

ADMIRALTY FLEET ORDERS

No. Subject.

2nd December, 1943.

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 5764. Aircraft Carriers Returning to U.K.—Landing of Aviation Fuel.
 5765. Ammunition Carriers, Quadruple—Supply.
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 5773. Low Voltage Bench Light Fittings—Introduction—As. and As.
 5774. Naval Store Supply Ships and Temporary Naval Store Depots—Accounting.
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 5788. A/S Handbooks—Abolition.
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 5790. B.R. 323—Establishment of Naval Stores for Gunnery Purposes, and Form D.1281—List of Particulars—List of Errata No. 10.
 5791. B.R. 359—Establishment of Naval Stores for Electrical and Torpedo Purposes and Form D.128D—List of Particulars—List of Errata No. 13.
 5792. B.R. 379—Establishment of Naval Stores for 105-ft. Wooden Motor Minesweepers—List of Errata No. 3.
 5793. B.R. 633 (3) Series—Instructions for Depth Charge, Mine, Paravane, Minesweeping and Ahead-Thrown Weapons—Issue.
 5794. B.R. 765—Issue of Revised Edition.
 5795. B.R. 859—Regulations for Maintenance of 21-in., Mark VIII-VIII** Torpedoes—Issue.
 5796. B.R. 912—Guard Book and Index for Pamphlets of the Director Handbook—Volume II, B.R. Series: B.R. 913—Guard Book and Index for Pamphlets of the Handbook of the Fuse Keeping Clock and Associated Equipment—Volume II, B.R. Series—Issue.
 5797. B.R. 913 (10)—Handbook of the Fuse Keeping Clock and Associated Equipment—The Fire Control Box, Mark V—Issue.
 5798. B.R. 919 (F) (1)—Addendum No. 1 to B.R. 919 (F)—Preliminary Pamphlet for the Gyro Rate Unit Deflection Oil Unit, Mark II—Issue.
 5799. B.R. 980 (B)—Range Tables—Revised Pages dated July, 1943—Issue.
 5800. B.R. 980 (U)—(Formerly O.U. 6090 (U))—Revised Page 14A, dated May, 1943, to Range Table No. 193 for B.L. 16-in. Guns, Mark I—Issue.
 5801. B.R. 997—English Translation of the French Torpedo Handbook, 550 mm. Torpedo—Issue.
 5802. Return of O.U. and B.R. Publications.
 5803. C.B. 4096 and C.B. 4292 Series—Degrading of Certain Parts to the B.R. Series.
 5804. Typewriters—Method of Packing.
 5805. Victualling Arrangements in Small Ships without Accountant Officers—Parent Ships of Vessels on Modified Form of General Messing.
 5806. R.N. Air Station, Dumino—Correspondence.
 5807. R.N. Store Depot, Aberdeen—Address for Correspondence and Stores.
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 5812. Health, Pensions and Unemployment Insurance—Women Searchers.
 5813. Duplicator Operators—Pay, Duties, Training and Conditions of Service.
 5814. Sailmakers—Classified Rates.
 5815. Electrodes—Approved Types.
 5816. National Savings—Local Deduction Scheme for Industrial Employees.

(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.

5681.—Defence Regulations—Llanely Pilotage (Revocation) Order, 1943
 (N.L. 14445/43.—2 Dec. 1943.)

The following Order has been issued by Their Lordships under Defence (General) Regulations, 1939 (S.R. & O., 1943, No. 1655):—

By Command of the Lords Commissioners
 of the Admiralty.

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

1. The Llanely Pilotage (Emergency) Order, 1943 (whereby pilotage was made compulsory for all vessels navigating in the Llanely Pilotage District except H.M. ships and those granted exemption by the Resident Naval Officer, Llanely), is hereby revoked.
2. This Order shall come into force forthwith and may be cited as the Llanely Pilotage (Revocation) Order, 1943.

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

Admiralty, S.W.1.
 19th November, 1943.

5682.—Aircraft—Reporting Movements
 (A.E. 5598/43.—2 Dec. 1943.)

A.F.O. 2725/42, Part V, paragraph 2 (I) is to be amended as follows:—
 Add "(e) Number of aircraft included under (b), (c) and (d) without engines".
 Amend heading of (II) to read "Engines not installed in airframes".

(A.F.O. 2725/42, Part V.)

5683.—Senior Officer, Naval Air Stations, Northern Ireland—Appointment
 (A. 01699/43.—2 Dec. 1943.)

A.F.O. 5436/43 is to be amended as follows:—

Paragraph 1. Line 4. For . . . "Senior Officer of Ships and Company"
 Read . . . "Senior Officer of Ships in Company".

(A.F.O. 5436/43.)*

5684.—Enemy Parachute or other Flares Dropped by Enemy Aircraft
 (U.B. 277/43.—2 Dec. 1943.)

A careful look-out should be kept for flares, either parachute or other types, and the following information given in reports:—

Type of Flares.

- (i) Single white, red, green, yellow or orange.
- (ii) Groups of single flares, colours or combination of colours as above and number of flares in the group (3, 4, up to 10).
- (iii) Shower of sparks falling from a flare, colours or combination of colours as above.
- (iv) Falling body leaving trail or curtain of sparks, colours or combination of colours as above.
- (v) Single stars, colours or combination of colours as above.
- (vi) Any bright lights in the air or on the ground and colours seen.

N.B.—The duration of burning and/or approximate length of trail of any of the above should be recorded.

2. It is important to obtain for analysis unignited samples of any new coloured parachute or other flares dropped by the enemy, particularly green types. Any information obtained should be passed to the Senior Naval Officer for the area for onward transmission to the Admiralty.

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

*5685.—Honours and Awards—"London Gazette" Supplement of 16th November, 1943

(H. & A.—2 Dec. 1943.)

CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD,

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

16th November, 1943.

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

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

Paymaster Lieutenant-Commander (Acting Paymaster Commander, Temporary Paymaster Captain Ronald Vernon Brockman, R.N.

for distinguished service as Secretary to the late Admiral of the Fleet Sir A. Dudley P. R. Pound, G.C.B., O.M., G.C.V.O., First Sea Lord:

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

Temporary Paymaster Lieutenant Ernest William Hunnisette, R.N.V.R.,

for distinguished service as Assistant Secretary to the late Admiral of the Fleet Sir A. Dudley P. R. Pound, G.C.B., O.M., G.C.V.O., First Sea Lord.

ADMIRALTY,

Whitehall.

16th November, 1943.

The KING has been graciously pleased to approve the following Awards:

For gallant and distinguished services in Sicily:

The Military Medal

Marine Frank Appleyard, Ply/X.106192, R.M. (Shaw, near Oldham).

Marine Joseph Harold Hughes, Po/X.102097, R.M. (Tyseley, Birmingham).

*5686.—Honours and Awards—"London Gazette" Supplement of 23rd November, 1943

(H. & A.—2 Dec. 1943.)

CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD,

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

23rd November, 1943.

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

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

Mr. David John Avis, Commissioned Engineer, R.N.,

for outstanding services to the injured after a torpedo attack, and for his enterprise and efficiency by which he enabled two damaged Merchant Ships to be towed safely to port.

The Reverend Alexander Wilfred Jayne, Chaplain, R.N.,

for outstanding bravery and resource in rescue work during an air-raid.

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

Marine (Acting Temporary Corporal) Richard Harold Ainsworth, Ch/X.3749, for gallantry in helping the wounded, in spite of his own injuries, when the ship in which he was serving was attacked from the air.

ADMIRALTY,

Whitehall,

23rd November, 1943.

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

For bravery in saving life at sea:

The Albert Medal

Stoker First Class Donald William Dale, N/Z.4861 (Timaru, New Zealand).

When there was a bad explosion in his ship in dock, Dale, as all anti-smoke apparatus was already in use, tied a handkerchief round his mouth, and went down into a smoke-filled compartment, from which he helped to rescue four workmen.

He then came up for a spell, after which he went down in another part of the ship to the compartment in which the explosion had taken place. With help from one other man, he here rescued two dockyard workmen, getting them up through a manhole with ropes. To reach the scene of destruction Dale, who was still without apparatus, had to grope his way through smoke and debris. The last twisted vertical ladder down which he went fell short of the deck below. Hearing the cries of those trapped, he trusted to chance and jumped. Luckily the deck proved firm.

Although unaware of the full damage which had been caused to the ship, Dale well knew that he was facing the gravest danger.

For bravery and skill in successful patrols in one of H.M. Submarines:

To be a Companion of the Distinguished Service Order

Lieutenant Michael Frederick Roberts Ainslie, D.S.C., R.N. (Ash Vale, Surrey).

The Distinguished Service Cross

Lieutenant William Euan Ironside Littlejohn, R.A.N.V.R. (Melbourne, Australia).

Mr. Arnold George William Stokes, Warrant Engineer, R.N. (Ventnor, Isle of Wight).

Bar to the Distinguished Service Medal

Acting Chief Petty Officer Benjamin Morton, D.S.M., P/JX.128230 (Yarmouth, Isle of Wight).

The Distinguished Service Medal

Petty Officer William Henry Allen Bennie, D/JX.126121 (Budeaux, Plymouth).

Leading Seaman Peter William Luker, C/J.114702 (London).

Leading Stoker Bramwell Roberts, D/KX.89302 (Llanddarog, Carnarvon, S. Wales).

Mention in Despatches

Petty Officer Telegraphist George Charles Stevens, P/JX.135583 (Southsea).
Stoker Petty Officer Richard George William Davis, P/KX.79026 (Portsmouth).

Engine Room Artificer Second Class Sidney Henry Thomas Hayward, C/MX.46976 (Cosham).

Able Seaman Peter William Luker, P/JX.296008 (Southampton).

Able Seaman David Keil Roy, P/JX.275912 (Perth, Scotland).

For gallant and distinguished services in successful attacks on U-boats while serving in H.M. Ships "Wildgoose," "Woodpecker," "Kite," "Easton," "Dianthus," "Hastings" and "Hesperus":

To be a Companion of the Distinguished Service Order

Lieutenant-Commander Charles Wickham Malins, D.S.C., R.N.

Bar to the Distinguished Service Cross

Lieutenant-Commander Rowland Etienne Sinclair Hugonin, D.S.C., R.N. (Hitchin).

The Distinguished Service Cross

Lieutenant-Commander David Edward Gillespie Wemyss, R.N. (Saltash).
Lieutenant Cyril Dudgeon Newton, R.N. (Ceylon).
Temporary Lieutenant Leslie Charles Humphrey Porter, R.N.V.R. (Worthing).

The Distinguished Service Medal

Chief Petty Officer James Ernest Westwood, C/J.109322 (Potter's Bar, Middlesex).
Petty Officer Edward Arnold Budd, D/SSX.20231 (Wakefield).
Yeoman of Signals John Herbert William Collins, D/JX.131606 (Liverpool).
Acting Leading Seaman Rupert Ernest John Vincent, C/JX.140411 (Battersea).
Able Seaman Charles Ernest Jepson, D/JX.287527 (Harrow Weald).

Mention in Despatches

Lieutenant-Commander Leslie Benjamin Philpott, D.S.C., R.D., R.N.R. (Bournemouth).
Acting Temporary Lieutenant-Commander Neil Frederick Israel, R.N.R.
Lieutenant Edward Willoughby Ridley, R.N. (Formby, Lancs).
Lieutenant Geoffrey Lee Weston, R.N. (Weybridge, Surrey).
Lieutenant Malcolm Henry Grylls, S.A.N.F. (V) (Port Elizabeth, South Africa).
Temporary Lieutenant Thomas Kenneth Alcock, R.N.V.R.
Temporary Lieutenant (Sp.) Harold Walker, R.N.V.R. (Sydney, Australia).
Acting Chief Petty Officer Wilfred George Golding, P/JX.135420 (Liverpool).
Chief Stoker William Alfred Tagg, P/K.61040 (Southsea).
Petty Officer Thomas Edward Castle, D/JX.128419.
Petty Officer Herald John Mackie, D/J.109540 (Bolton).
Petty Officer Samuel Wilfred Peddle, D/JX.127790.
Acting Petty Officer (Temporary) James Philip Coster, D/JX.148640 (Newbury, Berks).
Acting Petty Officer William Hillhouse, D/J.114522 (Callington, Cornwall).
Yeoman of Signals William Joseph Henry Farr, D/J.98275 (Plymouth).
Stoker Petty Officer David English Watson, P/KX.83838 (Belfast).
Acting Petty Officer Telegraphist (Temporary) Allen Sable, C/J.104468 (King's Lynn, Norfolk).
Leading Seaman Thomas Bailey, D/SSX.28850 (Plymouth).
Acting Leading Seaman (Temporary) John Edward Ashton, D/MD/X.2706 (Liverpool).
Able Seaman Frederick James Gully, P/SD/X.1020 (Brighton).
Able Seaman William Noble, D/J.102408 (Portland).
Telegraphist George Sidney Croxall, P/JX.309329 (Walsall, Staffs).

For bravery in rescuing the pilot of a crashed aircraft:

Mention in Despatches

Air Mechanic (A) First Class Leslie Butler, FAA/SFX.1202 (Bishop Auckland, Durham).
Acting Air Artificer Fourth Class Francis Evans, FAA/FX.78776 (Birkenhead).

For bravery in saving life after an explosion:

Mention in Despatches

Engine Room Artificer Second Class William Vaughan, P/MX.49314 (Auckland, New Zealand).
Stoker First Class Ernest Valentine, N/Z.4610 (Wanganui, New Zealand).

For courage and endurance in defence against enemy air attack while serving in H.M. Ships "Shoreham," "Hythe" and "Rye" on Convoy escort duty:

Mention in Despatches

Commander Eric Hewitt, R.D., R.N.R.
Lieutenant-Commander Leslie Beara Miller, R.N. (West Buckland).

Acting Lieutenant-Commander John Andrew Pearson, D.S.C., R.N.R. (Greenock).
Lieutenant Granville Murray Ball, R.N.R. (Manchester).
Temporary Lieutenant James Kerr Turnbull, R.N.V.R. (Glasgow).
Acting Chief Petty Officer William Dick Bennett, C/JX.137954 (London).
Chief Stoker Allan James Barnett, P/K.62101.
Petty Officer Bernard Bannell, P/JX.146274.
Petty Officer Rowland Prior, D.S.M., P/JX.149077 (Greenock).
Able Seaman Walter Gregory Brand, C/SSX.27492 (Edgware).

For good services in rescue work during an air-raid:

Commendation

Chief Petty Officer Bernard Donnelly, D.S.M., D/1313E, R.N.R.
Leading Seaman Ronald Charles Phillips, D/JX.139525.
Stoker Alfred Thomas Smith, D/K.58215.

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

A.F.O. 3474/42

Mention in Despatches

Ordinary Seaman Sidney Arthur Fennell, P/JX.297415.

A.F.O. 2703/43

Mention in Despatches

Lieutenant William Milne Smith, R.N.R.

