H.M.S. "Nimrod")	10*
Harwich (H.M.S. "Badger")	8*
Leith (H.M.S. "Claverhouse")	12*
Scapa (H.M.S. "Dunluce Castle")	15*
Kirkwall (H.M.S. "Pyramus")	18*
Commanding Officers H.M. Ships :—	
"Hiniesta"	1
"Lady Blanche"	1
"Cutty Sark"	1
"Loch Monteith"	1
"Star of India"	1
"Virginia"	1
"Western Isles"	1
Distributing Authorities :—	
Reykjavik, Iceland (C) ...	6*
Gibraltar	20*
Aden	8*
Alexandria	8*
Freetown	12*
Simonstown	25*
Bermuda	3*
Dockyards :—	
Portsmouth	8
Devonport	7
Chatham	7
Sheerness	6
Rosyth	4
Malta	4
Gibraltar	3
Bermuda	3
Simonstown	3
Alexandria	3
Staff Officers, D.E.M.S. :—	
Aberdeen	1
Ardrossan	1
Aultbea	1

	Copies
Staff Officers D.E.M.S.—contd.	
Avonmouth	1
Hartlepool	1
Hull	1
Methil	1
Milford Haven	1
Oban	1
Port Talbot	1
Southampton	1
Sunderland	1
Swansea	1
Cardiff	10†
Leith	5†
Liverpool	20†
London	10†
Newcastle	10†
Glasgow	20†
Abadan	1
Aden	1
Algiers	1
Aruba	1
Capetown	1
Colombo	1
Freetown	1
Karachi	1
Kilindini	1
Lagos	1
Murmansk	1
Port Elizabeth	1
Reykjavik	1
Trinidad	1
Bombay	10†
Calcutta	10†
Durban	10†
Gibraltar	10†
New York	25†
Port Said	25†
Simonstown	10†
H.M.S. "Excellent"	20
Gunnery School, Chatham ...	5
Gunnery School, Devonport ...	6
Canadian Authorities	20
Australian Authorities ...	10
New Zealand Authorities ...	5
Inspector of Naval Ordnance	1
Armament Supply Officers ...	1
Fitting Out Gunnery Officers ...	1
Fitting Out Gun Mounting Overseers	1
Gun Mounting Engineer Officer (H.M.S. "Dunluce Castle")	1
Engineer Officer Gun Mountings, Alexandria	1

* For issue to auxiliary vessels, 1 copy per ship fitted with the equipment.
† For issue to D.E.M.Ss. fitted with the equipment.

2. A.V.G.Os. and D.E.M.S. Staff Officers are requested to issue one copy to auxiliary vessels and D.E.M.Ss. armed with a 4-in., Q.F., Mark IV gun, P.IX mounting, as opportunity offers, and to withdraw any copies of the superseded edition of B.R.176.

658.—B.R. 648—Drill for 2-pdr., Mark VIII Guns on Mark VIA and VA Mountings, 1942—Issue
(G. 960/42.—11.2.1943.)

The above-mentioned book is now in the press and copies will be issued, without demand, by the Superintending Naval Store Officer, R.N. Store Depot, Elveden Road, Park Royal, N.W.10, when supplies become available, in accordance with the following establishment, viz. :—

	Copies.
Flag Officers	1
Battleships	20*
Battle Cruisers	10*
Cruisers	10*
Aircraft Carriers	40*
Monitors	6*
Minelayers	6*
H.M.S. "Excellent"	150
Captain (G), R.N. Gunnery School, Chatham	25
Captain (G), H.M. Gunnery School, Devonport	35
Adjutant General, Royal Marines	13
Ministry of Supply S.S. 2B (for D. of A., A.1 and Supt. of Experiments, Shoeburyness)	2
R.N. College, Greenwich	2
R.A. College, Woolwich	2
I.N.O., Woolwich	1
Naval Staff Library, Admiralty	2
Official Secretary, Commonwealth of Australia	20
Captain Superintendent, Alexandria	2
C.O., A.A. Range, Ainsdale (H.M.S. "Queen Charlotte")	4
N.S.H.Q., Ottawa	10
R.A.T.E., Durban (for Gunnery School)	2
Director General, India Store Department	10
Loan Libraries	1

* Ships fitted with 2-pdr., Mark VIII guns on Marks VIA*, VI*, VA* and V* mountings only.

