

HEAD OF "P" BRANCH

A.F.Os. 5554—5680/43

(See Diagram Issue No. 48/43)

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ADMIRALTY FLEET ORDERS

ADMIRALTY, S.W.1,

25th November, 1943.

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

A list of these Orders is enclosed.

By Command of Their Lordships,

H. V. Markham

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

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

Head of "P" Branch

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Head of "P" Branch

ADMIRALTY FLEET ORDERS

No. Subject.

25th November, 1943.

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5594. Gun Mountings—4-in. Twin, Mark XIX—Hand Worked and R.P.C. Series—Lubrication.
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5606. Torpedo Blowing and Collision Heads—Revised Allowances.
5607. Paravanes—Bow Protection.
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5609. Depth Charge Rails—Stiffening Seatings of D.C. Traps.
5610. Smoke Floats, Mark VI—Sinking Holes.
5611. Spring Balances—Pattern 6408—Transfer to Vote 9.
5612. Gyroscopes—Revised Method of Accounting.
5613. Torpedo Stores—Adaptors, St. Nos. T.259 and T.285—Identical.
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5617. W/T—A.C. Supply Outfit D.T.C.—Temporary Shortage of Pattern W.891 Motor Alternator.
5618. Wireless Installations—Types TAJ and TBK—Fitting-out Information.
5619. Indicator JK (SKIATRON) and Radar Indicator Outfits JE (PP1)—Fitting-out Information.
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5621. Aircraft—Ammunition—Pyrotechnics—Carriage of Flares on Barracuda.
5622. Aircraft—Barracuda—D.R. Compass Equipment.
5623. Aircraft—Numbering and Recording of Special Technical Instructions and Servicing Instructions.
5624. Double Wasp, R.2800—8 and 10—Engine Checking List. (Provisional Issue).
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5628. Walrus Aircraft—Pulleys for Undercarriage Locking Cables.

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5630. Adaptor Parts (4G/NIV)—for Merlin and Griffon Engines.
5631. Aircraft Lifting Jacks.
5632. Armament Stores—Musical Instruments—Suspension of Issues.
5633. Camouflage—Inside of Bridge.
5634. Care and Maintenance Routines on Electrical Apparatus in Small Craft.
5635. Chairs for W/T and Radar Purposes.
5636. Shackles for Securing to Buoys—Loss of Bolts.
5637. Depth Charge Pistols—All Marks, Pistol—Premier Tube Joint Leakage—Use of Aquadag.
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5639. Buoyancy Cushions—Discontinuance of Supply
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5643. Salvage Pumps—350-ton and 150-ton—Duplication of Electrical Supplies.

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

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

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 5650. W.R.N.S.—Officers' Hat Badges.
 5651. W.R.N.S.—Uniform Kit.
 5652. Victualling Stores—Supply of.
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 5660. Air Publications—R.N. Leaflets.
 5661. C.B. 4096 and C.B. 4292 Series—Downgrading of Certain Parts to the B.R. Series.
 5662. B.R. 235—Medical Manual of Chemical Warfare—Issue to Dental Officers.
 5663. B.R. 780(4)—Re-Arming Drill for Naval Fighter Aircraft Corsair—Issue.
 5664. O.U. 6043, O.U. 6043(j), O.U. 6043A and O.U. 6043B—Ordnance Board Ballistic Tables—Withdrawal from O.U. Catalogue.
 5665. Form O. 6—Ammunition Labels—Additions.
 5666. Forms S.161 and S.165A—W.R.N.S.—Correct Rendering of.
 5667. Form S.462, Part I—Tender's Accounts of Provisions—Amendment.
 5668. Revised Page 1 and Additional Pages 5, 6 and 7, dated October, 1943, to R.T., No. 555 for R.F. 5-25-in., Mark I, Gun—Issue.
 5669. Deputy Director of Victualling, Eastern Theatre—Change of Headquarters.
 5670. Duty-free Concession Gift Parcels—Labels.

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5671. Review of "S" Class Clerks for Promotion to Acting Departmental Clerical Officer.
 5672. Apprentices Serving with the Forces—Balance of Civil Pay.
 5673. Form D.142 for Civilian Non-Industrial Staff—Not Required in Certain Cases.
 5674. Adult Civilian Electricians Employed in Admiralty Establishments in England and Wales—Standard Rate of Pay.
 5675. Draughtsmen (Constructive, Engineering and Electrical)—Arbitration Award as to Pay.
 5676. Compensation Claims under the Workmen's Compensation Acts or Government Schemes Framed Thereunder—Police Reports.
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(Orders marked * have been reprinted for posting on Notice Boards; marked † may be communicated to the Press.)

Section 1

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

5554.—Air Gunnery Training

(A/A.W.D. 1086/43.—25 Nov. 1943.)

Cine-camera gun attacks are considered a most important part of Air Combat training. At least as many cine-camera exercises as air firing exercises should be carried out during a training period. Camera guns should also be used when carrying out air firing practice against a sleeve target, since very valuable results can be obtained by assessing the film with the aid of a model sleeve target, made up from local resources.

2. In aircraft fitted with mixed armament at least one air firing practice in four should be carried out with 20 mm. guns. This will ensure that the guns themselves are kept in serviceable condition, and that the maintenance ratings get adequate practice in their maintenance.

3. Until specially strengthened sleeve targets are available 4-ft. flag targets should, where possible, be used for 20 mm. practices. If these targets are not available, or towing must be done by P.P.T.T. gear, not more than 50 R.P.G. should be used in 20 mm. guns, and not more than one 20 mm. practice with the same sleeve. Up to four practices with 0.303 ammunition (four guns) can, however, be fired on the same sleeve as a 20 mm. practice, with a reasonable chance of the target not breaking up. If 0.303 scores are likely to be over 6 per cent. only two guns should be used.

4. A strengthened sleeve for 20 mm. firing practice that can be towed by P.P.T.T. gear is under development.

5554a.—Control of Aircraft at Naval Air Stations and Seaplane Bases—Responsibilities and Duties of Flying Control Staff

(A.167/43.—25 Nov. 1943.)

A.F.O. 4903/43 is to be amended as follows:—

Paragraph 6 (b), line 3. Delete "under paragraph 4 above" and substitute "under paragraph 2 (iii) above".

(A.F.O. 4903/43.)

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

5555.—1939-43 Star—Persons Eligible, and Definition of "Service Afloat"

(P.M. 1370/43.—25 Nov. 1943.)

Pending the issue of final instructions, the following is issued in amplification of A.F.O. 5056/43, paragraph 1.

2. The following classes are eligible for the 1939-43 Star:—

- (a) All officers and men of the Royal Navy, Royal Marines and their Reserves, and of the Naval Forces of the Dominions, India, Burma and the Colonies.
- (b) Officers and men of the Merchant Navy under T.124 and like agreements in His Majesty's ships of war. (Officers and men of R.F.As., hospital ships and carriers, Admiralty salvage tugs and sea-going yard craft qualify under Merchant Navy Regulations.)
- (c) Officers and ratings of the Women's Royal Naval Service.
- (d) Members of Queen Alexandra's Royal Naval Nursing Service and its Reserve, and of the Royal Naval Voluntary Aid Detachment.
- (e) Canteen staff serving in a ship of war at sea.
- (f) Civilians with protective commissions serving in His Majesty's ships.

3. *Definition of "Service Afloat."*—"Service afloat" means service while borne on the books of:—

- (a) A sea-going ship of war which goes to sea.
- (b) A parent ship for service in commissioned sea-going tenders.
- (c) A commissioned ship for such other sea-going services as the Admiralty may declare to qualify for this purpose. In this category will be included:—
 - (i) Service while embarked for duty in merchant ships (e.g. D.E.M.S. personnel, Commodores of Convoy and their staffs, etc.).
 - (ii) Service in sea-going Boom Defence and Examination vessels.
 - (iii) Passage in a merchant ship through the areas specified in A.F.O. 5056/43, paragraph 1 (a).

4. The following shall *not* be regarded as service afloat:—

- (a) Service in stationary depot ships and vessels employed on harbour service only.
- (b) Service at shore bases and depots.

5. In any case of difficulty the Admiralty shall determine, for the purpose of the award, which vessels or classes of vessels shall be regarded as ships of war, and what nature of service afloat shall be considered as sea service or harbour service.

(A.F.Os. 3658/43 and 5056/43.)

5556.—1939-43 Star—Issue of Ribbon

(H. & A. 1159/43.—25 Nov. 1943.)

With reference to A.F.O. 5056/43, the official numbers of Naval ratings are to be inserted against their names in the nominal lists of which a specimen form is shown in paragraph 4 (b).

(A.F.O. 5056/43.)

5557.—Retinues of Flag Officers Afloat (other than Commanders-in-Chief)—Provision of R.M. Orderlies

(N. 24747/42.—25 Nov. 1943.)

The arrangement promulgated in A.F.O. 4915/43 is intended to be a war-time measure only.

(A.F.O. 4915/43.)

5558.—Commanding Officers of Naval Air Squadrons—Delegation of Powers of Punishment

(N.L. 18878/43.—25 Nov. 1943.)

The Commanding Officers of Naval Air Squadrons may be authorised to award the following summary punishments to personnel of the Squadrons for offences connected with the work of the Squadrons, but not with reference to the duties of the ship:—

- No. 11 ... for 7 days.
- No. 12 ... for 14 days, but not to apply to Petty or Non-Commissioned Officers.
- No. 16 ... to the full extent.

2. K.R. & A.I., Article 536, clause 1, will be amended accordingly.

(K.R. & A.I. Article 536, Clause 1.)

5559.—Courses for First Lieutenants of Destroyers

(C.W. 47143/43.—25 Nov. 1943.)

Courses, each of three weeks' duration, are held in H.M.S. "Excellent" for First Lieutenants of Destroyers. Officers will be appointed by the Admiralty for these courses, but applications from Commanding Officers to the Captain, H.M.S. "Excellent", for officers to attend when available will be considered.

2. It is emphasised that this course is designed for the officer who will be carrying out the duties of Gunnery Officer of the ship and is an unsuitable course for Control and other officers. It includes one week's Radar instruction. The course should be undergone during building and re-fitting periods.

3. The dates of courses during 1944 are as follows:—

From	To
3rd January	22nd January.
7th February	26th February.
13th March	1st April.
24th April	13th May.
29th May	17th June.
10th July	29th July.
14th August	2nd September.
25th September	14th October.
30th October	18th November.
4th December	23rd December.

5560.—Gun-Mounting Officers—Machinery Allowance

(C.W. 47146/43.—25 Nov. 1943.)

With effect from 27th October, 1943, machinery allowance is payable to qualified Engineer Officer appointed for gun-mounting duties afloat, at the rates laid down in K.R. & A.I., Appendix I, Part 3, No. 20.

2. The allowance is payable under the general conditions laid down in K.R. & A.I., Article 1573. Payment is not to be made in new-construction vessels, or in vessels undergoing refit, without the prior sanction of the Admiralty.

3. K.R. & A.I. will be amended accordingly.

(K.R. & A.I., Article 1573, and App. I, Part 3, No. 20.)

*5561.—Leading Air Fitters and Petty Officer Air Fitters—Advancement

(N. 26572/43.—25 Nov. 1943.)

It has been approved that from 19th November, 1943, temporary advancement of Leading Air Fitters (A), (E), (L) and (O) to the Petty Officer rating will be in the "acting" capacity when they have attained one year's seniority in the leading rate, with confirmation after twelve months.

2. Advancement to acting P.O. Air Fitter (Tempy.) is conditional on the award of a certificate from the Air Engineer Officer and appropriate specialist Officer, approved by his Commanding Officer, who should satisfy himself that the man is in all respects capable of carrying out supervisory duties in a workshop unit and has proved himself an efficient workman in his trade. Confirmation will be subject to K.R. & A.I., Article 407.

3. Advancement to Chief Petty Officer Air Fitter (A), (E), (L) and (O) from confirmed Petty Officer will be subject to a time qualification of 4 years as Petty Officer Air Fitter, acting and confirmed.

4. Advancement to the permanent rating of Petty Officer Air Fitter and to the rating of Chief Petty Officer will be made from depot rosters.

(Admiralty "A" Message 192121A/Nov. is cancelled.)

(K.R. & A.I., Article 407.)

(A.F.O. 4590/42 is cancelled.)

A.X.D. 2402/45. 5562.—Temporary Advancements to Acting Petty Officer and Acting Leading Seaman (Combined Operations)—New Arrangements

(N.17864/43.—25 Nov. 1943.)

In view of the present rapid expansion, and the unavoidable delay in obtaining approval from authorities at home, the following new arrangements for temporary advancement are to be brought into force as from the date of this order. Advancements will be effective only while the ratings are serving in the C.O. Command (including sickness up to a period of one month). If reverted to General Service Temporary Acting rating will be relinquished, but in order to avoid this men are

to be encouraged to obtain the normal general service qualifications in order that they may receive normal advancement.

- (A) Authority to give rating.
- (B) Age, previous service and other qualifications required.
- (C) Nature of examination.
- (D) Examining Officers.
- (E) Remarks.

(1) *Temporary Acting Petty Officer (C.O.)*

(A) C.C.O. for temporary advancement while serving in C.O. organisation (Ratings in home waters). Commanders-in-Chief abroad for temporary advancement while serving in C.O. organisation (Ratings abroad). Admiralty for temporary advancement effective for the period of the war.

(B) Twelve months "V.G." conduct. Recommendations, accompanied by a copy of service documents, are to include name, depot, official number, present rating and seniority, whether active service, reserve (including type) or H.O., and whether civil employment or hobbies have contributed to the efficiency of the man.

(C) Professional. (For syllabus see Appendix I (a) and (b)). Form S.441, suitably amended, is to be used and is to accompany recommendation for advancement. Before taking this examination a certificate signed by Commanding Officer is to be produced to the Senior Officer of the Examining Board to the effect that rating is considered proficient to perform the practical duties of the higher rating in the branch of C.O. organisation in which he is employed.

(D) One officer not below the rank of Lieutenant-Commander and one Lieutenant.

(E) All advancements are to be reported to H.M.S. "Copra".

(2) *Temporary Acting Leading Seaman (C.O.)*

(A) Commanding Officers of Captain's rank; in other cases subject to the approval of Force Commander or Commanding Officer of C.O. base to which craft are attached.

(B) Six months "V.G." conduct. Ordinary Seamen and A.Bs. may be recommended. A copy of service documents is to be forwarded with recommendation.

(C) Professional. (For syllabus see Appendix II.) Form S.441, suitably amended, is to be used and is to accompany recommendation for advancement. Before taking this examination a certificate signed by Commanding Officer is to be produced to the Senior Officer of the Examining Board to the effect that rating is considered proficient to perform the practical duties of the higher rating in the branch of the C.O. organisation in which he is employed.

(D) One officer not below the rank of Lieutenant, R.N., and one officer not below the rank of Lieutenant, R.N.R. or R.N.V.R. A Lieutenant-Commander, R.N.R. or R.N.V.R., may be appointed as Senior Officer of the Board if a Lieutenant, R.N., is not available.

(E) All advancements are to be reported to H.M.S. "Copra". Ordinary Seamen are to be rated Acting A.B. the day before advancement to Temporary Acting Leading Seaman (C.O.).

APPENDIX I(a)

MAJOR LANDING CRAFT

Syllabus for Examination of Leading Seaman (CO) and for Petty Officer (CO)

	Marks	
	Maximum	To Pass
<i>Section I—Ability to take charge</i>		
<i>General (a) To instruct a class in :—</i>		
(i) Service customs and terms	30	18
(ii) Squad drill, P.T. and small arms drill ...	30	18
(iii) Aircraft recognition	30	18
<i>(b) Detailing hands for work</i>	<i>30</i>	<i>18</i>
	<hr/> 120	<hr/> 72

Marks
Maximum To Pass

Section II—Technical Ability

Seamanship

Ability to instruct in and demonstrate practically any of the following :—

(i) Bends and hitches; splicing and heaving lines; different types of tackles and how to use them; care and maintenance of gear; tending wire ...	60	30
(ii) W/T doors and fittings	20	10
(iii) Ramp work	20	10
	<hr/> 100	<hr/> 50

General Duties

(i) General handling of craft; wheel orders and telegraph; writing-up log	50	25
(ii) Knowledge of general duties of a Petty Officer; regulating, victualling and discipline	50	25
	<hr/> 100	<hr/> 50

Anchor Work

(i) Use of kedje	20	10
(ii) Securing to buoy and towing	20	10
	<hr/> 40	<hr/> 20

Elementary Piloting

(i) Log; barometer; compass; courses and fixes; charts; rule of road; buoyage; tides	80	40
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Signals

(i) Ability to send and receive morse at 6 words per minute	10	5
(ii) Ability to send and receive semaphore at 10 words per minute	10	5
(iii) Working knowledge of appropriate landing craft signal pamphlet and R/T procedure	10	5
(iv) Knowledge of operating appropriate R/T	10	5
	<hr/> 40	<hr/> 20

First Aid

(i) Simple knowledge of burns, broken bones, shock and field dressing	20	10
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Anti-Gas

(i) Simple knowledge of respirator and decontamination	10	5
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Passing marks—60 per cent. in Section I.

50 per cent. in each part of Section II.

Re-examination

Ratings failing in Part I, or in more than two subjects in Part II are eligible for re-examination by examination board after a period of not less than two months.

Ratings failing in not more than two subjects in Part II may be re-examined by their Flotilla Officer in the subjects in which they failed, after a minimum period of one month.

APPENDIX 1(b)

MINOR LANDING CRAFT.

Syllabus for Examination of Leading Seaman (CO) for Petty Officer (CO)

	Marks	
	Maximum	To Pass
Section I—Ability to take charge		
<i>General—(a) To instruct a class in :—</i>		
(i) Service customs and terms	30	18
(ii) Squad drill, P.T. and small arms drill ...	30	18
(iii) Aircraft recognition	30	18
(b) Flotilla routine	30	18
	<hr/>	<hr/>
	120	72
Section II—Technical ability		
<i>Seamanship</i>		
(i) Bends and hitches; splicing and heaving lines; care and maintenance of gear; different types of tackle and how to make them	40	20
(ii) Ramp work	20	10
	<hr/>	<hr/>
	60	30
<i>General Duties</i>		
(i) General handling of craft; writing-up boat's log	50	25
(ii) Knowledge of general duties of a Petty Officer; regulating, discipline and victualling	50	25
	<hr/>	<hr/>
	100	50
<i>Anchor Work</i>		
(i) Use of kedge	20	10
(ii) Securing to buoy	20	10
(iii) Salvaging craft	20	10
	<hr/>	<hr/>
	60	30
<i>Elementary Pilotage</i>		
Log, Barometer; compass; courses and fixes; charts; rule of road; buoyage; tides	80	40
<i>Signals</i>		
(i) Ability to send and receive morse at six words per minute	10	5
(ii) Ability to send and receive semaphore at 10 words per minute	10	5
(iii) Working knowledge of appropriate landing craft signal pamphlet and R/T procedure	10	5
(iv) Knowledge of operating appropriate R/T	10	5
	<hr/>	<hr/>
	40	20
<i>First Aid</i>		
(i) Simple knowledge of burns, broken bones, shock and field dressing	20	10
<i>Anti-Gas</i>		
(i) Simple knowledge of respirator and decontamination	10	5
Passing marks—60 per cent. in Section I. 50 per cent. in each part of Section II.		

Re-examination

Ratings failing in Part I, or in more than two subjects in Part II are eligible for re-examination by Examination Board after a period of not less than two months.

Ratings failing in more than two subjects in Part II may be re-examined by their Flotilla Officer in the subjects in which they failed, after a minimum period of one month.

APPENDIX II

MAJOR AND MINOR LANDING CRAFT.

Syllabus for Examination of Able Seamen (CO) for Temporary Acting Leading Seamen (CO)

	Marks	
	Maximum	To Pass
Section I—Ability to take charge.		
<i>General—(a) To take charge of a class in :—</i>		
(i) P.T. and squad drill	30	15
(ii) Aircraft recognition	30	15
(b) Detailing a party for a job of work aboard or ashore and for fire stations aboard ...	30	15
	<hr/>	<hr/>
	90	45
Section II—Technical Ability.		
<i>Seamanship.</i>		
(i) Bends and hitches; splicing and heaving lines; strops, can hooks, tackles, etc.; care and maintenance of gear	40	20
(ii) Handling wires and ropes on bollards and capstans	10	5
(iii) Ramp work	10	5
	<hr/>	<hr/>
	60	30
<i>General Duties.</i>		
(i) Types of craft and their functions. Details of dimensions of craft, including :— Carrying capacity; draught; armour protection; speed and radius of action; fire extinguishers; armament and engines; fuel; boats' gear and equipment ...	50	25
(ii) Relative rank with the army; army badges of rank; command by R.N. personnel when afloat	20	10
(iii) Knowledge of general duties of a Leading Seaman; regulating, victualling and discipline ...	20	10
(iv) Rough knowledge of duties of S.N.O.L., S.N.O.T., P.B.M., M.I.O., etc.	10	5
	<hr/>	<hr/>
	100	50
<i>Anchor Work—</i>		
Use of kedge; securing alongside or to a buoy; taking in tow; salvaging craft	50	25
<i>Elementary Pilotage—</i>		
Rule of road; buoyage; compass; lead and line; simple chart work	40	20
<i>Signals—</i>		
(i) Semaphore—ability to send and receive at 10 words a minute	10	5
(ii) Morse Flashing—ability to send and receive at 6 words a minute	10	5
(iii) Signals used in major or minor landing craft ...	10	5
	<hr/>	<hr/>
	30	15

	Marks	
	Maximum	To Pass
<i>First Aid—</i>		
Simple first aid	20	10

Passing Marks : 50 per cent. in Section I.
50 per cent. in each part of Section II.

Re-examination—

Ratings failing in Part I or in more than two subjects in Part II, are eligible for re-examination by Examination Board after a period of not less than two months.

Ratings failing in not more than two subjects in Part II may be re-examined by their Flotilla Officer in the subjects in which they failed, after a minimum period of one month.

5563.—R.M. Warrant Officers—Professional Examinations

(C.W. 48092/42.—25 Nov. 1943.)

The syllabus and instructions for professional examinations for Warrant Officers, etc., R.M. and R.M. Band, promulgated in A.F.O. 2036/37, are to be amended as follows :—

Part I. Practical and Oral, Subject U—Musical. Delete and insert :—
Subject U—Music

	Marks allowed
(i) Conducting of a prepared Score for Orchestra	50
(ii) Conducting of a prepared Score for Military Band	50
(iii) The rehearsal of an unprepared Score either for Orchestra or Military Band	50
(iv) The performance of a sight reading test	50
(v) General fitness	100
Total	300

Part II. Written, Subject Y—Musical. Delete and insert :—
Subject Y—Music

	Marks allowed
Subhead 'A'—Harmony :—	
(i) Harmonisation of a given part or parts for a String Quartet ...	75
(ii) An Unfigured Bass	25
(iii) Writing an accompaniment for a Pianoforte to a given melody	50
(iv) Free Counterpoint in three parts	50
Total	200
Time allowed, 3 hours.	

	Marks allowed
Subhead 'B' :—	
History and Form in Music	100
Time allowed, 2 hours."	

Subject 'Z'—Instrumentation. Delete and insert :—
Subject Z—Instrumentation

	Marks allowed
Subhead 'A' :—	
Arranging for full Orchestra from Organ, Pianoforte or other media	100
Time allowed, 3 hours.	

	Marks allowed
Subhead 'B' :—	
(i) Arranging for Military Band, selected passages from a Full Orchestra or Vocal Score	50
(ii) Arranging for Military Band from Organ or Pianoforte part ...	50
(iii) Arranging Pianoforte idioms for Military Band	30
Total	130
Time allowed, 3 hours."	

Part I. Practical and Oral. Insert new subject :—
Subject 'A'—Viva Voce

	Marks allowed
(i) Aural Tests, including identification and resolution of discords	20
(ii) Naming of extracts from standard works	20
(iii) Technique of Instruments	20
(iv) General Knowledge	40
Total	100

Part II. Written. Insert new subject :—
Subject 'B'—Aural Tests

	Marks allowed
To write from dictation :—	
(i) A short melody of moderate difficulty	} 100
(ii) A short passage in two parts	
(iii) A short passage in three and four part harmony	
(iv) Examples of modulation	
Time allowed, 3 hours."	

Paragraph 4—Examination. Insert new sub-paragraph :—

"(i) With reference to Subject 'U'—Music, Subheads (i) and (ii), candidates will be informed by the Examining Officers, through the Superintendent, R.N. School of Music, of the titles of the scores to be prepared at least six weeks prior to the first day of the examination.

The Superintendent, R.N. School of Music, is authorised to purchase the required pieces if not already held."

Paragraph 2. Amend Subjects taken for Musical Director or Assistant Musical Director, R.N. School of Music, to read :—

"Subjects A, U, V, Y, Z and B."

(A.F.Os. 2036/37 and 6247/42.)

5564.—Advancement of Boom Defence Personnel during Hostilities

(N. 26123/43.—25 Nov. 1943.)

Owing to the expansion of Boom Defence Service commitments abroad and in order that boom defence personnel serving abroad may not be penalised in regard to advancement, it is desired to call attention to the following instructions supplementing A.F.O. 3801/40.

2. Where the existing facilities are adequate, and ratings do not require relief while on course, Boom Defence Officers should arrange courses locally to assist ratings to qualify for advancement. A syllabus of each course for Boom Defence Service advancement is promulgated in the appendices to this order as a guide to officers in arranging courses and examinations. When convenient, arrangements may be made for seamanship examinations based on these syllabuses to be carried out by ship or squadron examination boards. Ratings who can pass these examinations without undergoing course should do so while continuing in their present allocation.

3. The results of examinations should be reported to Superintendent of Boom Defences, Rosyth, as soon as possible in order that the men concerned may be placed on their respective rosters without delay.

4. Normally all advancements to leading rate and above in the Boom Defence Service should be authorised by Superintendent of Boom Defences, Rosyth, from central rosters, but in exceptional circumstances, and where reference cannot be readily made to Superintendent of Boom Defence advancements to fill vacancies to acting rates may continue to be authorised locally under the provisions of A.F.O. 3801/40, paragraph 5, providing qualified men are available, the Superintendent of Boom Defences being informed of all such advancements as soon as possible. In the absence of fully qualified men, the provisions of K.R. & A.I., Article 1591, should be invoked for payment of difference of pay to men carrying out the duties of a higher rating for which there is a vacancy.

5. Local advancements to Chief Petty Officer status cannot be permitted, and in the event of a vacancy arising for Chief Petty Officer grade for which a relief is urgently required, authority for payment of difference of pay to the rating carrying out the duties should be sought in accordance with K.R. & A.I., Article 1591, and application made to Superintendent of Boom Defences, Rosyth, for the appropriate Chief Petty Officer rating as soon as possible.

6. It is desired to stress the importance of forwarding recommendations for advancement of men serving abroad, particularly where facilities for local courses are inadequate. Quarterly returns of men recommended for advancement should be forwarded to Superintendent of Boom Defences before their discharge to the United Kingdom. Boom Defence Service ratings are placed on rosters as from date of recommendation, whether fully qualified or not, but no man is advanced from rosters until he is fully qualified.

7. Advancement of fully qualified ratings will be authorised from rosters as men become due regardless of complements of boom depots and vessels, and the ratings so advanced must be borne in lieu of the lower rating from which advanced pending opportunity for adjustment of complement. Boom Defence Officers are to adjust complements locally as far as possible by interchange of ratings in local drafting pools and vessels, and it will therefore be necessary to obtain periodical reports of state of complement for this purpose. All transfers of ratings between local ships and bases should be reported to Superintendent of Boom Defences, Rosyth as soon as possible.

8. A.F.O. 3801/40 is to be amended as follows :—

Paragraph 4. Delete all after "in paragraph 5 below" and substitute "Boom Defence Officers are to render Return S.507 to Superintendent of Boom Defences, Rosyth, for all Petty Officer rates under their command who are qualified and recommended for Chief Petty Officer rating, half-yearly on 31st May and 30th November."