A.F.O. 5437/43

Mention in Despatches

Temporary Acting Petty Officer John Malcolm Matheson, DX.18986A.

5687.—Honours and Awards—United States Navy and United States Naval Reserve

(H. & A. 754/43.—2 Dec. 1943.)

The King has been graciously pleased to approve the following Awards for distinguished services in the defence of a Convoy while serving in the U.S.S. "Bogue":—

The Distinguished Service Cross

Lieutenant-Commander William M. Drane, U.S.N.
Lieutenant (j.g.) William F. Chamberlain, U.S.N.R.
Lieutenant Howard S. Roberts, U.S.N.R.

The Distinguished Service Medal

Radioman James O. Stine, U.S.N.R.
Gunner Wrex C. Boyd, U.S.N.R.

2. These Awards will not be gazetted.

5688.—1939-43 Star

(P.M. 1370/43.—2 Dec. 1943.)

A.F.O. 5555/43 is to be amended as follows:—

Paragraph 3 (c) (iii):—

after the word "Passage" insert the words "in one of H.M. ships or".

(A.F.O. 5555/43.)

†5689.—Newman Memorial Prize—Award for 1943

(C.W. 49224/43.—2 Dec. 1943.)

The Newman Memorial Prize for 1943 has been awarded to Lieutenant (E) W. B. Stead, R.N., H.M.S. "Duke of York".

***5690.—Accelerated Promotion**

(C.W. 51064/43.—2 Dec. 1943.)

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

Executive

J. P. L. Van Dyck	... "Ilfracombe"	... 1st July, 1943
Halstead, A. G.	... M.T.B. "279", 16 M.T.B. Flotilla.	1st October, 1943
Smith, John Colin	... "Mangrove of Sasebo"	1st November, 1943
Burn, A. C.	... "Starling"	1st December, 1943
Collett, J. R.	... "St. Tudno" for M.L. "221"	1st December, 1943
Osborne, M.	... M.T.B. "675"	1st December, 1943
Handforth, W. R.	... "Dinosaur"	1st December, 1943
Putnam, A. W.	... "Cottesmore"	1st December, 1943
Duff, R. B.	... "Clyde"	1st December, 1943
Lea, G.	... "Helder"	1st December, 1943
Simcox, P. W. J.	... M.T.B. "650"	1st December, 1943
Marquis, H. D.	... M.T.B. "652"	1st December, 1943
Hale, R. H.	... "Charles Valliant"	1st December, 1943
Woolven, D. W. B.	... M.T.B. "436"	1st December, 1943
Coles, K. J.	... "Ness"	1st December, 1943
Weir, J. H.	... M.L. "361"	1st December, 1943
Barnes, K. D. D.	... "Corfu"	1st December, 1943
Fielden, C. R.	... H.M.S/M. "H.28"	1st December, 1943
Slater, M. T.	... "Scarborough"	1st December, 1943
Metters, J. S.	... "Gorleston"	1st December, 1943
Booker, R.	... M.T.B. "678"	1st December, 1943
Watson, A. MacD.	... M.G.B. "317"	1st December, 1943
Birtwistle, R.	... "Ulster"	1st December, 1943
Burley, W. A.	... "Uther"	1st December, 1943
Hughes, Robin Harold	... "Archer"	1st December, 1943
Curry, A. E.	... "Stella Pegasi"	1st December, 1943
Bassett, J. S.	... "Uther"	1st December, 1943
Powell, A. D.	... "Chelsea"	1st December, 1943
Murray, E. J.	... R.M.L. "531"	1st December, 1943
Homan, E. C. D.	... R.M.L. "528"	1st December, 1943

Flying

Bullivant, B. E.	... "Heron"	1st November, 1943
Ritchie, B.	... "Gannet"	1st December, 1943
Crawford, J. L.	... "Gannet"	1st December, 1943
Davis, D. A.	... "Gannet"	1st December, 1943
Holmes, D. J.	... "Ukussa"	1st December, 1943
Widdows, W. E.	... "Ukussa"	1st December, 1943
Sage, L. F.	... "Sparrowhawk"	1st December, 1943
Street, P. D. C.	... "Victorious"	1st December, 1943
Sloan, J. G. C.	... "Daedalus"	1st December, 1943

Engineer

Cooke, V. A.	... "Euryalus"	1st December, 1943
Meredith, W. T.	... "Dinosaur" (now "Cobra")	1st December, 1943

Air Engineer

Hands, P. H. D.	... "Ravager"	1st December, 1943
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Electrical

Brown, K. R.	... "St. Tudno"	1st December, 1943
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Special

Williams, W. F.	... "Mercury II"	1st December, 1943
Paice, R. T.	... "Newfoundland"	1st December, 1943
Thompson, H. L. F.	... "Moreta"	1st December, 1943
Gregory, N. F.	... "Hannibal" (C-in-C. Med.)	1st December, 1943
Clarke, S. E.	... "Wildfire"	1st December, 1943

Executive, R.N.Z.N.V.R.

McIndoe, R. T.	... "Warwick"	1st October, 1943
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Executive, R.A.N.V.R.

Gregg, E. J.	... L.C.I.(L) "260"	1st December, 1943
Hobson, R.	... "Titania"	1st December, 1943

Special, R.N.Z.N.V.R.

McKay, K. U.	... "President" N.I.D.	1st December, 1943
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2. With reference to A.F.O. 3899/43, the following Sub-Lieutenants have been promoted from the dates shown:—

Executive

Barnes, D. A. E.	... "Gambia"	1st September, 1943
Wilson, E.	... "Cormorant"	1st November, 1943
Thomas, D. A.	... "A", L.C.T. Squadron	1st December, 1943
Slaughter, J. F.	... "Hamilcar"	1st December, 1943

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

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

5691.—Reserve Officers Appointed as Flag Lieutenant—Refund of Cost of Special Articles of Uniform

(C.W. 18168/43.—2 Dec. 1943.)

Reserve officers, whether permanent or temporary, appointed as Flag Lieutenants and required to purchase certain additional articles of uniform, e.g., Aiguillettes, Sword, Sword-belt, etc., over and above the normal wartime naval officer's outfit, may claim the refund of such extra expenditure within a maximum of £10.

2. Payment will be authorised by the Director of Navy Accounts (Branch 4A) on receipt of an application from the respective Flag Officer giving particulars of the extra articles authorised by him to be worn by his Flag Lieutenant, together with supporting receipts or other evidence of the purchases.

3. These arrangements are retrospective to the commencement of war, and are strictly limited to reserve officers.

AFO
5984/44**5692.—Temporary Accountant Commissions—Failure at Admiralty Selection Board**

(C.W. 45472/43.—2 Dec. 1943.)

With reference to A.F.O. 1163/43 paragraphs 8 and 40, candidates for temporary Accountant Commissions in respect of whom C.W. Forms 1 (T) are restarted under paragraph 8 after having failed previously at the Admiralty Selection Board on three occasions, or at the Passing Out Board in H.M.S. "King Alfred", may on further recommendation after completion of the periods of qualifying service specified appear before the Admiralty Selection Board on one occasion only.

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

5693.—Rates of Exchange for Guidance of Accountant Officers in Exchanging Money for Service Personnel

(D.N.A. 4153/43.—2 Dec. 1943.)

The following list of exchange rates has been compiled primarily for the guidance of Accountant Officers, Cashiers and others who have to exchange foreign currency for Naval personnel in accordance with A.F.O. 928/43.

2. The rates indicated are, in general, the mean between the telegraphic transfer buying and selling rates, and are intended as a guide to Accountant Officers for the purposes indicated above. Some of the rates are official for all purposes, but some are not, and Accountant Officers should not regard the information in the table as superseding any formal instructions which may have been issued in particular cases. Where foreign currency is bought at an appreciably different rate, the actual local rate should be applied in preference to that set out below.

3. The list will be revised from time to time and officers concerned are invited to forward to the Director of Navy Accounts (Branch 5A), any suggestions for amendments to be included in future issues.

RATES OF EXCHANGE.

Sterling
(except where
otherwise stated)
£ s. d.

Europe and Mediterranean.

Cyprus	Par	
Eire	Par	
Gibraltar... ..	Par	
Faroe Islands	22.40 kroner	= 1 0 0
Greece	15,000 drachmae	= 1 0 0
Iceland (C)	5 kronur	= 0 3 10
Italy and Sicily	400 lire	= 1 0 0 or 4 dol- lars U.S.A. (Special)
Malta	Par	
Portugal	100 escudos	= 1 0 0
Russia	48.25 roubles	= 1 0 0
Spain	41 pesetas	= 1 0 0
Sweden	5 kroner	= 5 11
Switzerland	5 francs	= 5 9

Africa.

South, West, and East Africa (British)	Par	
Rhodesia... ..	Par	
St. Helena	Par	
Zanzibar	1 East African shilling	= 1 0
Madagascar	25 francs	= 2 10
Azores	100 escudos	= 1 0 0
Cape Verde Islands	100 escudos	= 1 0 0
North Africa	200 Algerian, Moroccan or Tunisian francs	= 1 0 0 B.M.A. = 4 U.S. Dollars (Special)
French West Africa	200 French francs	= 1 0 0
French Equatorial Africa	176½ francs	= 1 0 0
Belgian Congo	176½ francs	= 1 0 0
Seychelles	1 rupee	= 1 6
Tripolitania	480 lire	= 1 0 0 B.M.A. or sterling

India.

India	1 rupee	= 1 6
Ceylon	1 rupee	= 1 6

Middle East.

Egypt	£E97.50	= 100 0 0
Iraq	1 dinar	= 1 0 0
Palestine	£1 0s. 0d. (P)	= 1 0 0
Persia (Iran)	128 rials	= 1 0 0
Syria	8.83½ Syrian pounds	= 1 0 0
Turkey	£T7.28	= 1 0 0

Australia and Pacific.

Australia... ..	£125 7s. 6d. Australian	= 100 0 0
New Zealand	£124 7s. 6d. New Zealand	} = 100 0 0
Noumea	176.50 francs	
Tahiti	176.50 francs	= 1 0 0
Fiji	£111 (Fiji)	= 100 0 0

North America.

Canada—for conversion of dollar credits and debits of R.C.N. and R.C.N.V.R. personnel serving in the Royal Navy.	4.47 dollars	= 1 0 0
Canada—for other transactions	4.43 dollars	= 1 0 0
Canada	1.10 dollars	= 1 dollar (U.S.A.)

Newfoundland	4.43 dollars	= 1 0 0
U.S.A.—(1) For cash transac- tions with U.S. ships and officials and for use in trans- ports which carry both British and U.S. personnel (selling rate).	4.035 dollars	= 1 0 0
(2) For all other purposes (buying rate).	4.025 dollars	= 1 0 0
(3) For special U.S. cur- rency in the North African zone of active operations <i>only</i> .	4 dollars	= 1 0 0
U.S.A.	1 dollar U.S.	= 1.10 dollars Canadian
Bermuda... ..	Par	
<i>West Indies.</i>		
Bahamas... ..	Par	
Jamaica	Par	
St. Lucia }	4.80 dollars	= 1 0 0
Barbados }		
Trinidad }		
Dutch West Indies (Curacao) ...	7.6 florins	= 1 0 0
<i>Central America.</i>		
Mexico	19.5 pesos	= 1 0 0
Nicaragua	21 cordobas	= 1 0 0
Panama C.Z.	1 dollar	= 1 dollar U.S.A.
<i>South America.</i>		
Argentine	16 pesos	= 1 0 0
Brazil	81 cruzeiros	= 1 0 0
Chile	125 pesos	= 1 0 0
Peru	26 soles	= 1 0 0
Uruguay	7.65 pesos	= 1 0 0
Falkland Islands	Par	

(A.F.O. 928/43.)

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

5694.—Maintenance of Optical Instruments in the Fleet—Employment of Ordnance Artificers (O)*Ships concerned*

(G. 015678/43.—2 Dec. 1943.)

It has been approved to extend the provision of A.F.O. 1910/41 to include all Capital ships, Fleet and Light Fleet Aircraft Carriers and Cruisers.

2. The Allowance will be one O.A. (O) per ship.

3. Ships are not to apply for these ratings who will not be available for some time. They will be drafted as soon as they become available; tools and appliances in accordance with A.F.O. 154/43 being provided without demand.

(A.F.Os. 1910/41 and 154/43.)

5695.—New Mechanic Branches—Entry, Pay and Conditions of Service

(N. 20129/43.—2 Dec. 1943.)

With reference to paragraph 4, clause 4, of A.F.O. 4838/41, it has been decided that advancement to the 4th Class of Engine Room Electrical and Ordnance Mechanics is to be to the *Acting* 4th Class rate in the first instance, as in the case of the corresponding Artificers, ratings being confirmed in the 4th Class rating on completion of one year's satisfactory service.

2. The uniform regulations laid down in A.F.O. 3922/42 for Artificers will also apply to these ratings.

3. This Order is to take effect as from 3rd November, 1943.

(A.G.M. 904A is cancelled.)

(A.F.Os. 4838/41 and 3922/42.)

5696.—Patrol Service Seaman Gunners—Qualifying of, in the Mediterranean
(N. 27095/43.—2 Dec. 1943.)

With reference to A.F.O. 6114/42, paragraph 7, Malta is to be added to the list of bases where Patrol Service Seaman Gunners may be qualified and confirmed.

(A.F.O. 6114/42.)

5697.—T.124 Personnel—Advances of Pay for Leave

(T.D. 1766/43.—2 Dec. 1943.)

Before making advances of pay and leave allowance under K.R. & A.I., Article 1743, clause 12, and A.F.O. 3498/42, to personnel on T.124 and variants, their attention is to be directed to the fact that they are not entitled to Seafarers' War Risk Money while on leave (A.F.O. 4169/43) and that the deduction thereof cannot take effect until they return from leave; consequently the amount payable at the next payment after returning from leave will be greatly reduced below normal.

2. Personnel are therefore to be advised to consider the advantage of refraining from drawing the full advance of pay to which they are entitled, or at least of leaving the credit of Leave Allowance on the ledger, as a set-off to the deduction of W.R. Money.

(A.F.Os. 3498/42 and 4169/43.)

5698.—Telegraphists Trained in Private Wireless Schools—Refund of Training Fees

(N. 23536/43.—2 Dec. 1943.)

A.F.O. 2714/43 is to be amended by the addition of a new paragraph 5 as follows:—

"5. No repayment, either for tuition fees or travelling expenses, will be made for P.M.G. Certificates (Special or Higher) dated prior to 3rd September, 1939."

(A.F.O. 2714/43.)

***5699.—Warrant Air Officer (A.G.)—Extension of Upper Age Limit for Candidates**

(C.W. 44442/43.—2 Dec. 1943.)

It has been decided as a temporary measure to extend the age limit of 35 years to 40 years for candidates for promotion to Warrant Air Officer (A.G.), provided they are specially recommended.