2. This book supersedes O.U. 5426/39—Drill for 2-pdr., Mark VIII Guns on "M", Mark V and VI Mountings, and for the Pom-Pom Director, Mark II—copies of which should be disposed of in accordance with O.U. 2A—O.U. Catalogue—when copies of B.R. 648 are received.

659.—B.R. 769—A Guide to the Preservation of Life at Sea after Shipwreck
(M.D.G./T.D./D.E.M.S. 1389/42.—11.2.1943.)

A pamphlet entitled "A Guide to the Preservation of Life at Sea after Shipwreck" has been prepared by the Committee on the care of Shipwrecked Personnel, Medical Research Council. This Guide has been published as M.R.C. War Memorandum No. 8 and has been allotted an Admiralty token number B.R.769.

2. Copies of the pamphlet are being distributed to the Fleet at the following bases, and to D.E.M.S. Personnel :—

Flag Officers	1
Battleships and Battle Cruisers	12
Cruisers and Aircraft Carriers	12
Destroyer and Submarine Depot Ships, and Shore Bases ...	12
Auxiliary Aircraft Carriers	12
Armed Merchant Cruisers, Flotilla Leaders, Destroyers, Sloops, Landing Craft Carriers, Monitors, Corvettes, Patrol Vessels, Anti-Aircraft Ships and Auxiliary Fighter Catapult Ships	6
Netlayers	2
Minesweepers, River Gunboats, Surveying Vessels, Submarines, Trawlers and Mine Destructor Ships	3
Flag and Naval Officers-in-Charge	1
Loan Libraries	1
Training Ships and Establishments	12

3. *A copy of the pamphlet is to be in the possession of every Medical Officer* and the information contained therein is to be used by them together with B.R. 25—First Aid in the Navy—in connection with their First Aid lectures.

4. Demands for issue to Medical Officers should be made as under :—

At home, to the—

Superintending Naval Store Officer,
R.N. Store Depot,
Elveden Road,
Park Royal, N.W.10.

Abroad, to the—

Local Naval Distributing Authority.

660.—O.U. 5292—Block Sketch Cards of British Warships

(P. 010542/42.—11.2.1943.)

New cards, pages numbers 5A, 6, 12, 16, 17A, 17B, 19, 19B, 24, 24C, 24D, 24E, 28B, 33A, 35B, 37A, 37B, 37C, 38B, 38C, 38D, 39A and 39B, have been added to O.U. 5292 and will be issued without demand by the Superintending Naval Store Officer, R.N. Store Depot, Elveden Road, Park Royal, N.W.10, to all holders of the book.

2. The following cards should be destroyed :—

Card to be destroyed	*Page*	*Replaced by New Card*
"Kent" (1934)	16	"Shropshire"
"Despatch" (1934)	19	"Despatch"
"Adventure" (1934)	24	"Adventure"

Section 6.—SHORE ESTABLISHMENTS

661.—Manpower—Deferment of Non-Industrial Women

(C.E. 50681/43.—11.2.1943.)

The following is a copy of a letter addressed to Establishments at home. In the event of any Establishment not already having forwarded the lists there called for, they should be sent in now.

"C.E. 50681/43.

Admiralty,
Whitehall,
London, S.W.1.
4th February, 1943

With reference to A.F.O. 5231/42, I am to acquaint you that the operation of the National Service Acts has been extended by Royal Proclamation to women born between 1st July, 1922 and 31st December, 1923. It is therefore necessary for purposes of reservation or deferment, as need be, that Establishments notify the Ministry of Labour and National Service of the particulars of all non-industrial women of these ages.

2. For this purpose Establishments should prepare lists of all unmarried women born between the given dates, showing name, address and occupation of each woman (i.e. executive, clerical, typist, machine operator, manipulative, etc.), the National Registration Identity number and the local office of the Ministry of Labour shown on the registration card N.S.2 (W) which is issued to every woman liable to

conscription. Each list should state clearly that it is forwarded for the purpose of the reservation or deferment, as appropriate, of the women concerned, but no further remarks are necessary.

3. These lists should be forwarded without delay to the nearest Employment Exchange of the Ministry of Labour and National Service (in London, the Regional Office) and copies should be sent to the Secretary of the Admiralty (Civil Establishments Branch, Armed Forces Section).

4. Widows born between the dates mentioned above should be included in the above lists. Similarly, widows in the older age group, i.e. born between the 1st January, 1918 and 30th June, 1922, should be notified, if this has not already been done.