Appendix II. Chief Rigger (C.P.O. rate). Amend to read "3 years' Boom Service as rigger (time as Leading Rigger in the Boom Service prior to outbreak of war to count in qualifying service)."

APPENDIX I

Syllabus of Examination of Able Seaman for Leading Seaman (B.D.S.)

Section I.—Ability to Take Charge

To take charge of a class in squad drill.

Section II.—Technical Ability

Syllabus as detailed in K.R. & A.I., Appendix XII, Part 22 (b), paragraph 6.

Omit :—

Rigging—(d) Target work.

Boat Work—(d) Handling of boats under sail.

General duties—(f) Boatswain's call.

Signals—(a) Boat's Signal Books.

APPENDIX II

Syllabus of Examination of Leading Seaman for Petty Officer (B.D.S.)

Section I.—Ability to Take Charge

To take charge of a class in squad drill.

Section II.—Technical Ability

Syllabus as detailed for examination of Leading Seamen for Petty Officer, K.R. & A.I., Appendix XII, Part 22 (a), paragraph 6.

Add :—

A knowledge of stores and accounts carried in boom defence vessels.

Delete :—

Rigging—(d) Target work.

Boat Work—(a) and (b) Handling of boats under sail.

General Duties—(e) Boatswain's call.

Organisation—(a) Knowledge of paravanes.

Signals—(a) Boat's Signal Books.

APPENDIX III

Syllabus of Examination of Able Seamen for Rigger's Mates

Section I.—Ability to Take Charge

To take charge of a class in squad drill.

Section II.—Technical Ability

Rigging.—Thorough knowledge and practical work in (a) Splicing and rigging :—

(i) Modified Liverpool salvage eye splices up to and including 5 in. F.S.W.R.

(ii) Grommet strop.

(iii) Bale sling strop.

(iv) Flat, round and racking seizings.

(v) A/T grommet, 16 in.

(vi) Long, short and eye splice in hemp.

Boom material.—Knowledge and use of all components common to boom work especially :—

(i) Practical knowledge of making and breaking shackles.

(ii) Carpenter's stopper.

(iii) Chain stopper.

Types of Boom.—A general knowledge of :—

(i) A/S A.3.

(ii) A/T E.2.R.

(iii) A/S A/B. F.1.

(iv) H. A/B., Mark III.

(v) A/B, Type G.

(vi) Main, emergency and side gates.

(vii) Care and maintenance of boom gear.

(viii) Assembly and launching of sections.

Boat Work.

(i) Handle a boat under oars.

(ii) Scull a boom boat (single oar).

Training afloat.—Fourteen days' practical instruction in a boom defence vessel maintaining a boom.

APPENDIX IV

Syllabus of Examination of Rigger's Mates for Rigger

Section I.—Ability to Take Charge

To take charge of a class in squad drill.

To take charge of a rigging team in practical boom work afloat.

Section II.—Technical Ability

Syllabus as for examination of Able Seamen for Rigger's Mate with the addition of :—

Net Construction.—A practical knowledge of method of construction of an A/T and an A/S net.

Types of Boom.

(ix) Bottom nets.

(x) Submerged nets.

(xi) Rigging a T.L.C. for close protection.

(xii) Pontoon and spar protection.

Training Afloat.—Optional at discretion of Boom Defence Officer.

APPENDIX V

Syllabus of Examination for Advancement of Stokers 1st Class for Leading Stoker (B.D.S.)

Section I.—Ability to Take Charge

To take charge of a party of men.

Section II.—Technical

Must have a fair knowledge of the following:—

- Cleaning boilers—Precautions on opening for cleaning.
- Repair of brick-work.
- Regulations for laying fires when boilers are empty and open.
- Lighting up from cold.
- Causes of corrosion in boilers.
- Course of steam and water from boiler through engines.
- Precautions for opening steam to length of pipe.
- Density. Alkalinity.
- Danger of oil in a boiler.
- Priming and its causes.
- Mountings on a boiler. Purpose of air cock and safety valves.
- Gauge glasses—manipulation and renewal. Method of blowing.
- Lubrication oil—Internal and external use and enclosed engines.
- Knowledge of tools commonly employed.
- Causes of hot bearings. Methods of dealing with hot bearings, and piston rods.
- Thrust bearing—rough description and why fitted.
- Non-return valve. Screw down valve.
- Air pump. Description of action. Knowledge of valves.
- Vacuum. Advantages for saving fuel. Causes of loss.
- Condenser and how fitted—how tubes are made watertight.
- Probable results of a hot condenser.
- Steam separator—why fitted and description.
- Simple bunker sums.

APPENDIX VI

Syllabus of Examination of Leading Stoker Petty Officer (B.D.S.)

Syllabus as for examination of Stokers 1st class for A/Leading Stoker.

The following qualifications are required in addition:—

- Ability to take charge of a watch in a trawler—engine room and boiler room.
- Ability to warm through main and auxiliary engines and get under way.
- Ability to manoeuvre engines.
- Knowledge of action of slide or piston valve.
- Care required on blowing down a boiler for cleaning.

Examination of Stoker Petty Officer (B.D.S.) for Chief Stoker (B.D.S.) is as laid down in K.R. & A.I., Appendix XVII, Part I, No. 35.

(K.R. & A.I., Art. 1591 and App. XII, Part 22 (a) and (b) and App. XVII, Part I, No. 35.)

(A.F.O. 3801/40.)

***5565.—Air Fitter and Air Mechanic 1st Class—Qualifications for Advancement**

(N/D.P.S.245/43.—25 Nov. 1943.)

It is notified that for the period of the war the qualification E.T.1 will not be required for advancement to the acting leading rating in the Air Mechanic branch, or for Acting Leading Air Fitter where the acting rating is applicable. (See A.F.O. 792/43.)

E.T.1 will continue to be a qualification for the confirmed rating of Leading Air Mechanic, and for confirmed Leading Air Fitter except for ex-Apprentices.

(A.F.O. 792/43.)

5566.—Entry of Sea Cadets as Seaman Boys 2nd Class—(Buglers H.O.)

(N. 6238/43.—25 Nov. 1943.)

It has been decided to enter Sea Cadets as Boys 2nd Class on "Hostilities Only" engagements for training as Buglers.

2. These Sea Cadets are required to be between the ages of 16 years 3 months and 16 years 6 months on application; the standards required of candidates for acceptance as Ordinary Seaman "H.O." will otherwise apply except that the passing of the Colour Vision Test is not essential.

3. They will undergo seven weeks course in H.M.S. "St. George", the syllabus being based on Part I training, and will be advanced to Boy 1st Class on successfully passing out of this establishment. Boys found to be unsuitable are to be discharged.

4. Full kit is to be issued to these boys as they will be liable to serve anywhere in the United Kingdom.

5. The following bugle calls will be learnt by Sea Cadets qualifying for Bugler Reference Gunnery Pocket Book, 1932—B.R. 224, Chapter XXVI):—

- | | |
|-------------------------------------|---|
| *1. Action | *19. Advance Guard (cable party) |
| *2. General Assembly (Division) | *20. Rear Guard (special duty men) |
| 3. Landing Party | *21. Officers Call |
| *4. Clean Guns | *22. General Salute |
| *5. Secure | *23. Commodores' Salute |
| *6. Disperse | *24. Cooks |
| 7. Advance | *25. Defaulters |
| 8. Retire | *26. Reveille |
| 9. Commence | *27. Sunset |
| *10. Cease Firing (out pipes) | *28. Defence Stations |
| *11. Still | 29. Saluting Guns' Crews |
| *12. Carry on | *30. Watch for Exercise |
| *13. Alert | 31. Charge (dismounted) Clear lower deck) |
| *14. March at Ease (Stand Easy) | *32. Lights Out (Darken ship) |
| 15. Extend | *33. Fatigue (Duty hands) |
| 16. Close | 34. Rouse (Guard and steerage) |
| *16. A. Halt (Delay) | 35. Buglers |
| *17. Alarm to Arms (Repel Aircraft) | *36. Liberty men |
| *18. Charge (Watch of the Hands) | |

* Note.—Those marked with a star are the most important.

6. These boys will transfer to Ordinary Seaman at 18 compulsorily, and at 17½ voluntarily, if suitable for Ordinary Seaman, and if not to such other branch as their medical standard permits. They will carry out the Part II training of the branch to which transferred. They will not be sent overseas before the age of 18 or 17½ as applicable.

7. Dependants Allowance under A.F.O. 4542/43 will be payable.

(B.R. 224, Chapter XXVI.)

(A.F.O. 4542/43.)

5567.—Amendments to Complements*Landing Craft*

(N. 22567/43.—25 Nov. 1943.)

The following amendments are to be made to the schemes of complement of Landing Craft, issued with Admiralty Letter N/P.D. (Q) 4804/43:—

L.C.A.

Complement of Flotilla and Maintenance Staff.

L.C.S. (M)

Add new heading—Complement of Flotilla and Maintenance Staff.

L.C.M. (1) and (3)

Complement of Flotilla and Maintenance Staff.

L.C.P. (S)

Complement of Flotilla and Maintenance Staff.

L.C.P. (L)

Complement of Flotilla and Maintenance Staff.

L.C.S. (L) Mark I.

Add new heading—Complement of Flotilla and Maintenance Staff.

L.C.V.

Complement of Flotilla and Maintenance Staff.

Add :—(y) 1 P.O.—Administrative duties.

new note (y) to read :—

(y) To be provided from C.O. resources.

2. Schemes of Complement for minor landing craft will be similarly amended in due course.

5568.—Complements of Writer and Supply Ratings—Dilution by W.R.N.S. Personnel

Naval Shore Establishments at Home and Abroad (excluding Naval Air Stations and R.M. Establishments)

(N. 12415/43.—25 Nov. 1943.)

A.F.O. 2102/43 is to be amended as follows :—

Cancel the note after paragraph 8 (c) and substitute :—

“ Note.—If desired, a proportion of W.R.N.S. ratings of the Shorthand-Typist, Typist (or Writer (General)) categories may be borne in lieu of an equivalent number of Writer (Pay) or Writer (General) ratings allowed by scale.”

(A.F.O. 2102/43).

5569.—Night Fighter Crews—Volunteers for Training

(C.W. 43440/43.—25 Nov. 1943.)

Names of volunteers for training as night fighter crews may be forwarded from Pilots and Observers, with or without first line experience.

2. Pilots should be of above-average flying assessment, and preferably have had deck-landing experience, though this is not essential. Fighter and T.B.R. pilots, commissioned or rating, are eligible.

3. Pilot volunteers are to be tested for night vision acuity by the Livingston Hexagon, and only those with a score of 13 or over will be accepted for night fighter training. A certificate to the effect that this test has been passed is to accompany applications.

4. Observers must be confirmed as such.

5. Names of volunteers are to be signalled on the 1st or 2nd of every month, and Forms S.206 rendered in the case of Observers and commissioned Pilots, quoting the number of this Order.

(A.F.O. 3547/43 is cancelled.)

5570.—R/T—Training in the Use of—REPORTS

(N. 22185/43.—25 Nov. 1943.)

Their Lordships have decided to extend the facilities for training in R/T at signal schools, training establishments and certain bases. It is the intention to train in R/T and voice production.

(a) All W/T ratings,

(b) All V/S ratings,

(c) All telegraphists (S),

and to provide facilities for executive officers at bases.

2. It is the intention to provide at any place where R/T training will be given, the following apparatus :—

(a) Gramophone records on voice production and R/T procedure.

(b) Mirrorphone (voice recorder) and gramophone playing table and loud-speaker.

(c) Synthetic trainer, Type A or B.

Type A.—Is intended for the larger signal schools, training schools and bases. The pupils will be in cubicles (six in number) with

the instructor in his own cubicle. The pupils' cubicles will be 2½ ft. × 4 ft., the instructor's 4 ft. × 5 ft., and with the apparatus at (a) and (b), the whole occupies a space 25 ft. × 12½ ft. The cubicles can be erected in an existing building, but the walls of the cubicles should be made reasonably soundproof. The device allows for training with interference, bad tuning, weak reception, etc.

Type B.—Consists of sound powered microphones with headsets, which can be fitted in any existing classroom. This is not so satisfactory as Type A, but can be more readily and easily installed.

(d) Portable R/T sets.

3. Commanders-in-Chief are requested to report (a) the bases at which facilities for training in R/T should be provided, (b) whether the provision of a gramophone player is required. If possible an existing machine should be used, (c) where Type A or Type B synthetic trainers are required. Type A is designed for one instructor and six pupils. Where accommodation is available it may be required to fit more than one unit. If Type B, the number of microphones and headsets is to be stated, and (d) the number of portable sets required (Type 66).

4. The Captain, H.M. Signal School, is to take separate action to collate and report the requirements of signal schools and training establishments in the United Kingdom.

5. As soon as the requirements have been reported, the necessary apparatus will be supplied without demand.

6. No additional personnel can be allowed on account of this instruction.

(A.F.O. 5062/43.)

A.F.O. 6082/45 5571.—Leave for Ships' Companies—REPORTS

(M. 2095/43.—25 Nov. 1943.)

In order that the Admiralty may have a record of the leave granted to ships' companies, tabulated quarterly reports are to be rendered by authorities at all ports showing the leave in excess of 48 hours granted from the port to the personnel of all sea-going ships, including Fleet minesweepers, corvettes and Atlantic escort trawlers, but not smaller local craft.

2. Leave in excess of 48 hours should also be reported to the Commander-in-Chief of the command to which the ship is allocated.

3. The return should cover all leave in excess of 48 hours granted to ships, either in watches or as a whole. Leave to individuals should not be included.

(A.F.O. 6259/42 is cancelled.)

5572.—Civil Servants Temporarily Serving in the R.N. and R.M.—Instructions for Naval Accountant Officers

(D.N.A. 9600/42.—25 Nov. 1943.)

Attention is drawn to paragraphs 6, 8 and 10 of A.F.O. 1195/40 which require that the notation “ Civil Servant ” is to be made in the ledgers, on all pay documents, allotment declarations and reports of death of all individuals affected, and that statements of account and reports of variations in Service Pay are to be rendered promptly.

2. Failure to comply strictly with these instructions leads to unnecessary correspondence with H.M. Ships and Establishments, and frequently results in otherwise avoidable overpayments of civil pay being made by civil departments to the nominees of the personnel concerned. This, in its turn, gives rise to complaints of hardship when the necessary recovery of the debts from Service pay has to be enforced.

3. Statements of Account of serving Civil Servants for the quarter ended 30th September, 1943, and previous quarters, if not already rendered, should be sent at once to the Director of Navy Accounts, Branch 3 (Civil Pay). The statement should be completed as laid down in paragraph 10 of A.F.O. 1195/40, except that Form S.42 should be used for the purpose, and should show full details of all disciplinary stoppages and civil pay recoveries.

4. For deceased or discharged Civil Servants, final statements of account should be rendered *in full* on Form B.607, i.e. all details should be shown leading up to the final credit or debit balance.

5. Some confusion has arisen regarding A.F.O. 4890/43. It is emphasised that this order is an instruction to Cashiers and Paying Officers responsible for payment of balance of civil pay, and not to Accountant Officers. Statements of Account of Civil Servants should continue to be rendered in all cases and the notation "Civil Servant" is not to be removed from the ledgers without the authority of the Director of Navy Accounts. Should it be decided to discontinue statements of account for the small number of personnel affected by A.F.O. 4890/43 further instructions will be issued.

6. Civil pay enquiries from private firms or local Government and Police Authorities should be dealt with in accordance with A.F.O. 4569/40.

(A.F.Os. 1195/40, 4569/40 and 4890/43.)

(A.F.O. 4183/43 is cancelled.)

5573.—W.R.N.S.—Promotion of Third Officers

(N/H.M. 1103/43.—25 Nov. 1943.)

The following addition is to be made to the list in paragraph 9 of A.F.O. 1665/43 :—

"Officers engaged upon meteorological duties at Naval Air Stations."

(A.F.O. 1665/43.)

5574.—W.R.N.S. Ratings—Names on Service Certificates

(N.26900/43.—25 Nov. 1943.)

The surname and initials of Christian names of W.R.N.S. ratings are to be entered in block capitals at the top left-hand corner on the reverse side of their Service Certificates, in addition to the usual notation on the front of the form.

(F.O.N.A.S. No. 8166/145/13, 31 Oct. 1943.)

5575.—Travelling to and from Ireland—W.R.N.S. and V.A.D.

(N. 24630/43.—25 Nov. 1943.)

The railway warrants of W.R.N.S. ratings and V.A.D. members proceeding to and from Ireland on duty or free leave journeys are to be endorsed and initialled by the issuing authority indicating the cross-channel route to be followed. (See A.F.O. 6356/42, pages 6 and 7.)

2. In the case of the following routes the warrant should also bear an initialled endorsement to indicate that "Saloon on boat" is authorised, viz., Glasgow/Belfast, Liverpool/Belfast and Holyhead/Kingstown.

3. Within the limits available all who travel third class in ships fitted therewith should be provided with sleeping accommodation as a charge to naval funds, any extra expense for which should be included in claims for repayment of travelling expenses. Subsistence allowance for duty journeys will be reduced by a third, when the cost of a sleeper is allowed as a charge to naval funds.

4. In the case of the Stranraer/Larne and Heysham/Belfast routes transfer to first-class will be arranged when the conditions justify such a course.

5. When they are satisfied that such conditions exist the necessary arrangements will be made by the following officers :—

Stranraer	Embarkation Staff Officer
Larne	Sea Transport Officer
Heysham	Embarkation Staff Officer
Belfast	Divisional Sea Transport Officer

6. The officer making the arrangements will issue a warrant to the L.M.S. Railway Company covering the necessary transfer fees.

7. W.R.N.S. ratings and V.A.D. members transferred from third to first class at Government expense, who require sleeping berths in addition, are to be given the opportunity of arranging accordingly. The cost of the berths will be their own liability, and warrants are not to include the provision of sleeping berths.

8. Recruits travelling in plain clothes as Probationary Wrens are included in the foregoing arrangements.

(A.F.O. 6356/42.)

5576.—Admiralty Surgeons and Agents

(C.E. 16199/43.—25 Nov. 1943.)

Mr. I. McDonald Cameron, M.B., Ch.B., of "Redcot", Tarbert, Argyll, has been appointed Admiralty Surgeon and Agent for Tarbert.

2. The death has occurred of Mr. E. E. Elliott, formerly Admiralty Surgeon and Agent for Dover. The vacancy is not being filled.

5577.—Medical Liaison Officer, Washington, U.S.A.

(M.D.G. 54174/43.—25 Nov. 1943.)

A British Naval Medical Liaison officer is borne upon the staff of B.A.D., Washington.

2. He is responsible for interchange of information on all Naval medical matters between the Royal Navy and the various medical authorities in the United States.

3. Naval medical officers visiting the United States who may wish to make contacts in regard to special medical problems in which they are interested should do so through the British Naval Medical Liaison officer.

4. The British Naval Medical Liaison Officer is accommodated in

Room 25(a) Building One,
Bureau of Medicine and Surgery,
23rd Street, East Street N.W.,
Washington, D.C.

5578.—Officiating Ministers of Religion

(C.E. 58161/43.—25 Nov. 1943.)

The following appointments have been approved :—

Church of England—

Mombasa Area... .. Rev. F. Cribb (Honorary),
Missions to Seamen,
Mombasa, Africa
(to be Officiating Minister to Swahili-speaking personnel).

H.M.S. "Bee" and W.R.N.S. Rev. E. L. Langston,
Establishment, Weymouth. St. Mary's Vicarage, Weymouth.

Roman Catholic—

H.M.S. "King Alfred" (Hove) } Rev. T. McCarthy,
H.M.S. "Lizard" } The Sacred Heart, Norton Road, Hove

Presbyterian—

H.M.S. "Valkyrie" I and II Rev. J. C. MacLauchlan,
The Manse, Somerset Road, Douglas.

Methodist—

Harrogate Rev. W. H. Dunn,
Gwespyr, 20, Otley Road, Harrogate.

Baptist and Congregational—

Harrogate Rev. H. H. Summers, M.A., B.Sc.,
19, Hollins Road, Harrogate.

The Rev. T. S. Macpherson, The Highland Manse, Campbeltown, has been appointed Officiating Minister to all Church of Scotland, Methodist, Baptist and Congregational personnel in H.M.S. "Nimrod," Campbeltown.

The Rev. H. M. Agnew, M.A., Hill Presbyterian Church, Port Elizabeth, has been appointed Officiating Minister to all Church of Scotland, Methodist, Baptist and Congregational personnel in the Port Elizabeth area.

The usual facilities are to be afforded.

The following amendment is to be made to A.F.O. 5076/43:—

Baptist and Congregational—

H.M.S. "Valkyrie" II Rev. S. F Carter.

(A.F.O. 5076/43.)

5579.—Chaplains of the Church of Scotland and Free Churches

(C.W. 47886/43.—25 Nov. 1943.)

The Churches represented on the Chaplaincy Services Advisory Committee, viz. :—

Church of Scotland,
Presbyterian, other than Church of Scotland,
Methodist,
Baptist,
Congregational

have requested that this group of Churches should, for official Naval purposes, be described by the title "The Church of Scotland and Free Churches". Their Lordships have approved this proposal.

2. For purposes of Chaplains' appointments in the Royal Navy this group of Churches acts as one body, and a Chaplain, R.N., of any one of the denominations is responsible for ministering to personnel of all the denominations in the group. Appointments of Chaplains of these denominations will accordingly be worded in future as "for Church of Scotland and Free Church personnel".

3. The appointments of Officiating Ministers are not affected by this arrangement.

5580.—Royal Naval Film Corporation—General Instructions

(D.P.S./R.N.F.C. 8738/43.—25 Nov. 1943.)

Note.—(i) The following instructions governing the provision of 35-mm. recreational films are also applicable to 16-mm. recreational films with the exception of paragraphs 10, 27, 45, 46, 49 and 50.

(ii) It should be noted that owing to 60 per cent. of the 16-mm. film printing capacity being absorbed by training and operational requirements, the supply of 16-mm. recreational films is limited by a monthly Ministry of Supply allocation at the various film laboratories. With an increasing number of small ships being supplied with 16-mm. projectors, therefore, it will be necessary to ensure as wide a circulation as possible of available supplies.

(iii) Ships provided with both 35-mm. and 16-mm. projectors will be serviced only with 35-mm. films.

General

The R.N. Film Corporation exists to supply entertainment films to H.M. seagoing ships. R.N.F.C. films are to be exhibited to naval personnel only, though casual visitors to the ship are not debarred from attending the cinema performances. Films belonging to the R.N.F.C. may NOT be taken ashore for exhibition, nor may they be shown at any time in the home ports when leave is being given.

2. On all matters connected with the supply of films and the functioning of the film service, the Secretary of the R.N.F.C. will correspond direct with Commanders-in-Chief, Senior Naval Officers, Officers in Charge of Naval Establishments and Commanding and other officers as the occasion may require.

3. All correspondence in connection with equipment should be addressed through the usual channels to the Secretary of the Admiralty.

Film Distribution

4. The Fleet has been divided into a number of circuits and each circuit has its own Fleet Film Officer, nominated by the Senior Officer, to organise the distribution of programmes within the Command. R.N.V.R. officers (Sp.) have been appointed as follows to assist with the distribution of recreational films:—

Home Fleet—(a) C/o S.N.S.O., H.M. Dockyard, Rosyth. (Tel. Rosyth Dockyard, Ext. 565.)

(b) Box 43, H.M. Naval Base, Lyness. (Tel. Lyness, Ext. 399.)

Eastern Fleet—Fleet Flagship.

5. In each ship the custody, exhibition and return of films should be in the hands of a responsible officer, to be known as the ship's Film Officer. He need not necessarily be the officer in charge of the technical maintenance of the cinema equipment.

6. In order to maintain a supply of new films within the income subscribed by H.M. ships, it is essential that films should be circulated as rapidly as practicable and not "hoarded". Cases have come to light of ships carrying as many as nine films in excess of requirements for a period of six weeks, to the detriment of other ships of the squadron, and then returning them unshown to the Fleet Film Officer. To avoid such incidents, Fleet Film Officers should, so far as may be possible, endeavour to make themselves aware of the films carried by each ship within their "circuit".

7. Whilst it is not desired unnecessarily to increase paper work, it would be most helpful to the R.N.F.C. if Fleet Film Officers would send from time to time a report (by air mail if possible), giving films available and other relevant information to the Secretary, R.N.F.C. Some Fleet Film Officers are already doing this and their reports are most valuable in arranging and adjusting supplies.

8. So far as ships in home waters are concerned, a constant flow of new films is made to the R.N.F.C. representatives at Rosyth and Scapa. In the case of foreign stations, the supply of new films is maintained either by freight or by service opportunity. Some delay at times must, therefore, be occasioned through awaiting freight space, losses en route or through the diversions of H.M. Ships in which films are embarked to other destinations.

9. The attention of ships embarking films at a home port before proceeding to a foreign station is invited to the following points:—

(a) A sufficient supply of new films to last the voyage out will, if available, be supplied on application to the Secretary, R.N.F.C., stating latest date by which delivery should be effected. It is emphasized that these will be primarily intended for the ship's final destination and should not, therefore, be exchanged unless absolutely necessary before arrival on the station in which the ship is to serve. Otherwise, the ship will arrive with older films, copies of which may already be on the station, instead of a supply of the latest releases.

In this connexion the attention of operators should be drawn to the need for special care when running new copies of films (A.F.O. 2920/43, paragraphs 15 and 16).

(b) On arrival of a ship the local Fleet Film Officer should be informed of details of the programmes on board (see also paragraph 21).

(c) If "working up" or remaining in home waters for a time before final departure, the films embarked under (a) above should not be shown. If it is desired to show films whilst in home waters, temporary issue of other films will be made on application to the R.N.F.C. Representative, C/o S.N.S.O., Rosyth, or the Fleet Film Officer at Scapa, whichever may be more convenient. Any such temporary issues must be returned before leaving the final home port.

"Stand-by" Films

10. In addition to the Standard programmes in circulation a certain number of Stand-by Films, which are older than the Standard films, have been provided in each circuit.

These S.B. films are intended for use when detached and out of touch with their ships in the circuit. When a ship has had to use one or more S.B. programmes,

a report should be made to the Fleet Film Officer, who will then arrange an exchange at the first opportunity. When no longer required in the circuit they are to be returned to the Secretary, R.N. Film Corporation.

The film hire charges for a S.B. programme are at one-half the normal rates.

Transit Boxes

11. Each complete programme will normally be packed in one transit box which will bear on the label the number of the programme. These containers are *not watertight*; they should never be stowed where they will be exposed to rain or spray or where they may become wet inside due to washing down decks.

12. On the inside of the lid will be kept history sheets relating to the programmes in the box. These history sheets are to be filled up without fail on each occasion of receipt or despatch. The forms will trace the course of the films throughout their lives; the column relating to condition is to be completed, when circumstances permit, in the presence of both consignor and consignee, *i.e.*, when transferred by hand from ship to ship. The responsibility for damage subsequently discovered will be apportioned in accordance with this information.

Damaged Films

13. If the condition of the film is found to be so bad that it cannot be shown again without risk of further damage until "major repairs" have been carried out, a report is to be made to the Fleet Film Officer and the Film Officer of the ship responsible for the damage. After the matter has been further investigated a report is to be sent to the Secretary of the R.N. Film Corporation, Royal Victoria Yard, Deptford, S.E.8 (*see also* paragraph 16).

14. "Major repairs" are those which cannot be carried out without obtaining replacements for damaged portions. These replacements are to be obtained through the Secretary, R.N. Film Corporation, by quoting the number of the reel and the section of film required.

15. Most films have small numbers printed along the edge and these should be used to indicate the beginning and end of the damaged portion. In films without numbers the distance in feet of the beginning and end of the replacement required from the nearest end of the reel should be given. Care must be taken to quote which end of the reel the measurements refer to.