(A.F.O. 19/43, paragraph 4 (i).)

5700.—Warrant Officers' Messes—Substitution of Steward Ratings for Seamen and Stokers

(N. 28354/43.—2 Dec. 1943.)

Those ships whose complements at present show, under the heading "Included in total complement", 2 Seaman or Stoker as W.Os. Servant, will in future be allowed 2 additional Steward or Assistant Steward for Warrant Officer's Mess instead.

2. Formal amendments to complements, which will in most cases include the compensating reduction of 2 Seamen, will be issued in due course. Meanwhile, 2 junior Steward ratings may be drafted "Additional" to ships affected.

5701.—R.N. Detention Quarters—Staff

(N./N.L. 14820/43.—2 Dec. 1943.)

Petty Officer ratings on the staffs of R.N. Detention Quarters who are fit for sea service, are to be treated in the same way as Instructors at Gunnery, Torpedo, Signal Schools, etc., *vide* Drafting Regulations, Article 6, clauses (i), (ii) and (iii), i.e., they are to be retained until completion of 12 months' service as such.

2. Further, as far as possible, not more than one Instructor should be relieved at one time.

(Drafting Regulations, Article 6, clauses (i), (ii) and (iii).)

A.X.O. 5702.—Summary Punishment (Number 8)—Reduction to Second Class for Conduct
(N.L. 19273/43.—2 Dec. 1943.)

3843/45 The following addition is to be made to A.F.O. 3393/43, paragraph 2, line 5:—

"His character on discharge from the ship should be assessed on the conduct sheet according to the proposed date of restoration."

(K.R. & A.I., Articles 565-7 and 605.)

(Drafting Regulations, Article 12.)

(A.F.O. 3393/43.)

A.X.O. 5703.—W.R.N.S.—Payment of Victualling Allowance to Officers and Ratings Living Out with Their Husbands or on Compassionate Grounds

3613/45

(N. 6297/43.—2 Dec. 1943.)

When official quarters are available mobile officers and ratings of the W.R.N.S. will normally live in. When in exceptional cases they are permitted by the Superintendent to live out they will not be paid lodging and provision allowances but, subject to the approval of the Flag Officer in Charge, or other administrative authority, victualling allowance at the highest rate for W.R.N.S. personnel appropriate to the zone in which they are serving, irrespective of the size of the quarters to which they belong, is to be paid to married W.R.N.S. officers and ratings living with their husbands, and to W.R.N.S. officers and ratings whether married or single allowed to live at home on compassionate grounds—e.g. to look after sick or infirm relatives. Paragraph 8 of A.F.O. 1511/40 should be amended accordingly.

2. Casual meals taken in W.R.N.S. Quarters by W.R.N.S. officers or ratings who are in receipt of victualling allowance under these arrangements, should be charged for at the appropriate meal rates as promulgated from time to time in Admiralty Fleet Orders.

3. Payment of colonial allowance to W.R.N.S. officers living out on compassionate grounds when service accommodation and victualling are available should be at the "accommodated and victualled" rate, the higher "accommodated but not victualled" rate being payable only with provision allowance.

4. This Order is effective as from 1st January, 1944.

(C.-in-C., W.A., 13 Mar. 1943, No. 784/492.W.)

(C.-in-C., E.F., 7 Apr. 1943, No. 709/94E/3.)

(A.F.O. 1511/40.)

5704.—W.R.N.S.—Examinations Passed—Notation on Service Certificates

(N. 25711/43.—2 Dec. 1943.)

The provisions of K.R. & A.I., Art. 606, clause 17, are extended to W.R.N.S. ratings, so far as is appropriate, and the passing of examinations and attainment of qualifications affecting advancement are to be recorded on their Service Certificates when the use of a History Sheet has not been authorised. Failure at examinations is not to be recorded on Service Certificates.

2. The last six spaces of the columns headed "Remarks" and "Signature of Assessing Officer" on the reverse of the W.R.N.S. Service Certificate are to be utilised for this purpose. The first space is to be used for the heading and each of the following spaces is to be ruled to one-half its present width, the top half of the second space being used for the sub-headings and the remaining nine spaces so created for notations, as follows:—

Examinations Passed and Qualifications Affecting Advancement other than those Entered on History Sheets

Date	Particulars	Captain's Signature

3. The form will be amended accordingly on reprint.

(K.R. and A.I., Art. 606.)

5705.—W.R.N.S. Ratings—Official Numbers

(N. 23911/43.—2 Dec. 1943.)

Complaints are still received from W.R.N.S. units of the non-receipt or late receipt of information regarding the official numbers allocated to W.R.N.S. ratings.

2. The following appear to be the principal causes of the breakdown in the arrangements:—

- (i) Delay in completion of the Approving Officer's certificate on the ratings' enrolment forms.
- (ii) Delay in rendering Returns S.52 and S.52a to the Director, W.R.N.S.
- (iii) Failure of entry establishments to notify official numbers to other establishments to which the ratings concerned may have been discharged before Returns S.52 and S.52a are received back from the Director, W.R.N.S., showing the official numbers allocated.

3. Much inconvenience and unnecessary correspondence may be occasioned unless official numbers are recorded on all pertinent documents at the earliest possible moment, and every endeavour should be made by all concerned to implement the instructions in this respect.

4. Attention is directed to the instructions contained in A.F.O. 2360/43, and also to the following:—

On enrolment, every Wren rating is assigned an official number, which appertains to her throughout her Naval service and should be quoted in correspondence and in the books, returns and documents of the ship or establishment in which she may be borne—see K.R. & A.I., Article 879 (s). To facilitate identification, particulars of the rating should be given in all official messages, forms and correspondence in the following form:—
e.g. Mary G. Smith, Wren Cook (S), No. 50000 (I) or (M).

5. The official numbers are allocated by the Director, W.R.N.S., except where special directions to the contrary may be given. In order to reduce to a minimum any delay in the allocation of official numbers to Wren ratings, the enrolment forms are to be forwarded within a week of signature by the W.R.N.S. Approving Officer to the Accountant Officer of the ship or establishment on whose books the ratings are first borne for pay. These forms are to be transmitted to the Director, W.R.N.S., weekly, on each Monday, with the Return S.52 or S.52a.

6. If notification of the official numbers allocated to W.R.N.S. ratings has not been received by their establishments within a month of approval of their enrolment, and it has been ascertained that the information is not held by the responsible Accountant Officer, application may be made to the Director, W.R.N.S., through the normal service channels. Lists submitted are to include full Christian names and dates of birth or dates of entry into the Service.

(K.R. & A.I., Article 879 (s).)

(A.F.O. 2360/43.)

(A.F.Os. 1069/42 and 5272/42 are cancelled.)

5706.—W.R.N.S.—Ship Mechanics (L.C.)—Conditions of Service

(N. 20778/43.—2 Dec. 1943.)

A new specialised W.R.N.S. category of Ship Mechanic (L.C.) with the following conditions of service has been introduced.

2. W.R.N.S. ratings in this category will be employed, at Combined Operations bases only, on work similar to that carried out by male Ship Mechanics (L.C.).

3. *Training*.—After general and disciplinary training at a W.R.N.S. Central Training Establishment, a course of technical training lasting 12 weeks is undergone at the Government Training Centre, Slough.

4. *Pay* will be as laid down in A.F.O. 1180/43, paragraphs 5 (a) and 6.

5. *Advancement*.—Advancement to leading rate will not be by roster but, subject to recommendation, W.R.N.S. Ship Mechanics (L.C.) will be advanced to leading rate six months after satisfactory completion of training.

6. Advancement to Petty Officer rate will be by roster and provision for P.O. rates will be made, in due course, in the proportion of about 1 P.O. in each 4 W.R.N.S. Ship Mechanic (L.C.) ratings borne.

7. The Appendix to A.F.O. 1901/43 is to be amended as follows:—

Add:—Column 1 Ship Mechanic (L.C.).
Column 2 Mobile.
Column 3 No.
Column 4 12 weeks.
Column 5 Portsmouth.

(A.F.Os. 1180/43 and 1901/43.)

(A.F.O. 4942/43 is cancelled.)

*5707.—Damage Control Training

(T.S.D./D.N.E. 6733/43.—2 Dec. 1943.)

Training Establishments

Instruction in elementary Damage Control under the heading of "Ship Safety" is to be carried out as indicated below in Training Establishments of all branches during Part I of training. An instructional film and three film strips on the subject are now in process of production and will be distributed in the near future.

The present total time of the training cannot be extended. Instruction in Ship Safety—which takes approximately 4 hours—must therefore be included in the present total time allowed. This instruction takes the place of "Watertight Doors and Fittings" in the existing syllabus. Ship Safety instruction should be supervised by the officer sent to the Damage Control School in compliance with C.A.F.O. 1784/43, paragraph 2.

Sea Training

2. The object of Damage Control Training is that the individual should have a detailed knowledge of his departmental requirements in relation to Damage Control and a broad knowledge of his ship and the ship's Damage Control Organisation.

3. The knowledge required by ratings of different branches will naturally vary, but there are certain basic principles and general knowledge which should be known by all. Hence all examinations must include a percentage of questions on ship knowledge in relation to Damage Control in addition to departmental questions of detail.

4. It is essential that the individual should think and find out for himself, being encouraged and aided by his instructors as far as practicable.

5. Examinations should normally be carried out by Departmental and Divisional Officers, who, in order to achieve a uniform standard of basic knowledge, should be supervised and co-ordinated by one selected officer.

SHIP SAFETY

*New Entries**The Syllabus* (to be included in Part I Training)

6. The whole subject can be taught by using a film and three film strips.

General Comprehension (see B.R. 873)

Moving film....."Ship Safety."

The Ship

Film strip....."Float and Fight."

The Ship's Layout

Film strip....."Move and Fight."

Watertight Integrity

Film strip....."Control of Openings."

Additional Material

7. Complementary instructional material is contained in Chapter 8 of the new "Seaman's Pocket Book" (B.R. 827) shortly to be issued to all H.O. Seamen. This Chapter will also be issued as a separate pamphlet (B.R. 827A) to all new entries on joining.

The Training Programme

8. Full details of the instructional content of the film and the three film strips, together with hints to instructors on their use, are contained in a pamphlet entitled "Guide to Users of the Training Film 'Ship Safety' and the Related Film Strips." This pamphlet will be issued automatically by The Director of Training and Staff Duties Division to all users of these Visual Training Aids.

In this guide it is pointed out that adequate instruction in Ship Safety takes four hours, as follows:—

Film strip	"Float and Fight," with introduction	...	1 hour
Film	"Ship Safety," with introduction	...	40 mins.
Film strip	"Move and Fight"	...	20 mins.
Film strip	"Control of Openings"	...	2 hours

Total = 4 hours

Note.—"Still projectors" and film strips will be issued to ships as soon as they become available.

SEA TRAINING

Class A Instruction: Knowledge Required for Advancement to A.B. and Fifth Class Rates

9. (*Note.*—Certain ratings are advanced to the equivalent of Able Seamen or Fifth Class or higher rate before going to sea. In such cases the notation N.Q.D.C. should be included in the papers of the rating concerned to indicate that he has not qualified in Damage Control. On his being drafted to sea the necessary instruction and examination should be carried out by the Ship's Officers as opportunity offers and papers noted accordingly.)

The principal requirement is a sound knowledge of the layout and equipment of the rating's own ship. As this applies to ratings of all branches, Class A instruction can be conveniently divided into basic general knowledge, and departmental aspects of Damage Control. These are amplified below:—

Basic Knowledge Required by Ratings of All Branches

10. The "Ship Safety" syllabus as outlined in Chapter 8 of "The Seaman's Pocket Book," augmented as follows with regard to the rating's own ship:—

- Arrangements of decks and compartments in own ship and marking of doors, etc.
- Position of engine and boiler rooms.
- Position of D.C.H.Q., secondary D.C.H.Q. and D.C. bases, and a rough outline of Damage Control Organisation in own ship.
- Secondary lighting and the use of automatic emergency lanterns.
- Practical operation of all portable fire extinguishers. Stowage. Positions of major fire fighting equipment. Fire precautions. Ships' Orders.
- Positions of M.D.S. and F.A.Ps. in own ship. Ship's traffic orders. Routes for casualties. Evacuation assembly stations.
- A working knowledge of mess deck ventilation arrangements and their shut-off valves in own ship; ventilation arrangements of rating's action station and compartments where he works.
- To be able to pass satisfactory test in passing and receiving messages by telephones as fitted in own ship.
- Correct method of closing and clipping doors and hatches.
- Ship's Orders in relation to emergency procedure.
- Damage Control states. Knowledge of Ship's Orders.

*Departmental Knowledge Supplementary to the Above**Seamen, Communications, Marines*

- Magazine flooding and spraying (G ratings).

Life saving equipment; stowage and maintenance. Danger of over-securing life saving equipment; the need to carry knives.

Ship's Orders with reference to evolutions likely in event of damage. Upper deck and locker stowage and attendant fire risks.

Special basic training in the elementary aspect of Damage Control for torpedo ratings will be carried out at the Torpedo Schools.

Engine Room

12. Details of fire appliances and machinery spaces, and fire risks in these spaces.

Full knowledge of all ship's fire appliances and their stowage.

Working knowledge of ship's Damage Control Organisation.

Working knowledge of principles of repair work in relation to damage.

Magazine flooding and spraying.

Accountant

13. Correct stowage of store rooms to avoid fire and choked suction.

Correct stowage of offices. Detailed knowledge of Damage Control duties to which they are allocated.

Medical

14. Detailed knowledge of first aid treatment.

Stowage and dispersal of all medical stores in ship.

Class B Instruction: Knowledge Required for Advancement to Leading and Petty Officer Rates

15. Additional knowledge is required from Petty Officers and Leading Ratings to enable them to take charge and act correctly in action damage conditions. They should be examined in detail on the basic ship safety rules, particularly those relating to control of watertight openings. They should have the following knowledge additional to that required for the A.B. or Fifth Class rate. A higher standard is required from the P.O. Rating than from the Leading Rating.

Basic Knowledge Required by Ratings of All Branches

16. (a) A detailed knowledge of the watertight sub-division of the ship. Datum deck and special door and valve markings.

(b) Damage Control communications and positions of fire, repair, flooding parties.

(c) Methods of running emergency electric leads (sufficient to enable them to give useful aid to electrical repair parties).

(d) Effects of free surface and its danger to the ship.

(e) Rigging and operation of portable pumps. (Sufficient to give useful aid to Damage Control parties.)

(f) Practical knowledge of use of portable fire appliances, handling of hoses and life lines.

(g) Knowledge of principles of shoring (sufficient to be of help to Shipwrights).

(h) Practical knowledge of immediate first aid.

(i) Practical knowledge of ship's ventilation arrangements, particularly in own part of ship.

*Departmental Knowledge Supplementary to the Above**Seamen, Communications, Marines*

17. Stowage of all life saving appliances and details of equipment.

Gear to be jettisoned for removal of topweight.