By Command of their Lordships,"
(signed) H. V. MARKHAM.

(*A.F.Os. 4227/42 and 5231/42.*)

662.—Workmen's Compensation Act, 1943—Amendments to Treasury Scheme of Compensation as from 4th February, 1943

(L. 1191/43.—11.2.1943.)

Amendments to the Treasury Scheme of Compensation have been prepared to give effect to the provisions of Section 6 of the new Act. The attention of all employees should be drawn, by notice or otherwise, to the following statement :—

"*Workmen's Compensation Acts, 1925 to 1943—Scheme of Compensation (No. 133)*

In accordance with Section 6 (7) of the Workmen's Compensation Act, 1943, the Scheme has been amended by the Registrar of Friendly Societies so as to provide, in the same manner as Section 6 of that Act, for reviews of awards in respect of incapacity on changes in the rates of remuneration obtaining in the workman's pre-injury employment.

Section 5 of the above mentioned Act provides that on the death of a workman the earnings of his wife (or in some cases of some other female dependant acting as a housekeeper) shall in certain circumstances be wholly or partially ignored in assessing compensation where her employment was entered into on account of the war. The Treasury will deal with claims under the scheme in this type of case in accordance with the provisions of this section."

2. It will not be necessary for employees already under the scheme to sign a new contract. The new edition of the scheme with the new forms of contract for new entrants will be made available as soon as possible; in the meantime, the contract to be signed by workpeople should be amended by substituting "1943" for "1940" in the heading and by adding after the words "the above scheme" in the body of the contract the words "as amended by the Registrar of Friendly Societies in pursuance of Section 6 (7) of the Workmen's Compensation Act, 1943"

3. Further instructions to paying officers in connection with the re-assessment of compensation payments will be issued as soon as possible.

663.—Income Tax—Minimum Issues of Pay

(D.N.A. 5380/42.—11.2.1943.)

Attention is drawn to A.F.O. 578/43 in Section 2 of this issue.

664.—LL Mark II* Sweep—Ford V8 Engines—Maintenance Records

(D./C.P. 100504/42.—11.2.1943.)

With reference to the arrangements made for maintenance of the above-mentioned engines in the pools established at various bases, it is necessary that a uniform procedure be adopted in connection with the issue and overhaul of these engines.

2. All requisitions for replace engines are, in future, to be addressed to the Engineer Officer on the Staff of the Flag or Naval Officer-in-Charge or of the Resident Naval Officer, whose responsibility it will be to maintain a record of the issue, return and certification of the overhaul of these engines.

665.—War Gases—Supply to Shore Establishments for Training Purposes

(T.06111/42.—11.2.1943.)

Shore establishments of complements of over 1,000 and Naval Anti-Gas Schools are to be provided with small quantities of typical vesicant and persistent lachrymatory gases for training purposes. This provision will allow of more realistic training than has been practicable in the past.

2. Issue of these gases will be made in 1-litre steel bottles, the contents of which is approximately 2 pints. The quarterly scale of allowance will be as follows :—

(1) *A/G Schools and A/G Training Centre, Inverary.*

Mustard gas	3 bottles
Lewisite	1 bottle
B.B.C.	3 bottles
K.S.K.	3 bottles

In addition D.M. ampoules up to a maximum of 100 per quarter may be drawn.

(2) *Shore establishments of complement over* 1,000

Mustard gas	1 bottle
B.B.C.	1 bottle

3. This issue is in addition to the minute quantities supplied in smelling bottle sets (Naval Stores) and to the C.A.P. capsules and generators supplied for gas chamber purposes, etc.

Supply

4. The gases will be Armament Stores but no stocks will be held in R.N. Armament Depots. Issue to establishments will be made direct from other sources ; demands should be forwarded therefore at least six weeks before the requirement arises.

5. *Issue to A/G Schools and Inverary.*—Initial supplies have already been issued, and will continue to be issued upon the scale specified in para. 2.

6. *Issue to other establishments at home.*—Demands are to be forwarded to the Director of Armament Supply (B.90) Bath. Initial demands should be made now, subsequent demands are to be forwarded on the first day of the second month of each quarter.

Where more than one establishment in any area is concerned the stores will be consigned to one establishment, which will act as distributing centre ; othe establishments are to draw from this centre as soon as the consignment arrives.