16. The charges for the hire of films include insurance against all loss or damage (other than war risks), including risks in transit by any mode of conveyance, but excluding damage caused by scratching, tearing and perforation. It is important therefore that each ship receiving a film should satisfy itself as to its condition on receipt (*see also* paragraph 26 (d)). The loss of a film, or any damage rendering a film unfit for exhibition, should be reported immediately to the Secretary, R.N. Film Corporation; in peacetime report should be made by telegram.

Final Disposal of Films

17. The R.N.F.C. will give instructions for the disposal of each programme after it has completed its circuit, or when it is decided to withdraw it. There are four methods of disposal:—

- (i) Return to Secretary, R.N.F.C.
- (ii) Retention on the Station as a "Stand-by" programme for ships which have recommissioned since it was last shown in them.
- (iii) Despatch to another circuit.
- (iv) Destruction.

18. In the event of destruction being ordered the distributors require a certificate of complete destruction signed by the Commanding Officer. Whatever form of destruction is decided upon it is to be such that if the whole or part of the film were recovered by unauthorised persons it could not possibly be renovated for further use.

19. The Fleet Film Officer will be responsible for making available those programmes which are required for transfer to another station. The S.N.S.O. at the base port of the station is to be consulted to ascertain the date by which the films should be delivered to him for shipment. The actual shipment will be arranged by the S.N.S.O.

20. Exchanges of programmes between China and East Indies stations should be arranged locally as convenient by the two Fleet Film Officers.

Transfers of Ships from one Circuit to Another

21. If a ship is transferred from one circuit to another, a report should be made as soon as possible to the Fleet Film Officer of the new circuit and (if possible by telegram or Air Mail) to the Secretary, R.N. Film Corporation, stating what (if any) R.N.F.C. programmes are on board. The Fleet Film Officer of the new circuit should also be informed what R.N.F.C. programmes have been exhibited in the ship, in order to avoid the issue of films already seen.

Shipment and Despatch of Films

22. Films will be delivered to the N.S.O. Deptford. The Naval Store Department will be responsible for:—

- (i) Shipment of films from Deptford to the station.
- (ii) Shipment of returned films to Deptford from home ports or abroad.
- (iii) Shipment of films between stations.
- (iv) Shipment of films inside the station when freight is necessary.

The Fleet Film Officer will be responsible for supply to H.M. ships after arrival of the films on the station and for normal transfers between ships on the same station. Naval Store Officers are particularly requested to keep the Fleet Film Officer of the station informed as and when any R.N.F.C. films may be received by them.

Advantage of free freight should be taken whenever possible.

23. The cost of transport of the films is a charge against the R.N. Film Corporation, and a claim will be preferred annually against the corporation. Yards abroad should report to Director of Stores as soon as possible after the 31st March each year the cost of any sea freight engaged locally. Yards at home should report cost of any rail transport incurred.

24. Records should be kept by each ship receiving R.N.F.C. films, showing the date of receipt and despatch and the condition of each film on receipt and on being passed on.

25. The Secretary, R.N. Film Corporation, is to be advised beforehand (by telegram in peacetime) of any films consigned to the United Kingdom, the method of despatch being stated. Arrangements for collection will then be made.

26. The following points should be observed in the handling and despatch of films:—

- (a) Particular care is to be taken to see that films are not subjected to rough handling while being shown and that they are properly stowed and accounted for.
- (b) The transit box should be correctly labelled. It is desirable that the back of the label should be smeared with gum or paste before inserting it in the grooved flange, to prevent it falling out.
- (c) History sheet should be completed (*see* paragraph 12).
- (d) Films are always to be transferred in a reverse wound condition, and *immediately* on receipt are to be rewound so that they may be inspected for condition, whenever possible in the presence of an operator from the ship in which they were last shown. (*See also* paragraph 16.)
- (e) In order to minimise the risk of damp affecting the films, each film tin is to have the join of the lid covered with a layer of adhesive tape before transfer or despatch.
- (f) Contents of the transit box should be checked to ensure the programme is complete and the spring plate adjusted in position to prevent damage to the goods in transit.
- (g) When packed and closed, the transit boxes should be securely fastened with the addition of a seal to prevent unauthorised opening of the box.
- (h) When forwarding by rail, films should be sent by passenger train.

News Reels

27. A news reel service is in operation in the home fleet circuit. Details of this service are as follows:—

- (i) Each week two news reels of approximately 700 feet in length each are sent by mail in a special container direct to each ship showing films.

- (ii) These reels should be returned in their container, as soon as they have been exhibited or on receipt of a fresh supply, to the Naval Store Officer, Deptford. They should be returned at the first opportunity by post in the mail bags in which they were received. The label should bear the word "FILMS" in plain block letters.

Film Hire and Maintenance Charges

28. Charges for hire of films will be as shown below, the numbers being based on those "borne for victuals". Charges for hire are for one programme per week, and each programme may be shown at as many performances in a week as are required to enable it to be seen by the whole of the ship's company. (See also paragraph 35.)

Film Hire Charges

	s. d.	
29. Flag Officers	1	3 each per programme
Captains	1	0 each per programme
Commanders	0	9 each per programme
Lieutenant Commanders	0	6 each per programme
Lieutenants	0	4 each per programme
Sub-Lieutenants and Commissioned Officers from Warrant Rank.	0	3 each per programme
Midshipmen and Warrant Officers	0	2 each per programme
Ship's Company	0	1½ each per programme

Note.—(i) When a stand-by programme is necessarily shown under the circumstances outlined in paragraph 10, film hire charges should be computed at one-half the above rates.

(ii) Ships will normally be expected to pay film hire charges regularly each week on the scale laid down above. Payment will not be required, however, in respect of any week during which a ship has temporarily suspended showings for either of the following reasons:—

- (a) Ship being at a home port when leave is being given (see paragraph 1).
 (b) Ship unable to show on account of refit, war conditions, etc.

It is pointed out, however, that films retained on board that are not earning income for the R.N.F.C. through temporary suspension of showing, merely delay the purchase of newer films to replace them, which reacts to the disadvantage of all ships in the circuit.

If, therefore, the temporary suspension of showings is likely to last more than two weeks, the standard programmes on board should, when practicable, be returned to the Fleet Film Officer so that they may be used elsewhere. This applies more particularly to the Home Fleet, which for the period of the war, should in such circumstances return the films to S.N.S.O., Rosyth.

Maintenance Charge

30. Ships (including armed merchant cruisers) showing cinema films are required to pay the sum of ¼d. per head per week for maintenance in all cases where the projectors have been supplied officially and where expenditure on upkeep, replacements, etc., is accordingly a charge against Navy funds.

31. If the projector is the private property of a mess or an individual or has been acquired in the form of a presentation to the ship, liability for the cost of maintenance of the equipment falls on the ship and the weekly charge of ¼d. per head is not to be levied.

32. Ships fitted with cinema equipment will be required to pay maintenance contribution only in respect of those weeks during which an entertainment film is exhibited. Ships not fitted with cinema equipment but only with radio-gramophone and/or broadcast-equipment will not be required to pay any contribution towards maintenance.

33. The method by which the money due to the R.N.F.C. is collected is left to the individual ships, but on a ship joining a circuit of the R.N.F.C. a guarantee of payment is to be forwarded in writing to the Secretary, R.N.F.C., giving an undertaking to pay the necessary sum.

34. As films have to be bought beforehand, it will be necessary for ships desiring to terminate their agreement with the R.N.F.C. to give two months' notice. It is, however, realised that in special circumstances it may not always be possible to comply with this requirement.

Payment for Film Hire and Maintenance Charges

35. The basic figure in arriving at the total film hire charges payable is the number of programmes exhibited; in the case of maintenance-contribution, however, it is the number of weeks during which entertainment films were shown.

36. Payment for hire of films and maintenance charge should be made on the last day of each month by the Accountant Officer; remittance lists should normally be used and made out in favour of the Royal Naval Film Corporation. Remittance lists should be forwarded in the usual way to the Director of Navy Accounts. When, for special reasons, payment is made by cheque, money or postal orders, such payments should be sent direct to the Secretary, R.N. Film Corporation, Royal Victoria Yard, Deptford, S.E.8.

Monthly Return (see also paragraph 7)

37. A return is to be forwarded to the Secretary, R.N. Film Corporation, on the last day of each month giving details of the amount remitted in respect of maintenance and of film hire charges, a list of films shown to which the remittance relates, indicating the programme numbers, dates of exhibiting and their entertainment value coded as in paragraphs 41 and 42.

When the showing of films has been temporarily suspended in accordance with paragraph 29, Note (ii), a statement to this effect, signed by the Commanding Officer, is to be attached to the monthly return.

The return should be made in the form given in Appendix I to this Order.

38. It is of the greatest importance that the monthly returns should be forwarded promptly on the date due, by Air Mail whenever possible, as they contain the only available information on which future requirements can be estimated.

Monthly Telegraphic Report

39. In addition to the written monthly return, ships on foreign stations are, in peacetime, to inform the Secretary, R.N. Film Corporation, by telegram, when such remittance is despatched:—

Total amount of remittance, including maintenance.

Sum remitted for film hire.

Programme numbers of films to which remittance relates, exhibition dates, and coded entertainment value.

Entertainment Value of Films

40. In order that information may be available of the entertainment value of the film programmes supplied, the degree of popularity of "features", "shorts" and cartoons should be assessed for officers and ship's company separately as "Very Good", "Good", "Average", "Fair" or "Poor" and this information included in the monthly return and telegraphic report referred to in paragraphs 37-39 above. It is very desirable that the *real* opinion of the audiences should be ascertained for each film if the purchases of the R.N.F.C. are to meet the tastes of both officers and men.

41. The following alphabetical code should be used, the officers' opinion always being quoted first:—

A	...	Very Good
B	...	Good
C	...	Average
D	...	Fair
E	...	Poor
N	...	Not Shown

42. The following distinguishing letters should be used as the first letter of each group :—

F. Feature
S. Short
R. Cartoon

If there are two "shorts" in any programme, the history sheets will be marked S.1 and S.2, and in reporting entertainment value the short marked S.1 should be quoted first.

43. An example of a coded telegram is given below :—

403 A 6/5 FDA SNC SNB RAA

Signification:—

Programme No. 403A.

Date of first showing 6th May.

Feature—Officers consider "Fair"; Ship's Company, "Very Good".

First Short—Not seen by Officers; Ship's Company, "Average".

Second Short—Not seen by Officers; Ship's Company, "Good".

Cartoon—Officers consider "Very Good"; Ship's Company, "Very Good".

Care of Films and Training of Operators

44. The state of some of the R.N. Film Corporation films, after even a few exhibitions, shows that many operators are ignorant of some of the essentials of operating, and that the worse trouble is due to lack of proper care in the maintenance of projectors.

Attention is drawn to A.F.O. 2920/43, giving detailed instructions on the care and maintenance of films, which should be read and noted by all operators.

H.M. ships having projectors should keep Cinema Projector Log Books (Form S.1174), which may be demanded from S.N.S.O., R.N. Store Depot, Elveden Road, Park Royal, N.W.10.

45. Arrangements can be made when ships are equipped in home waters for suitable ratings to receive a two days' course of instruction in London in the working and maintenance of cinema equipment. Applications to take the course should be made to the Secretary, R.N. Film Corporation, stating names; ratings, official numbers and dates on which the ratings can be made available.

In their own interests all ships should do their utmost to put through the course such ratings as are likely to be required as operators. No charge for instruction will be made, but the ships concerned will be responsible for the cost of the ratings' lodging and subsistence and for travelling expenses.

46. On completion of the course the Secretary, R.N.F.C., will forward to the ship concerned instruction certificates for those ratings who complete the period of training satisfactorily, together with operators' record sheets. On leaving the ship the Commanding Officer is to insert on the record sheet particulars of the rating's work as operator. A good record should prove of considerable value to operators in obtaining employment on leaving the service.

47. Equipment sent abroad will be accompanied by precise instructions for its manipulation, but, if sent out by H.M. ship, it may be possible for a rating in that ship, if necessary, to undergo the course referred to above, in order that he may pass on this knowledge to an operator in the receiving ship.

48. In order to minimise the risk of damage, no R.N.F.C. standard programme is to be used when testing the equipment after installation. A testing film or stand-by film should be used for this purpose.

49. In addition to the course referred to in paragraph 45 above, the Gaumont-British Picture Corporation has very kindly offered to further the efficiency of operators from H.M. ships in home waters by allowing them to go, for one or two days, to one of the company's theatres, for extra experience and training in the general care, maintenance and handling of films and projectors. It is very desirable that full use should be made of this offer. Gaumont-British cinemas exist at almost all home ports visited by ships, and, as opportunity offers, arrangements can be made direct with the cinema managers concerned; the Commanding Officer should give the operators a letter addressed to the manager to take with them.

50. The following is a list of theatres whose managers have been advised by the Gaumont-British Picture Corporation of the above arrangements :—

Aberdeen ...	Picture House	Liverpool ...	Rivoli
Alloa ...	Gaumont		Gaumont, Anfield
Ayr ...	Picture House		Empress
Belfast ...	Classic		Corona, Great
Birkenhead ...	Gaumont		Crosby
	Queens		Bedford
	Super		Grand
Bootle ...	Broadway		Cameo
Bournemouth ...	Regent		Beresford
Brighton ...	Regent		Savoy
	Academy	Middlesbrough ...	Hippodrome
Bristol ...	Regent		Gaumont Palace
	Palace		Pavilion
Cardiff ...	Empire	Morecambe ...	Tower
Chatham ...	Palace	Newcastle ...	Queens
	National Electric		Westgate
Dennistoun ...	Parade		Pavilion
Dundee ...	Kings	New Brighton ...	Trocadero
Edinburgh ...	New Victoria	Newport ...	Coliseum
	Picture House	North Shields ...	Borough
	Rutland		Princes
	St. Andrew's	Partick ...	Rivoli
	Regent	Perth ...	Alhambra
Egremont ...	Gaumont Palace		Cinerama
Gateshead ...	Scala	Plymouth ...	Gaumont Palace
	Palace		Palladium
Glasgow ...	Picture House		Savoy
	New Savoy	Portsmouth ...	Regent
	Cinerama	Rochester ...	Majestic
	Florida	Seacombe ...	Marina
Grimsby ...	Savoy	Southampton ...	Empire
Hull ...	Holderness Hall	Southport ...	Palladium
Ibroy ...	Capitol	Southsea ...	Plaza
Ifracombe ...	Scala	South Shields ...	Scala
Kirkcaldy ...	Rialto	Sunderland ...	Kings
Leith ...	Capitol		Havelock
Liverpool ...	Trocadero		Palace
	Rialto	Wallsend ...	Borough
	Hippodrome	West Hartlepool ...	Picture House
	Casino	Weston-super-Mare ...	Regent
	Plaza	Weymouth ...	Regent
	Magnet		BelleVue
	Gaumont, Princes	Whitley Bay ...	Empire
	Park		

APPENDIX I

SPECIMEN COMPLETED MONTHLY FILM RETURN. (See Paragraph 37.)
H.M.S. "Nonsuch" 30th June, 1941.

REMITTANCE

Maintenance of Equipment

Three complete weeks from 3rd to 16th June and 24th to 30th June, in respect of 720 officers and men at $\frac{1}{4}d.$ per head per week.

Sum remitted £2 5 0

Film Hire

Officers :— £ s. d.

Total for period (3½ programmes)... 4 18 0

Ship's Company :—

Week commencing—	Nos. borne for victuals	£ s. d.
3rd June (2 programmes)	672 at 3d. ...	8 8 0
10th June (1 S.B. programme)	680 at $\frac{3}{4}d.$...	2 2 6
24th June (1 programme)	676 at $1\frac{1}{2}d.$...	4 4 6

£14 15 0

Sum remitted £19 13 0

Total remittance £21 18 0

Accountant Officer.

ENTERTAINMENT VALUE			
Programme Nos.	Showing dates	Assessment	
612 A...	3, 5, 6 June ...	FCB	SND RBA
614 A...	8, 9, 10 June ...	FBA	SAC
S.B. 1932 A ...	12, 13, 14, 15 June ...	FBB	
616 A...	26, 27, 28 June ...	FAA	RBB

Ship's Film Officer.

(Statement to be attached to monthly return.)

It was not possible for a programme to be shown during the week commencing 17th June owing to war conditions.

Commanding Officer.

(A.F.Os. 4549/40, 16/41, 1681/43 and 2256/43 are cancelled.)

(A.F.O. 2920/43.)

**5581.—Instructional Film (Combined Operations)—“Landing Craft” (Part 4)
“Minor Landing Craft”—Serial Number A.133***

(T.S.D. 2357/43.—25 Nov. 1943.)

An instructional film on “Minor Landing Craft” (Part 4 of the film “Landing Craft” in the series of combined operations instructional films now being produced) is now completed, and will be distributed as follows without demand:—

(a) Copies for re-issue on temporary loan:—	No. of Copies	
	35 mm.	16 mm.
Command Instructional Film Libraries:—		
Glasgow ...	1	1
Liverpool ...	1	1
Rosyth ...	1	1
Portsmouth ...	1	1
London ...	1	1
Scapa ...	1	1
Devonport ...	1	1
Chatham ...	1	1
(b) Copies for issue on permanent loan:—		
H.M.S. “Northney I” ...	1	—
H.M.S. “Helder” ...	1	—
H.M.S. “Northney III” ...	1	—
H.M.S. “Effingham” ...	—	1

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

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

5582.—Relatives and Friends—Verification of Address

(N. 25252/43.—25 Nov. 1943.)

A.F.O. 2490/43 is cancelled.

***5583.—Correspondence Course in Flour Milling Science and Technology**

(N. 27866/43.—25 Nov. 1943.)

Those who have been employed in the flour milling industry may, whilst serving with H.M. Forces, continue to study flour milling technology and science by means of a correspondence course arranged by the National Joint Industrial Council for the Flour Milling Industry. Such students are eligible to enter for the Intermediate and Final Examinations of the City and Guilds of London Institute.

2. All applicants will be required to pay an enrolment fee of 10s., and this fee, together with the application, should be forwarded to:—

Captain L. H. Green,
6, The Hermitage,
Richmond,
Surrey.

to whom any enquiries in regard to this course should be addressed. The full fee is 35s., but payment of all or part of the balance may be waived in accordance with the individual circumstances of the applicant.

3. Arrangements can be made for candidates who are serving with the Naval Forces to take the examination for which they are eligible in H.M. ships or establishments.

A.F.O. 7025/45

5584.—Tetanus Prophylaxis

(M.D.G. 53796/43.—25 Nov. 1943.)

For the guidance of Medical Officers the following procedure is to be adopted:—

- (a) All casualties to be given tetanus antitoxin.
- (b) If previously immunised by tetanus toxoid, a single dose of 3,000 international units is considered adequate.
- (c) If not immunised, three doses of 3,000 international units at weekly intervals are advised.
- (d) In particularly dirty, septic or extensive wounds, the initial dose (or in the case of the immunised, the single dose) should be 6,000 to 9,000 international units.
- (e) In the case of American or Canadian casualties a “boosting” dose of toxoid (1 cub. cm.) only should be given.

This difference in immediate treatment must not affect the later use of antitoxin in cases where there is special reason to fear tetanus infection.

(f) Injections of antitoxin should be given by the intramuscular route.

2. The antitoxin will be supplied in bottles of 10 ccs. (3,000 international units per cc.), and should be demanded from the nearest Naval storing hospital in the proportion of three bottles for each hundred personnel borne.

3. Attention is drawn to Article 6 of R.N. Medical Bulletin No. 1.

(A.F.O. 3463/40 is cancelled.)

5585.—Yellow Fever Vaccine—Deterioration on Storage

(M.D.G. 53795/43.—25 Nov. 1943.)

Attention is drawn to A.F.O. 5655/43, in Section 4 of this issue.

5586.—Customs Privileges for French Naval Establishments

(N.L. 19324/42.—25 Nov. 1943.)

H.M. Customs and Excise have stated that they will raise no objection, in the case of French Naval Establishments which have been approved for inclusion in Privilege List I of A.F.O. 3277/43, to the receipt into such establishments of duty-free Victualling Yard rum, in addition to wine, for issue in lieu of wine when the stocks of wine are temporarily exhausted.

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

5587.—Royal Naval War Libraries—Change of Address

(N/W.C.C. 4041/43.—25 Nov. 1943.)

As from 1st November, the address of R.N. War Libraries will be:—

178, Great Portland Street,
London, W.1,

and the telephone number will be MUSEum 7047.

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

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

5588.—Guns—B.L. 6-in. Mark XXIII-XXIII* and 8-in. Mark VIII-VIII**—Check of Locks and Boxes, Slide

(A.S./G.012780/43.—25 Nov. 1943.)

Failures have occurred of the locks of B.L. 6-in Mark XXIII-XXIII* guns to close over vent tubes with high thickness rims.

2. "Gauge, representing high dimension tube—No. G.4176" has been introduced to enable the extractors of boxes, slide of B.L. 6-in Mark XXIII-XXIII* and 8-in Mark VIII-VIII** guns to be checked and adjusted as necessary. Gauges are at present held by or in transit to Inspecting Officers at R.N. Armament Depots, Priddy's Hard, Plymouth, Chatham, Crombie, Seapa, Liverpool, Gibraltar, Alexandria, Durban, Malta, Kilindini, Colombo, Simonstown and Bermuda and also to D.I.N.O. Washington. These gauges should be transferred to the charge of the appropriate local Armament Supply Officer. Further supplies will be distributed in due course.

3. All B.L. 6-in Mark XXIII-XXIII* and 8-in Mark VIII-VIII** guns mounted are to be checked with Gauge No. G.4176 and adjustments made as necessary to ensure that the lock will close over the gauge. Each spare lock and box, slide on board is also to be checked with the gauge on each gun in the ship concerned and the spare extractor levers for boxes, slide "Z" Marks I and II should also be tried in each box slide with the gauge. H.M. Ships should requisition on one of the above R.N. Armament Depots for this work to be done at the first opportunity.

4. Locks and boxes, slide of all breech mechanisms in store are to be similarly checked. Spare boxes, slide "Z" Marks I and II, and spare extractor levers for these, in store should be checked on a new vent, axial with a new lock. The work is to be done before breech mechanisms or boxes, slide are issued to service.

5. All component and spare locks and boxes, slide and spare extractor levers carried by new ships should be checked as in paragraph 3 prior to gun trials.

6. Failure to close over the gauge will be due to:—

- Incorrect contour of the tube seating in the extractor.
- Incorrect contour of the extractor, causing it to foul the end of the vent axial and preventing it from seating correctly.

Adjustments should be made as necessary.

7. Breech mechanisms and boxes, slide accepted from new manufacture after the date of this order will not require check before issue. Paragraph 5 above is however, to be complied with in future and gauge No. G.4176 is to be applied to breech mechanisms at periodical inspections and when stores are in hand for repair.

5589.—Guns—Q.F., 4-in., Mark XIX—Firing Rod

(A.S./G. 4706/43.—25 Nov. 1943.)

In some Q.F., 4-in., Mark XIX, guns, registered numbers S.10961 to S.11392, the collar on the firing rod against which the return spring bears has been made as a separate piece, secured to the rod by a brass grub screw, instead of being in one piece with the rod. Cases have been reported of this brass pin shearing.

2. Firing rods of all guns of the above registered numbers should be examined by ship's staff and R.N. armament depots, and where fitted, the brass grub screw should be replaced by one of mild steel. D.E.M.S. staff officers should arrange for guns in D.E.M.S. to be examined in order that necessary replacements may be arranged by the local Armament Supply Officers.

5590.—Guns, 20 mm. Hispano, Marks I and II—Fitting of New Pattern Hand Cocking Gear

(A.S./C.I.N.O. 7172/41.—25 Nov. 1943.)

Supplies of a new pattern hand-cocking gear for fitting to 20 mm. Hispano Mark I (deck) guns mounted in ships and shore establishments, including R.N. Air Stations, are now available.

2. The new cocking gear, which replaces the existing hand-cocking gear, should be fitted by R.N. Armament Depôts at the first opportunity, securing screws being provided locally.

3. Ships and establishments concerned should report the number of guns required to be fitted to the nearest R.N. Armament Depôt. Depôts should render intermediate demands to Director of Armament Supply (Branch A) for sets of hand-cocking gear required.

5591.—Guns—0.5-in. Machine Guns—Muzzle Covers

(A.S./G. 09060/42.—25 Nov. 1943.)

A new type Bexoid muzzle cover, No. 11, has been introduced for 0.5-in. Vickers machine guns. The No. 11 cover will fit on either Mark II or III flash eliminator and will supersede the No. 5 cover.

2. Existing stocks of No. 5 covers should be used up before No. 11 covers are issued for use on Mark II flame guards.

3. Naval Proportion Book will be amended.

(A.F.O. 1024/43.)

5592.—Gun Mountings—General—Rule of Thumb for Guidance in Determining Positions of Safety Cams, Limit Stops and Muzzle Rails for Close Range Weapons

Ships, Dockyards and D.E.M.S. Bases

(G. 09587/43.—25 Nov. 1943.)

It has for some time been evident that the rule of "2 calibres clearance" when deciding on firing arcs is not satisfactory when dealing with muzzle rails and safety firing gear of close range weapons. Slight distortion of a muzzle rail or a very small error in the position of a stop or safety cam may easily swamp the allowance of 2 calibres, with serious results.

2. There have been frequent requests for some guidance in this matter, and the following "rule of thumb", which has been in use by gun trial officers of H.M.S. "Excellent", is promulgated below. The rule applies to weapons up to and including 2-pdr. and 40 mm.

3. It must be emphasised that this "rule of thumb" should be taken as general guidance only and that certain common sense exceptions may be required in individual cases. For example, a 0.5-in. gun firing a solid bullet is set to clear the deck, but not the guard rail, while the Oerlikon, firing an explosive bullet, is set to clear both deck and guard rail.

4. It is not considered feasible to issue detailed instructions for each different type of ship or craft, since the number of types is too great and continual amendments to the instructions would be necessary to deal with subsequent modifications.

5. The clearances given in the table take into consideration the effect of noise and blast on the efficiency of personnel who are trying to do a job, such as fighting another weapon.

6. Rule of thumb:—

Distance of personnel or structure from muzzle of endangering weapon	Clearance of trajectory of projectile above or to one side of endangered personnel or structure	
	Mountings with one or two barrels	Mountings with more than two barrels
Man inside 20 feet	4 feet	12 feet
Man outside 20 feet	2 feet	2 feet
Structure inside or outside 20 feet	1 foot	1 foot

Note.—Use as a guide rather than a rigid rule.

5593.—Gun Mountings—6-in. Triple, Mark XXIII—Shell Hoist on Revolving Structure—Modification to Interlock to Loading Tray at the Bottom of the Hoist—As. and As.

Ships concerned

(G. 08266/43.—25 Nov. 1943.)

Instances have been reported of failures in the shell hoists of the revolving structure, due to the loading tray at the bottom of the hoist rebounding when loaded; the momentary release of the present interlock being sufficient to allow the control gear to operate and the rising lifting head strikes the loading tray, causing the hoist to jam.

2. The modifications shown on A.F.O. diagram 350/43 (G.R. 6404) overcome this contingency and Commanding Officers of ships concerned should arrange for the gear to be made and fitted by ship's staff as opportunity offers.

3. An item should be inserted in the ships' current Lists of As. and As. to cover the work involved.

5594.—Gun Mountings—4-in., Twin, Mark XIX—Hand-worked and R.P.C. Series—Lubrication

(G. 014789/43.—25 Nov. 1943.)

With a view to encouraging gun crews to pay more attention to the lubrication and maintenance of their mountings and to be readily available to assist the rating going round with the grease gun, arrangements are being made to supply prints of the lubricating charts shown in the Handbook, B.R. 257, for hand-worked mountings, and the Addendum for R.P.C. mountings which will be published shortly.

2. The prints are being held by the Manager, Engineering Department, H.M. Dockyard, Portsmouth, and should be demanded by ships concerned on the basis of one print per mounting.