A knowledge of steering arrangements of ship. Alternative means of communications connected therewith, including telegraphs.

Reduction of fire risk: correct stowage of mess decks and upper decks.

Sound knowledge of positions of changeover switches, and alternative supplies in their own section of the armament. How to obtain supplies for portable pumps.

Practical knowledge of all types of breathing apparatus.

Detailed knowledge of ship's Damage Control Organisation.

Outline of the Action Messing Organisation.

Detailed knowledge of ship's emergency procedure and likely evolutions after damage.

Magazine flooding and spraying details (G ratings only).

Picking up and treatment of survivors.

Sea training of torpedo ratings will be carried out under the direction of ships' Torpedo Officers.

Engine Room

18. Operation of air test plugs.

Detailed knowledge of operation of portable pumps.

Detailed knowledge of steering arrangements of ship.

Detailed knowledge of electrical supply and alternative arrangements in machinery spaces.

Full knowledge of fire main, main suction, oil fuel and petrol systems.

Magazine flooding and spraying.

Full knowledge of operation of all fire fighting appliances.

Communications between machinery spaces and control positions in ship.

Full knowledge of all types of breathing apparatus.

Detailed knowledge of ship's D.C. organisation.

Unit system. Repairs to pipe lines.

Accountant

19. Action Messing Organisation.

Correct stowing of store rooms and offices.

Alternative cooking sites and methods.

Emergency ration dumps and contents of life floats and boats.

Fire risk reduction in store rooms and offices.

Medical

20. Action Medical Organisation of ship.

Dispersal and stowage of medical stores in ship.

Fire risk of drugs and medical stores.

Officers detailed to administer morphia.

Advanced first aid.

Artisan

21. (Shipwright, O.A., E.A., Painter, Plumber, etc.) Detailed knowledge of the following subjects:—

Practical application of principles of shoring.

Use and operation of air test plugs.

Working knowledge of operation of portable pumps.

Detailed knowledge of all fire fighting appliances.

Detailed knowledge of D.C. stores.

(C.A.F.O. 1784/43.)

*5708.—Personnel Joining H.M.S. "Hornet"

(N. 27925/43.—2 Dec. 1943.)

Personnel joining H.M.S. "Hornet" should be provided with travelling warrants to Portsmouth. They should alight there and proceed to Vernon Pier, South, whence Service boats run direct to H.M.S. "Hornet".

5709.—Discharge or Temporary Release from Service—Issue of Certificates

(P.M. 2716/43.—2 Dec. 1943.)

With reference to A.F.O. 3679/43, paragraphs 5 and 6, it should be noted that on no account should Service Certificates be handed to invalided personnel, but should be forwarded, together with the invaliding documents or as soon after as possible, to the Ministry of Pensions Liaison Officer, c/o D.N.A.3, Bath. Form S.1559 or R.111 should be issued to the Rating or Marine rank in all such cases.

(A.F.O. 3679/43.)

*5710.—Combined Leave and Railway Tickets—Forfeiture of Free Travelling Warrants for Misuse and Offences Connected Therewith

(N.L. 15550/43.—2 Dec. 1943.)

The following amendment is to be made to A.F.O. 5462/43:—

Paragraph 7. Line 3. Delete "authorised" and substitute "unauthorised".

(A.F.O. 5462/43.)

5711.—Cases of Injury discharged to Hospital

(M.D.G. 34788/43.—2 Dec. 1943.)

The attention of medical officers discharging cases of injury to hospital is called to the necessity of:—

(a) Giving a complete history on M.188, stating also if the injury was sustained on duty.

(b) Noting on the Medical History Sheet whether or not the injury was sustained on duty.

(c) Complying with the provisions of K.R. and A.I., Article 1419 as amended by K.R.2/40 in respect of the issue of Hurt Certificates.

(A.F.O. 2824/43 is cancelled)

5712.—Instructional Film—"Training Lookouts—Night Vision"

(Serial No. G.91, Part 6)

(T.S.D. 2478/43.—2 Dec. 1943.)

Cancelled by
AFO 3326/46.

An instructional film, entitled "Training Lookouts—Night Vision" (Serial Number G.91, Part 6), produced by the United States Bureau of Aeronautics, has been made available for showing to Naval personnel, and copies will be distributed without demand in accordance with paragraph 3 below.

2. The film demonstrates the basic principles of night vision and stresses the need for "dark adapting" the eyes before going on night "watch," and shows the technique for "scanning" at night. The running time of the film is approximately 30 minutes.

3. Distribution will be made as follows:—

(a) Copies for re-issue on temporary loan:—

Command Instructional Film Libraries—	No. of Copies.	
	35 mm.	16 mm.
Scapa	5	5
Glasgow	3	3
Rosyth	3	3
Liverpool	3	3
Chatham	3	3
Portsmouth	3	3
Devonport	3	3
London	1	1

(A.F.O. 4251/43,
paragraph 10, refers)

Authorities:—

C.-in-C., Eastern Fleet	2	2
C.-in-C., Mediterranean	2	2
C.-in-C., Levant	2	2
C.-in-C., South Atlantic	2	2
F.O., Ceylon	2	2
F.O.C., West Africa	2	2
V.A., Malta	2	2
F.O.C., Royal Indian Navy	2	2
A.C., Iceland (C)	2	2
F.O., East Africa	2	2
S.N.O., Persian Gulf	2	2
S.N.O., Aden	2	2
N.O.I.C., Trinidad	2	2
A.C.N.B.	} duping prints.	
N.Z.N.B.		
N.S.H.Q.		

(b) Copies for issue on permanent loan:—

R.N. Gunnery School, Chatham	1	—
H.M. Gunnery School, Devonport	1	—
H.M.S. "Excellent"	1	—
H.M.S. "Assegai"	1	1
Northern A.A. Range	1	—
H.M.S. "Queen Charlotte"	1	—
A.A. Range, Barton's Point	1	—
A.A. Range, Bognor Regis	—	1
A.A. Range, Eastney	1	—
A.A. Range, Breakwater Fort	1	—
Patrol Service, Central Depot, Lowestoft	1	—

4. Application for copies on temporary loan should be made to the Libraries and Authorities referred to in paragraph 3 (a) above, in accordance with A.F.O. 4251/43 (paragraph 10).

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

5713.—Night Vision—Institution of the Grading “Very Poor Night Vision”—Report
(N./T.S.D. 376.—2 Dec. 1943.)

With reference to A.F.Os. 2043/42, 4848/42 and 3916/43, statistical analysis of tests already carried out show that about 1 per cent. of seamen ratings fail Grade 15, i.e., are Grade 16, or worse, in the A.R.L. Adaptometer test.

2. Men falling within this category are, in effect night blind, and are therefore not capable of fulfilling the normal duty of a seaman. It is, therefore, essential to eliminate from entry to the seaman branch the 1 per cent. of recruits who fail Grade 15, i.e., are Grade 16 in the A.R.L. Adaptometer test on being re-tested.

It has further been decided to eliminate from entry to the Communication Branch, for V/S duties, those men who fail Grade 13, on being re-tested.

3. To effect this elimination, details will shortly be promulgated of an improved, shortened form of night vision testing procedure, to be applied in all new entry Training Establishments and elsewhere as requisite.

In the meantime, in Seamen Training Establishments already provided with an A.R.L. Adaptometer, although existing procedure for night vision testing precludes the possibility of testing all personnel in the time available, the maximum number of men should be put through the existing standardised test.

4. In the case of all men tested, one or other of the three notations—“Night Vision tested”—“Poor Night Vision”—“Very Poor Night Vision”, is to be stamped on Pay Books (S.43A), and, where they are available, Medical History Sheets and Gunnery History Sheets or Signal History Sheets. They have the following significations:—

Night Vision Tested	Pass Grade 13, i.e. Grade 13 or better.
Poor Night Vision	Fail Grade 13, but not as bad as failed Grade 15.
Very Poor Night Vision	Fail Grade 15.

5. Any recruit for the *Seaman Branch* who is found on a first test to fail Grade 15 should be re-tested when convenient, but not earlier than four weeks after entry.

Any recruit for the *V/S Branch* who is found on a first test to fail Grade 13 should be re-tested when convenient, but not earlier than four weeks after entry.

This interval of four weeks is prescribed in order that the relatively better dietary conditions of the Service may have taken effect.

If the recruit fails Grade 15, in the case of the *Seaman Branch*, or Grade 13, in the case of *V/S ratings*, on being re-tested, he should be transferred to a branch for which he may be most suited.

6. To compensate for this potential loss of 1 per cent. from the *Seaman Branch*, instructions have already been issued to Recruiting Officers that men who have minimum unaided vision of 6/36 in the right eye, and 6/6 in the left eye, and who do not wear spectacles, are now acceptable for the *Seaman Branch*.

7. It is certain that there must be many seamen ratings already in service falling within the category of the “dangerous 1 per cent.” (those of night vision grading 16 or worse), and many *V/S ratings* who would fail Grade 13. Commanding Officers of ships and Training Establishments should, therefore, take early opportunity to test and record the night vision grading for all seamen and *V/S ratings* not already tested, using the A.R.L. Adaptometer.

8. In the case of seamen ratings already in service, who are found to be of Grade 16 or worse, a report should be made to the Admiralty, and to the appropriate depot in the case of a rating holding a non-substantive

rate. Where no non-substantive rate is held consideration may be given to the possibility of immediate transfer to RADAR, (except where also required for *V/S duties*, e.g. in small ships) or *S.D.*, any action being reported to Admiralty.

9. The elimination of Seamen of Grade 16, or worse, is to be regarded as a matter of urgency. Arrangements, which will make it possible for all personnel to be tested at Seamen's Training Establishments, are being expedited as much as possible.

10. In the case of Signalmen and Ordinary Signalmen who are already in service, and found to be below standard, names should be reported to the Admiralty, and consideration given to their transfer to other employment within the Communication Branch such as Telegraphist, Signalman T/P, Signalman A/M, or Coder. The cases of more senior ratings will have to be considered specially.

11. The effect of this order will be that, *in due course*, only one or other of the two stamps—“Night Vision tested”, or “Poor Night Vision” will appear on the service papers already referred to for all seamen. Similarly, papers of *V/S ratings* will all have the stamp—“Night Vision tested.” The record should include the date of the test; when the standard test is carried out, the grade of night vision attained should also be recorded. The grade is the number of the smallest aperture at which the subject makes two consecutive correct reports of the sector. As a matter of interest, Officers should note that a pass of Grade 7, or better, denotes “above average night vision”, and indicates a rating for whom special use might be found.

12. Separate instructions are being issued to cover the case of *R.N.* and *R.N.V.R.* Officers falling within the category of the “dangerous 1 per cent.”

(A.F.Os. 2043/42, 4848/42 and 3916/43.)

5714.—Visual Problems in D.C.Ts.

(G.D./S.R.E. 1610/43.—2 Dec. 1943.)

It is a common cause of complaint that the crew of a director are unable to sight a target at night which is visible to the bridge personnel, and are only able to pick it up after a considerable delay.

2. In an endeavour to find out the causes of this state of affairs investigations have recently been carried out in ships of the Home Fleet by civilian officers attached to the Scientific Research and Experiment Department at the Admiralty who have concluded that while some of the causes are inherent, others are capable of mitigation either by improving the design of the director or by careful attention to drill and organisation in the ship.

3. Causes which are inherent in the system are:—

- The D.C.T. has to be “put on” by the Bridge.*—If the first sighting is by a look-out there is a considerable number of links to be gone through before the director is pointing at the target.
- The D.C.T. is higher than the Bridge.*—The target often has a low contrast against the sea and a better contrast against the sky, and since at night the D.C.T. usually sees more of the target against the sea it is harder to pick up than from the bridge.
- The D.C.T. telescopes are “fixed” while bridge instruments are “free”.*—The fixed instrument has the disadvantage of suffering more from vibration and being more sluggish in control. In addition, the laying and training of director telescopes are controlled by separate men.

4. Causes which can only be overcome by structural alterations are:—

- Director telescopes are sometimes lower power than bridge binoculars.*—If the director has 7 X instruments and the bridge 10 X, the difference in sighting range on a clear night may be expected to be 25 per cent.
- Obstruction of field by inset strip field (P sight).*—Theoretically this can have at most a very small effect but may distract the layer.
- Cold and discomfort.*—Cold, overcrowding and a cramped position have a directly bad effect on night vision, and though something can be done by local action a real improvement requires a redesign of the tower.

5. Causes which can be partially or completely eradicated by local action are :—

- (a) *Restriction of view.*—There are indications that director layers are not fully aware that should they lose the horizon in their telescopes they should use the Aldis telescope and open sight to rediscover the horizon and then return to their high-power telescope.
- (b) *Incorrect dark adaptation.*—It has been shewn experimentally that a man in a totally dark lobby looking through a slit into a room illuminated at starlight or moonlight level can see very much better if the level of illumination in the lobby is raised to that outside. This effect can be overcome if the inside of the D.C.T. is painted matt white and diffused red or amber lighting is provided controlled by a dimmer.
- (c) *Excessive lighting of instruments.*—This is considered to be the largest single remediable cause of D.C.T. delay. As far as possible the layer and trainer should be relieved of the necessity of watching dials and the D.C.T. should be put "on" by the telephone number or R to E operator.
- (d) *Maintenance of D.C.T. Instruments.*—It is suggested that owing to the difficulty of cleaning, etc., D.C.T. instruments are, on the average, in poorer condition than bridge instruments.
- (e) *Loss of night vision due to premature illumination of graticules.*—On a dark night the illumination of the cross wires, even with red light, may cause loss of range of visibility of 30 per cent.
- (f) *Discomfort.*—Experiments show that a man sitting still, and whose circulation is therefore slow, will improve his reading on the adaptor-meter by an average of 1·8 grades if his circulation is speeded up. This can be done by rapid breathing or movement. Visual efficiency also falls off rapidly if a man has to look through a telescope for long periods with the instrument at the wrong eye height.
- (g) *Visual fatigue.*—Intense concentration and effort to see through a telescope will result in complete visual black-out for periods up to 90 seconds. This can only be avoided by removing the eyes from the telescope for a few seconds at intervals of about two minutes.
- (h) *Smoking and reading.*—Reports indicate that in some ships D.C.Ts.' crews are allowed to use matches for lighting cigarettes and to have shaded white lights for reading. Even if the layer and trainer do not indulge in these practices their night vision is endangered by leaks of light. If smoking is allowed, dull electric lighters should be used, and if light for reading is provided it should be red or orange.
- (i) *Unnecessary readjustment of controls.*—There is a strong tendency for the layer and trainer to alter the focus of their instruments when the bridge can see a target which they cannot.
- (j) *Lack of confidence in instruments.*—If the D.C.T. is "on" by Evershed, and the system is in adjustment, the target must be in the field of view. If the trainer cannot see it, he will not improve matters by training the tower.
- (k) *Insufficient practice.*

5715.—Admiralty Surgeon and Agent

Barbados

(C.E. 10994/43.—2 Dec. 1943.)