The gas will normally be delivered to the centre by rail ; the centre will be responsible that railway wagons are decontaminated when necessary before return to the railway company. All empty containers are to be effectively decontaminated in the user establishment and returned to the distributing centre, which will report to the consignee for disposal instructions.

7. *Issue to establishments abroad.*—Arrangements have been made with the War Office for gas to be supplied from local army ordnance depots. Demands should be forwarded accordingly. At any establishment where this procedure is impracticable requirements are to be forwarded to administrative authority, who is requested to report co-ordinated requirement to D.A.S., Admiralty, by signal.

Precautions

8. Stocks of gas over and above the quarterly allowance are not to be accumulated in establishments. At the same time, in order to reduce transport, frequent small demands should be avoided.

9. War gases are to be stowed in a locked store clear of living quarters, preferably in an isolated position. Bleach and other decontamination stores are to be readily available in cases of damage or leakage.

10. The gases are to be employed for anti-gas training purposes only. Vesicant gas is not to be directly applied to personnel either for demonstration of for experiment. At A/G schools, however, a spot of vesicant gas may be applied to the forearms of pupils for the purpose of demonstrating the efficacy of anti-gas ointment ; the ointment is to be properly applied and no attempt made to demonstrate the result of non-application or imperfect application.

11. On all occasions when war gases are employed they are to be used only under the direct supervision of a responsible commissioned officer. This officer

is responsible that all reasonable precautions are taken, and that contaminated areas are effectively decontaminated or roped off and warning signs exhibited. Care is to be taken that no vapour danger arises outside Admiralty property ; in selecting sites a possible change of wind must be allowed for.

12. In some establishments situated in built-up or restricted sites, it may be unsafe to employ gas. Such establishments are not to draw gas ; they must rely upon more elementary training or arrange for training at some other establishment.

13. In order to ensure that accidental release of gas due to enemy action, etc., does not result in a false report of enemy gas attack being made, the responsible officers in charge of passive defence parties likely to be working in the vicinity are to be conversant with the position and contents of the gas store.

Supply of war gas for port or area gas exercises

14. When gas exercises of a more comprehensive nature than is practicable within any one establishment are arranged for by administrative authorities, additional gas may be drawn for the purpose. Demands should be forwarded to the Director of Armament Supply, Admiralty, Bath. They are to have the covering approval of the Commander-in-Chief or F.O.I.C., and it is to be clearly stated to whom the gas is to be consigned. The various gases allowed to A/G schools may be demanded for this purpose in quantities as required for the particular exercise. In addition 6 lbs. ground bombs and chemical mines may be drawn. It is recommended that the advice of the captain of "Vernon" (C.D.) be obtained before requirements are formulated for large-scale exercises. Demands should be forwarded at least six weeks before the stores are required for use.

(*A.L. M/T.S.D. 1142/42, 31.10.42.*)

(*A.F.O. 1672/42 is cancelled.*)

666.—Electrodes—Approved Types

(N.S./C.P. 29135/42.—11.2.1943.)

The following type of electrode is approved for Admiralty work :—

Firm	*Type of Electrode*
Messrs. Welding Supplies Ltd.	*O.K. 41/P.* For use on Mild Steel plating in the downhand and vertical positions.

(*A.F.O. 4228/41.*)

667.—Messrs. Philips Electrode No. 48 Dipped

(N.S./C.P. 90069/42.—11.2.1943.)

The use of No. 48 dipped type electrode, supplied by Messrs. Philips Industrial Philips Lamps, Ltd., is to be extended to include the welding of "D" quality steel in the vertical and overhead positions.

(*A.F.Os. 4228/41—not in annual volume—and 4350/42.*)

668.—"Transweld" and "Fleetweld No. 5" Electrodes—Extension of Use

(N.S./C.P. 90067/42.—11.2.1943.)

The use of "New Transweld" and "Fleetweld 5" electrodes, as supplied by The Lincoln Electric Co., Ltd., is to be extended to include the welding of "D" quality steel in the vertical and overhead positions.

(*A.F.Os. 4228/41—not in annual volume—and 4350/42.*)

669.—Broadcasting—Payment of Fees to Servants of the Crown

(C.E. 50630/43.—11.2.1943.)

Attention is drawn to A.F.O. 582/1945 Section 2 of this issue.

(62286) Wt. 8008/2273 14,000 2/42 Hw. G.338/10