3. Upon receipt the prints should be mounted on a stiff, preferably wood backing, varnished, and secured in a prominent position in the gunshield.

4. Ships at present fitted with R.P.C. mountings should not demand their copies until the addendum to B.R. 257 is received.

(B.R. 257.)

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

5595.—Gun Mountings—6-pdr., Mark VI* Mountings—Shield Modifications—As. and As.

Coastal Craft, Yards and Depots concerned

(G. 015116/43.—25 Nov. 1943.)

It has been found desirable to reduce the weight of the 6-pdr., Mark VI* mountings in coastal craft by modifying the existing shields.

2. These modifications are as shown in A.F.O. Diagram 353/43 (G.R. 6406). The top and sides of the shield, shown in chain dot, are to be cut away.

3. An item, classification A, should be included in the next list of As. and As., as follows:—

“To modify the shield of 6-pdr., Mark VI* mounting in accordance with A.F.O. Diagram 353/43 (G.R. 6406)”.

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

5596.—Gun Mountings—20-mm., U.S., Marks II or IV—Re-siting L.C.T. (5) (Numbered below 2400) and Base Staffs.

(G. 012392/43.—25 Nov. 1943.)

Gun trials carried out on an L.C.T. (5) with distinguishing number below 2400 reveal that unacceptable vibration of the starboard mounting is caused by the gun being mounted unsymmetrically on the stiffening beams below the deck.

2. Commanding Officers of craft in which this gun is not placed so as to obtain the best support from the stiffening beams, should include an item in the next defect list for the craft to cover the work of repositioning the gun mounting. The work should be carried out by base staffs.

5597.—Ammunition—General—E.F.C. Values of Cordite Charges

(Part G. 02550/42.—25 Nov. 1943.)

A.F.O. 4522/43 is to be amended as follows:—

Table II, Page 3.

“15-in. I..... $\frac{3}{4}$ Supercharge” Insert “300” in third column, headed “Cordite S.C.”

“6-in. XI..... $\frac{3}{8}$ ” Insert “150” in third column, headed “Cordite S.C.”

“U.S. 5-in. VIII.....Target.” Amend “ $\frac{1}{16}$ ” shown in last column, headed “E.F.C. Value” to read “ $\frac{1}{8}$ ”.

Table III, page 4.

“4.7-in. VIII.....”, “4.5-in. I and III.....”, “4-in. XVI.....”, and “4-in. V.....” amend “Target.....”

“Smoke.....”

shown in second column, headed “Charge”, to read in each case “Target Smoke.....” in one line.

“4-in. XVI.....Full”. Amend “ $\frac{1}{16}$ ” in last column headed “E.F.C. Value” to read “ $\frac{1}{8}$ ”.

“U.S. 4-in.....Target” amend “ $\frac{1}{16}$ ” shown in last column, headed “E.F.C. Value” to read “ $\frac{1}{8}$ ”.

“2-pdr. XIV.....Full” amend “ $\frac{1}{16}$ ” shown in fourth column, headed “E.F.C. Value”, to read “ $\frac{1}{8}$ ”.

Table IV, page 5.

“U.S. 5-in. XII.....Target”, insert “1” in last column headed “E.F.C. Value”.

5598.—Ammunition—General—Shell, H.E.—Alteration in Markings

(G./A.S. 04389/43.—25 Nov. 1943.)

Shell, H.E., issued since February, 1943, may have certain new markings, viz. :—

Red band on body above the driving band: this denotes that the shell is fitted with a live tracer.

One green and one black band on the shoulder: this denotes a T.N.T. filled shell.

Tracer marking on nose of shell to the left of the letters FZD.



⊙ Number of tracer.

+ Mark of tracer.

The yellow band on certain practice projectiles may be found on the shoulder instead of round the body.

2. All markings of explosive stores are under revision and in due course a number of changes will be introduced. A booklet containing complete information concerning all markings will be issued concurrently with the change over.

5599.—Ammunition—Miscellaneous A.A.D. Weapons—Spare Fins for 2-in. Rocket Flares—Allowances

(A.S. 01171/43.—25 Nov. 1943.)

The allowance of 40 (i.e. 1 box M.124) spare fins for tails propelling rocket U 2-in. Mark VI, for each ship carrying 2-in. rocket flares has been approved. Supplies should be drawn from R.N. Armament Depôts as and when required to complete up to this allowance.

2. Naval Proportion Book will be amended in due course.

5600.—Ammunition—0.5-in. Vickers B.Iz.—Restriction of Certain Lots of R.L. Manufacture

(A.S/C.I.N.O. 4791/43.—25 Nov. 1943.)

Cartridges S.A., 0.5-in. Vickers B.Iz, of the undermentioned lots of R.L. manufacture have been restricted for early expenditure and are sentenced to be expended before a date one year from the date of manufacture, viz. :—

31.12.42 A	11.3.43
31.12.42 B	18.3.43
31.12.42 C	29.3.43
31.12.42 D	6.4.43
31.12.42 E	22.4.43
31.12.42 F	
31.12.42 G	

2. This restricted incendiary ammunition is linked with S.A.P./Tracer rounds and boxes containing it should be marked " B.Iz to be fired before" (date to be one year from the date of manufacture shown on the label attached to the box).

3. Ammunition not expended within the time specified should be returned to the nearest Naval Armament Depot.

5601.—Ammunition Supply—Naval Armament Depots—Supply, Tests and Return of Ammunition to.

(A.S. 05180/42.—25 Nov. 1943.)

All cartridges containing cordite of the following lots and sub-lots are to be landed by the dates shown in column 3.

Lot No.	Size	Date by which to be landed	Cartridges into which filled
R.N. 2797	... 15-13 M.C.T.	... 30.11.43 ...	... Q.F. 2-pdr. gun.
R.N. 2797Y	... 15-13 M.C.T.	... 30.11.43 ...	... Q.F. 2-pdr. gun.
R.N. 2798U	... 15-13 M.C.T.	... 30.11.43 ...	... Q.F. 2-pdr. gun.
R.N. 2798Y	... 15-13 M.C.T.	... 30.11.43 ...	... Q.F. 2-pdr. gun.
R.N. 2813	... 15-13 M.C.T.	... 29. 2.44 ...	... Q.F. 2-pdr. gun.
R.N. 2813	... 15-13 M.C.T.	... 29. 2.44 ...	... Q.F. 2-pdr. gun.
R.N. 2819	... 15-13 M.C.T.	... 29. 2.44 ...	... Q.F. 2-pdr. gun.
R.N. 2819Y	... 15-13 M.C.T.	... 29. 2.44 ...	... Q.F. 2-pdr. gun.

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

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

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

5. All cartridges containing cordite of lot R.N.C. 244 S.C. 115 for use in B.L. 5.5-in. guns are to be landed forthwith.

On receipt of any cartridges of the above lot at N.A. depots arrangements are to be made for immediate breakdown and destruction of the cordite.

5602.—Ammunition Supply—Naval Armament Depots—Supply, Tests and Returns of Ammunition to

(A.S. 15544/43.—25 Nov. 1943.)

All cartridges containing cordite of the following sub-lots on board sea-going ships are to be landed before 29th February, 1944 :—

Lot No.	Size	Cartridges into which filled
R.N.C. 872C	2/44 S.C. 109	Q.F., 4.7-in., Marks IX-XII, gun
R.N.C. 960C	2/44 S.C. 109	Q.F., 4.7-in., Marks IX-XII gun
R.N.C. 1282C	2/44 S.C. 061	Q.F., 4.7-in., Marks IX-XII gun
R.N.C. 1825C	2/44 S.C. 109	Q.F., 4.7-in., Marks IX-XII, gun
R.N.C. 1992C	2/44 S.C. 140	Q.F., 5.25-in., gun
R.N.C. 2028C	2/44 S.C. 140	Q.F., 5.25-in., gun
R.N.C. 2095C	2/44 S.C. 140	Q.F., 5.25-in., gun
R.N.C. 2339XDC	2/44 S.C. 048	{ Q.F., 3-in., 20-cwt., gun B.L., 4-in., Mark IX, gun B.L., 4-in., Mark IX, gun
R.N.C. 2489C	2/44 S.C. 103	

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

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

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

5603.—Ammunition Supply—Ready Use and Magazine Lockers. As. and As.

(B.Y.M.Ss.)

(G. 1618/43.—25 Nov. 1943.)

Inspections carried out in this country of the magazine and ammunition supply arrangements in B.Y.M.Ss. indicate that conditions vary in these vessels. The following points have, however, been brought out :—

(a) Stowage in the magazine of 110 rounds of 3-in. ammunition in canisters plus 48 rounds in ready use lockers and landing the remainder of the outfit may be found more convenient than completely filling the magazines.

(b) The fitting of bottle rack stowage has been investigated, but, in view of the very small increase in the number of rounds which can be stowed, is not considered justifiable.

(c) In order to improve the Oerlikon ammunition supply arrangements it is approved to fit one magazine locker on deck. In B.Y.M.S. with two funnels the locker should be fitted on the engine room casing to starboard of the foremost funnel in place of the existing firework tank which should be resited on the port side of the upper deck abreast the after funnel.

In vessels with one funnel the locker should be sited with its back to the port forward side of the funnel, the doors of the locker facing Red 45°. The locker should be fitted sufficiently clear of the funnel to avoid overheating of the locker. Lagging of funnel or back of locker to be fitted if necessary.

2. This item is an approved A. and A. item classification " A " for all vessels of the class.

5604.—Armament Stores—Accoutrements for Auxiliary Vessels

(A.S. 13342/43.—25 Nov. 1943.)

In future, web equipment, Pattern 1937, will be supplied for auxiliary vessels as follows :—

Belts, waist	... ..	1 per rifle, pistol and carbine.
Carriers, cartridge, or pouches, basic.	... ..	2 per rifle.
Cases Pistol	... ..	1 per pistol.
Frogs	... ..	1 per rifle and carbine.
Pouches, cartridge, pistol	... ..	1 per pistol.
Pouches, magazine, left	... ..	1 per carbine.
Pouches, magazine, right	... ..	1 per carbine.
Slings, rifle	... ..	1 per rifle.
Tabs, securing, bayonet	... ..	1 per rifle. (To be issued with rifle No. 4 only.)

instead of leather accoutrements, Pattern 1901 (as under), at present allowed to Auxiliary Craft in Proportions of N.A. Stores, Part V :—

Bags, ammunition.
Belts, waist.
Cases, pistol.
Frogs.
Pouches, cartridge, pistol.
Slings, rifle.

2. Proportion Book, Part V, will be amended in due course.

5605.—Stowage for 10-lb. 4-in. Smoke Mortar Bombs*L.C.S.(L)1, L.C.S.(L)2 and L.C.S.(M)3*

(M./A.S. 01910/43.—25 Nov. 1943.)

It has been approved to provide stowage for 60 10-lb. 4-in. Smoke Mortar H.E. bombs in each of the above craft. The bombs are to be stowed in two bins, each containing 30 bombs; the bins being sited as shown on A.F.O. diagrams 351/43(1-3), (D.N.C.26 AB/346, 26 AB/343 and 26 AB/341) for L.C.S.(L)1, L.C.S.(L)2 and L.C.S.(M)3 respectively.

2. The bomb bins will shortly be available and should be demanded by base staffs from L.C.M.S.O., Staines. The necessary modifications to the structure of the craft should be carried out by base staffs for craft in commission in anticipation of the availability of the bins, and similar modifications to the structure should be arranged by W.P.S. for craft under construction.

5606.—Torpedo Blowing and Collision Heads—Revised Allowances

(A.S. 14199/43.—25 Nov. 1943.)

A.F.O. 2755/43 is to be amended as follows:—

Cancel allowances of heads in section headed "Coastal Force Bases with C.F. Craft armed with 18-in. Marks VIII or XI-XII and XV torpedoes attached" and substitute:—

"Heads, collision, 18-in., Mark VIII type.	} 3 per flotilla attached, according to type of torpedo appropriated.
Heads, blowing, 18-in., Mark XI type.	
Heads, blowing, 18-in. Marks XII and XV types.	} 6 per flotilla armed with 18-in., Marks XII or XV torpedoes attached."

(A.F.O. 2755/43).

5607.—Paravanes—Bow Protection*Escort Carriers*

(T. 02751/43.—25 Nov. 1943.)

Escort Carriers having American Type "M" paravanes on board are to land them at the first opportunity in exchange for an outfit of six paravanes, Marks VII-VII* with 22 knot planes, four only of which are to be carried on board.

2. Paravane tools and spare gear will be allowed as for H.M. ships.

3. The following items of Naval stores per vessel will be required to enable the exchange to be effected and should be demanded from the storing yard:—

Pattern	Description	No.
8889	Clip for fitting cone bush	1
8891	Box for clip	1
8890	Split bush	1
8871	Roller cutter	8
8862	Box covering cutter	8
8861	Chest for cutter spares	2
8874	Wheels, cutter, spare	8
8879	Span bar	3
8878	Span bar	3
8863A	Shackle	6
8882	Shackle	3
8883	Shackle	3
8859	Buffer, I.R.	21
7849	Cones	2
8802	Cone bushes	2
8915	Pins, locking	4
8886	Pins, screw	2
8803	Pins, screw	4
8873	Pins, eccentric	4
—	Pins, split, N.B. $\frac{1}{8}$ -in. \times $1\frac{1}{2}$ -in.	16
—	Pins, split, N.B. $\frac{3}{16}$ -in. \times 2-in.	48
721K	Washers	12
—	Hacksaw blades for cutting P.V. ropes (Firth's H.S. Speedicut)	12

4. Vessels equipped with American type "D" paravanes are not to carry out this exchange.

5. Any alterations to the lifting arrangements or paravane stowages rendered necessary by this exchange are to be dealt with as defect items and not Alterations and Additions.

(A.F.O. 275/43 is cancelled.)

5608.—Recorders—Depth and Roll—Revised Allowances

(A.S. 13545/42.—25 Nov. 1943.)

A.F.O. 3952/43 is to be amended as follows:—

Paragraph 1. Delete "see paragraph 2 below" from under heading "Allowance" against Cruisers.

Paragraph 2. Amend to read:—

"Recorders, depth and roll, Mark III, will be issued to meet the above requirements. No more Mark IV recorders will be issued to sea and separate action is being taken to exchange those now at sea for the Mark III type."

(A.F.O. 3952/43.)

5609.—Depth Charge Rails—Stiffening Seatings of D.C. Traps*E.R.Os. and Dockyard Officers concerned*

(T. 2269/43.—25 Nov. 1943.)

Reports have been received which indicate that in some existing ships deflection of the rail structure forming the seating of the depth charge trap is a contributory cause of jamming of depth charges on release.

2. Where considered necessary supports may be fitted from the angle to which the trap is secured to the deck below.

(A.F.O. 2387/43.)

5610.—Smoke Floats, Mark VI—Sinking Holes

(T. 04709/43.—25 Nov. 1943.)

It has been reported that a number of smoke floats, Mark VI of Canadian manufacture have been issued to ships without sinking holes in the buoyancy chamber.

2. Sinking holes consist of two $\frac{1}{2}$ -in. diameter holes in the side of the buoyancy chamber. The upper hole near the top of the chamber acts as an air escape and the lower hole near the bottom of the chamber allows water to enter. After about an hour's immersion of the smoke float, the buoyancy chamber has flooded sufficiently to sink the float.

3. As a floating smoke float is liable to endanger our own light craft it is important that the sinking arrangements shall function correctly.

4. The following action is to be taken:—

(a) *In H.M. Ships*

Smoke floats are to be examined and where sinking holes have not been provided they are to be drilled by ship's or Depot Staff.

(b) *Merchant Ships*

D.E.M.S. staff officers are to arrange for inspection of smoke floats and for the return of any found without sinking holes.

5. Attention is drawn to the necessity of keeping sinking holes free from paint and foreign matter. After floats are re-painted the holes must be cleared of paint.

(A.F.O. 1079/41.)

5611.—Spring Balances, Pattern 6408—Transfer to Vote 9

(N.S. 15038/43.—25 Nov. 1943.)

With reference to A.F.Os. 4408/40 and 2291/43, as Spring Balances, Pattern 6408, are now only to be used for torpedo purposes, they are being re-transferred from Vote 8 to Vote 9 and will in future be accounted for under the original Stamp No. viz. T.99.

2. *Dockyards and Naval Store Depots*.—Stocks of Spring Balances, Pattern 6408, should be transferred to local R.N. Torpedo Depots accordingly.

3. The Authorised List of Naval Stores and the Sea Store Establishments concerned, will be amended by the deletion of these articles.

(Captain H.M.S. "Vernon" (W), 5 Jun. 1943, No. W.3775/805/43)

(Chatham Y.L., No. 2674, 24 Jun. 1943)

(A.F.O. 4408/40—not in Annual Volume—is cancelled.) (A.F.O. 2291/43.)

5612.—Gyroscopes—Revised Method of Accounting

(A.S. 14908/43.—25 Nov. 1943.)

It has been decided to account for gyroscopes contained in boxes under a composite heading in future, e.g. :—

Gyroscope A.R.P. in box.

2. Empty boxes are to continue to be accounted for as at present.

3. Torpedo store accounts are to be adjusted accordingly.

5613.—Torpedo Stores—Adaptors, St. Nos. T.259 and T.285.—Identical

(A.S. 16237/43.—25 Nov. 1943.)

To assist production a new pattern cylinder has been introduced as a component of adaptors, St. Nos. T.259 and T.285. Since the only difference between existing adaptors is the type of cylinder fitted, future manufacture adaptors, St. Nos. T.259 and T.285 will be identical.

2. Adaptors, St. No. T.259, will become O.F.M., and future manufacture will be accounted for as Adaptors, St. No. T.285.

3. Present stocks of adaptors, St. No. T.259, will, however, continue to be issued until exhausted.

4. Adaptors, St. No. T.285, will in future be accounted for as follows, viz :—

Section II—

Adaptors, complete with cylinders for use when fitting Holmes lights in blowing and collision heads with large size pockets, St. No. T.285.

5614.—Cancelled.

5615.—Compressed Asbestos Fibre Washers for Engine Room and Boiler Room Lighting Fittings.

(N.S. 25453/42.—25 Nov. 1943.)

Two new washers, Pattern 4200 and Pattern 4201, have been introduced for use with engine room and boiler room pendant and bracket lighting fittings. A first supply of these washers has been requisitioned for purchase for delivery as follows :—

Pattern 4200	...	...	200 Chatham
			200 Portsmouth
			100 Devonport
Pattern 4201	...	...	800 Chatham
			800 Portsmouth
			400 Devonport

2. The washers are made of C.A.F. sheet, Admiralty Pattern 35, which is a compressed asbestos fibre jointing material, and are to be used in lieu of the rubber washers now fitted for the above-mentioned services.

3. Washers, Pattern 4200, are for use with fittings mounted on the obsolete pattern looping-in bases, Pattern 9021, and washers, Pattern 4201, for use with fittings mounted on looping-in bases, Pattern 4433.

4. The washers are to be fitted in all ships building, rebuilding, and refitting, where there will be no delay in completion. For ships in commission they are to be fitted as opportunity permits, the quantities required being demanded from storing yards.

5. The rubber washers removed from the fittings are to be returned to store.

(A.L. 8 Sep., 1943, N.S. 25453/42/B.37742, to A.S., Chatham.)

5616.—Oil Fuel Service Pump—Replacement of—A. and A.

"Tracker" and "Smiter" classes of Escort Carriers

(D. 026474/43.—25 Nov. 1943.)

The following item, classification "A", is to be inserted in the class list of As. and As. to escort carriers of "Tracker" and "Smiter" classes :—

"To replace the existing oil fuel service pump by a pump of modified design."

2. The new pump will be supplied by Admiralty on receipt from U.S. sources. The existing pump when removed, is to be landed for return to the U.S.A. for modification.

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

5617.—W/T—A.C. Supply Outfit D.T.C.—Temporary shortage of Pattern W.891 Motor Alternator

(S.D. 979/43.—25 Nov. 1943.)

With reference to A.F.O.4592/43, it has been decided to issue a Pattern 3891 motor alternator, 2½ kW., and a second Pattern W4340/W3743 starter for fitting with all A.C. supply outfits DTC which have at present a single Pattern W891 machine and starter in 220 volt ships in order to provide an alternative machine for supplying a proportion of equipment connected to the outfit, until a second Pattern W891 machine can be fitted.

2. One Pattern W891 and one Pattern 3891 machine will be issued in future with all 220 volt A.C. supply outfits DTC until the supply of the former machines improves, except in light craft not fitted with Type 89/M W/T set, where it may be necessary to issue two Pattern 3891 machines.

3. Commanding Officers of ships with A.C. supply outfit DTC are to insert an item in their next list of As. and As., quoting this order as authority :—

(a) Outfits with one Pattern W891 machine only "To fit Pattern 3891 motor alternator (or a second Pattern W891 motor alternator, if available) to A.C. supply outfit DTC. Classification A."

(b) Outfits with Pattern 3891 machines. "To replace Pattern 3891 motor alternator (s) in A.C. supply outfit DTC by Pattern W891 motor alternator (s) when available. Classification B."

4. The Pattern 3891 machines should be fitted and wired as shown for the Pattern W891 machines in Specification B.240/43 except that the resilient bedplate detailed in this Specification should be drilled to take both sizes of machine. Fixing centres for Pattern 3891 machines are given in Specification B.189/42 for A.C. supply outfit DRD.

(A.F.O. 4592/43.)

5618.—Wireless Installations—Types TAJ and TBK—Fitting-Out Information

(S.D. 04227/43.—25 Nov. 1943.)

A.S.E. Preliminary Specification No. B.244/43 has been prepared to show the method of fitting wiring Wireless Installations Types TAJ and TBK.

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

3. Copies of the Specification have also been forwarded to the Warship Production Superintendents, Scottish, East Coast of Scotland, North Western, North Eastern, Southern, South Wales, London, Humber and Belfast Areas, and to the Warship Electrical Superintendents, Scottish, North Western, North Eastern, South Wales, London, South Western and Northern Ireland Areas. The principal (Ship) Overseers and Emergency Repair Overseers of all ships approved to be fitted with Wireless Installations Types TAJ and TBK, are therefore to apply to the Warship Production Superintendents of their areas for a copy of A.S.E. Specification No. B244/43 in accordance with the procedure laid down in A.F.O. 790/40.

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

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

5619.—Indicator JK (Skiatron) and Radar Indicator Outfits JE (PPI)—Fitting-Out Information

(S.D. 04289/43.—25 Nov. 1943.)

A.S.E. Preliminary Specifications Nos. B.325/43 and B.312/43 concerning Indicator Outfit JK (Skiatron) and Radar Indicator Outfit JE respectively have been prepared.

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

3. Copies of the specifications have also been forwarded to the Warship Production Superintendents, Scottish, East Coast of Scotland, North Western, North Eastern, Southern, South Wales, London, Humber and Belfast areas, and to the Warship Electrical Superintendents, Scottish, North Western, North Eastern, South Wales, London, South Western and Northern Ireland areas. The Principal (Ship) Overseers and Emergency Repair Overseers of all ships approved to be fitted with Indicator Outfit JK (Skiatron), Radar Indicator Outfits JE are therefore to apply to the Warship Production Superintendents of their areas for the appropriate specification in accordance with the procedure laid down in A.F.O. 790/40.

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

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

5620.—Loudspeaker Reception in Light Craft

Leaders and Destroyers of "Tribal" and earlier Classes, "Hunts," "Towns," Sloops, Cutters, Frigates, "Duck" and "Castle" Class, Corvettes, Minelayers, Netlayers, "Halcyon" and "Algerine" Class Minesweepers, "Franklin" and "Scott"

(S.D. 673/43.—25 Nov. 1943.)

It has been decided to fit L/S on the bridge and in the W/T office of light craft in accordance with the list of stores given in paragraph 2.

2. The following stores will be issued concurrently with stores issued under C.A.F.O. 651/42:—

Patt. No.	Description	Quantity	To be fitted
4130	Dual Horn, large	1	On Bridge.
4131	Base for L/S	1	
789	Unit moving coil	1	
W2926	Attenuator Unit	1	In W/T Office
4480 K/R	Loudspeaker	2	
4704	Mount	2	
4314A	Socket 2 pin, 2 amp.	2	

3. The installation of the loudspeakers and necessary wiring in existing ships is to be considered part of the modernisation of receivers under C.A.F.O. 651/42. Principal Electrical Overseers are to take action to implement this instruction in new construction where applicable, subject to no delay in completion in these craft being entailed.

4. It should be noted that L/S reception is only possible where modern receivers are fitted. Where receivers have been modernised stores should be demanded from S.N.S.O. (H).

5. Where stores have already been issued under C.A.F.O. 811/41 and C.A.F.O. 2532/42 only the balance will be supplied, the fitting being undertaken by ship's staff.

6. Where a TW12 is fitted only one loudspeaker, mount and socket will be supplied for the W/T Office.

7. With the installation of the above equipment, due regard is to be taken of the requirements of C.D. Pamphlet No. 11 with respect to the positioning of electrical equipment.

8. Fitting-out drawings are being prepared and will be forwarded in due course.

9. Amendments to Establishment Lists Nos. E504 for Receiver Outfit CDC and R17 for Receiver Outfits CAA, CAB and CAD will be promulgated in due course.

(C.A.F.O. 651/42.)

(C.A.F.O. 811/41—Not in Annual Volume—and C.A.F.O. 2532/42 are cancelled.)

5621.—Aircraft—Ammunition—Pyrotechnics—Carriage of Flares on Barracuda

(A.M.R./A.D.P. 1062/43.—25 Nov. 1943.)

When the fuselage flare carrier is loaded with 4.5 in. reconnaissance flares fitted with 848, Mark VA, fuzes there is only $\frac{3}{16}$ in. clearance between the end of the flare and the cap of the fuze in the next flare behind; it is therefore important that the fuzes are released in the order rear, middle, front carrier.

2. The Light series carriers are plugged into the torpedo release socket and are selected on switches 10, 11 and 12 for the rear, middle and front carriers respectively. Auto selector boxes are required on each L.S. carrier.

3. Approximately two hours are required to change from torpedo carrier to flare carrier and vice versa.

5622.—Aircraft—Barracuda—D.R. Compass Equipment

(A.M.R. 2197/43.—25 Nov. 1943.)

Cases of corrosion have been experienced in the bearings of D.R. Compass equipment fitted in aircraft.

2. To avoid this trouble the instruments with Serial Nos. prior to the following are to be lightly treated with oil Corrosion Inhibiting, Stores Ref. 34A/131.

(a) Variation Setting Correctors 6600/41.

(b) Pilot's Repeater 8965/41.

(c) Observer's Repeater 11,000/41.

5623.—Aircraft—Numbering and Recording of Special Technical Instructions and Servicing Instructions

(A.M.R. 2733/43.—25 Nov. 1943.)

Technical defects in aircraft are normally remedied by modification action effected within a standard procedure which provides for a modification leaflet describing and authorising the modification. Numerous occasions arise, however, when instructions to inspect and modify, rectify or replace aircraft components must be issued in advance or in place of leaflets. In such cases instructions are normally issued in the form of an Admiralty signal, letter or A.F.O.

2. In future, all such instructions (except modification leaflets) will be known as:—

(i) special technical instructions, or

(ii) servicing instructions,

according to the nature of the action called for.

3. The type of instruction falling into the above categories will be as follows:—

- (i) *Special technical instructions* will be confined to cases where the action required is of a *non-recurrent nature*. These instructions will normally be urgent and the urgency will be indicated in the text of the instruction.
- (ii) *Servicing instructions* will be issued where the action required is of a recurrent nature (*e.g.*, where defects are suspected which may develop over a period of time and where periodic inspection is therefore necessary). Such instructions may be urgent in respect of the initial inspection and in such cases they will normally be promulgated by signal.

By virtue of calling for action of a recurrent nature, servicing instructions will normally imply an amendment to inspection schedules, and pending the issue of this amendment, instructions will be issued for a note to be made at the appropriate place in the schedule.