Mr. A. G. Bancroft, M.D., C.M., of Paraiso, Barbados Road, St. Michael, Barbados, West Indies, has been appointed Admiralty Surgeon and Agent for Barbados.

*†5716.—Naval Salvage Money—Distribution

(D.N.A./S. 28/43.—2 Dec. 1943.)

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

Award for the salvage of M.V. " Bhima " by H.M.S. " Caledon " during the period 20th and 22nd September, 1940.

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

	£	s.	d.
Special Class	24	18	1
2nd Class	9	19	3*
3rd Class	7	9	5
4th Class	6	4	7*
5th Class	4	19	8
6th Class	3	14	8
7th Class	2	19	9*
8th Class	2	9	10*
9th Class	1	19	11*
10th Class	1	9	9
11th Class	1	4	11
12th Class	0	14	11

* Double shares have been awarded to the undermentioned officers and ratings :—

Eng. Cdr. T. H. Hunter, O.B.E., R.N. (Ret.).
 Lieut. Cdr. (E) R. H. Bryan, R.N.R. (Ret.).
 Mr. S. R. J. Pitman, Wt. Elec., R.N.
 S. Lilley, E.A.I. C/M.2894.
 F. B. Jenkins, E.A.3, P/MX.48735.
 F. A. May, a/Chief Mech. C/K.53205.
 L. Smith, S.P.O., C/K.15204.

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

5717.—Food Rationing—Temporary Ration Cards R.B.12S

(V. 5956/43.—2 Dec. 1943)

Arrangements have been made with the Ministry of Food for Ration Cards R.B.12S to be made available for use instead of temporary Ration Cards R.B.12 with Sweet Coupons R.B.11.

2. Ration Card R.B.12S is similar to R.B.12 except that the former includes sweet coupons.

3. The instructions for issue of R.B.12 apply to R.B.12S except that Sweet Coupons R.B.11 should not be issued in conjunction with R.B.12S.

4. Supplies of cards R.B.12S will *not* be obtainable from local food offices; ships and shore establishments should demand their requirements from the Ministry of Food, Rationing Documents Branch, Whitehall, Colwyn Bay.

5. Ration Cards R.B.12, together with Sweet Coupons R.B.11, may continue to be used when for any reason R.B.12S is not available. Supplies of R.B.12, together with R.B.11, will continue to be available at local food offices.

(A.F.Os. 3072/42, 3506/42, 6123/42 and 2733/43.)

5718.—Food Rationing—Sugar and Preserves

(V. 21584/42.—2 Dec. 1943.)

Following the arrangements for civilians, holders of service ration documents will be allowed to take their preserves ration in the form of sugar or their sugar ration in the form of preserves on the basis of 1 lb. sugar equals 1 lb. preserves.

2. Holders of Ration Books RB1/RN and Ration Cards RB8X and RB8R may purchase sugar or preserves for a four-weekly period at any time during that period and holders of RB1/RN may also purchase sugar or preserves in advance for the following four-weekly period.

(A.F.O. 3072/42.)

***5719.—Provisions Issuing Prices—Victualling and General Mess Allowances—Review**

A.F.O.
1951/45

(V. 2/6090/43.—2 Dec. 1943.)

The issuing prices of service provisions have been reviewed in the light of current costs and a revised list of these prices is given in Appendix A.

2. The rates of victualling allowance and general mess allowance have been re-assessed on the basis of the revised prices of service provisions and the current cost of other foodstuffs. Revised rates of these allowances are shown in Appendices B and C. In arriving at these rates full consideration has been given to the recommendations contained in the reports rendered by Commanders-in-Chief in accordance with A.F.O. 2259/43, paragraph 11. The messing "zones" have been slightly modified.

3. The issuing prices, rates of allowances, etc., shown in the Appendices are to be brought into force on 1st January, 1944, or on the 1st of the month following the date of receipt of this Order if it is not received before 1st January, 1944.

4. General mess rates in force at Naval Shore Establishments abroad (see A.F.O. 5015/43), which are based on the present issuing prices of service provisions may be increased by $\frac{1}{2}d.$ when the new issuing prices are brought into force.

5. On the introduction of the new rates of victualling allowance the rates for casual meals (K.R. and A.I., Article 1825, clause 6) will be as follows:—

Breakfast	...	...	...	...	...	5d.
Dinner	...	...	...	...	...	10d.
Tea	...	...	...	...	...	3½d.
Supper	...	...	...	...	...	5d.

6. If a suitable standard of messing can be provided in general mess ships and establishments for less than the authorised allowances the allowances should not be fully spent.

7. Attention is drawn to A.F.O. 1100/42 on the subject of messing allowances for T.124 officers.

8. A separate Order will be issued on the subject of provision and leave allowances, "special victualling allowance", rates to be charged for casual meals taken in general messes by officers and ratings in receipt of provision allowance, and the deduction from pay of Royal Marine Police (other ranks) and pensioner recruits for subsistence when in hospital.

APPENDIX A

Issuing Prices of Service Provisions Issued on Repayment and Expended for General Mess Purposes

	Per	s.	d.
Bacon, tinned, 1-lb. tins	tin	2	1
Bacon, tinned, 1½-lb. tins	tin	3	1½
Beans, baked	lb.	0	5½
Beans, haricot	lb.	0	2½
Biscuit	lb.	0	5
Boiled beef and carrots	lb.	0	8
Bread	lb.	0	1¼
Brisket of beef	lb.	1	10½
Butter	lb.	1	5½
Celery seed	lb.	2	2
Chocolate	lb.	0	8
Coffee	lb.	1	6
Coffee, 7-lb. tins	tin	10	0

APPENDIX A—contd.

	Per	s.	d.
Currants	lb.	0	6
Flour	lb.	0	1½
Golden syrup	lb.	0	5
Golden syrup, 14-lb. tins	tin	5	3
Herrings, in tomato sauce, 1-lb. tins	tin	0	8
Jams	lb.	0	7
Jams, 7-lb. tins	tin	3	9
Lard	lb.	0	10½
Margarine, bulk	lb.	0	6
Margarine, packets	lb.	0	6½
Margarine, bulk (tin-lined cases)	lb.	0	7
Margarine, packets (tin-lined cases)	lb.	0	7½
Marmalade	lb.	0	7
Marmalade, 7-lb. tins	tin	4	0
Meats and offals (fresh and frozen), see Note 2:—			
Beef (bone-in) and mutton	lb.	0	8
Beef, boneless and packeted	lb.	0	10
Pork, sides, heads off	lb.	0	10
Pork, loins	lb.	1	5
Veal, boneless	lb.	0	7½
Lamb, carcasses	lb.	0	10
Ox livers	lb.	0	10
Ox hearts	lb.	0	6
Ox kidneys	lb.	1	1½
Oxtails	lb.	0	8½
Sheep and lamb livers	lb.	1	0
Sheep and lamb hearts	lb.	0	8
Sheep and lamb kidneys	lb.	1	4
Calf livers	lb.	1	0
Calf hearts	lb.	0	8
Calf kidneys	lb.	0	10
Pig livers	lb.	0	10
Pig hearts	lb.	0	8
Pig kidneys	lb.	0	10
Meat, preserved	lb.	1	0
Milk, fresh	pint	Contract	rate
Milk, condensed:—			
English and Australian, 16-oz. tins	tin	0	9
English and Australian, 12-oz. tins	tin	0	7
American and Canadian, 16-oz. tins	tin	0	7½
American and Canadian, 14½-oz. tins	tin	0	7
Mustard	lb.	2	4
Oatmeal	lb.	0	2½
Oil, frying (see Note 3)	ewt.	60	0
Peas, marrowfat	lb.	0	4
Peas, split	lb.	0	4
Pepper	lb.	1	7
Pickles	lb.	1	1½
Raisins	lb.	0	6½
Rice	lb.	0	5½
Salmon, 1-lb. tins	tin	0	9
Salt	lb.	0	0½
Sardines, 4-oz. tins	tin	0	8½
Sausages, 2-lb. tins	tin	2	2
Steak and kidney pudding	lb.	0	9½
Stewed steak or stewed steak and kidney	lb.	1	3
Suet	lb.	0	8
Suet, 7-lb. tins	tin	4	5
Sugar	lb.	0	2½
Sultanas	lb.	0	6¼
Tea	lb.	1	11
Tomatoes, 20-oz. tins (size 2)	tin	0	8

APPENDIX A—contd.

	Per	s.	d.
Tomatoes, 30-oz. tins (size 2½) ...	tin	0	9½
Vinegar ...	pint	0	2
Vegetables, fresh :—			
*Cabbages and greens...	lb.	0	1½
*Carrots ...	lb.	0	1½
*Parsnips ...	lb.	0	1½
Potatoes ...	lb.	0	0½
*Pumpkin and marrow (on foreign stations only) ...	lb.	0	1½
Sweet potatoes and similar tubers (on foreign stations only) ...	lb.	0	0½
*Turnips and swedes ...	lb.	0	0½
Vegetables, tinned :—			
Beans, runner, 30-oz. tins (size 2½) ...	tin	1	1
Beans, runner, 20-oz. tins (size 2) ...	tin	0	9
Beetroot, 30-oz. tins (size 2½) ...	tin	0	10
Beetroot, 20-oz. tins (size 2) ...	tin	0	7
*Carrots, 30-oz. tins (size 2½) ...	tin	0	3½
*Carrots, 20-oz. tins (size 2) ...	tin	0	2½
Celery cuts, 30-oz. tins (size 2½) ...	tin	0	9
Celery cuts, 20-oz. tins (size 2) ...	tin	0	6½
*Parsnips, 30-oz. tins (size 2½) ...	tin	0	5½
*Parsnips, 20-oz. tins (size 2) ...	tin	0	3½
Peas, 30-oz. tins (size 2½) ...	tin	0	11½
Peas, 20-oz. tins (size 2) ...	tin	0	9½
*Spinach, 30-oz. tins (size 2½) ...	tin	0	4½
*Turnips, 30-oz. tins (size 2½) ...	tin	0	3
*Turnips, 20-oz. tins (size 2) ...	tin	0	2
Vegetables, dehydrated :—			
Beans, runner ...	lb.	6	9
Beetroot ...	lb.	2	6
*Cabbage ...	lb.	1	3
*Carrots ...	lb.	0	10
Julienne ...	lb.	2	3
Onions ...	lb.	4	6
*Parsnips ...	lb.	1	2
*Potatoes ...	lb.	0	4½
*Spinach ...	lb.	1	3
*Turnips and swedes ...	lb.	0	10
Special items for submarines :—			
Biscuit, special ...	lb.	0	6
Cocoa essence ...	lb.	0	9½
Fruits, tinned, 30-oz. tins (size 2½) ...	tin	1	3
Fruits, tinned, 20-oz. tins (size 2) ...	tin	0	10
Marmite, 1-lb. tins ...	tin	2	7
Ox tongue ...	lb.	3	0
Pilchards, 1-lb. tins ...	tin	0	8
Soups, 1-lb. tins ...	tin	0	6½
Veal and ham or beef and ham ...	lb.	2	0

Note 1.—The above prices are to be used in valuing issues of corresponding items obtained from Allied and Dominion Governments. Proportionate adjustments should be made to prices shown as "per tin" where sizes other than the standard packs indicated are supplied. Minor variations in content should be ignored.

Note 2.—The prices of items other than beef and mutton and boneless beef are applicable only to supplies obtained in the United Kingdom.

Note 3.—The issuing price of frying oil to messes on victualling allowance (A.F.O. 306/43) is 6½d. per lb.

Note 4.—Issues of the items marked * at the prices shown are governed by the instructions promulgated in A.F.O. 2259/43.

APPENDIX B

Zonal Rates for General Messing (G.M.) and Victualling Allowance (V.A.)

Groups :	Rate	Zone							
		A	B	C	D	E	F	G	H
Allocations of Ships and Establishments according to Numbers Victualled		Home and North Atlantic	Mediterranean and Levant	North America and West Atlantic	South Atlantic	Eastern Fleet Command, including Aden and Persian Gulf, but excluding East Africa	East Africa	West Africa	New Zealand
1. Establishments over 3,000	G.M.	d. 18·9	d. —	d. —	d. —	d. —	d. —	d. —	d. —
2. Establishments 2,001 to 3,000 ...	G.M.	19·1	—	—	—	—	—	—	—
3. Establishments 1,201 to 2,000 ...	G.M.	19·3	—	—	—	—	—	—	—
4. Establishments 801 to 1,200 ...	G.M.	19·5	—	—	—	—	—	—	—
5. Establishments 401 to 800	G.M.	19·8	—	—	—	—	—	—	—
6. Establishments 400 and under ...	G.M.	20·0	—	—	—	—	—	—	—
7. Battleships, battle cruisers, fleet carriers, "Resource" ...	G.M.	20·2	20·5	21·9	21·7	21·1	21·9	20·9	—
8. Cruisers, escort carriers, monitors, submarine depot ships and attached submarines, other depot ships ...	G.M.	20·5	20·8	22·2	22·0	21·4	22·2	21·2	—
9. Converted merchant ships and small vessels ...	G.M.	20·9	21·2	22·6	22·4	21·8	22·6	21·6	21·0
All ships and establishments (except where otherwise authorised; see also Appendix C) ...	V.A.	23·5	23·7	27·0	24·5	24·5	25·2	25·0	23·6

Notes

(i) For all boys victualled in general messes and for all new entry ratings formed into separate messes whilst undergoing training at the R.N. Barracks, Chatham, Portsmouth and Devonport, the general mess rates shown are to be increased by 2d. (See Note (iii).)

(ii) For all boys and apprentices undergoing training at new entry training establishments (including the Royal Marine establishments) on the general mess system, the general mess rates shown are to be increased by ½d. (in addition to the 2d. authorised by Note (i)) to enable half-pint of fresh milk to be issued daily to each boy or apprentice.

(iii) The extra allowance authorised by Note (i) is not to be applied to men of the R.N. and R.M. Special Reserves and "Hostilities only" ratings.

(iv) The general mess rates to be used by establishments are those applicable for the average numbers victualled. Temporary fluctuations of numbers outside these ranges may be disregarded.

(v) General mess rates for shore establishments abroad are determined as laid down in A.F.O. 5015/43.

(vi) For the present ships on the modified general messing system (A.F.O. 1674/43) may expend up to the amount of the appropriate rate of victualling allowance as a maximum, pending the fixing of special general messing rates for vessels messed on this system.

APPENDIX C

Special Rates of Victualling Allowance

(a) For major landing craft with complements of 25 or under and for all landing barges (A.F.O. 5170/43, paragraph 3) :—

	s.	d.
Home, Mediterranean and Levant (Zones A and B) ...	2	6
Eastern Fleet Command (Zone E) ...	2	7

(b) For personnel ashore and vessels building, refitting or based in the following areas :—

Area	Rate
	d.
North Russia ...	25·0
Iceland (C) ...	24·5
U.S.A. and Canada ...	28·0
Bermuda ...	27·0
Trinidad ...	25·5
Jamaica ...	28·0
Barbadoes ...	28·0
Cape Town ...	25·5
Simonstown ...	25·5

(K.R. & A.I., Article 1825, clause 6.)

(A.F.Os. 1100/42, 4719/42, 306/43, 1674/43, 2259/43, 5015/43 and 5170/43)

5720.—Form B.25—Sickness, Risk and Expense Form

(M.D.G. 42853/43.—2 Dec. 1943.)

The use of Form B.25 is in future to be confined to personnel serving in Shore Establishments and W.R.N.S. personnel only, and abolished so far as sea-going ships are concerned.

5721.—Loss of Effects—War Risks Insurance Rates for Insurance of Cargoes—United Kingdom Voyages

British, Allied and Neutral Steamers

(N.L. 15506/43.—2 Dec. 1943.)

Notice is given that as from 11 a.m. on Monday, 22nd November, 1943, the following schedule of rates for the insurance of cargoes to or from the United Kingdom will apply and should be substituted for those shown in A.F.O. 2024/43.

United Kingdom to or from :—	per cent.
Canada (Atlantic) and/or United States (Atlantic) not South of Cape Hatteras ...	40s.
United States (Atlantic) South of Cape Hatteras and/or United States Gulf ...	50s.
West Indies (including British & Dutch Guiana, Venezuela, North Coast of Colombia, Central America (Atlantic) and Mexico (Atlantic) ...	50s.
Canada and/or U.S. and/or Central America (Pacific) ...	60s.
South America (Atlantic or Pacific) ...	80s.
Portugal and Spain (Atlantic) and Gibraltar ...	70s.
Spanish Mediterranean Ports ...	90s.
Africa, West Coast not south of River Congo ...	80s.

United Kingdom to or from :—

	per cent.
Africa, West Coast, south of River Congo and ports in South Africa not north of Delagoa Bay ...	90s.
Africa, East Coast, south of Red Sea and north of Delagoa Bay, including Madagascar and Mauritius ...	110s.
North African Mediterranean ports in Morocco, Algeria and Tunisia, including Malta ...	90s.
Other North African Mediterranean ports and ports in Egypt and Palestine ...	100s.
Cyprus, Syria and Turkey, except Black Sea, including transshipment at a Mediterranean port, if incurred ...	120s.
Red Sea ports ...	100s.
Aden ...	110s.
Australia (Newcastle/Fremantle Range), New Zealand and Tasmania ...	110s.
Ports in the East, east of Aden but not east of India ...	130s.
U.K. to U.K. and/or Eire ...	20s.
West Coast U.K. to West Coast U.K. and/or Eire ...	10s.
Iceland (C) ...	40s.
Faroe Islands ...	40s.

Shipments to or from the following for which no rates are indicated above, if protected by Open Cover, are held covered at rates of premium to be agreed; if not protected by Open Cover rates will be quoted on application.

Ports in Sweden not east of Malmo :

Black Sea :

White Sea and Murmansk :

Ports in Australasia and the East—so far as not included in the above Schedule.

The existing rate for insurance on a time basis, i.e. 40s. per cent. for a period of 91 days will continue to be charged for effects carried in H.M. Ships only.

(A.F.O. 4424/43 is cancelled.)

*5722.—H.M.S. "Roseneath"—Disposal of Canteen Funds on Paying Off

(N.—2 Dec. 1943.)

Fund.	Amount.
	£ s. d.
Royal Naval Benevolent Trust ...	69 13 8
Royal Naval and Marine Orphan Home, Waterlooville, Hants ...	69 13 8
Royal Naval Fund, Pall Mall, London ...	69 13 8
Royal United Service Orphan Home for Girls, Stoke, Devonport	69 13 8
The Soldiers', Sailors' and Airmens' Families' Association ...	69 13 8
The Royal National Lifeboat Institution ...	69 13 7

£418 1 11

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

5723.—Ballistics—Q.F., 4.5-in. Guns—Low Ballistics of certain Lots of Cordite S.C. 122—Corrections to M.V. Settings

(G. 012405/42.—2 Dec. 1943.)

The following lots have been found to give muzzle velocities about 30 f.s. lower than those indicated in the M.V./wear tables of range tables, and with these lots M.V. settings should accordingly be reduced by 30 f.s.

Lot No.	Date of Firing.	Lot No.	Date of Firing.
R.N.C. 1637	... 21.3.38	R.N.C. 1931	... 30.12.38
R.N.C. 1645	... 21.3.38	R.N.C. 1938	... 30.12.38
R.N.C. 1649	... 22.3.38	R.N.C. 2004	... 23.3.39
R.N.C. 1655	... 22.3.38	R.N.C. 2013	... 23.3.39
R.N.C. 1661	... 22.3.38	R.N.C. 2039	... 23.3.39
R.N.C. 1668	... 22.3.38	R.N.C. 2044	... 23.3.39
R.N.C. 1673	... 21.3.38	R.N.C. 2052	... 31.3.39
R.N.C. 1679	... 21.3.38	R.N.C. 2058	... 31.3.39
R.N.C. 1685	... 6.4.38	R.N.C. 2063	... 31.3.39
R.N.C. 1691	... 6.4.38	R.N.C. 2073	... 31.3.39
R.N.C. 1694	... 6.4.38	R.N.C. 2078	... 26.4.39
R.N.C. 1701	... 6.4.38	R.N.C. 2090	... 26.4.39
R.N.C. 1725	... 23.6.38	R.N.C. 2084	... 26.4.39
R.N.C. 1732	... 27.6.38	R.N.C. 2096	... 26.4.39
R.N.C. 1744	... 27.6.38	R.N.C. 3332	... 9.7.41
R.N.C. 1749	... 27.6.38	R.N.C. 3346	... 16.7.41
R.N.C. 1755	... 27.6.38	R.N.C. 3356	... 16.7.41
R.N.C. 1760	... 23.6.38	R.N.C. 3398	...
R.N.C. 1766	... 27.6.38	R.N.C. 3406	...
R.N.C. 1771	... 16.9.38	R.N.C. 3447	...
R.N.C. 1776	... 16.9.38	R.N.C. 3460	...
R.N.C. 1786	... 16.9.38	R.N.C. 3494	...
R.N.C. 1790	... 16.9.38	R.N.C. 3506	...
R.N.C. 1795	... 20.9.38	R.N.C. 4803	...
R.N.C. 1801	... 20.9.38	R.N.C. 4820	...
R.N.C. 1806	... 20.9.38	R.N.C. 4821	...
R.N.C. 1810	... 20.9.38	R.N.C. 4836	...
R.N.C. 1818	... 5.1.39	R.N.C. 4860	...
R.N.C. 1824	... 5.1.39	R.N.C. 4873	...
R.N.C. 1840	... 5.1.39	R.N.C. 4911	...
R.N.C. 1849	... 6.1.39	R.N.C. 4927	...
R.N.C. 1864	... 6.1.39	R.N.C. 4935	...
R.N.C. 1856	... 6.1.39	R.N.C. 4993	...
R.N.C. 1873	... 21.12.38	R.N.C. 5052	...
R.N.C. 1905	... 21.12.38	R.N.C. 5095	...
R.N.C. 1910	... 21.12.38	R.N.C. 5105	...
R.N.C. 1917	... 30.12.38	R.N.C. 5118	...
R.N.C. 1925	... 30.12.38		

5724.—Guns—Q.F., 4-in., Marks V-V***, AV-Vx and Vc—Adjustment of Marks IV and V E.M.F. Gear

(A.S. 14976/42.—2 Dec. 1943.)

Attention is drawn to the necessity of testing E.M.F. gear on assembly after stripping, and before firing, to ensure that the magnet is properly cocked when the mechanism is opened slowly to the position where it is hooked by the extractor levers.

If adjustment is required, it should be made in the following manner (see A.F.O. Diagram 354/43):—

Slack back the locknut and unscrew the recocking rod (A) in the connection joint (B). Adjust the position of the plunger actuating intermediate firing lever (C) by means of (1) the castle nut and (2) the connection joint on the plunger, until *overcock* of the armature is achieved when the breech block is opened slowly to a distance of from 6.2 to 6.25-in. With the breech block closed, and the E.M.F. gear in

the fired position, the roller (N) on the front end of the plunger actuating intermediate firing lever (C) must be clear of the cam on the actuating bolt. Adjust the recocking rod (A) to give 0.025-in. clearance between the ball on the rod, and the intermediate recocking lever (H), when in the fired position, and then test the recocking of the gear. Should the gear fail to recock a further adjustment can be made by means of the joint connection screwed on the recocking bar (D).

Remove the screw fixing cocking lever (F) and swing the cocking lever (G) into the sub-calibre position. Ship the bracket stop breech block and again check the cocking and recocking of the gear. A further adjustment of the actuating plunger (C) may be required to achieve correct results in the sub-calibre position and, if such an adjustment is made, a further check with the cocking lever (G) in its normal position will be necessary to ensure that the gear is still in correct adjustment for full calibre firing.

The safety of the gear should be checked in the full calibre position by pressing the rod releasing (M) with the latch retaining firing mechanism case in the "Safe (Dismantle)" position, after which the gear should not fire the gun when the latch is moved to "Fire." If the striker goes forward, it will probably be found that (1) the 0.03-in. radius on the outer edge of the face of the catch intermediate firing lever actuating lever (K) which meets the lever actuating intermediate firing lever (L) has been omitted, (2) the catch is stiff in its housing in the body, bracket, firing gear, or (3) the contacting faces on the catch and lever have become scored. Adjustments should be made as necessary until the catch intermediate firing lever actuating lever (K) moves clear of the lever actuating intermediate firing lever (L) when the rod releasing (M) is pressed with the latch retaining firing mechanism case at "Safe (Dismantle)."

5725.—Guns—American—U.S., Q.F. 3-in. /50 calibre, all Marks, other than Mark 2, Mod. 2, and Mark 6—Adjustment of Firing Gear

(G. 010950/43.—2 Dec. 1943.)

In all U.S., Q.F., 3-in. /50 calibre guns with sliding breech blocks, it is possible to adjust the firing gear so that the gun will fire on closing the breech.

2. This is a dangerous procedure, and on all occasions before practice firings and at frequent intervals, adjustment of the gear is to be carried out as follows:—

After verifying that the gun is fully run out and that the lever arm of the sear is in the extreme forward position, set the adjusting screw to provide a small clearance between the lower arm of the trigger lever or trigger rod and the lever arm of the sear. The exact amount of clearance is not critical, but *clearance must exist*.

Too much clearance will prevent the gun firing at all.

To test the adjustment, open and close the breech, and check that the striker is *not* released. Then press the trigger and check that the striker is released correctly.

3. All holders of the American Ordnance Pamphlet No. 811—"3-in. (50-calibre) Mounts, Mark 20, Mod. 1, and Mark 22 (A.A.)—Description"—are to amend page 37, paragraph 35, accordingly.

(Ordnance Pamphlet No. 811.)

5726.—Guns—0.30-in., Machine—Savage Lewis—Modification to Extractors

(A.S./G. 5293/43.—2 Dec. 1943.)

The following modification is approved:—

Gun	... 0.30-in. Savage Lewis.
Part affected	... Extractor.
Purpose	... To avoid ejection stoppages.
Nature of modification	... Each side of the extractor to be bevelled, as shown on A.F.O. Diagram 357/43.
By whom to be done	... Staffs of H.M. Ships, Bases and R.N.A. Depots.
Degree of urgency	... As soon as possible.

2. All guns should be checked to ensure this modification has been carried out.

5727.—Guns—0.5-in., Machine, Browning—0.303-in. and 0.3-in.—Breeching
(H.M. Ships, D.E.M.S. and Naval Aircraft)
(A.S./G. 014461/41.—2 Dec. 1943.)

The adjustment of the cartridge headspace of Browning machine guns of all calibres in use in Naval aircraft is to be carried out in accordance with the instructions for 0.303-in. Browning in A.P. 1641C, Vol. II, Part 3, Section 1, Chapter 1, paragraphs 70-78, as amended by A.L.B. A.P. 1641L will be amended to conform in due course.

2. Deck guns in H.M. ships and D.E.M.S. are to be adjusted as laid down in B.R. 641/42, Section IV, Paragraph 31, and B.R. 650/43, Chapter 3, paragraph 54, ignoring the alternative method laid down.

3. When testing breech block for movement fore and aft, it is essential that the breech block (without transporter, switchplate with plunger and spring, and cocking lever) together with barrel extension, is assembled in the casing, to ensure that barrel and barrel extension are in the same line as when firing.

4. Gauges combination for 0.5-in. and 0.3-in. guns designed to check the headspace, timing, and firing pin protrusion, are not to be used to check the headspace, pending further instructions. These gauges are not modified for gauging "form" of firing pins as this is not a requirement, but the gauges will continue to be used for adjustment of timing of the electric firing unit.

5. A gauge combination for 0.303-in. Browning guns for checking headspace, timing and firing pin protrusion has been introduced into Naval service, and the headspace portion of this gauge is not to be used pending further instructions. This gauge will be allowed to Naval Air Service in the proportions laid down in C.B.(R)4252/42 and will supersede the existing gauge firing pin protrusion 1E/5175. Gauges will not be supplied to ships for use with deck guns, but will be issued to R.N.A.Ds., Inspecting Officers and Bases. Intermediate demand for gauges to meet local requirement should be forwarded to Director of Armament Supply (Branch A).

5728.—Gun Mountings—8-in., Mark I and I*—Training and Elevating Gear Shock Absorbing Springs
(G. 014359/43.—2 Dec. 1943.)

In at least two 8-in. cruisers the stiffer modified shock absorbing springs to drawing M. 65982 (as modified in red), item 143 are still fitted and have caused damaged training shafts.

2. These modified springs should have been replaced by the original lighter springs to drawing M. 65982 item 5, early in the ships lives and in some cases before the ships commissioned.

3. As opportunity offers all cruisers mounting 8-in. guns, Marks I and I*, should examine the shock absorbing springs of both the elevating and training gears, and where necessary, fit the original type springs.

4. The difference between the springs is readily determined by the number of working coils. The original springs, which should be fitted have 7 working coils, whilst the stiffer springs have only 5 coils.

5. The modification in red, item 143, is to be cancelled on all copies of drawing M. 65982.

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

5729.—Gun Mountings—2-pdr., Mark V, VI, R.P. 10 and 50, Mark VI, VII, VII*P and R.P. 50, Mark VII—Dismantling Gear
Ships, Overseers and Establishments concerned
(G. 170/43.—2 Dec. 1943.)