4. Special technical instructions and servicing instructions will be issued in the following categories:—

- (i) Airframes (by type).
- (ii) Engines (by type).
- (iii) Power plants (generically).
- (iv) Propellers (generically).
- (v) Armament (generically).
- (vi) Miscellaneous (which will include instructions relating to instruments and other components in common use on different airframes, engines, etc.).

5. The category of a special technical instruction or servicing instruction will be indicated at the beginning of the instruction and will be followed by a reference number, *e.g.*:—

- (i) S.T.I. (or S.I.)/Seafire/4.
- (ii) S.T.I. (or S.I.)/Merlin/64.
- (iii) S.T.I. (or S.I.)/Power Plant/36.
- (iv) S.T.I. (or S.I.)/Propeller/19.
- (v) S.T.I. (or S.I.)/Armament/163, or
- (vi) S.T.I. (or S.I.)/Miscellaneous/247.

These identification prefixes are to be repeated in full by any formation disseminating the instruction.

6. A separate series of reference numbers will be issued in respect of Special Technical Instructions and Servicing Instructions. Amendments to an instruction will be indicated by the addition of an alphabetical suffix to the original reference number, *e.g.*:—

S.T.I./Seafire/4A, S.T.I./Seafire/4B, etc.

7. To avoid duplication of effort, it is essential that a record of the fulfilment of special technical instructions (calling as they do for *non-recurrent* action) should be readily available. In the case of servicing instructions (which require *recurrent* action) it will be of no interest to the operator whether or not the action-required has been taken on a previous occasion. With this in view, fulfilment of special technical instructions and servicing instructions is to be recorded as follows:—

- (i) *The fulfilment of special technical instructions* is to be recorded in section 3 of the appropriate log card (Form 701) (*i.e.*, instructions in the airframe category will be recorded in the appropriate airframe log cards, etc.). Where, as in the case of armament or miscellaneous instructions, related log cards do not exist, the fulfilment of the instruction is to be recorded either in the Form 700 or, if they bear any direct relation to airframes, engines, propellers or power plants, on the appropriate log card. In such cases the instruction will indicate where it is to be recorded.
- (ii) *Servicing instructions* are to be noted as such and in the same manner as periodic inspections in the change of serviceability and repair log in the Form 700. They are *not* to be recorded in the Form 701.

8. Special technical instructions and servicing instructions may be cancelled as follows:—

- (i) By formal notification by the Admiralty.
- (ii) By modification action, in which case the Vol. II leaflet and/or Admiralty Advance Technical Leaflet will refer to the instructions.
- (iii) In the case of servicing instructions, when the inspection has been incorporated in the appropriate inspection schedule (*see* paragraph 3, sub-paragraph (ii) above).
- (iv) By the periodical list referred to in paragraph 11 below.

9. No S.T.Is. other than those numbered as described in paragraph 5 of this order are to be recorded in Section 3 of the log card, with the exception of those in the R.N. Series which may be issued by Admiralty in certain circumstances. These would relate to types of aircraft of which the Admiralty is the minor user and would be numbered in S.T.I./R.N. series, *e.g.*, S.T.I./R.N.17, and no Category as described in paragraph 4 above would be given. Such instructions will be kept to a minimum.

10. Should a defect be disclosed in the Service which, in the view of the Administrative Authority concerned, requires a general inspection in the Service, full details and recommendation are to be signalled to the Admiralty.

11. The Ministry of Aircraft Production (R.D.A. Defects) will prepare, and the Admiralty will issue, periodical lists of S.T.Is. and S.Is. These lists will indicate which instructions are still effective and which have been cancelled, and in the latter case, will indicate the reason for cancellation.

12. An order similar to the above has been issued by the Air Ministry and as a result both the Royal Navy and the Royal Air Force will be kept informed of all such instructions issued relating to types held by both Services, with the exception of those in the S.T.I./R.N. series which would apply to aircraft on naval charge only.

5624.—Double Wasp R. 2800—8 and —10—Engine Checking List (Provisional Issue) (A.M.R. 1039/43.—25 Nov. 1943.)

The following provisional checking list is to be used on all occasions for checking Double Wasp R.2800—8 and —10 engines.

2. This checking list has been prepared to show only those items of a readily detachable nature, or about which doubt may exist whether they should form part of, or should be transferred with, an aero-engine. The list consequently excludes those other aero-engine components which are not liable to incidental removal, but personnel are not thereby relieved of the responsibility for checking and recording in accordance with the regulations, discrepancies of such components.

3. Aero-engines are to be vouched as instructed in A.P. 830, Vol. I, Chapter 17, paragraph 1, quoting the issue number of the checking list.

Item No.	Description.	Quantity per Aero-engine.
1	Adaptor, for carburettor	1
2	Bracket, engine mount	6
3	Carburettor	1
4	Clamp, exhaust pipe	27
5	Deflectors, air, cylinder	1 set
6	Distributor, vent system	1
7	Distributor, engine primer... ..	1
8	Head, distribution, for magneto	2
9	Housing, for tachometer drive	1
10	Housing, supercharger, clutch selector valve	1
11	Magneto	1
12	Pipe, fuel feed, to intermediate blower crankcase	1
13	Pipe, cylinder sump, oil suction	1
14	Pipe, exhaust adaptor	9
15	Pipe, oil, reduction gear housing to blower crankcase (front portion).	1
16	Pipe, oil, reduction gear housing to blower crankcase (centre portion).	1
17	Pipe, oil, reduction gear housing to blower crankcase (rear portion).	1

Item No.	Description	Quantity per Aero-Engine.
18	Pipe (connection), breather exhaust, intermediate rear breather.	2
19	Plug, sparking, dummy	36
20	Screen, carburettor air inlet	1
21	Tube, priming	8
22	Valve, oil compensating relief	1
23	Valve and adaptor, supercharger drain	1

5625.—Hellcat I—Power Plant (A)—Standard Transfer Checking List (Provisional Issue)

(A.M.R. 1039/43.—25 Nov. 1943.)

The following provisional checking list is to be used on all occasions for checking Hellcat I Power Plants (A).

2. This checking list has been prepared to show only those items of a readily detachable nature, or about which doubt may exist whether they should form part of, or should be transferred with, a power plant. The list consequently excludes those other components which are not liable to incidental removal, but personnel are not thereby relieved of the responsibility for checking and recording, in accordance with the regulations, discrepancies of such components.

3. Power plants are to be vouched as instructed in A.F.O. 2080/42 quoting the issue number of the checking list.

Item No.	Description	Quantity per Power Plant
1	Aero engine Double Wasp R-2800-10 complete to checking list (vide A.F.O. 5624/43).	1
<i>Cowling forward of firewall—</i>		
2	Spinning assembly-ring cowl-nose	1
3	Cowling complete from ring cowl-nose to firewall and leading edge.	1
<i>Controls, engine to firewall—</i>		
4	Control, supercharger to quick disconnect point, less bearing at control box.	1
5	Control, throttle to quick disconnect point to carburettor less bearing at control box.	1
6	Control, mixture, quick disconnect point to carburettor less bearing at control box.	1
7	Control, carburettor protected air, quick disconnect point to intake.	1
8	Control, propeller governor, quick disconnect point to governor.	1
<i>Electrical installation—</i>		
9	Box, engine junction	1
10	Generator, electric	1
11	Generator, tachometer	1
12	Drive, flexible, for tachometer generator	1
13	Harness between engine accessories, junction box and firewall.	1
14	Lead ignition, magneto to firewall	1
15	Thermo-couple, cylinder temperature	1
16	Gasket, for thermo-couple	1
17	Lead from thermo-couple to firewall	1
<i>Engine mount and ring baffle—</i>		
18	Mount assembly engine	1
19	Baffle, engine mount ring (between engine and cowl well)	1
<i>Flap installation—engine section—</i>		
20	Top—complete with flaps, operating cylinder, bell-crank and arm assembly.	1 set
21	Lower—complete as above	1 set

Item No.	Description	Quantity per Power Plant
<i>Fuel system—</i>		
22	Pump, fuel	1
23	Hose main fuel feed, firewall to fuel pump	1
24	Hose main fuel feed, pump to carburettor	1
25	Reducer, main fuel feed lines	2
26	Line assembly fuel pressure, quick disconnect block to engine.	1
27	Line assembly fuel pressure vent quick disconnect block to engine fuel pump balance pipe "T" piece.	1
28	Line assembly carburettor vapour vent quick disconnect block to carburettor.	1
29	Line assembly fuel tank pressure, quick disconnect block to union.	1
30	Primer unit—Bendix	1
31	Line assembly, primer to plate to distributor	1
32	Tube air balance, fuel pump to "T" piece to carburettor...	1
<i>Drain system—</i>		
33	Line assembly fuel pump, hydraulic pump and supercharger to firewall complete.	1
34	Line assembly crankcase breather—engine to outlet ...	1
<i>Heater system—</i>		
35	Line assembly inlet from manifold to check valve to quick disconnect block.	1
36	Line assembly exhaust from firewall to manifold	1
<i>Hydraulic system—</i>		
37	Pump, hydraulic	1
38	Tube, suction—firewall to pump	1
39	Tube, pressure—pump to firewall	1
40	Line assembly, supply, to three-flap (gills) cylinders from firewall.	1
41	Line assembly, return, from three-flap (gills) cylinders to firewall.	1
<i>Induction system installation—</i>		
42	Header assembly	1
43	Elbow assembly	1
44	Valve, back-fire relief	1
<i>Inter-cooler duct assembly—</i>		
45	Inter-cooler	2
46	Duct assembly, supercharger to inter-cooler (right and left hand).	2
47	Duct assembly, inter-cooler bottom (right and left hand)...	2
48	Filter, air	2
49	Duct, carburettor header to inter-cooler assembly (right and left hand).	2
50	Sleeve-duct connection, upper and lower	4
51	Adaptor, auxiliary supercharger outlet to engine	2
52	Duct assembly, installation cooling air	2
<i>Oil system—</i>		
53	Oil tank assembly	1
54	Line assembly, inlet—tank to engine	1
55	Line assembly, outlet—engine to cooler	1
56	Line assembly, warm up (by-pass) cooler to tank	1
57	Line assembly, return—cooler to tank	1
58	Line assembly, oil vent—tank to engine	1
59	Line assembly, oil tank—scupper drain	1
60	Line assembly, oil pressure—quick disconnect block to engine.	1
<i>Oil dilution system—</i>		
61	Valve, solenoid	1
62	Line assembly, carburettor "Y" piece to solenoid valve...	1
63	Line assembly, solenoid valve to oil pump inlet	1

Item No.	Description	Quantity per Power Plant
<i>Propeller installation—</i>		
64	Bottle, accumulator	1
65	Bottle, accumulator bracket, set	1
66	Hose assembly, bottle to governor	1
67	Governor, constant speed	1
<i>Starter system—</i>		
68	Starter, combustion type, Eclipse	1
69	Breech	1
70	Tube assembly, intake	1
71	Tube assembly, exhaust complete with clip and stay bracket.	1
72	Breech mounting bracket	1
<i>Vacuum system—</i>		
73	Pump, vacuum	1
74	Valve, suction relief	1
75	Separator, oil	1
76	Line assembly, suction, from quick disconnect block to relief valve to pump.	1
77	Line assembly, discharge, from pump to separator ...	1
78	Line assembly, discharge, from separator to atmosphere...	1
79	Line assembly, separator drain to crankcase	1
<i>Miscellaneous—</i>		
80	Exhaust stacks—ten assemblies per set	1 set
81	Exhaust stacks, support brackets and springs	1 set
82	Line assembly, manifold pressure, engine to quick disconnect block.	1
83	Quick disconnect block	1

(A.F.O. 2080/42.)

5626.—Merlin Engines—Coolant Pumps Embodying Mod. Merlin/447

(A.M.R. 1028/43.—25 Nov. 1943.)

Mod. Merlin/447 introduces a spring-loaded "Perfect" seal below the usual gland packing.

2. Special tools are required to fit this seal and are detailed in A.P. 2308 Technical Note No. R.10.

3. All repair yards undertaking Merlin overhauls are to manufacture these tools locally. Similar action may be taken by stations and aircraft carriers if the number of coolant pumps to be dealt with justifies this action.

4. When seals become defective and the necessary tools are not held, a complete spare serviceable pump should be fitted and the unserviceable pump returned through the normal channels for repair.

5627.—Seamew Aircraft—Position Error Corrections

(A.E./A.D.P./1657/43.—25 Nov. 1943.)

Diagrammatic position error corrections for Seamew aircraft are promulgated for information and necessary action, see A.F.O. Diagram 352/43.

2. These corrections have been determined by A. & A.E.E., Boscombe Down, and cancel the figures quoted in the Provisional Pilot's Notes which will be amended in due course.

5628.—Walrus Aircraft—Pulleys for Undercarriage Locking Cables

(A.M.R. 2476/43.—25 Nov. 1943.)

It has been found that a number of pulleys, Part No. VGS.342/2, Stores Ref. 28B/6190 for the undercarriage locking cables have been so manufactured that assembly of the spindle bolts may cause the bakelite guards to be strained.

2. In view of the possible serious consequences of failure, all such pulleys fitted with bakelite guards, including those with lightening holes, are to be dismantled and examined not later than the next minor inspection. If it is found that the width of the bush in each pulley is greater than the width of the pulley, no rectification is necessary. If the bush is found to be the same width as the pulley, two 24 s.w.g. stainless steel washers of the same external diameter as the bush are to be fitted, one on one side of each pulley.

3. This inspection, which does not apply to pulleys with metal guards, is to be recorded in the log cards as S.T.I./Walrus/1.

4. Instructions issued in Messages 687R and 710R and by M.A.P. in R.D.A./A.D.749 are cancelled.

5629.—Adaptor for 70-Ton Portable Electric Pump
"Black Swan" and Modified "Black Swan" class sloops

(N.S. 30987/43.—25 Nov. 1943.)

The heading of A.F.O. 1965/43 should be amended to read *Modified "Black Swan" class sloops*. Instructions regarding "Black Swan" class sloops are being issued separately.

2. Modified "Black Swan" class sloops in commission which have not yet been supplied with the adaptor, Pattern 1506, should forward demands to their storing yards or naval store depots.

3. Overseers should arrange for the adaptor to be supplied by the shipbuilder to ships under construction, subject to no delay in completion.

(Commodore (D) Western Approaches, 17 Jun., 1943, No. D.W.2124M.)

(A.F.O. 1965/43.)

5630.—Adaptor Parts (4G/NIV)—for Merlin and Griffon Engines

(N.S. Air 1596/43.—25 Nov. 1943.)

Stocks of adaptor parts (4G/NIV) required for adapting engine stands (4G/1) to accommodate Merlin and Griffon engines are now available at R.N. Store Depots, and the following arrangements will be made for supply:—

(a) *Repair Yards*.—The following services will be supplied from R.N. Store Depots indicated without demand to complete the allowances:—

		Source of Supply	
Nairobi	5	Stafford	
Fayid	5	Stafford	
Coimbatore	2	Stafford	
Wingfield	5	Stafford	
Donibristle	5	Perth	
Fleetlands	5	Copenacre	

(b) *R.N. Air Stations*.—Demands, to complete to the following scale, should be forwarded by Home Stations to the appropriate R.N. Store Depot, and by stations overseas to R.N. Store Depot, Stafford.

R.N. Air Stations—

Class A	3
Class B	2
Class C	1

(A.F.O. 5437/42, C.A.F.O. 1058/43.)

5631.—Aircraft Lifting Jacks

(N.S. Air 2874/42.—25 Nov. 1943.)

The Appendix to this Order shows the revised allowances of lifting jacks for First Line Naval Aircraft, and Ships carrying aircraft.

2. Outstanding demands, based on the former allowances, whether raised by the services concerned, the store depots or the Admiralty, prior to the date of this Order are to be cancelled. Demands, S.134d, or reports of survey, S.331, are to be raised by the depots or services as appropriate to conform to the new allowances, this Order being quoted as the authority.

3. Demands rendered in compliance with this Order are to show the number of jacks and their accessories actually on charge at the date of the demand.

4. In view of the short supply position of all types of lifting jacks, demands will be met in the following order of priority:—

- (i) 1st Line Squadrons
- (ii) Ships
- (iii) Training Squadrons
- (iv) Stations and Repair Yards
- (v) Training Establishments

APPENDIX
ALLOWANCES OF LIFTING JACKS FOR 1st LINE SQUADRONS AND SHIPS

5631

Admiralty Pattern or R.A.F. Reference	Description	Type of Aircraft	A.S.E.	Denomi- nation	Squadron Mobile Equipment		Ships		Remarks
					1 to 6 a/c	7 to 12 a/c	Articles in Use	Work- shop	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)
Subhead B.8									
5890	Jacks, hydraulic, 5-ton, 4 legs, folding.	Seafire	B.R. 378(J)	No.	2	4	—	2(ge)	(ge) = Only to Escort Carriers.
5891	Jacks, "Epcó", type No. 35	—	B.R. 378	"	—	—	2(M)	—	
or American Class 89	Jacks, "Big Boy", type 784	(†)	BR. 378	"	—	—	—	3	(M) = Not to Escort Carriers.
Section 4L									
1111 or 2044	Jacks, lifting, 3½-ton, hydraulic, lever type.	Kingfisher(*) Swordfish	B.R. 378(X) B.R. 378(A)	" "	1 1	2 2	— —	1 1(ge)	(*) = Only if operating as land planes.
1204	Jacks, lifting, 8-ton, screw, telescopic.	Barracuda Firefly Walrus	B.R. 378(B) B.R. 378(C) B.R. 378(Z)	" " "	1 1 2	2 2 —	— — —	1(ge) 1(ge) 2	
1229	Jacks, lifting, 4-ton, hydraulic	Firefly Albacore Fulmar Martlet Hurricane	B.R. 378 B.R. 378(C) B.R. 378(E) B.R. 378(F) B.R. 378(G) B.R. 378(H) B.R. 378	" " " " " " "	1 1 1 1 1 1	2 2 2 2 2 2	— — — — — —	1(M) 1(ge) 1(ge) 1(ge) 1(ge) 1(ge)	

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1370	Jacks, lifting, 5-ton, hydraulic, with tripod.	Barracuda	B.R. 378(B)	"	2	4	—	2(ge)	
1371	Stands, extension, for Ref. 1370	—	B.R. 378	"	—	—	2(M)	—	
or		Barracuda	B.R. 378(B)	"	2	4	—	2(ge)	
2045	Jacks, lifting, 5-ton, hydraulic	—	B.R. 378	"	—	—	2(M)	—	
or									
2232	Jacks, lifting								
with	Trestles, Mk. III								
2271									
2012	Jacks, lifting, 3-ton, tripod	Fulmar	B.R. 378(F)	"	2	4	—	2	
2232	Jacks, lifting	Firefly	B.R. 378(C)	"	2	4	—	2(ge)	
with		—	B.R. 378	"	—	—	2(M)	—	
2261	Trestles, Mk. I	Firefly	B.R. 378(C)	"	2	4	—	2(ge)	
		—	B.R. 378	"	—	—	2(M)	—	
2032	Adaptor head, for Ref. 1204 and 2232 with Mk. I trestles.	Firefly	B.R. 378(C)	"	2	4	—	2(ge)	
		—	B.R. 378	"	—	—	2(M)	—	
2305	Adaptor-head, for Ref. 2232, with Mk. III trestles.	Barracuda	B.R. 378(B)	"	2	4	—	2(ge)	
or		—	B.R. 378	"	—	—	2(M)	—	
Pt. No. K(SE)194	Adaptor head, for Ref. 1370 or 2045	Barracuda	B.R. 378(B)	"	2	4	—	2(ge)	
		—	B.R. 378	"	—	—	2(M)	—	
2033	Adaptor head, for Ref. 1204	Barracuda	B.R. 378(B)	"	1	2	—	1(ge)	
		Firefly	B.R. 378(C)	"	1	2	—	1(ge)	
		—	B.R. 378	"	—	—	1(M)	—	
Pt. No. K(SE)179	Adaptor head, for Ref. 1111 or 2044, for jury tail wheel.	—	B.R. 378	"	—	—	1(M)	—	

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5632.—Armament Stores—Musical Instruments—Suspension of Issues

(A.S. 15596/43.—25 Nov. 1943.)

Manufacture of musical instruments, supplied as armament stores (side drums, bugles and flutes), has been suspended for the duration of the war and no further issues will be made.

2. Every care should therefore be taken to avoid unnecessary damage to instruments now in service.
3. Proportions of Naval Armament Stores, Parts I and III, will be amended.

5633.—Camouflage—Inside of Bridge*Coastal Force Craft*

(CFM. 3178/43.—25 Nov. 1943.)

On the next occasion of repainting, the horizontal and sloping surfaces inside the bridge of all Coastal Force craft are to be painted with the darkest colour used in the camouflage scheme, in order to avoid glare.

5634.—Care and Maintenance Routines on Electrical Apparatus in Small Craft

(N.L. 9580/43.—25 Nov. 1943.)

A fire in a motor minesweeper has recently brought to light the lack of appreciation of the fire risk from electrical installations, especially in wooden vessels.

2. This is due to two factors :—
 - (a) Inexperience of the ship's staff.
 - (b) Concentration upon the electrical apparatus fitted for the vessel's specific operation, e.g. LL sweep, or S/A.
3. While the remainder of the electrical installation should be regarded as subsidiary to that in paragraph 2 (b) above, it is essential that it should receive sufficient attention from Base and ship's staff to prevent its becoming a menace to the safety of the vessel.
4. Many of these vessels have been built in yards unused to Admiralty practice, and others have been converted for Naval Service. The vessels, therefore, are not always fitted out entirely in accordance with Admiralty Specifications. Commercial practice in electrical matters is often unsound when applied to ships and particular care must be taken, when weaknesses are discovered in the installation, to remedy these by rewiring if necessary.
5. In order to ensure that the electrical installation is maintained in a safe and efficient state, the following routine tests and inspections are to be instituted forthwith.
 6. *Test for Earths.*—The earth lamps on the switchboard are to be used to detect earths at least twice a day. Every endeavour must be made by ship's staff to correct faults found at once.
 7. A logbook is to be kept listing the time of detection of each earth, and the time at which each is cleared, with a note of the faulty circuit.
 8. Faults, which cannot be traced, should be reported to the Base Staffs who will assist as necessary.
 9. As opportunity arises, more accurate tests are to be carried out by the Base Staffs.

10. *Inspections.*—In harbour, arrangements are to be made for the engine rooms and switchboards to be visited once a watch during silent hours. Such visits need not be paid by an engineman or wireman, but any rating detailed for this duty must be instructed as to what he should look out for; the smell of burning rubber is often a reliable warning. He must then obtain the assistance of the rating responsible for the equipment.

5635.—Chairs for W/T and Radar Purposes

(N.S./S.D. 012101/43.—25 Nov. 1943.)

A.F.O. 1371/43 is to be amended as follows :—

Paragraph 1 (table) :—

Against 285P. *Delete* " 2 ", and *insert* " 3 ", in second column.

Against 284P. *Add* " 1 " in third column.

Paragraph 1 (Notes) :—

Add new sentence to note (2) :—

" Any chairs supplied with Radar sets which are surplus to requirements are to be returned to R.N. Store Depot, Oldham ".

(A.F.O. 1371/43.)

5636.—Shackles for Securing to Buoys—Loss of Bolts

(N.S. 26967/43.—25 Nov. 1943.)

Shackles for securing to buoy (1930 plan) are frequently returned for repair without their bolts, which have, presumably, been lost overboard.

2. All 1930 plan shackles are provided with an eye at the head of the bolt to which a line should be secured to prevent loss whilst shackling on or unshackling.
3. This line should always be secured before the shackle is passed outboard, or before the bolt is removed when unshackling from a buoy.

5637.—Depth Charge Pistols—All Marks, Pistol—Premier Tube Joint Leakage—Use of Aquadag

(N.S. 29998/43.—25 Nov. 1943.)

The description " Aquadag, Grade S," should be substituted for " Aquadag, Pattern XX.3020/12," in paragraphs 3 (a) and 5 of A.F.O. 3945/43.

(A.F.O. 3945/43.)

5638.—Depth Charge Stowage—As. and As.*Sloops—Modified " Black Swan " Class*

(T. 02977/43.—25 Nov. 1943.)

Deck stowages consisting of wood chocks for spare depth charges fitted on the upper deck each side of the deck house in the modified " Black Swan " Class Sloops are to be removed, and arrangements made to stow 16 depth charges on each side of the quarter deck in two-tier stowage rails in accordance with drawing No. M.S.20201/6.

2. The stowage should be arranged, port and starboard, the actual positions being determined at the ship.

3. The work is to be carried out as an alteration and addition, classification " A ", and included in the class list for ships in service subject to the provisions of C.A.F.O. 793/43.

4. This modification should be carried out in ships building subject to no delay in completion.

5. The number of depth charges approved to be carried on the upper deck is not to be exceeded.

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

(C.A.F.O. 793/43.)

5639.—Buoyancy Cushions—Discontinuance of Supply

Small Craft, including Coastal Force Craft

All Yards, W.P.Ss. and Boat Overseers

(C.F.M. 4533/43.—25 Nov. 1943.)

In view of the fact that life-saving equipment is now issued to all personnel of small craft and Coastal Force craft, buoyancy cushions are no longer an essential requirement for equipment of such craft.

In order to conserve existing stocks of Flotation quality Kapok and india-rubber for essential services, the supply of buoyancy cushions of both "Float on Air" and Kapok filled types is to be discontinued.

5640.—Fluid, Hydraulic, Aircraft, Lancaster

Corsair Aircraft

(N.S. Air 8096/43.—25 Nov. 1943.)

The undermentioned item has been introduced for Corsair aircraft and will be allowed to ships and services in accordance with the following scales:—

Ships (except Repair Ships):—

Ref. No.	Description	Den.	Maintenance Stock		
			Carriers		
			1 to 6	7 to 12	13 to 24
159	<i>Section 34A</i> Fluid, hydraulic, aircraft, Lancaster ...	Galls.	1	2	4

Shore Establishments and Repair Ships:—

Ref. No.	Description	Den.	R.N. Air Stations		R.N. Aircraft Repair Yards		Repair Ships
			Class A	Class B	Class A	Class B	
			Main Store		Main Store		
159	<i>Section 34A</i> Fluid, hydraulic, aircraft, Lancaster ...	Galls.	4	2	4	6	2

2. Services concerned should forward demands to their respective R.N. Store Depots at home or Storing Yards abroad, quoting this Order as the authority for supply. Issues to new services will be made with their initial outfit of stores.

3. Deliveries from R.A.F. sources are expected to commence December, 1943, and supplies to Ships and Services will begin as stocks become available.

4. Arrangements have been made for the necessary quantities to be despatched to Yards abroad to cover the requirements of Ships and Services attached to Foreign Stations. Details of the quantities being supplied are being forwarded direct to (S) Naval Store Officers concerned.

5641.—Naval Stores for Damage Control Purposes

S.G.Bs.

(N.S./C.F.M. 2479/43.—25 Nov. 1943.)

S.G.Bs. are to carry damage control stores as shown in A.F.O. 1642/43 for vessels in Group 6, with certain exceptions as shown below.

2. A.F.O. 1642/43 is to be amended as follows:—

Paragraph 3.

Add S.G.Bs. to Group 6.

Appendix.

A note in the remarks column to be added against the following items in Parts I, II and III:—

Part I.

Items	Remarks
Mats, leak stopping	Not required in S.G.Bs.
Tanks, steel	Not required in S.G.Bs.

Part II.

Items	Remarks
Planking tongued and grooved.	
9 in. × 3 in. × 9 ft. — 13 ft. ...	Not required in S.G.Bs.
6 in. × 1½ in. × 9 ft. — 13 ft. ...	Not required in S.G.Bs.
Shores, 4 in. × 4 in.	80 ft. only for S.G.Bs.

Part III.