In future dismantling gear for 2-pdr. multiple mountings will not be supplied to frigates, sloops or destroyers or to small cruisers carrying one mounting. All ships referred to above which have not already landed this gear for top weight compensation, should return it to their storing yard at the first opportunity, where it is to be taken off the ship's charge and held for disposal in accordance with the following paragraph.

2. The following procedure is to be adopted for the supply of this gear to cruisers and larger ships carrying 2 or more multiple 2-pdr. mountings:—

- (a) For ships being re-armed with 2-pdr. multiple mountings, the Commanding Officer should demand a set of gear from the ship's storing yard.
- (b) For ships exchanging their existing mountings for R.P.C. or Mark VII*P mountings, the gear should be retained on board, when the "C" spares are landed, for use with the replace mountings.
- (c) For new construction ships a set of gear should be demanded from the ship's storing yard by the Gun Mounting Overseer responsible for the erection of the mountings, or should be supplied by the Admiral Superintendent where ships are under construction in H.M. Dockyard.
- (d) For destroyer depot ships, 2 sets should be carried, including the ship's set where 2-pdr. mountings are fitted. For depot ships in commission the gear should be demanded from the ship's storing yard by the Commanding Officer and for new construction ships as (c) above.

(C.A.F.O. 1796/43.)

5730.—Gun Mountings—40-mm. Bofors—U.S., Marks I and II—Fitting of Elevation Indicating Arc and Pointer
Ships, Bases and R.N.A. Depots concerned
(G. 3466/43.—2 Dec. 1943.)

The elevation indicating arc and pointer, shown in A.F.O. Diagram 355/43 (1-2), should be fitted to 40-mm. Bofors U.S. Marks I and II mountings, the work being carried out by base or depot ships' staffs in conjunction with R.N.A. Depots, who are to prepare the holes in the guns.

2. Only the L.H. pair of guns on the quadruple Mark II mountings will be affected by this modification.

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

5731.—Gun Mountings—40-mm. Bofors—U.S., Marks I and II—Firing Gear—Modification to Firing Pedal
Ships concerned
(G. 3466/43.—2 Dec. 1943.)

The firing mechanism (firing gear) on 40-mm. Bofors U.S. Marks I and II mountings is operated by the firing pedal (the right foot-pedal on the gunlayer's side), which is partly depressed (18°) for power firing and fully depressed (46°) for mechanical firing by foot-pedal only. The latter position is suitable for single shot firing, but places considerable strain on the gunlayer's foot when continuous fire has to be maintained. An extension to the firing pedal, as shown in A.F.O. Diagram 356/43, should therefore be fitted by ships' staffs, assisted as necessary by base or repair ships' staffs, for use in continuous pedal firing only.

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

5732.—Ammunition—General—Inaccurate Fuze Setting—Prevention of
(G. 09937/43.—2 Dec. 1943.)

Instances have been reported frequently of incorrect fuze setting by mechanical fuze setters with 5.25-in., 4.7-in. Mark XI, 4.7in., Marks IX and XII, and 4.5-in. guns.

2. The chief causes of incorrect setting are movement of the fuze with relation to the shell body, and wrong adjustment of the fuze setting tray grips.

3. The former can be prevented, if care is taken, on fuzeing shell, to screw the fuze hard home and to set up the fixing screw so that it bites into the fuze threads.

4. Frequent examination of rounds in ready-use stowage should be made to see that no fuzes have worked loose due to vibration.

5. A check of the adjustment of the tray grips can be made with a cylindrical gauge. Arrangements are being made for the supply of gauges, and a further A.F.O. will be issued giving instructions for demanding them.

5733.—Ammunition—1-in. Aiming Rifle Percussion—Shortage of Supplies—Demands

(A.S. 05367/41.—2 Dec. 1943.)

Stocks of 1-in. percussion aiming rifle ammunition are now very small and supplies from new manufacture are not expected to become available before the early part of 1944.

2. Demands for this ammunition should therefore be restricted to requirements likely to occur up to the end of January, 1944, and be kept to the minimum quantity essential for such requirements.

5734.—Aircraft—Ammunition—Pyrotechnics—Smoke Floats Aircraft No. 3—Withdrawal

(G. 4464/42.—2 Dec. 1943.)

It is notified that smoke floats, Aircraft No. 3 (dinghy distress), are no longer required for use by aircraft.

2. Stocks held by H.M. ships and depots abroad should be returned to U.K. for disposal.

5735.—Torpedoes—18-in., Marks XII—XV—Cocking of A.R.K.(X) Gyroscope

(T. 09429/43.—2 Dec. 1943.)

Cases of a gyro angle being inadvertently set on the A.R.K.(X) gyro when cocking have been reported.

2. The maintenance regulations call for verification that zero angle is set both before and after cocking, but this can be defeated if, with the gyro angle safety pin in, the clutch fork in the torpedo is not correctly aligned with the dog clutch of the gyro angling wheel. This defect may be caused by a twisted spindle or incorrect assembly.

3. If the gyro is inserted uncocked into such a torpedo, the angling wheel may inadvertently be rotated when engaging with the clutch fork. The upper spur wheel will then be out of alignment with the lower spur wheel and when the gyro is cocked will rest on top of it. The gyro scale will still read zero angle. Subsequent rotation of the gyro angling spindle will not set any angle until the upper spur wheels come into line with the lower and can engage. An error of $7\frac{1}{2}^\circ$ may be introduced by this means.

4. Apart from this error, cocking the gyro with the wheels out of line puts an unfair strain on the whole system.

5. The situation is overcome if the gyro is inserted cocked with the gyro angling pin in place, since if the clutches are badly out of line it will be found impossible to engage them.

6. Should this be the case, the torpedo and gyro should preferably be returned and a Form S.1161 rendered. If the torpedo is urgently required, however, an attempt may be made to realign the gyro angling clutch form in the torpedo. A simple gauge consisting of a cross bar which can be screwed into the gyro seating and an L-shaped extension piece to fit over the fork clutch will be found of assistance in removing twist from the shaft.

7. Until further orders, A.R.K.(X) gyros are always to be cocked before shipping into 18-in. Mark XII—XV torpedoes.

8. Make sure that with gyro angle pin in and gyro secured on its seating, zero angle is still showing on the plate. If it has moved, the angling transmission in the torpedo is slightly out of line with that in the gyro and action should be taken as in paragraph 6 above. Better results may sometimes be obtained with another gyro.

9. After inserting the cocked gyro or re-cocking the gyro in a torpedo, take out the gyro angle locking pin and move the angling clutch right and left and back to zero and verify that the angling plate moves at once and comes back to zero.

10. This checks for too much back-lash and, in the case of re-cocking, for a slight twist in the transmission. Paragraphs 4 and 6 above apply.

11. B.R. 635 will be amended.

5736.—Torpedoes—18-in., Marks XII and XV Type—Depth Gear Locking Catch
(T. 09530/43.—2 Dec. 1943.)

With reference to A.F.O. 3954/43, further experience has brought to light two additional defects which may be found in weight-locking gears, and another method of reducing oil leakage generally.

2. The instructions contained in A.F.O. 3954/43 still apply and the decisions in A.F.O. 5360/43 stand. The following instructions amplify the former till the latter has been implemented.

3. Possible defects are:—

(a) Tripping lanyard too taut, preventing the spring seating the ball on its lower seat.

(b) Weak, distorted or too long a spring. This causes insufficient pull to seat ball against residual pressure, or if the spring is too long, actually holds the catch up.

4. These can be cured by refitting or renewing the tripping lanyard and/or fitting a new spring. Arrangements are being made to supply wire and springs as spare gear.

5. Whatever the cause of oil leakage, most of it escapes via the leak hole above the ball and below the operating plunger. (C.A.F.O. Diagram 252/43.)

6. Due to the clearance round the latter, it has been found possible to blank the leak hole without affecting the operation of the gear. This applies to the ball type only. Ships and stations may do this for torpedoes on board, if desired.

7. The leakage of oil from a well-fitted gear is negligible but it is still further reduced by blanking the leak hole which can easily be done with solder.

8. In the case of a badly fitted gear, leakage is very considerably reduced by blanking the leak hole, but some oil will still escape via the plunger, depending on the cause of the leak and the fit of the plunger.

9. If the gear was previously leaking badly, however, the root cause should be investigated as soon as possible, because, as explained in paragraph 8 above, some leakage will still occur.

10. It should be noted that a leaking gear may result in the torpedo being run with the oil bottle partly empty. Besides possible starvation of engine and tail lubrication, this affects the time of operation of the weight locking gear due to time required to build up pressure in the bottle.

11. Torpedo Depot Instruction No. 1797 corresponding to A.F.O. 5360/43, instructs torpedo depots to convert ball type units to plunger operated type (or to replace if more convenient) as torpedoes pass through torpedo depots.

(A.F.Os. 3954/43 and 5360/43.)

5737.—Torpedoes Stored in Depot Ships and Shore Bases (including Torpedo Workshops Abroad)—Reduction in Maintenance Routines

(T. 09520/43.—2 Dec. 1943.)

Under certain circumstances where torpedoes are stored for long periods in depot ships or bases (including torpedo workshops abroad), it has been approved, subject to the permission of the local Senior Officer in every case, for the maintenance on these torpedoes to be reduced by extending the period between Routines "A" and "O".

2. Detailed instructions as to the routines to be carried out in such cases are being promulgated in the form of amendments to the maintenance regulations concerned.

(Admiralty Letter T.O.9132/43, 14 Jul. 1943, is cancelled.)

5738.—Torpedo Igniters—Mark XI—Lot No. 144 Filled SWYN 9/41—Withdrawal

(A.S. 12455/43.—2 Dec. 1943.)

Igniters Torpedo Mark XI of Lot No. 144 filled SWYN. 9/41 are to be withdrawn from service and appropriated for use in "Brake Machine only".

2. Any igniters of this Lot number on board H.M. ships are to be landed at Naval Armament Depots, and others drawn in lieu.

**5739.—Torpedo Stores—Steel Propeller Bushes and Nuts—18-in.,
Mark XII—XV Torpedoes**

(A.S. 10378/43.—2 Dec. 1943.)

To provide for higher dropping conditions for 18-in. aircraft torpedoes, stronger types of propeller bushes and nuts have been introduced and will be fitted in all future manufacture 18-in. Mark XV transmission gearing. The propeller bushes will be manufactured from steel as distinct from the bronze in the present type of bush, while the propeller nuts have been strengthened by deletion of the recess around the outer faces and have been fitted with larger diameter keep screws.

2. The new design items will be accounted for as follows :—

Section IV.

Screws, locking, nut crown wheel shaft	St. No. 11741
Screws, locking nut, sleeve shaft	St. No. 11742

Section V.

Nuts, crown wheel shaft, with keep screw	St. No. 11743
Nuts, sleeve shaft, with keep screw	St. No. 11744
Bushes, propeller, L.H.	St. No. 11745
Bushes, propeller, R.H.	St. No. 11746

The screws will be added to the contents of chests, spare gear, 18-in., XII—XII*** and XV in the proportion of 6 of each per chest.

The following allowances of nuts and bushes will be made to enable aircraft carriers and R.N. Air Stations to make good defects arising from practice running :—

(i) *Fleet and Light Fleet Carriers*

1 of each per ship.

(ii) *Naval Air Stations*

Crail	6 of each
Wingfield	5 of each
Tanga	5 of each
China Bay	5 of each
Katakurunda	5 of each
Machrihanish	4 of each
Hatston	4 of each
Inskip	3 of each
Lee	3 of each
Fearn	3 of each

Until the new pattern steel items are available the existing bronze items will be issued in lieu. Instructions regarding taking up wear are being issued separately.

3. Arrangements have been made so that in new manufacture torpedoes the strengthened design items will be embodied generally as a complete set in any one transmission unit but in order to use up stocks of existing pattern items certain units may be fitted as follows :—

(a) Existing bronze bushes with the new design lock nuts and keep screws, and

(b) New pattern bushes with the existing design lock nuts and keep screws.

4. *Replacement purposes.*—The following conditions will apply :—

(i) Steel propeller bushes can be considered interchangeable with the existing type under all conditions of replacement.

(ii) Propeller nuts complete, will be suitable for replacement in lieu of the existing nuts, complete, provided the plain hole in the crown wheel and sleeve shafts is drilled to a larger diameter to suit the end of the new keep screw.

(iii) The keep screws are suitable for use only with the new design nuts St. Nos. 11743 and 11744.

5. It is not intended to make retrospective fitment of these new design items but as stocks of the strengthened components become available they will be used in replacement.

5740.—Detonators—Torpedo and Mining, containing Lead Azide

(T.09537/43.—2 Dec. 1943.)

There is a possibility that detonators filled A.S.A. composition (containing lead azide) may become unduly sensitive if moisture has been allowed to penetrate to the filling. Any detonators that have been wetted or exposed to damp should be handled with extra care. If possible, they should be returned to the Inspector of

Naval Ordnance, Building F.74A, Royal Arsenal, Woolwich, for critical examination. They should be packed as directed in Article 69, Naval Magazine and Explosives Regulations, and labelled with full particulars, quoting this order. If this is impracticable, they should be disposed of by countermining or by being dumped in deep water as laid down in Article 290, paragraph 4, Naval Magazine and Explosives Regulations.

2. The detonators affected are :—

Detonators, torpedo electric, No. 1, Marks II, III and IV.
Detonators, electric, No. 28, Mark II.
Detonators, electric, No. 35, Marks I and II.
Detonators, electric, No. 21, Marks VII, VIII, IX and X.
Detonators, electric, " R " mines, Marks I and II.
Detonators, No. 25, Mark II (safety fuze type).

3. Paragraph 5 of A.F.O. 2836/41 is cancelled.

(A.F.O. 2836/41 and C.A.F.O. 2150/43.)

5741.—Electric Cables—Clips For

(N.S. 10942/43.—2 Dec. 1943.)