Items	Remarks
1, 4 and 9	Not required in S.G.Bs.

Part IV. Delete S.G.Bs.

(Commanding Officer H.M.S. "Aggressive", Ref. H/13/403—17 Aug. 1943.)

(A.F.O. 1642/43.)

5642.—Numbering of Store Rooms in Ships

(Ships carrying aircraft)

(A.C.R.D. 294/43.—25 Nov. 1943.)

It has been decided that in new construction ships of the classes quoted, all store rooms, including air store rooms but excluding stores subject to magazine regulations, shall be numbered from forward to aft by stations to simplify ships' internal organisation and the finding of stores by newly joined personnel.

2. If tallies in existing ships are altered to conform with this arrangement a report is to be forwarded to Admiralty in order that ships' drawings may be amended. The contents or use of each store room is to be stated.

3. Store rooms designed for specific purpose and contents are always referred to by both number and name.

5643.—Salvage Pumps—350 ton and 150 ton—Duplication of Electrical Supplies—A. and A.

(T. 01077/43.—25 Nov. 1943.)

A.F.O. 5787/42 authorises the fitting of duplicate electrical supplies to 350 ton salvage pumps where not hydraulically cross-connected.

2. It has now been decided to extend the fitting of duplicate electrical supplies to all 350 ton and 150 ton salvage pumps.

3. A.F.O. 5787/42 is to be amended by deleting from paragraph 1(b) "350 ton salvage pumps where not hydraulically cross-connected" and substituting "350 ton and 150 ton salvage pumps".

4. Some difficulty may be experienced in certain ships in accommodating the necessary additional branch breakers and switchboard control units. Such cases are to be reported and will be dealt with on their merits as and when they arise.

5. Commanding officers of ships concerned are to insert an item, Classification "A", in their next list of As. and As. to cover the work involved, or, alternatively, to amend as necessary the item already included, *vide* A.F.O. 5787/42.

(A.F.O. 5787/42.)

5644.—Securing Gear for Naval Aircraft—Reports on failure in accordance with B.R.830

(A.C.R.D./A.M. 6101/42.—25 Nov. 1943.)

The "Pamphlet on Securing Gear for Naval Aircraft" will shortly be available in a revised edition as a handbook, B.R.830, which gives full details regarding fitting and supply of the gear.

Copies of the tables contained in the pamphlet are included as appendices to Aircraft Stores Establishment (B.R.378).

2. On receipt of B.R.830 all copies of the original pamphlet (issued May, 1942), are to be destroyed.

3. Existing securing cables were designed to secure aircraft in hangars and on catapults. Additional securing gear to that illustrated in the pamphlet should be fitted in bad weather, particularly in deck parks and the hangars of smaller carriers, pending the supply of stronger cables to meet latest conditions. Several parts of 2½-in. hemp at each point would be suitable.

4. Control locking boards (contour boards) referred to in C.A.F.O. 1926/41 will also be required for aircraft in deck parks. Sets are being designed for all types of aircraft, and details will be included in Aircraft Stores Establishment.

5. In order that complete information is available for those concerned in the design of aircraft securing gear, *it is most important that all reports of failure* in the securing arrangements of aircraft in ships should contain exact details of each part that has failed, reference being made as necessary to the instructions and item numbers in B.R.830.

6. Allowances of B.R.830 are being embodied in A.P.(N)1.

(C.A.F.O. 1926/41.)

(A.F.O. 2543/42 is cancelled.)

5645.—Signal Flags—Allowance

Fairmile "D" Type Craft

(N.S/C.F.M. 4380/43.—25 Nov. 1943.)

Flags, signal and pendant, No. 6 size, are to be supplied to all "Fairmile" D type craft instead of No. 5 size as hitherto.

The allowances of flotilla spares are to be as for the No. 5 size flags and pendants.

2. Coastal Force bases concerned should forward demands to their storing yards as necessary for the flags required for issue to attached craft, and as flotilla spares, the No. 5 flags and pendants being surrendered on receipt of the smaller size.

Supply to craft under construction should be arranged by warrant yards and storing yards and depots, in the usual manner.

3. The Establishment of Naval Stores for "Fairmile" craft will be amended.

(C.O., H.M.S. "Attack", No. C.5483/112—4 Oct. 1943.)

5646.—Smoke Screening Stores—Drums for Chlorosulphonic Acid Mixture, Titanium Tetrachloride and Stannic Chloride—Care of

(N.S. 014421/43.—25 Nov. 1943.)

In order to minimise the necessity for cleaning out empty drums which have contained chlorosulphonic acid mixture (CSA), titanium tetrachloride (FM), or stannic chloride, before they are refilled for re-issue, care is to be taken to avoid internal corrosion and scaling. This can only be avoided by preventing the entry of water or moisture. Bungs are, therefore, to be replaced immediately after removal of any of the contents.

2. Bungs of drums are always to be kept screwed up taut with the threads well greased. This is equally necessary with empty or partially-filled drums as with full drums. Empty drums are not to be washed out internally, but bung and bung-housing threads are to be wiped over and regreased and the bungs then screwed up taut. The greasing is also necessary to prevent the bungs from seizing up.

3. To avoid external corrosion of drums any splashes of acid should be mopped off as they occur, and, *after the bung has been replaced*, any remaining acid should be washed off.

4. Empty stannic chloride drums may be used for F.M., but must then be re-painted with the appropriate identification marks, *viz.*, the three green bands and stripes replaced by two 2-in. green bands and two 2-in. green stripes.

(A.F.O. 4605/43.)

(B.R.A. Art. 146.)

5647.—Supply of Unleaded Petrol to certain Naval Services—REPORTS

(N.S. Fuel 1603/43.—25 Nov. 1943.)

Limited stocks of unleaded petrol will be maintained in the United Kingdom and supplies can be made to Naval services for use in engines which are experiencing trouble or need excessive maintenance when using 80 octane petrol.

2. Unleaded petrol (or if essential, 73 octane, see paragraph 3) should in any case be used for the following services, including the test of new or reconditioned engines, *viz.* :—

Petrol engines in Landing Craft, except where the use of 87 octane fuel is specified in C.A.F.O. 1385/43.

Auxiliary engines in Coastal Forces Craft fitted with separate storage.

Service motor boats.

Fire-fighting pumps.

Stationary petrol engines, including electric generators fitted in H.M. Ships and Auxiliary vessels.

3. The use of 73 octane is to be confined to craft fitted with Napier Lion or Kermath engines, except at ports where storage will not permit of bulk stocks of both unleaded petrol and 73 octane being held. In such cases 73 octane may be generally used.

4. The use of 73 octane is not essential for Hall Scott or Hudson Invader engines and C.B. 01815B is being amended accordingly.

5. Requirements of unleaded petrol and 73 octane (shown separately) should be notified to the Petroleum Board Depot from which supplies of petrol are normally obtained.

6. At the same time, reports should be forwarded by the Administrative Authorities concerned to the Admiralty (Director of Stores) stating the estimated monthly requirements of each of these grades of unleaded petrol and the services for which demanded.

7. If local Petroleum Board officers state that they are unable to supply unleaded petrol or 73 octane, the facts should be reported to the Admiralty (Director of Stores).

8. This order does not apply at present to motor transport.

(C.A.F.O. 1385/43.)

(A.F.O. 3999/43 is cancelled.)

**5648.—Ventilation of Main Batteries in Submarines Building and Refitting—
Routine for**

(D/P. 010545/43.—25 Nov. 1943.)

The following routine is to be adopted when the main battery is installed in a submarine under construction or in hand for refit :—

- (a) In all normal circumstances, *i.e.*, except during fire or other emergencies, the flaps of the battery tank intake ventilation trunks and all the flaps and valves in the exhaust trunking which lead outboard are to be open at all times.
- (b) *Battery Charging.*—When charging the main battery the battery ventilation fans are to be run at full speed prior to the commencement of the charge, throughout the charge and for 75 minutes after completion of the charge.

Smoking and the use of radiators and apparatus involving the generation of sparks, excessive heat or the use of a naked flame is to be prohibited in the submarine and in the neighbourhood of the outboard vent whilst the batteries are being charged and for a period of 75 minutes after completion of the charge.

Prominent notice boards as under, painted red with white lettering are to be exhibited during these periods as necessary throughout the ship and on the gangway :—

DANGER

BATTERY ON CHARGE

NO RADIATORS

NO WELDING

NO GRINDING

NO NAKED LIGHTS

NO SMOKING

- (c) *Battery on Open Circuit or Discharge.*—When the battery is on open circuit or discharge the battery and ship ventilating fans are to be run daily without fail at full speed for periods of 15 minutes between the following hours :—

For Submarines under construction.

Between 0600 and 0800

Between 1800 and 2000

For Submarines refitting.

Between 0600 and 0800

Between 1200 and 1400

Between 1800 and 2000

Between 2400 and 0200

The reason for this increased ventilation in submarines refitting is that the hydrogen evolution on open circuit tends to increase with the age of a battery.

Should it be necessary to close down the submarine or battery tanks, the submarine is to be thoroughly ventilated for $\frac{1}{2}$ hour and the battery tanks for 15 minutes before closing down and again on opening up. Such closed down periods are not to exceed 12 hours for the submarine or 1 hour for the battery tanks without an intervening period of ventilation.

When carrying out main hull compartment tests it will be necessary to close down the compartment containing the batteries for more than 12 hours. Such tests are not to be carried out until at least 12 hours after the completion of a charge and the battery intake flaps should be left open. The submarine and battery tanks are to be ventilated prior to and after completion of the tests for the periods stated in the previous paragraph and, in addition, the ship ventilation fans are to be run during the periods when the pressure is being released inboard.

During the periods when the fans are run after a closed down period the precautions above for charging are to be enforced.

- (d) *Protection.*—To prevent rubbish, etc., being dropped down into the battery compartment while the flaps on the battery ventilation supply trunks are open in accordance with the above instructions the battery ventilation intakes are to be screened with covers having a mesh not exceeding $\frac{1}{8}$ in. diameter and having a total area of opening of not less than twice the area of the intake opening. These screens are for use throughout the period during which the battery is on board until the ship leaves for trial.

(A.S.C.B.S., 2 Sep. 1943, No. 76/9.)

Section 4

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

5649.—Warm Clothing—Gratuitous Issue to Personnel Employed in Northern Waters, Etc.

(V. 2087/41.—25 Nov. 1943.)

An initial free issue of the articles of warm clothing specified below may be made to personnel employed afloat in Scottish waters and to personnel employed on shore in exposed positions at Scottish bases who have not previously received this gratuitous issue during the period of hostilities :—

Woollen gloves	1 pair	} For each person
Woollen mitts	...	...	...	1 pair
Winter drawers	...	...	...	2 pairs
Comforter	...	...	...	1 No.
Balaclava helmet	...	...	...	1 No.

The issue is to be made only during the period 1st September to 30th April of each year, and a note of it is to be made in every instance on the appropriate page of the pay book (Form S.43A). A note of the issue will be found on the service documents of all personnel who have already received it under previous orders.

2. Ratings drafted to Home Fleet ships during the period 1st September to 30th April, including ratings proceeding during that period to Home Fleet ships commissioning or refitting at North American ports are, *if entitled, to be given a free issue of the warm clothing authorised in paragraph 1 above before leaving the establishment from which they are drafted.*

3. Ships commissioning or refitting at North American ports should arrange to obtain locally such quantities of warm clothing as may be required for issue on board under paragraph 1 above, having regard to the arrangements set out in paragraph 2.

4. No further free issue is to be made to any individual after the first supply. Replacements are to be provided by ratings out of their kit upkeep allowance.

(A.F.Os. 4883/41 and 3340/43 are cancelled.)

5650.—W.R.N.S.—Officers' Hat Badges

(V. 1/4501/42.—25 Nov. 1943.)

Pattern No. 639 has been allocated to the W.R.N.S. Officers' hat badge and A.F.O. 3811/42 is to be amplified accordingly.

(A.F.Os. 3811/42 and 5008/43.)

5651.—W.R.N.S.—Uniform Kit

(V. 7018/43.—25 Nov. 1943.)

A.F.O. 328/43 is to be amended as follows:—

Class A. *Free Issue.*

To categories entitled to "2 overalls navy blue" add "Teleprinter Operator (M)".

(A.F.Os. 328/43 and 3339/43.)

5652.—Victualling Stores—Supply of*Destroyers, Escort Vessels, etc.*

(V. 701278/43.—25 Nov. 1943.)

Experience has shown that under operational conditions destroyers, Fleet minesweepers, escort vessels, etc., have not infrequently found themselves in difficulties as regards stocks of provisions because they have omitted to store to capacity from a Victualling Yard or Depot whenever a suitable opportunity offered. As a result their operational efficiency has been impaired or they have had to draw supplies from larger ships or Base Accountant Officers.

2. Ships of the classes mentioned in paragraph 1 are designed to carry not less than three months' dry provisions if carefully stowed. Commanding Officers should see, therefore, that ships are stored to maximum capacity from Victualling Yards and Depots and Victualling Store Issuing Ships whenever any suitable opportunity offers. It is most undesirable that supplies should be drawn from larger H.M. Ships or from Base Accountant Officers whose stocks are very strictly limited, and this should only be done as a last resort in emergency.

5653.—Stewed Steak in Tins with Convex Ends

(V. 4385/43.—25 Nov. 1943.)

A.F.O. 4494/43 implies that the appearance of the contents of a tin is an indication as to whether or not they are fit for human consumption. This is not invariably so, and the practice of condemning all tins displaying "blown" features must continue.

(A.F.O. 4494/43 is cancelled.)

5654.—Oxford Vaporisers—Stowage

(M.D.G. 54740/43.—25 Nov. 1943.)

It is essential that Oxford Vaporisers, particularly in the tropics where calcium chloride tends to melt, should not be transported in the upside down position.

2. Cases, therefore, containing Oxford Vaporisers for shipment should be clearly marked to ensure that they are transported "right side up".

3. Wherever possible they should be stowed in a cool compartment.

5655.—Yellow Fever Vaccine—Deterioration on Storage

(M. D.G. 53795/43.—25 Nov. 1943.)

Deterioration even under optimum storage conditions is rapid.

2. Two months after date of receipt, the dosage as stated on the label should be marked down to one-half (i.e. 10-dose ampoule counting as a 5-dose ampoule). After three months' storage the vaccine should be discarded. Attention is drawn to Article 7 of R.N. Medical Bulletin No. 1.

(A.F.O. 3917/43.)

5656.—National Campaign for Avoidance of Waste—Tobacco Tins

(V. 9/2151/42.—25 Nov. 1943.)

The numbers of empty tobacco tins being returned still only amount to a very small proportion of the numbers issued, and substantial quantities of those returned are badly dented or crushed and without lids and can only be disposed of as scrap.

2. It is important that Commanding Officers should ensure that, whenever a full tin of tobacco is drawn, an empty tin in good condition and complete with lid should normally be handed in. The empty tins with their lids thus received should straightway be packed into the cases from which the full tins have been taken and returned to a Victualling Yard at the first opportunity, for onward transmission to the manufacturers for repacking.

(A.F.O. 4427/40.)

(A.F.Os. 718/40, 2419/40 and 2311/42 are cancelled.)

Section 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE**5657.—Amendments to Books**

(E.F.O.—25 Nov. 1943.)

The undermentioned amendments (A.F.Os. P.663-676/43) to B.R. and O.U. books are available for issue from the R.N. Store Depot, Elveden Road, Park Royal, N.W.10, in accordance with A.F.O. 1268/39, paragraph 3.

Demands from shore establishments in the Portsmouth Command should be sent to the Portsmouth Book Office, 51, Bedford Street, Leamington Spa, Warwickshire, and from those in the Plymouth Command to the Devonport Book Office, R.N. Port Library, Devonport. Demands from other shore establishments at home should be sent to R.N. Store Depot, Park Royal, London, N.W.10.

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

A.F.O. *P.663/43.—B.R. 378 (H)—Sea Hurricane, A.S.E.—Amendment No. 2.***P.664/43.**—B.R. 378 (B)—Barracuda, A.S.E.—Amendment No. 19.***P.665/43.**—B.R. 380/J—Seafire, S.C.L.—Amendment No. 3.***P.666/43.**—B.R. 380/E—Albacore, S.C.L.—Amendment No. 3.**P.667/43.**—B.R. 278 (2)—Pamphlet on Torpedo Drill for Internal Tubes in Submarines Fitted with H.P. Firing Gear—Amendment No. 8.**P.668/43.**—B.R. 278 (3)—Torpedo Drill Book for Submarines with Low Pressure Firing Gear—Amendment No. 1.**P.669/43.**—B.R. 278 (4)—Torpedo Drill Book for External Tubes in Submarines—Amendment No. 1.**P.670/43.**—B.R. 317—Guard Cover for Mining Drill Book—Amendment.**P.671/43.**—B.R. 317 (2)—Mining Drill Book—Preparation of Soluble Plug Fittings—Amendment No. 6.**P.672/43.**—B.R. 628—Drill for the 3-in., U.S., 50-calibre, Mark X, Gun on the 3-in., U.S., Marks XI, XI* and XI** Mountings, 1942—Amendment No. 2.**P.673/43.**—B.R. 632C—Gunnery Training Manual—Volume III—Amendment No. 8.**P.674/43.**—B.R. 732/1940—Instructions for the Disposal of Mines Washed or Brought Ashore—Amendment No. 21.**P.675/43.**—B.R. 860 (1) (formerly O.U. 5491 (1))—Block Sketch Cards of German War Vessels—Amendment No. 9.**P.676/43.**—O.U. 5407 (A)—Regulations for Naval Armament Services—Part I—Amendment No. 3.

** Exceptionally, A.F.Os. P.663, P.664, P.665 and P.666 will be distributed without demand by the Superintending Naval Store Officer, R.N. Store Depot, 191A Askew Road, Shepherds Bush, W., who holds the stock of the parent book.*

(A.F.O. 5529/43.)

5658.—A.M.S.Is.

(E.F.O.—25 Nov. 1943.)

Admiralty Merchant Shipping Instructions Nos. 293-295/43 are being distributed concurrently with this issue of A.F.Os.

(A.F.O. 5530/43.)

5659.—Air Publications, etc., Distributed During October, 1943

(N.S. Air 9397/43.—25 Nov. 1943.)

The undermentioned Air Publications, Leaflets, etc., were distributed during October, 1943.

2. Any Service receiving more copies of any amendment list or leaflet than it needs should return such surplus copies to the Superintending Naval Store Officer, 191A, Askew Road, Shepherds Bush, W.12, with a statement of the actual number of copies required.

3. Services which have not received copies of amendment lists or leaflets referred to in this order, and which hold copies of the parent publication, should demand the appropriate number of copies from the Superintending Naval Store Officer, Shepherds Bush.

Airframes and Engines

<i>Air Publication No.</i>	<i>Description</i>
1449B.—Vol. II, Part 2—Issue 2—Tiger Moth II Aircraft—Amendment Lists M.U.17 to 29 and M.U.30, M.U.31.	
1451B.—Vol. II, Part 1—Pegasus II L3 Engine—Leaflet No. Z.58.	
1451B and C.—Vol. III, Part 1—Pegasus II Engine—Amendment List No. 10 and addendum No. 2.	
1451D.—Vol. II, Part 1—Pegasus III, VI and XXX Engine—Leaflets Nos. C.18 (A.L. 1), C.20, C.21, D.25, H.10, H.11, Z.49.	
1451F.—Vol. II, Part 1—Pegasus XX Engine—Leaflet No. Z.44.	
1451G.—Vol. II, Part 1—Pegasus XXII Engine—Leaflet No. Z.42.	
1451G.—Vol. III, Part 1—Pegasus XXII Engine—Amendment List No. 12.	
1451H.—Vol. II, Part 1—Pegasus XVIII Engine—Leaflets Nos. C.16, Z.35.	
1451H.—Vol. II, Part 3—Pegasus XVIII Engine—Amendment List No. 9.	
1491A.—Vol. II, Part 1—Mercury VLS Engine—Leaflets Nos. H.7, Z.59.	
1491B.—Vol. II, Part 1—Mercury VIII and IX Engine—Leaflet No. Z.49.	
1491C.—Vol. II, Part 1—Mercury XII Engine—Leaflet No. Z.37.	
1491D.—Vol. II, Part 1—Mercury XV, XX and XXX Engine—Leaflet No. Z.32.	
1511B.—Vol. III, Part 1—Tiger VI Engine—Amendment List No. 18.	
1515A.—Vol. II, Part 1—Walrus I Aircraft—Leaflet Nos. B.7 (A.L. 1), D.12, F.5 (A.L. 1), Q.6 (A.L. 1).	
1515A.—Vol. III, Part 1—Walrus I Aircraft—Amendment List No. 6.	
1515B.—Vol. II, Part 1—Walrus II Aircraft—Leaflet Nos. B.2 (A.L. 1), C.1 (A.L. 1), D.1, F.1 (A.L. 1), Q.1 (A.L. 1).	
1517.—Vol. II, Part 1—Swordfish Aircraft—Leaflet Nos. D.8, M.41, P.18, Z.62 (A.L. 2), Z.68.	
1517.—Vol. III, Part 1—Swordfish Aircraft—Amendment List No. 9.	
1525.—Vol. II, Part 1—Anson Aircraft—Leaflet Nos. F.9 (A.L. 3), F.10, F.12, M.13 (A.L. 3), Q.13, Z.67 (A.L. 1), Z.71 (A.L. 1), Z.72 (A.L. 1), Z.77 (A.L. 1), Z.82.	
1526A.—Vol. II, Part 1—Cheetah IX Engine—Leaflet No. J.3.	
1526A.—Vol. III, Part 1—Cheetah IX Engine—Amendment List No. 20.	
1526B.—Vol. II, Part 1—Cheetah X Engine—Leaflet No. B.9.	
1530A.—Vol. II, Part 1—Blenheim I Aircraft—Leaflet Nos. A.15, Z.57.	
1530A.—Vol. III, Part 1—Blenheim I Aircraft—Amendment List Nos. 9, 10.	
1530B.—Vol. II, Part 1—Blenheim IV Aircraft—Leaflet Nos. A.14, M.26, P.14, Z.48.	
1532A.—Vol. II, Part 1—Harrow I and II Aircraft—Leaflet No. Z.32.	
1564A.—Vol. II, Part 1—Hurricane IA, IB Aircraft—Leaflet Nos. C.17, Z.73, Z.74, Z.75.	
1564A.—Vol. II, Part 2 (Naval)—Hurricane I Aircraft—Amendment List No. 2.	
1564A and B.—Vol. II, Part 2—Hurricane I and II Aircraft—Amendment List No. 5.	
1564B.—Vol. I—Hurricane IIA, IIB, IIC Aircraft—Amendment List No. 36.	
1564B.—Vol. II, Part 1—Hurricane I Aircraft—Leaflet Nos. C.18, C.20, Z.62.	
1565A.—Vol. II, Part 1—Spitfire IA, and IB Aircraft—Leaflet Nos. A.12, Z.60.	
1565B.—Vol. II, Part 1—Spitfire IIA, IIB Aircraft—Leaflet Nos. A.9, Z.55, Z.57.	
1565E, 2280A and B.—Pilot's Notes—Spitfire VA, VB, VC Aircraft, and Seafire I and II—Amendment List No. 39K.	

Airframes and Engines—contd.

<i>Air Publication No.</i>	<i>Description</i>
1565E.—Vol. II, Part 1—Spitfire VA, B, C Aircraft—Leaflet Nos. A.12, J.7, M.6, Z.48, Z.55.	
1566C.—Vol. I—Sunderland III Aircraft—Amendment List No. 17D.	
1571A.—Vol. II, Part 1—Roe I Aircraft—Leaflet Nos. A.12, Q.5.	
1577A.—Vol. II, Part 2 (Issue 3)—Henley I Aircraft—Initial Distribution with Amendment List Nos. 1 to 58.	
1578A.—Vol. II, Part 1—Wellington I, IA and IC Aircraft—Leaflet Nos. K.16, Z.78.	
1578A, B and D.—Vol. III, Part 1—Wellington I, II, III, IV Aircraft—Amendment List Nos. 41, 42.	
1585A.—Vol. II, Part 1—Magister I Aircraft—Leaflet No. P.8.	
1585A.—Vol. III, Part 1—Magister I Aircraft—Amendment List No. 8.	
1589B.—Vol. II, Part 1—Perseus X and XA Engine—Leaflet Nos. B.4 (A.L. 1), Z.31.	
1589C.—Vol. II, Part 1—Perseus XII Engine—Leaflet No. Z.35.	
1590.—Vol. II, Part 3—Merlin Engines—Amendment List No. 4.	
1590G and N.—Vol. II, Part 1—Merlin XX and XXI Engine—Leaflet Nos. M.17, M.18.	
1590J and L.—Vol. II, Part 1—Merlin 45 and 46 Engine—Leaflet No. C.12.	
1590J.—Vol. III, Part 1—Merlin 45 Engine—Amendment List No. 4.	
1590K.—Vol. I—Merlin 60 Engine—Amendment List Nos. 2, 3.	
1592B.—Vol. II, Part 1—Defiant II Aircraft—Leaflet No. Z.31.	
1593B.—Vol. II, Part 1—Gipsy Queen II Engine—Leaflet Nos. H.1, J.2.	
1596A.—Vol. II, Part 1—Oxford I and II Aircraft—Leaflet Nos. A.5, D.7, F.4 (A.L. 1), J.18, J.19, Z.44 (A.L. 1), Z.54 (A.L. 1), Z.67, Z.72, Z.73, Z.74, Z.75.	
1665A.—Vol. III, Part 1—Albacore Aircraft—Amendment List No. 4.	
1669A.—Vol. II, Part 1—Master I Aircraft—Leaflet Nos. B.20, C.6, F.11, Z.52 (A.L. 1), Z.58, Z.59.	
1669A.—Vol. III, Part 1—Master I Aircraft—Amendment List No. 10.	
1669B.—Vol. II, Part 1—Master II Aircraft—Leaflet Nos. B.10, M.15, Z.44 (A.L. 1), Z.44 (A.L. 2), Z.47.	
1691B.—Vol. II, Part 2—Harvard II Aircraft—Amendment List introducing Issue No. 2.	
1707A.—Vol. II, Part 1—Taurus II Engine—Leaflet Nos. Z.32, Z.29.	
1707B.—Vol. II, Part 1—Taurus VI Mod. L and XVI Engine—Leaflet No. Z.32.	
1707A and B.—Vol. II, Part 3—Taurus I and VI Engine—Amendment List Nos. 2, 3.	
1708A.—Vol. II, Part 1—Proctor I and II Aircraft—Leaflet Nos. Z.27 (A.L. 1), Z.33.	
1708C.—Vol. I—Proctor III Aircraft—Amendment List No. 10.	
1708C.—Vol. II, Part 1—Proctor III Aircraft—Leaflet No. A.6.	
1721B.—Vol. II, Part 1—Beaufighter II Aircraft—Leaflet Nos. F.12, K.7, Z.46 (A.L. 2), Z.48 (A.L. 1), Z.59, Z.60.	
1760A.—Vol. I—Fulmar I and II Aircraft—Amendment List Nos. 30, 31.	
1760A.—Vol. II, Part 1—Fulmar I and II Aircraft—Leaflet Nos. B.9, Q.17.	
1804A.—Vol. I—Typhoon IA and IB Aircraft—Amendment List Nos. 31, 32, 33.	
1807A.—Vol. II, Part 1—Havoc I Aircraft—Leaflet Nos. B.7 (A.L. 1), Q.9, M.7 (A.L. 1).	
1807B.—Vol. II, Part 1—Havoc II Aircraft—Leaflet Nos. B.7, B.8, J.5, M.4 (A.L. 1), Q.10.	
1847C.—Vol. III, Provisional Edition—Pratt and Whitney Model R.1830-86 Engine—Initial Distribution.	
2018A.—Vol. II, Part 1—Barracuda I Aircraft—Leaflet Nos. A.4, B.6, Q.4, B.6 (A.L. 1), A.2 (A.L. 1), B.11, B.12, C.5, B.9, H.2, M.4, M.6, Q.6, P.5, J.7, J.4, J.5, J.6, M.7, Q.3, M.5, M.2 (A.L. 1), M.3 (A.L. 1).	
2018B.—Vol. II, Part 1—Barracuda II Aircraft—Leaflet Nos. Q.2, H.2, Slips <i>re</i> Leaflet Nos. M.2 (A.L. 1), A.5, B.5, B.10, C.4, J.4, J.6, J.5, J.7, Z.8, A.4, B.11, C.5, M.4, M.5, J.8, M.6, M.7, Q.3, Q.4, B.5 (A.L. 1), A.2 (A.L. 1), B.8, M.2 (A.L. 1), M.3 (A.L. 1).	
2018A and B.—Vol. I—Barracuda I and II Aircraft—Amendment List No. 21.	

Airframes and Engines—contd.

<i>Air Publication No.</i>	<i>Description</i>
2018A and B.—Vol. II, Part 3—Barracuda I and II Aircraft—Amendment List No. 5.	
2018A and B.—Vol. II, Part 4—Barracuda Aircraft—Initial Distribution.	
2018A and B.—Vol. III, Part 1—Barracuda I and II Aircraft—Amendment List Nos. 5, 6, 8.	
2031A.—Vol. II, Part 1—Martlet I Aircraft—Leaflet No. C.4.	
2031B.—Vol. II, Part 1—Martlet II Aircraft—Leaflet Nos. B.3, J.3.	
2031D.—Vol. II, Part 1—Martlet IV Aircraft—Leaflet No. M.6.	
2031E.—Vol. II, Part 1—Martlet V Aircraft—Leaflet Nos. K.1, M.1.	
2031E.—Vol. III, Part 1 (Provisional)—Martlet V Aircraft—Initial Distribution.	
2046A.—Vol. III, Part 1—Double Cyclone R.2600 Engine—Amendment List No. 9.	
2102A.—Vol. I—Firefly I Aircraft—Amendment List No. 16.	
2140A.—Vol. II, Part 1—Merlin II Power Plant Mark I Engine—Leaflet Nos. D.4, D.5, F.4.	
2208A.—Vol. II, Part 1—Firebrand Aircraft—Initial Distribution consisting of Leaflet No. Z.1.	
2209A.—Provisional Pilot's Notes—Sea Otter Aircraft—Initial Distribution.	
2280A.—Vol. II, Part 1—Seafire IB Aircraft—Leaflet Nos. B.6, F.1, J.2, Z.21.	
2280B.—Vol. II, Part 1—Seafire IIC Aircraft—Leaflet Nos. B.7, J.2.	
2339A.—Vol. II, Part 1—Kingfisher Aircraft—Leaflet Nos. D.2, P.1 (A.L. 1), Z.20.	
2351A.—Vol. II, Part 2 (Naval)—Corsair I Aircraft—Initial Distribution.	
2380A.—Vol. II, Part 1—Tarpon Aircraft—Leaflet No. Z.5.	
6000.—General Ground Handling Notes—Amendment List No. 4 and Slips re Amendment List No. 3.	
6001.—Ground Handling Notes for Mitchell I and II—Amendment List Nos. 1 and 2.	
6017.—Ground Handling Notes for Mosquito Aircraft—Amendment List No. 5 (Appendix).	
6023.—Ground Handling Notes for Warwick Aircraft—Amendment List No. 1.	
6029.—Ground Handling Notes for Lysander Aircraft—Amendment List No. 1.	
6039.—Ground Handling Notes for Mustang Aircraft—Amendment List No. 2.	
6063.—Ground Handling Notes for Sea Otter Aircraft—Amendment List No. 1.	
6070.—Ground Handling Notes for Welkin Aircraft—Initial Distribution.	
6071.—Ground Handling Notes for Corsair Aircraft—Initial Distribution.	
6074.—Ground Handling Notes for Reliant Aircraft—Amendment List No. 1.	
6072.—Ground Handling Notes for Dakota Aircraft—Amendment List No. 1.	
6079.—Ground Handling Notes for Hellcat Aircraft—Initial Distribution.	

General Publications

<i>Air Publication No.</i>	<i>Description</i>
A.P. (N) 1.—Establishment of Air Publications, etc., for Naval Air Services—Amendment List No. 11 (P. 573/43).	
804.—Vol. I—Manual of Air Force Law—Amendment List No. 14.	
830.—Vol. III, Part A—Tools and Tool Kits—Amendment List No. 8.	
830.—Vol. III, Part D—R.A.F. Equipment Regulations. Scales and Schedules of Equipment—Amendment List No. 2.	
837.—Vol. I—Manual of Administration in the R.A.F.—Amendment List No. 2.	
958.—Vol. I—King's Regulations and Air Council Instructions—Amendment List No. 124.	
1086, 1086A.—Quarterly Price List—Amendment List No. 34.	
1086.—Vol. I, Part 1, Revised Edition, 13th September, 1943—Memorandum of Instructions, Table of Contents, Lists of Sections and General Index—Initial Distribution.	
1086.—Vol. I, Part 2A, Revised Edition, 6th September, 1943—Workshop and Ancillary Equipment—Initial Distribution.	
1086.—Vol. I, Part 3A—Wireless, Telephone and Telegraph Stores—Sub-division 10.	

*Air Publication No.**Description**General Publications—contd.*

1086.—Vol. I, Part 4B—Gaseous Apparatus, Aircraft Personnel Equipment, Parachutes and Dropping Apparatus (Supplies and Equipment)—Amendment List No. 2.	
1086.—Vol. I, Part 5A (dated 15th September, 1943)—Torpedoes—Initial Distribution.	
1086.—Vol. I, Part 5C—Armament Sights, Target Gear and Instructional Equipment—Amendment List No. 3.	
1086.—Vol. I, Part 9—Accoutrements and Necessaries—Amendment List No. 1.	
1086.—Vol. I, Part 10—Tentage—Amendment List No. 1.	
1086.—Vol. I, Part 11B (dated 1st September, 1943)—Standard Ball and Roller Bearings (other than M.T.)—Initial Distribution.	
1086.—Vol. I, Part 11D—Wheel Equipment, Dinghies, Emergency Supplies and Miscellaneous Aircraft Equipment—Amendment List No. 2.	
1086.—Part 13A—Timber Cordage, Textiles, Rubber and Packing Cases—Amendment List No. 3.	
1095B.—Vol. I—Armament Electric Equipment—Amendment List No. 5.	
1095G.—Vol. I—Ground Electrical Equipment—Initial Distribution.	
1095M.—Vol. I—Electric Equipment Manual—Marine Craft—Amendment List Nos. 4, 5, 6.	
1095.—Vol. II, Part 1—Electrical Equipment Manual—Leaflet Nos. F.19, F.20, F.21, G.57, G.58, G.56, H.22.	
1180A.—Vol. II, Part 1—Equipment and Personnel Dropping Apparatus—Leaflet No. 16.	
1181.—Vol. I—Starting Systems for Aero-Engines—Amendment List Nos. 13, 14.	
1181.—Vol. III, Part 1B, Section 3—Rotax Eclipse Inertia Starter, Series XI—Amendment List No. 6.	
1181.—Vol. III, Part 1C, Section 1/3—Rotax Eclipse, Type Y.150 and N.3 E.U. Electric Starting Units—Amendment List No. 4.	
1181.—Vol. III, Part 1C, Section 2/8—Rotax Eclipse, Types E.160C and C.1231 Combined Hand and Electric Starter—Amendment List No. 3.	
1182.—Vol. II, Part 1—Safety Equipment Manual—Leaflet Nos. A.53, B.34, B.35, B.36.	
1186.—Vol. II, Part 1—R.A.F. Signal Manual, Part IV—Leaflet No. B.69.	
1186.—Vol. III, Section 6, Chapter 8—Generating Set, 1,260 watts, 35 volts—Amendment List No. 5.	
1186A.—Vol. I—R.A.F. Signal Manual, Part IV (V.H.F. Equipment)—Additional Distribution with Amendment List Nos. 1-36.	
1186A.—Vol. II, Part 1—R.A.F. Signal Manual, Part IV (V.H.F. Equipment)—Leaflet No. A.28.	
1275.—Vol. II, Part 1—Instrument Manual—Leaflet No. D.15.	
1275.—Vol. II, Part 3—Instrument Manual—Amendment List No. 3.	
1275A.—Vol. I—Instrument Manual. General Instruments—Initial Distribution and Amendment List No. 1.	
1355.—Vol. II, Part 1—Photographic Equipment Manual—Leaflet Nos. B.39, B.41.	
1374.—Vol. III, Part 1N—Watford Type "S.P."—Amendment List No. 5.	
1374.—Vol. III, Part 1P—Watford Type "N.S.T."—Amendment List No. 4.	
1374.—Vol. III, Part 1Q—Aero-Engine Ignition Equipment, Rotax Type N.S.E.—Amendment List No. 4.	
1374.—Vol. III, Part 1X—Ignition Cable Screening Harness—Amendment List No. 1.	
1464.—Vol. II, Part 1—Engineering Manual for the R.A.F.—Leaflet Nos. C.48, D.196, D.198, G.139.	
1464A.—Vol. I—Engineering Manual for the R.A.F. General Principles, Workshop Layout and Practices—Amendment List Nos. 58, 59, 62, 63, 64 to Part 3; Amendment List No. 27 to Part 5.	
1464B.—Vol. I—Engineering Manual for the R.A.F. General Aerodrome, Aircraft and Workshop Equipment—Amendment List Nos. 26, 27 to Part 8.	
1469A.—Vol. II, Part 3—Aeroplane Automatic Controls, Mark IV—Initial Distribution.	

General Publications—contd.

- | <i>Air Publication No.</i> | <i>Description</i> |
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| 1480C.—Vol. I—Silhouettes of Italian Aircraft—Amendment List No. 24. | |
| 1480X.—Recognition Handbook of British Experimental Aircraft—Amendment List No. 20. | |
| 1519.—Vol. I—Air Pump Units—Amendment List No. 7. | |
| 1519.—Vol. II, Part 3—Air Pump Units—Amendment List No. 4 and Corrigendum to Amendment List No. 4. | |
| 1519.—Vol. III, Section 2—B.T.H. Type "A.V." Air Compressor—Amendment List No. 10. | |
| 1519.—Vol. III, Section 3—Heywood Type Air Compressors—Initial Distribution with Amendment List Nos. 1 and 2. | |
| 1538B.—Vol. I—De Havilland Bracket Type Airscrew—Amendment List No. 10. | |
| 1538B.—Vol. II, Part 3—Examination and Overhaul of the Airscrew Governor Unit and De-icing Equipment—Amendment List No. 6. | |
| 1538C.—Vol. II, Part 2—Rotol Internal Cylinder Variable Pitch Propellers—Additional Distribution. | |
| 1538D.—Vol. II, Part 1—De Havilland Hydromatic Type Airscrew—Leaflet No. 23 (A.L. 1). | |
| 1538E.—Vol. II, Part 1—Rotol V.P. Propellers—Leaflet Nos. 16, 18. | |
| 1538E.—Vol. II, Part 3—Examination and Overhaul of the Propeller Governor Unit, Spinner and De-icing Equipment—Amendment List Nos. 2, 6. | |
| 1538F.—Vol. II, Part 2—Rotol Electric Variable Pitch Propellers—Amendment List No. 1. | |
| 1604.—Vol. I—Scales of Equipment. Blenheim—Amendment List Nos. 6, 7. | |
| 1641C.—Vol. II, Part 1—Browning .303-in. Aircraft Mark II Guns—Leaflet No. A.1. | |
| 1641C.—Vol. II, Part 3—Browning .303-in. Aircraft Mark II Guns—Amendment List No. 17. | |
| 1641F.—Vol. II, Part 3—Hispano 20 mm. Guns, Marks I and II—Amendment List No. 32. | |
| 1641H.—Vol. II, Part 3—Signalling Dischargers and Signal Pistols—Amendment List No. 21. | |
| 1659B.—Vol. II, Part 1—Bristol Gun Turrets—Leaflet No. C.7. | |
| 1659C.—Vol. II, Part 1—Boulton Paul Gun Turrets—Leaflet Nos. F.19, M.42, M.47, M.49. | |
| 1661.—Vol. II, Part 1—Explosives, etc.—Leaflet No. M.2. | |
| 1661B.—Vol. I—Bombs—Amendment List Nos. 64-70 inclusive. | |
| 1661G.—Vol. I—Demolition Explosives and Associated Stores—Amendment List Nos. 16, 17, 18, 19. | |
| 1664.—Vol. I—Bomb Carriers—Amendment List No. 35. | |
| 1664.—Vol. II, Part 1—Bomb Carriers—Leaflet Nos. C.8, C.9. | |
| 1664C.—Vol. I—Bomb Winches—Amendment List No. 7. | |
| 1664D.—Vol. I—American Bomb Winches—Amendment List No. 5. | |
| 1726.—Vol. II, Part 1—Norton Motor Cycle and Model G Sidecar—Leaflet No. E.1. | |
| 1803.—Vol. I—Aeroplane Hydraulic Equipment—Amendment List Nos. 16, 19, 20, 21. | |
| 1803.—Vol. II, Parts 2 and 3—Aeroplane Hydraulic Equipment—Amendment List No. 3 to Part 2. | |
| 1803.—Vol. III—Aeroplane Hydraulic Equipment—Amendment List No. 2. | |
| 1830.—3rd Edition—W.E.S. for Hurricane II (F) Squadron—Amendment List No. 6. | |
| 1882.—2nd Edition—Vocabulary and Scales of Gun Turret Tools—Amendment List No. 5. | |
| 1897.—Vol. I—W.E.S. for Spitfire V (F) Squadron—Amendment List No. 9. | |
| 1907.—Vol. I—Scales of Equipment, Beaufighter II—Amendment List No. 4. | |
| 1921.—Vol. I—Disposal of Non-effective Aircraft and Procedure for Guarding Crashed Aircraft—Amendment List No. 5. | |
| 1927.—Air Force Code—Amendment List No. 28. | |
| 1976.—Performance Tables of Foreign Service Aircraft—Amendment List Nos. 49, 50. | |
| 1982A.—Standard Technical Training Notes—Initial Distribution. | |
| 2006.—Vol. II, Part 1—Bedford 4-Wheeled Model Q.L. 4-Wheel Drive Chassis—Leaflet No. D.1. | |

General Publications—contd.

- | <i>Air Publication No.</i> | <i>Description</i> |
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| 2050B.—Vol. I—R.680-9 and 13 Aero-Engines. U.S. Air Corps Technical Orders—Initial Distribution. | |
| 2150A.—Vol. I—Explanatory Notes, etc., on U.S.A. Technical Orders—Amendment List No. 2. | |
| 2152A.—Vol. I, Part 1—Carburettors and Mixture Controls—Amendment List No. 2. | |
| 2241.—Vol. II, Part 2—Aero-Engine Fuel Pumps—Amendment List Nos. 2, 3. | |
| 2242.—Vol. I—Boost Controls for American Aero-Engines—Amendment List No. 4. | |
| 2284A.—Vol. I, Part 1—Radio Testing Equipment—Initial Distribution with Amendment List No. 1. | |
| 2307.—Technical Notes for Bristol Aero-Engine—Technical Notes Nos. H.6, 7, 8 (combined); Technical Notes Nos. J.16, 17, 18, 19 (combined). | |
| 2308.—Technical Notes for Rolls Royce Aero-Engine—Technical Notes Nos. K.18, L.2, K.19, B.5, E.6, G.6, G.7, G.8, G.9, G.10, H.5, R.11, M.2, O.17, O.18, O.19, P.4, P.5, O.20. | |
| 2457A.—Vol. I—Smoke Screening Equipment—Amendment List No. 17. | |
| 2474A.—Vol. II, Part 3—Self Sealing Fuel Tanks—Initial Distribution. | |
| 2578.—Vol. II, Part 1—Bendix Gun Turrets—Initial Distribution with Leaflet Nos. C.1, D.1. | |
| 3024.—Flying Control in R.A.F.—Amendment List No. 2. | |

Appendices "A"

- | <i>Air Publication No.</i> | <i>Description</i> |
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| 933.—Oxford I and II Aircraft—Amendment List Nos. 79, 80, 81, 82. | |
| 1069.—Spitfire II Aircraft—Amendment List No. 90, 91. | |
| 1084.—Lysander III Aircraft—Amendment List No. 45. | |
| 1169.—Folland E.28/40 Aircraft—Amendment List No. 14. | |
| 1179.—Defiant II Aircraft—Amendment List No. 46. | |
| 1203.—Spitfire I Aircraft—Amendment List Nos. 54, 55. | |
| 1216.—Proctor III Aircraft—Amendment List No. 41. | |
| 1234.—Lysander III, T.T. Aircraft—Amendment List No. 16. | |
| 1237.—Oxford I Aircraft—Amendment List Nos. 43 to 52 inclusive. | |
| 1244.—Swordfish Aircraft—Amendment List Nos. 63, 65, 66, 67. | |
| 1277.—Beaufighter II Aircraft—Amendment List No. 72. | |
| 1308.—Seafire IIC Aircraft—Amendment List No. 25. | |
| 1311.—Firefly Aircraft—Amendment List Nos. 21, 22, 24, 25. | |
| 1318.—Barracuda Aircraft—Amendment List Nos. 54, 55, 57, 58, 59, 47, 60, 61, 62. | |
| 1366.—Martlet IV Aircraft—Amendment List Nos. 4, 5, 6. | |
| 1381.—Wellington IC Aircraft—Amendment List No. 16. | |
| 1387.—Proctor IV Aircraft—Amendment List Nos. 1, 2, 3, 4, 5, 6. | |
| 1390.—Sea Otter Aircraft—Amendment List No. 13. | |
| 1394.—Firefly II Aircraft—Amendment List Nos. 9, 11, 14, 8, 17. | |
| 1418.—Hurricane II Aircraft—Amendment List Nos. 3, 7, 8, 9, 10, 12, 13. | |
| 1437 (supersedes 971).—Proctor I Aircraft—Initial Distribution. | |
| 1439 (supersedes 1216).—Proctor III Aircraft—Initial Distribution. | |

O.U.s. and B.R.s.

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| 378.—General—Amendment List No. 20 (P. 570/43). |
| 378A.—Swordfish Aircraft—Amendment List No. 15 (P. 580/43). |
| 378B.—Barracuda Aircraft—Amendment List No. 13 (P. 568/43); Amendment List No. 14 (P. 569/43). |
| 378G.—Martlet IV Aircraft—Amendment List No. 5 (P. 579/43). |
| 780 (1).—Seafire IIC, 1B, Aircraft—Initial Distribution. |
| 780 (2).—Hurricane IIC Aircraft—Initial Distribution. |
| 780 (3).—Hellcat Aircraft—Initial Distribution. |

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| 527.—Blenheim IV Aircraft—Amendment List No. 1. |
| 714 (cancels 524).—Hurricane IIA, IIB, IIC—Initial Distribution. |
| 722 (cancels 552).—Anson I Aircraft—Initial Distribution. |

Miscellaneous

- Index of Army and Navy Aeronautical Equipment, Vol. I, with Explanatory Letter, Amendment and Errata Supercharges and Regulator Pumps and Pump Accessories—Initial Distribution.
- Revision Sheets to Standard Aeronautical Material and Fittings—Initial Distribution.
- A.F.V. Recognition, Part II, July 1943. Enemy Turreted A.F.V.S.—Initial Distribution.
- Installation Instructions for Tachometer Indicator and Generator, Mark V—Initial Distribution.
- Technical Order 08-10-105, which is Instructions for Operations and Maintenance of Radio Sets S.C.R.522-A-T.2-542.A.T.2—Initial Distribution.
- Photographic Catalogue, Corsair F.4.U.1—Initial Distribution.
- Photographic Catalogue (Tarpon) Avenger I-TBF.1—Initial Distribution.
- Photographic Catalogue, Wildcat F.4F 3A and F.4F.4—Initial Distribution.
- A.M. Pamphlet No. 154—Prevention of Fatigue in Flying Personnel—Initial Distribution.
- Air Force Lists, September, 1943—Initial Distribution.
- Provisional Air Publication No. 113—Towed Target Release Hook, Phillips Type—Additional Distribution.

Air Diagrams

Description

- Air Publication No.*
- 1224.—Sheets 1 and 2, Issue 1—Browning Gun, .303-in., Mark II—Initial Distribution.
- 1356.—November and December—Daylight and Moonlight Charts—Initial Distribution.
- 2041.—Sheets 1, 2, 3, Issue 1—Lindholme Dinghy—Amendment List No. 1 to each sheet.
- 2087.—Sheet 1, May 1943—Carbon Pile Voltage Regulators, E and G—Initial Distribution.
- 2127.—Sheet 1, Issue 1—Merlin 8, 30, 32 Lubricating Diagram—Initial Distribution.
- 2237.—Sheet 1, Issue 1—Grenade, .303-in.—Initial Distribution.
- 2383.—Sheet 1, Issue 1—Aircraft Torpedo Control. "What to Avoid."—Initial Distribution.
- 2495.—Sheet 1, June, 1943—Ground Operational Procedure, Spitfire V—Initial Distribution.
- 2588.—Sheet 1, June, 1943—Ignition System, Sabre II—Initial Distribution.
- 2590.—Sheet 1, Issue 1—Ignition Harness, Sabre II—Initial Distribution.
- 2802.—Sheet 1, Issue 1 (May, 1943)—"Do you know your Dinghy Drill"—Initial Distribution.

5660.—Air Publications—R.N. Leaflets

(A. 01898/43.—25 Nov. 1943.)

Amendments or addenda to any part of either volume of any air publication which affect only naval aircraft or their armament or equipment are in future to be issued in leaflet form by the Admiralty. They will be numbered serially with the index letters R.N.—e.g., A.P. 1641A/R.N. 1, A.P. 1661/R.N. 6—and are to be filed in the appropriate Air Publication, Vol. II, Part I, behind all other leaflets. This system will supersede the issue of supplementary Fleet Air Arm leaflets introduced by A.F.O. 2838/40.

2. When a R.N. leaflet is filed a cross reference should be inserted in pencil in the margin of the relevant section of the parent publication, which, however, must not be mutilated in case it may be required subsequently for use in the R.A.F. Naval units when using Air Publications, Vol. I or II, should always look at the R.N. leaflets (if any) at the end of Vol. II, Part I, so as to ascertain whether the chapter, section or leaflet to which reference is being made has been cancelled or amended for naval use.

3. These R.N. leaflets are for naval use only and are in no way applicable to any R.A.F. unit or formation other than maintenance units handling aircraft for naval use. They may, however, be held at some R.A.F. stations where they will be filed separately from the Air Publications, for reference by visiting naval units.

4. R.N. leaflets will be distributed through the same channels as Air Publications.

(A.F.O. 2838/40 is cancelled.)

5661.—C.B. 4096 and C.B. 4292 Series—Degrading of Certain Parts to the B.R. Series

(N.I.D. 8350/43.—25 Nov. 1943.)

The following C.Bs. are to be degraded to the B.R. series with the B.R. numbers shown. The existing warning notices are to be deleted and substituted by "RESTRICTED—For Official Use Only".

(a) C.B. 4096D (1)	...	...	...	B.R. 876D (1) (Restricted)
C.B. 4096D (2)	...	...	...	B.R. 876D (2) (Restricted)
C.B. 4096D (3)	...	...	...	B.R. 876D (3) (Restricted)
C.B. 4096D (4)	...	...	...	B.R. 876D (4) (Restricted)
C.B. 4096D (6)	...	...	...	B.R. 876D (6) (Restricted)

4096D (Cover)

C.Bs. 4096D (7) (C) and 4096D (8) are *not* degraded

B.R. 876D (Cover) (Restricted) will be issued later to hold the degraded fascicles and the non-confidential plans.

(b) C.B. 4096E (5/42) (Cover)	...	...	...	B.R. 876E (Cover) (Restricted)
C.B. 4096E (5/42) (1)	...	...	...	B.R. 876E (1) (Restricted)
C.B. 4096E (5/42) (2)	...	...	...	B.R. 876E (2) (Restricted)
C.B. 4096E (5/42) (3)	...	...	...	B.R. 876E (3) (Restricted)
C.B. 4096E (5/42) (4)	...	...	...	B.R. 876E (4) (Restricted)
C.B. 4096E (5/42) (4) (1)	...	...	...	B.R. 876E (4) (1) (Restricted)
C.B. 4096E (5/42) (5)	...	...	...	B.R. 876E (5) (Restricted)
C.B. 4096E (5/42) (5) (A)	...	...	...	B.R. 876E (5) (A) (Restricted)
C.B. 4096E (5/42) (5) (1)	...	...	...	B.R. 876E (5) (1) (Restricted)

C.Bs. 4096E (5/42) (6), 4096E (5/42) (6) (a), 4096E (5/42) (8) and 4096E (5/42) (8) (1) are *not* degraded. They should be transferred to C.B. 4096E (Plans).

B.R. 876E (Plans) (Restricted) will be issued later to hold the non-confidential plans.

(c) C.B. 04096F	B.R. 876F (Restricted)
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(d) C.B. 4096G (Cover)	B.R. 876G (Cover) (Restricted)
C.B. 4096G (1)	B.R. 876G (1) (Restricted)
C.B. 4096G (2)	B.R. 876G (2) (Restricted)
C.B. 4096G (3)	...	...	...	B.R. 876G (3) (Restricted)

C.Bs. 4096G (4) and 4096G (5) are *not* degraded. They should be transferred to C.B. 4096G (Plans).

B.R. 876G (Plans) (Restricted) will be issued later to hold the non-confidential plans.

(e) C.B. 4096H (Cover)	...	...	...	B.R. 876H (Cover) (Restricted)
C.B. 4096H (1)	...	...	...	B.R. 876H (1) (Restricted)
C.B. 4096H (1) (a)	...	...	...	B.R. 876H (1) (a) (Restricted)
C.B. 4096H (1) (b)	...	...	...	B.R. 876H (1) (b) (Restricted)
C.B. 4096H (2)	...	...	...	B.R. 876H (2) (Restricted)
C.B. 4096H (3)	...	...	...	B.R. 876H (3) (Restricted)
C.B. 4096H (3) (a)	...	...	...	B.R. 876H (3) (a) (Restricted)
C.B. 4096H (4)	...	...	...	B.R. 876H (4) (Restricted)
C.B. 4096H (4) (a)	...	...	...	B.R. 876H (4) (a) (Restricted)
C.B. 4096H (6)	...	...	...	B.R. 876H (6) (Restricted)
C.B. 4096H (7)	...	...	...	B.R. 876H (7) (Restricted)
C.B. 4096H (8)	...	...	...	B.R. 876H (8) (Restricted)
C.B. 4096H (10)	...	...	...	B.R. 876H (10) (Restricted)
C.B. 4096H (11)	...	...	...	B.R. 876H (11) (Restricted)

C.B. 4096H (5), 4096H (5) (a), 4096H (5) (b), 4096H (9) are *not* degraded. They should be transferred to C.Bs. 4096H (Plans), Parts I and II.

B.R. 876H (Plans) (Restricted) will be issued later to hold the non-confidential plans.

(f) C.B. 4096I (X) (Cover)	B.R. 876I (Cover) (Restricted)
*C.B. 4096I (X) (1)	B.R. 876I (1) (Restricted)
*C.B. 4096I (X) (2)	B.R. 876I (2) (Restricted)
*C.B. 4096I (X) (2) (a)	B.R. 876I (2) (a) (Restricted)
*C.B. 4096I (X) (3) (1)	B.R. 876I (3) (1) (Restricted)
*C.B. 4096I (X) (3) (1) (a)	B.R. 876I (3) (1) (a) (Restricted)
*C.B. 4096I (X) (3) (2)	B.R. 876I (3) (2) (Restricted)
*C.B. 4096I (X) (4)	B.R. 876I (4) (Restricted)
*C.B. 4096I (X) (6)	B.R. 876I (6) (Restricted)

*C.B. 4096I (X) (4) (1), 4096I (X) (5), 4096I (X) (7) are *not* degraded. They should be transferred to C.B. 4096I (X) (Plans).

B.R. 876I (Plans) will be issued later to hold the non-confidential plans.

* Although these C.Bs. do not bear an " (X) " in the C.B. numbers they are distinguishable by the fact that they are included in covers marked " C.B. 4096I (X) (Cover) ".

(g) C.B. 4096J (Vol. I) (Cover)	B.R. 876J (Vol. I) (Cover)
	(Restricted)
C.B. 4096J (1)	B.R. 876J (1) (Restricted)
C.B. 4096J (3) (1)	B.R. 876J (3) (1) (Restricted)
C.B. 4096J (3) (2)	B.R. 876J (3) (2) (Restricted)
C.B. 4096J (3) (6)	B.R. 876J (3) (6) (Restricted)
C.B. 4096J (3) (7)	B.R. 876J (3) (7) (Restricted)
C.B. 4096J (4)	B.R. 876J (4) (Restricted)
C.B. 4096J (10)	B.R. 876J (10) (Restricted)
C.B. 4096J (10) (1)	B.R. 876J (10) (1) (Restricted)
C.B. 4096J (Vol. II) (Cover)	B.R. 876J (Vol. II) (Cover)
	(Restricted)
C.B. 4096J (11)	B.R. 876J (11) (Restricted)
C.B. 4096J (13) (1)	B.R. 876J (13) (1) (Restricted)
C.B. 4096J (14)	B.R. 876J (14) (Restricted)
C.B. 4096J (14) (3)	B.R. 876J (14) (3) (Restricted)
C.B. 4096J (15)	B.R. 876J (15) (Restricted)
C.B. 4096J (16)	B.R. 876J (16) (Restricted)
C.B. 4096J (20)	B.R. 876J (20) (Restricted)
C.B. 4096J (20) (1)	B.R. 876J (20) (1) (Restricted)
C.B. 4096J (Vol. III) (Cover)	B.R. 876J (Vol. III) (Cover)
	(Restricted)
C.B. 4096J (25) (1)	B.R. 876J (25) (1) (Restricted)
C.B. 4096J (25) (2)	B.R. 876J (25) (2) (Restricted)
C.B. 4096J (30)	B.R. 876J (30) (Restricted)
C.B. 4096J (30) (1)	B.R. 876J (30) (1) (Restricted)
C.B. 4096J (Vol. IV) (Cover)	B.R. 876J (Vol. IV) (Cover)
	(Restricted)
C.B. 4096J (4)	B.R. 876J (4) (Restricted)
C.B. 4096J (43) (1)	B.R. 876J (43) (1) (Restricted)
C.B. 4096J (44)	B.R. 876J (44) (Restricted)
C.B. 4096J (44) (2)	B.R. 876J (44) (2) (Restricted)
C.B. 4096J (44) (3)	B.R. 876J (44) (3) (Restricted)
C.B. 4096J (45)	B.R. 876J (45) (Restricted)
C.B. 4096J (50)	B.R. 876J (50) (Restricted)
C.B. 4096J (Plans)	B.R. 876J (Plans) (Restricted)
(h) C.B. 4096K (Cover)	B.R. 876K (Cover) (Restricted)
C.B. 4096K (1)	B.R. 876K (1) (Restricted)
C.B. 4096K (2)	B.R. 876K (2) (Restricted)
C.B. 4096K (3)	B.R. 876K (3) (Restricted)
C.B. 4096K (4)	B.R. 876K (4) (Restricted)
C.B. 4096K (5)	B.R. 876K (5) (Restricted)
C.B. 4096K (Plans)	B.R. 876K (Plans) (Restricted)

(i) C.B. 4096L (X) (Cover)	B.R. 876L (Cover) (Restricted)
C.B. 4096L (1)	B.R. 876L (1) (Restricted)
C.B. 4096L (2)	B.R. 876L (2) (Restricted)
C.B. 4096L (3)	B.R. 876L (3) (Restricted)
C.B. 4096L (4)	B.R. 876L (4) (Restricted)
C.B. 4096L (5)	B.R. 876L (5) (Restricted)
C.B. 4096L (7)	B.R. 876L (7) (Restricted)
C.B. 4096L (8)	B.R. 876L (8) (Restricted)

C.Bs. 4096L (6) and 4096L (9) are *not* degraded. They are to be transferred to C.B. 4096L (Plans) (X)

B.R. 876L (Plans) (Restricted) will be issued later to hold the non-confidential plans

(j) C.B. 4096N (Cover)	B.R. 876N (Cover) (Restricted)
C.B. 4096N (1)	B.R. 876N (1) (Restricted)
C.B. 4096N (2)	B.R. 876N (2) (Restricted)
C.B. 4096N (3)	B.R. 876N (3) (Restricted)
C.B. 4096N (4)	B.R. 876N (4) (Restricted)
C.B. 4096N (5)	B.R. 876N (5) (Restricted)
C.B. 4096N (8)	B.R. 876N (8) (Restricted)

C.Bs. 4096N (6) and 4096N (9) are *not* degraded. They are to be transferred to C.B. 4096N (Plans)

B.R. 876N (Plans) (Restricted) will be issued later to hold the non-confidential plans.

(k) C.B. 04096Q (Vol. I) (Cover)	B.R. 876Q (Vol. I) (Cover)
	(Restricted)
C.B. 04096Q (1) (1)	B.R. 876Q (1) (1) (Restricted)
C.B. 04096Q (2)	B.R. 876Q (2) (Restricted)
C.B. 04096Q (9)	B.R. 876Q (9) (Restricted)
C.B. 04096Q (10)	B.R. 876Q (10) (Restricted)
C.B. 04096Q (13)	B.R. 876Q (13) (Restricted)
C.B. 04096Q (Vol. II) (Cover)	B.R. 876Q (Vol. II) (Cover)
	(Restricted)
C.B. 04096Q (1)	B.R. 876Q (1) (Restricted)
C.B. 04096Q (3)	B.R. 876Q (3) (Restricted)
C.B. 04096Q (4)	B.R. 876Q (4) (Restricted)
C.B. 04096Q (8)	B.R. 876Q (8) (Restricted)

C.Bs. 04096Q (5), 04096Q (6) (2), 04096Q (7), 04096Q (11) and 04096Q (12) (2) are *not* degraded. They are to be transferred to C.B. 04096Q (Plans).

(l) C.B. 4096R (Cover)	B.R. 876R (Cover) (Restricted)
C.B. 4096R (1)	B.R. 876R (1) (Restricted)
C.B. 4096R (2)	B.R. 876R (2) (Restricted)
C.B. 4096R (3)	B.R. 876R (3) (Restricted)
C.B. 4096R (4)	B.R. 876R (4) (Restricted)
C.B. 4096R (5)	B.R. 876R (5) (Restricted)
C.B. 4096R (8)	B.R. 876R (8) (Restricted)
C.B. 4096R (6) is <i>not</i> degraded. It is to be transferred to C.B. 4096R (plans).	

B.R. 876R (Plans) (Restricted) will be issued later to hold the non-confidential plans.

(m) C.B. 4096S (Vol. I) (Cover)	B.R. 876S (Vol. I) (Cover)
	(Restricted)
C.B. 4096S (Vol. I) (1)	B.R. 876S (Vol. I) (1) (Restricted)
C.B. 4096S (Vol. I) (2)	B.R. 876S (Vol. I) (2) (Restricted)
C.B. 4096S (Vol. I) (3)	B.R. 876S (Vol. I) (3) (Restricted)
C.B. 4096S (Vol. I) (4)	B.R. 876S (Vol. I) (4) (Restricted)
C.B. 4096S (Vol. I) (6)	B.R. 876S (Vol. I) (6) (Restricted)

C.B. 4096S (Vol. I) (7) is *not* degraded. It is to be transferred to C.B. 4096S (Vol. I) (Plans).

B.R. 876S (Vol. I) (Plans) (Restricted) will be issued later to hold the non-confidential plans.

(n) C.B. 4096U (Cover)	B.R. 876U (Cover) (Restricted)
C.B. 4096U (1)	B.R. 876U (1) (Restricted)
C.B. 4096U (2)	B.R. 876U (2) (Restricted)
C.B. 4096U (3)	B.R. 876U (3) (Restricted)
C.B. 4096U (4)	B.R. 876U (4) (Restricted)
C.B. 4096U (6)	B.R. 876U (6) (Restricted)

C.B. 4096U (5) is *not* degraded. It is to be transferred to C.B. 4096U (Plans).

B.R. 876U (Plans) (Restricted) will be issued later to hold the non-confidential plans.

(o) C.B. 4292A (Vol. I) (Cover)...	B.R. 877A (Vol. I) (Cover)
	(Restricted)
C.B. 4292A (3) (3)	B.R. 877A (3) (3) (Restricted)
C.B. 4292A (5)	B.R. 877A (5) (Restricted)
C.B. 4292A (6)	B.R. 877A (6) (Restricted)
C.B. 4292A (6) (a)	B.R. 877A (6) (a) (Restricted)
C.B. 4292A (10)	B.R. 877A (10) (Restricted)
C.B. 4292A (10) (1)	B.R. 877A (10) (1) (Restricted)
C.B. 4292A (Vols. II and III) (Cover)	B.R. 877A (Vols. II and III) (Cover)
	(Restricted)
C.B. 4292A (13) (3)	B.R. 877A (13) (3) (Restricted)
C.B. 4292A (13) (4)	B.R. 877A (13) (4) (Restricted)
C.B. 4292A (15)	B.R. 877A (15) (Restricted)
C.B. 4292A (16)	B.R. 877A (16) (Restricted)
C.B. 4292A (17)	B.R. 877A (17) (Restricted)
C.B. 4292A (20)	B.R. 877A (20) (Restricted)
C.B. 4292A (20) (1)	B.R. 877A (20) (1) (Restricted)
C.B. 4292A (25)	B.R. 877A (25) (Restricted)
C.B. 4292A (30)	B.R. 877A (30) (Restricted)

C.Bs. 4292A (8) and 4292A (8) (a) are *not* degraded. They are to be transferred to C.B. 4292A (Vol. I) (Plans).

B.R. 877A (Plans) (Restricted) will be issued later to hold the non-confidential plans.

(p) C.B. 4157 B.R. 999

2. Pending the issue of the B.R. (Plan) folders all plans contained in C.B. (Plan) folders are to be treated as confidential. The B.R. (Plan) folders will be issued as notifications to the C.B. (Plans) folders with instructions regarding the transfer of plans from the C.B. (Plan) folders.

5662.—B.R.235—Medical Manual of Chemical Warfare—Issue to Dental Officers
(M.D.G. 52685/43.—25 Nov. 1943.)

Dental officers serving at home are to obtain a copy of B.R.235—Medical Manual of Chemical Warfare by demand on the R.N. Store Depot, Elveden Road, Park Royal, N.W.10. Dental officers serving abroad are to demand a copy from the appropriate distributing authority for the Station.

(A.F.O. 1750/43.)

5663.—B.R. 780(4)—Re-Arming Drill for Naval Fighter Aircraft Corsair—Issue
(G. 5149/43.—25 Nov. 1943.)

The above-mentioned book is now in the press and copies will be issued, without demand, by the Superintending Naval Store Officer, R.N. Store Depot, 191a, Askew Road, Shepherds Bush, W.12, when supplies become available in accordance with the following establishment, viz :—

	Copies
Flag Officers concerned	1
Fleet Carriers	2
Light Fleet Carriers	2
Escort Carriers	1
First line squadrons	3*
Large Naval Air Stations	2
Small Naval Air Stations	2
Fighter Schools	12
Newcastle-under-Lyme	12
H.M.S. "Excellent"	12
R.A.F. Technical Training Command	25
H.M.S. "Fledgeling" (Millmcece)	12
School of Aircraft Maintenance	6
Inspectors of Naval Ordnance—As necessary.	

* Only first line squadrons equipped with the types concerned.

2. The copies for the R.A.F. Technical Training Command are for naval ratings under training.

5664.—O.U. 6043. O.U. 6043 (1), O.U. 6043A and O.U. 6043B—Ordnance Board Ballistic Tables—Withdrawal from O.U. Catalogue
(G. 012341/43.—25 Nov. 1943.)

The above mentioned books have been withdrawn from the O.U. Catalogue. Holders of copies should return them to the Admiralty (Gunnery Branch), Bath.
(A.F.Os. 193/42 and 1468/42 are cancelled.)

5665.—Form O.6—Ammunition Labels—Additions
(AS./Sta. 19824/43.—25 Nov. 1943.)

Serial No.	Description	Where used	Page in Form O.6	Sta. No.
N.892	Candles, Smoke — White, Mark IV (Instructions to Fire).	Inside lid of box	2	19824/43

2. Demands should be made as necessary in accordance with A.F.O. 97/43.
(A.F.O. 97/43.)

A.F.O. 5630/44

5666.—Forms S.161 and S.165A—W.R.N.S.—Correct Rendering of
(N. 27569/43.—25 Nov. 1943.)

Delay and confusion are caused through failure to render Form S.161 accurately and completely in respect of changes relating to W.R.N.S. personnel. Details are often ambiguous or unintelligible, rating categories especially being described in terms which are not readily recognisable or which do not designate the category at all.

2. All changes in rating, progressive rate, category, surname, branch (mobile or immobile) and command, as well as promotions and discharges, should be reported on Form S.161 in the manner prescribed in A.F.Os. 2026/42 and 6215/42.

3. Categories should in all cases bear the nomenclature indicated in the relevant A.F.O's., alternative designations being avoided. Sub-category should be recorded in precise terms—e.g., Cook (S), Cook (O), Writer (General), Writer (Pay), and not simply Cook or Writer. The use of initial letter symbols other than those indicated in the A.F.Os. should likewise be avoided. In this connection attention is invited to A.F.O. 6212/42.

4. Forms S.165A should also be rendered promptly on arrival of W.R.N.S. personnel, and care should be taken to show official numbers and christian names on these returns, A.F.O. 2026/42, paragraph 10 (iii) and Admiralty Letter N.9875/43 of the 25th May, 1943, refer.

(A.F.Os. 2026/42, 4933/42, 6215/42, 1901/43, 2944/43, 2947/43, 3038/43, 3801/43 and 4942/43.)

5667.—Form S.462, Part I, Tenders' Accounts of Provisions—Amendment.

(V. 7404/43.—25 Nov. 1943.)

The Officer witnessing the opening of rum casks in tenders keeping accounts on Form S.462, Part I, should initial the relative entries on page 12 of the account.

2. Form S.462, Part I, will be amended on reprint to provide a separate column for the signature of the Officer.

5668.—Revised Page 1 and Additional Pages 5, 6 and 7, dated October, 1943, to R.T. No. 555 for R.F. 5-25-in., Mark I Gun—Issue

(G. 5473/43.—25 Nov. 1943.)

The above-mentioned pages to Range Table No. 555 are now in the press and copies will be issued to all holders of the main table, without demand, by the Superintending Naval Store Officer, R.N. Store Depot, 307, Elveden Road, Park Royal, London, N.W.10, when supplies become available.

2. The revised page 1 supersedes the existing page 1, dated March, 1943, all copies of which should be disposed of in accordance with the instructions in Form O.U.2A—O.U. Catalogue, when the revised page 1 is received.

5669.—Deputy Director of Victualling—Eastern Theatre—Change of Headquarters

(C.E. 15516/43.—25 Nov. 1943.)

Mr. D. W. Salter, Deputy Director of Victualling, Eastern Theatre, has moved his headquarters from Penang to Colombo.

2. All communications should in future be addressed to him c/o Admiral Superintendent, Ceylon.

5670.—Duty Free Concession Gift Parcels—Labels

(M. 01374/43.—25 Nov. 1943.)

After mid-January H.M. Customs will not pass for duty free concession any parcel which does not have a Customs Declaration label (A.F.W. 5192) affixed.

(A.G.M. Message 989A, dated 15 Nov. 1943, is cancelled.)

(A.F.O. 2682/43.)

Section 6.—SHORE ESTABLISHMENTS

5671.—Review of "S" Class Clerks for Promotion to Acting Departmental Clerical Officer

(C.E.—25 Nov. 1943.)

The annual review of "S" Class clerks for promotion to the grade of Acting Departmental Clerical Officer is due to take effect on 1st January, 1944.

2. Recommendations by Heads of Departments and Branches for the promotion of "S" Class clerks who are considered capable of discharging the full duties of the Clerical Class should be forwarded to C.E.I. (London), or C.E.II (Bath), as appropriate, as soon as possible and in any case not later than 13th December, 1943, and should be classified as follows:—

(i) "S" Class clerks who are already employed on the full duties of the Clerical Class and who, if promoted, could be retained in their present posts or elsewhere in their department. A brief statement of their duties should be furnished. Such officers will be promoted with effect from 1st January, 1944.

(ii) "S" Class Clerks who, although not at present employed on the full duties of the Clerical Class, are considered capable of performing them. In such cases it should be stated whether they could be transferred to Clerical Class duties in their present department. Promotion in such cases will take effect from the date of transfer to the superior duties.

3. Normally officers over the age of 55 will not be selected for promotion under this review, but cases considered deserving may be specially represented for consideration.

4. All promotions made under this scheme will be on an acting basis and officers so promoted must accept the liability of transfer to any station at home or abroad under the usual conditions.

5. As a temporary war-time arrangement, Acting Departmental Clerical Officers appointed under this scheme may continue to be borne in departments staffed by the Treasury class.

6. This review applies to loaned staff as well as to permanent Admiralty employees, and recommendations should also be furnished in respect of "S" Class Clerks serving at out-stations.

5672.—Apprentices Serving with the Forces—Balance of Civil Pay

(L. 9438/43.—25 Nov. 1943.)

The balance of civil pay of apprentices who are serving with the Forces and who, but for their military service, would be completing their apprenticeship, should be adjusted, as from the nominal date of completion of apprenticeship, as though they were in receipt of the ordinary labourer's rate of pay (basic plus bonus).

2. This arrangement is to take effect from 18th March, 1943.

(A.F.O. 3769/43 is cancelled.)

5673.—Form D.142 for Civilian Non-Industrial Staff—Not Required in Certain Cases

(E.F.O./C.E. 15411/43.—25 Nov. 1943.)

Forms D.142 need no longer be rendered merely to record an increased rate of pay in the same rank if the increase has been duly authorised by Admiralty Letter.

2. Forms D.142 are also not required in respect of Temporary Women Clerks, Temporary Typists, etc., who marry and are allowed to continue in their employment.

3. Attention is drawn to the necessity for recording on the Form D.142 that the date of birth has been verified, where appropriate.

(B.R. 669—Cash Duties Instructions, Article 35.)

(A.F.O. 5550/43 is cancelled.)

5674.—Adult Civilian Electricians Employed in Admiralty Establishments in England and Wales—Standard Rate of Pay

(L. 11516/43.—25 Nov. 1943.)

In conformity with the terms of an Award of the Industrial Court, dated the 1st November, 1943, arising out of a dispute over the wages of civilian journeyman electricians in the Electrical Contracting Industry, arrangements should be made forthwith to ensure that all civilian male electricians employed in Admiralty Establishments in England (except in the London area within a radius of 12 miles from Charing Cross), and in Wales who, in accordance with specific Admiralty approval, are paid at rates authorised in the Electrical Contracting Industry, are granted an immediate increase of $\frac{3}{4}d.$ an hour in the standard rate of pay (i.e. from the rate of 1s. 6 $\frac{1}{4}d.$, 1s. 7d. or 1s. 7 $\frac{1}{2}d.$, as authorised for the establishment concerned, to 1s. 7d., 1s. 7 $\frac{3}{4}d.$ and 1s. 8 $\frac{1}{4}d.$ respectively), with effect from the beginning of the first pay week after 1st November, 1943. No change should be made on this account in the existing standard rate of pay for London, viz., 1s. 9 $\frac{1}{4}d.$ an hour, plus 5 per cent. addition = rate of 1s. 10 $\frac{1}{2}d.$ an hour.

2. Cost of Living (War) Addition of 4 $\frac{3}{4}d.$ an hour will continue to be payable, in addition to the standard rates of pay in all cases, in accordance with the terms of A.F.O. 5040/43.

3. The rates of pay of civilian Electrical Fitters and Electricians who are in receipt of Admiralty Industrial Bonus remain unaffected by this decision.

4. In any case of doubt, adjustment should not be made without prior reference to the Secretary of the Admiralty (L. Branch).

(A.F.O. 5040/43.)

5675.—Draughtsmen (Constructive, Engineering and Electrical)—Arbitration Award as to Pay

(C.E. 14124/43.—25 Nov. 1943.)

The pay of draughtsmen (constructive, engineering and electrical) has formed the subject of an award of the Civil Service Arbitration Tribunal, No. 77, dated 7th October, 1943.

2. The following are extracts from this award:—

“The Tribunal have given careful consideration to the statements and submissions made on behalf of the parties. They find against the claim as stated but award that as a war-time measure—

(a) Temporary Draughtsmen, Second Class Draughtsmen, First Class Draughtsmen and Senior Draughtsmen shall receive a (Headquarters) allowance of £50 per annum while employed at Headquarters.

(b) Temporary Draughtsmen shall be paid a salary scale of £200 × £10—£230 per annum; such officers who are serving on 1st October, 1943, to be transferred to the new scales at the corresponding points in the scale according to their years of service.

(c) A temporary allowance of £30 per annum shall be paid to all Temporary Draughtsmen, Assistant Draughtsmen, Second Class Draughtsmen and First Class Draughtsmen, subject to the individual's total basic emoluments not thereby exceeding the maximum rate for a First Class Draughtsman, viz.: £340 per annum at outstations and £390 per annum at Headquarters.

(d) An allowance of £20 per annum shall be paid to First Class Draughtsmen in charge of important sections in the Dockyard Drawing Office.

This award shall have effect as from 1st October, 1943.”

3. The necessary steps should be taken to give effect to this award in accordance with the following arrangements.

4. Temporary Draughtsmen serving at the 1st of October, 1943, will enter their salary scale as from that date, which will in consequence become their incremental date, at full “weight for continuous service” terms, i.e. a Temporary Draughtsman who has served continuously since the 1st April, 1941, will enter the scale at £225 per annum.

5. Any Temporary Draughtsman promoted to be Acting Second Class Draughtsman before 1st October, 1943, may, if it would be to his advantage, have his pay re-assessed at that date to the amount it would have been if he had remained a Temporary Draughtsman until that date and had then been promoted. The 1st October will then become his new incremental date.

6. The temporary allowance of £30 per annum to be paid to all Temporary Assistant, Second Class and First Class Draughtsmen, the temporary increase of £10 per annum in Admiralty (Headquarters) allowance and the allowance of £20 per annum to be paid to certain First Class Draughtsmen in charge of sections in the Dockyard Drawing Offices will reckon for war bonus and overtime purposes, except that the rates of overtime payable will be subject to overriding maxima as follows:—

(a) At Headquarters—the rate applicable to basic emoluments of £380 per annum.

(b) Elsewhere—the rate applicable to basic emoluments of £350 per annum.

7. Further instructions will be issued as soon as possible regarding the incidence of the allowances of £20 per annum to be paid to First Class Draughtsmen in charge of sections in the Dockyard Drawing Offices.

5676.—Compensation Claims under the Workmen's Compensation Acts or Government Schemes framed thereunder—Police Reports

(L. 10606/43.—25 Nov. 1943.)

I. Claims by Dependants of Deceased Workmen.

Article 285 (3) (d) of the Instructions for the Conduct of Cash Duties requires a police report to be furnished as to the extent the claimants were dependent on the deceased person's earnings at the time of his death and whether they were his sole dependants.

2. In future such police reports should include the following particulars:—

(a) Full name of claimant.

(b) Relationship to the deceased (if mother, whether her husband is still alive).

(c) Age.

(d) (i) Whether claimant was employed immediately before the date of death of the deceased. If so, the occupation and weekly earnings therein. (ii) If the claimant is the deceased workman's widow (or was acting as his housekeeper at the time of his death) and was gainfully employed immediately before the date of his death, whether she was in employment before the 3rd September, 1939.

(e) Whether claimant is in receipt of a pension or other regular source of income. If so, the weekly amount.

(f) Particulars of any other persons claiming to have been dependent on the deceased, viz.: Name, date of birth, relationship to deceased, whether partially or totally dependent, and whether living with the claimant.

(g) The amount (weekly) usually contributed by the deceased to the support of the claimant's household during the 12 months immediately prior to his death.

(h) Whether the claimant provided the deceased with food and lodging out of the money referred to at (g) above.

(i) The amount (weekly) usually contributed by the claimant's sons and daughters to the support of the household, the names of those persons and whether board and lodging were provided in return.

(j) The amount contributed by any other persons to the support of the claimant's household, the names of those persons and whether board and lodging were provided in return.

3. Where it is not conveniently possible for a police report to be obtained, the information should be obtained from the claimant in writing, and the statement should be accompanied by a supporting statement of a responsible person, e.g. Minister of Religion. A supporting statement will not be necessary in cases where a solicitor is acting for the claimant.

II. *Reviews of Claims to Compensation for Injury.*

It has been the practice for many years to obtain police reports of earnings, etc., in connection with the periodical reviews of claims to compensation for injuries sustained by workmen, such reports accompanying the medical report (Form D.739) submitted to the Secretary of the Admiralty.

2. It has been decided that in future, unless specifically requested, police reports need no longer be furnished in such cases, and the following procedure shall apply:—

(a) Where the injured person has not been discharged from Admiralty employment and the injury allowance is being paid by the Cashier of the Dockyard or other Admiralty establishment, a statement giving particulars of the workman's employment and average weekly earnings at the time of the review is to be furnished from records;

(b) Where the injured person is no longer employed by the Admiralty (or if still employed and payment of the allowance is being made by the Director of Navy Accounts), a similar statement will be obtained direct by Labour Branch or Civil Establishments (Branch 2) from the Director of Navy Accounts.

3. This arrangement will be reconsidered on the termination of the war.

(B.R. 669—*Instructions for the Conduct of Cash Duties, Article 285.*)

5677.—*Requisitioned Property—Change of Naval User*

(C.E. in C. 5002/10/161.—25 Nov. 1943.)

In future, when requisitioned property is occupied for a purpose other than that for which it was originally requisitioned, the change of user is to be reported to the Chief Surveyor of Lands, Bath.

(A.F.Os. 2863/40 and 6231/42).

5678.—*Shot-Blasting Equipment*

(P. 20709/43.—25 Nov. 1943.)

The production of shot-blasting equipment is now under the supervision of Ministry of Supply, Iron and Steel Control.

2. It will be necessary in future for all applications by Admiralty Contractors and Sub-Contractors to purchase such equipment to be given Admiralty support. It will also be necessary to authorise iron and steel required from the Admiralty quota.

3. Liaison with Ministry of Supply, Iron and Steel Control, will be conducted by P. Branch, Bath, and queries concerning supply of this equipment should be referred to P. Branch.

5679.—*Static Condensers for Power Factor Correction*

(P.(L) 2159/43.—25 Nov. 1943.)

In connection with the installation of A.C. electric welding equipment, attention is drawn to Statutory Rules and Orders, 1943, No. 533 as regards the supply of static condensers for power factor correction.

2. Where such condensers form part of an A.C. welding equipment they should be shewn separately on application form 3B and details of the KVA capacity and price should be given. Further, a note should be added that they form part of the equipment.

*5680.—*Typewriter Ribbons—Re-Inking*

Home Shore Establishments

(Sta. 19671/43.—25 Nov. 1943.)

In view of the appreciable economy in material and manpower which tests have disclosed, it has been decided to re-ink used "Black Record" ribbons. Arrangements should be made for used "Black Record" ribbons to be forwarded at appropriate intervals to H.M. Stationery Office Warehouse, 54/58 Commercial Road, London, E.1.

Demands for replacement of typewriter ribbons should continue to be made on the Keeper of Stationery and Printing, Admiralty, S.W.1.