Consequent on the introduction of single-core varnished cambric insulated lead sheathed cables, down to and including 0.04 sq. in. sectional area, a range of cable clips to suit various combinations of these cables has been introduced where existing clips are not suitable for use with the new cables. This range of clips has been added to the Authorised List of Naval Stores, their Pattern Nos. and description being as follows :—

Pattern No.	Description
7086	For 2 cables of Pattern 13964
7087	For 4 cables of Pattern 13964
7088	For 2 cables of Pattern 13965
7089	For 4 cables of Pattern 13965
7090	For 2 cables of Pattern 13966
7091	For 4 cables of Pattern 13966
7092	For 2 cables of Pattern 13967
7093	For 4 cables of Pattern 13967
7094	For 2 cables of Pattern 13968
7095	For 4 cables of Pattern 13968
7096	For 2 cables of Pattern 13970
7097	For 4 cables of Pattern 13970
7098	For 6 cables of Pattern 13970
7099	For 6 cables of Pattern 13971
7100	For 2 cables of Pattern 13973
7101	For 4 cables of Pattern 13973
7102	For 6 cables of Pattern 13973
7103	For 2 cables of Pattern 13974
7104	For 4 cables of Pattern 13974
7105	For 6 cables of Pattern 13974
7106	For 8 cables of Pattern 13974
7107	For 2 cables of Pattern 13975
Pattern No.	Description
7108	For 4 cables of Pattern 13975
7109	For 8 cables of Pattern 13975
7110	For 6 cables of Pattern 13976
7111	For 8 cables of Pattern 13976

2. The Pattern Nos. of existing clips which may be utilised with the Varnished Cambric Insulated Cables are as follows :—

Pattern No.	Description
3350A	For 2 cables of Pattern 13963
7000	For 4 cables of Pattern 13963
3360A	For 2 cables of Pattern 13969
3361A	For 4 cables of Pattern 13969
3362A	For 6 cables of Pattern 13969
7012	For 2 cables of Pattern 13971
7013	For 4 cables of Pattern 13971
7015	For 2 cables of Pattern 13972
7016	For 4 cables of Pattern 13972
7017	For 6 cables of Pattern 13972

Pattern No.	Description
3424	For 6 cables of Pattern 13975
7026	For 2 cables of Pattern 13976
7027	For 4 cables of Pattern 13976

3. Ships are to demand these clips as necessary from their storing yards. It is anticipated that supplies of clips will not be available for some considerable time.

4. Provision of the new range of clips is being arranged and will be communicated shortly.

5742.—Main Supply Switchgear—Increased Emergency Supplies—As. and As.

Ships concerned

(D/P. 21726/43.—2 Dec. 1943.)

Approval has been given for the provision of increased emergency supply facilities from main supply switchgear or dynamo cross connecting switches. At present the supply is limited by the 500-ampere emergency fuse and switch. The latter is capable of carrying up to 800 amperes, but it is not desirable to increase the fuse rating.

2. Arrangements are therefore to be made for the 500-ampere fuses to be replaced by 800-ampere links, and a box containing two pairs of H.R.C. 400-ampere fuses, Pattern 19227, fitted close to the supply switchgear and fed from the links.

3. In order to obtain full advantage of the revised arrangements, an additional permanent vertical run of cable is to be provided between the dynamo compartment and the upper emergency run, with necessary flexible cables for connecting between the fuses and the bracket terminal on the bottom of the vertical risers. It is not permissible to parallel the two 400-ampere fuses on to one cable, to get the increased current, on account of the loss in discrimination between the fuses and the supply breaker overload features. The modification applies to dynamos of 200 kW. capacity and over.

4. An A. and A., item classification "A", is to be inserted in the next list for each ship concerned.

5. H.R.C. Fuse Boxes, Pattern 12977, will be supplied on Overseer's demands when the A. and A. is taken in hand. Arrangements have been made to purchase, as a first supply, 292 of these boxes under contract C.P. 74193/43 from Messrs. George Ellison and the South Wales Switchgear Co. Ltd., for delivery to Preston and Leeds.

6. Ships building are being dealt with separately.

(This order is to be retained until complied with)

5743.—Ring Main Switchgear—Modifications—Amplified Instructions for Fitting of 1940 Type Overload and Reverse Current Relays

Ships concerned

(T. 02414/43.—2 Dec. 1943.)

It has been reported that ships' staffs have experienced difficulty in carrying out the work of fitting 1940 type overload and reverse current relays to existing supply breakers, and 1940 type overload relays to existing feeder and ring main breakers.

2. Amplified instructions for fitting these relays together with explanatory photographs have been prepared and are shown in A.F.O. Diagram 358/43 (1-2.)

3. It should be noted that the overload, and overload and reverse current relays are calibrated before despatch from the maker's works. No screws, other than those referred to on the instruction diagrams, should therefore be disturbed.

4. After fitting, the relays are to be checked for operation at the normal setting. If outside the limits of ± 5 per cent., in the case of overload settings, or ± 10 per cent. in the case of reverse current settings, the results should be reported to the Admiralty.

5. Where the relays have already been fitted and the calibrations have not been checked, an item should be included in the ship's defect list, for this work to be done at a dockyard.

5744.—Steering Prism—Pattern 1951—Supply

(N.S. 33034/43.—2 Dec. 1943.)

Steering prism, Pattern 1951, is available for use with magnetic compasses, Pattern 195A or 0195A, where these compasses are fitted as the principal steering compass in H.M. Ships.

2. For ships concerned in which gyro-compasses are not installed, this steering prism will be shown in the magnetic compass establishment and supplied without demand. Other ships covered by paragraph 1 may demand steering prism, Pattern 1951, from the N.S.O., Admiralty Compass Observatory, if desired, quoting this Order.

3. The Sea Store Establishments concerned will be amended.

5745.—Boiler Tubes, etc.

H.M. Ships "Ettrick" "Anticosti," "Avon," "Baffin," "Betony," "Bombardier," "Campobello," "Ironbound," "Magdalen," "Pickle," "Queenborough" "St. Agnes," "Tenacious," H.M.I.S. "Godavari"

(N.S./P. 16790/43; N.S./P. 15845/43.—2 Dec. 1943.)

H.M.S. "Ettrick"

Particulars of the boilers and tubes fitted in H.M.S. "Ettrick" are identical with those published in A.F.O. 5240/43 for H.M.S. "Chelmer".

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

This Order will not be reprinted.

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

Particulars of the boilers and tubes fitted are as follows:—

H.M.S. "Anticosti" (P.15845/43.)

H.M.S. "Baffin" (P.05874/43.)

H.M.S. "Campobello" (P.05873/43.)

H.M.S. "Ironbound" (P.06594/43.)

H.M.S. "Magdalen" (P.07759/43.)

Type and No. of Boilers	...	...	...	...	Scotch 1 No.
Total No. of Tubes fitted	...	...	...	...	Generator 416 Preheaters 266

Row	Ext. Diam.	Thickness	Fitted Length	Total No. of Tubes fitted	Remarks
Plain ...	2 $\frac{3}{4}$ in.	160 W.D.G.	7 ft. 11 in.	293	All tubes are straight.
	Swelled at one end to 2 $\frac{7}{8}$ in. O.D. for 3 ins. long.				
Stay ...	$\frac{3}{4}$ in.	$\frac{7}{16}$ in.	8 ft. 0 in.	11	
Stay ...	$\frac{3}{4}$ in.	$\frac{3}{8}$ in.	8 ft. 0 in.	8	
	Upset at both ends for a length of 3 in. to O.D. 3 in., and threaded for 3 in. 9 T.P.I. at front end and 2 $\frac{1}{8}$ in. 9 T.P.I. at back end. Nuted at front end.				
Stay ...	2 $\frac{3}{4}$ in.	$\frac{5}{16}$ in.	7 ft. 11 in.	50	
Stay ...	2 $\frac{3}{4}$ in.	$\frac{1}{4}$ in.	7 ft. 11 in.	54	
	Upset at both ends for a length of 3 in. to O.D. 3 in., and threaded for 3 in. 9 T.P.I. at front end, and 2 $\frac{1}{8}$ in. 9 T.P.I. at back end.				
	Preheater				
Plain ...	2 $\frac{3}{4}$ in.	12 B.W.G.	3 ft. 5 $\frac{1}{2}$ in.	260	
	Not enlarged at either end, but expanded and beaded in place.				
Stay ...	2 $\frac{3}{4}$ in.	$\frac{1}{4}$ in.	3 ft. 7 in.	6	
	Upset at both ends to 3 in. O.D. for length of 2 $\frac{1}{2}$ in. Threaded 3 in. 9 T.P.I. and nuts fitted at both ends.				

H.M.S. "Avon" (P.17962/43.)

Particulars of the boilers and tubes fitted in H.M.S. "Avon" are identical with those published in A.F.O. 4089/43 for H.M.S. "Barle."

(A.F.O. 4089/43.)

H.M.S. "Betony" (P.17686/43.)

Type and No. of boilers Water tube ... 2 No.
Total No. of tubes fitted Generator ... 3812 No.

Row	Ext. Diam.	Thickness	Fitted Length	Total No. of Tubes fitted	Remarks
	in.	W.D.G.	ft. in.		
A	1½	116	7 9¼	168	All tubes are bent.
B	1½	116	7 7½	168	
C	1½	116	7 6½	228	
D	1½	116	7 6¾	224	
E	1½	116	7 6¾	228	
F	1	104	7 9	256	
G	1	104	7 9½	252	
H	1	104	7 10¾	256	
J	1	104	7 11¾	252	
K	1	104	8 0¾	256	
L	1	104	8 2¾	252	
M	1	104	8 4¾	256	
N	1	104	8 6¾	252	
O	1	104	8 9¾	256	
P	1	104	8 11¾	252	
Q	1	104	9 2¾	256	

H.M. Ships "Bombardier," etc. (P.14884/43.)

With reference to A.F.O. 4446/43 for H.M. Ships "Bombardier," etc., particulars of the plain air heating tubes should be amended to read as follows:—

Air Heating Tubes

Row	Ext. Diam.	Thickness	Fitted Length	Total No. of Tubes fitted	Remarks
Plain ...	in. 2¾	W.G. 14	ft. in. 5 8	288	—
	Swelled to 3 in. at one end for length 3 in.				

(A.F.O. 4446/43.)

H.M.I.S. "Godavari" (P.18030/43.)

Particulars of the boilers and tubes fitted in H.M.I.S. "Godavari" are identical with those published in A.F.O. 2700/43 for H.M.I.S. "Narbada."

(A.F.O. 2700/43.)

H.M.S. "Pickle" (P.19416/43.)

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

Row	Ext. Diam.	Thickness	Fitted Length	Total No. of Tubes fitted	Remarks
	in.	W.D.G.	ft. in.		
A	1½	116	7 9¾	128	All tubes are bent.
B	1½	116	7 7¾	128	
C	1½	116	7 6¾	172	
D	1½	116	7 6¾	172	
E	1½	116	7 6¼	172	
F	1	104	7 8½	196	
G	1	104	7 9½	192	
H	1	104	7 10¾	196	
J	1	104	7 11¾	192	
K	1	104	8 0¾	196	
L	1	104	8 2¾	192	
M	1	104	8 4¾	196	
N	1	104	8 6¾	192	
O	1	104	8 8¾	196	
P	1	104	8 11¾	192	
Q	1	104	9 3	196	

H.M.S. "Queenborough" (D.15339/43.)

The following particulars should be substituted for those published in A.F.Os. 2700/43 and 3579/43:—

Type and No. of boilers Admiralty 3 drum small tube type with Melesco super-heaters ... 2 No.
Total No. of tubes fitted Generator ... 8996 No.

Row	Ext. Diam.	Thickness	Fitted Length	Total No. of Tubes fitted	Remarks	
	in.	W.D.G.	ft. in.			
A	1¾	128	10 6½	288	All tubes are bent.	
B	1¾	128	10 2½	284		
C	1½	116	10 0¼	444		
D	1½	116	9 10¾	440		
E	1½	116	9 9¼	444		
EI	1½	116	9 7¾	16		
F	1	104	9 6¾	500		
	One tube to be staved up to 1½ in. dia. at bottom end only in the R.H. bank of No. 2 boiler. Length of staving 2¼ in.					
G	1	104	9 5½	496		
H	1	104	9 5½	492		
	One tube to be staved up to 1½ in. dia. at bottom end only in the R.H. bank of No. 2 boiler. Length of staving 2½ in.					
J	1	104	9 5¾	488		
	Three tubes to be staved up to 1½ in. dia. at bottom ends only in the R.H. bank of No. 2 boiler. Length of staving 2¼ in.					

H.M.S. "Queenborough" (D.15339/43).—contd.

Row	Ext. Diam.	Thickness	Fitted Length	Total No. of Tubes fitted	Remarks	
	in.	W.D.G.	ft. in.			
K	1	104	9 5 ⁹ / ₁₆	484	All tubes are bent.	
L	1	104	9 5 ¹³ / ₁₆	480		
M	1	104	9 6 ⁹ / ₁₆	476		
N	1	104	9 7 ³ / ₁₆	472		
O	1	104	9 8 ⁷ / ₁₆	468		
P	1	104	9 9 ¹ / ₁₆	464		
One tube to be staved up to 1 ¹ / ₈ in. dia. at bottom end only in the R.H. bank of No. 2 boiler. Length of staving 2 ¹ / ₂ in.						
Q	1	104	9 11	460		
R	1	104	10 0 ⁷ / ₁₆	456		
S	1	104	10 2 ¹ / ₂	452		
T	1	104	10 4 ¹ / ₁₆	448		
U	1	104	10 7	444		

(A.F.Os. 2700/43 and 3579/43.)

H.M.S. "St. Agnes" (P. 19027/43.)

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

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

H.M.S. "Tenacious" (P. 19026/43.)

Particulars of the boilers and tubes fitted in H.M.S. "Tenacious" are identical with those published in A.F.O. 2700/43 for H.M.S. "Raider".

(A.F.O. 2700/43.)

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

(This Order will not be reprinted.)

5746.—Boilers, Cylindrical—Retarders

"Flower" Class Corvettes

(D. 16102/43.—2 Dec. 1943.)

Since the issue of A.F.O. 5037/42 regarding the removal of retarders fitted in Howden Johnson boilers of "Flower" Class corvettes, it has been decided that:—

- (1) Retarders as fitted in all cylindrical type boilers of the above-mentioned class of vessels can be dispensed with, and arrangements should be made for their removal at the next convenient opportunity.
- (2) Those removed, together with any carried on board, are to be landed and brought to produce.

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

(A.F.O. 5037/42.)

5747.—Burning Temperatures of Furnace Oil—Supply of Viscometers

(N.S.Fuel. 13788/43.—2 Dec. 1943.)

The viscometers referred to in A.F.O. 2058/42 will shortly be distributed as follows:—

One each to Royal Fleet Auxiliaries carrying furnace oil in bulk.

S.S. "Alleghenny"	M.V. "Empire Diplomat"	S.S. "Otterhound"
S.S. "Atheltarn"	S.S. "Empire Dolphin"	S.S. "Petrophalt"
S.S. "Attendant"	S.S. "Empire Garden"	M.V. "San Amado"
S.S. "British Lady"	S.S. "Empire Gawain"	S.S. "San Casto"
S.S. "British Tommy"	S.S. "Empire Taj"	S.S. "San Claudio"
S.S. "Coronda"	S.S. "Juliana"	S.S. "San Tirso"
S.S. "El Grillo"	S.S. "Lucigen"	S.S. "San Ubaldo"
S.S. "Empire Control"	S.S. "Oakfield"	S.S. "Scottish American"

One each (except where otherwise indicated) for the use of Shore Fuelling Installations as follows:—

Home—Aultbea, Belfast, Campbeltown, Clyde, Devonport (3 No.), Dover, Farnes, Harwich, Invergordon, Killingholme, Lyness, Pembroke, Portland, Portsmouth, Rosyth, Sheerness.

Abroad—Aden, Bathurst, Bermuda, Colombo, Diego Suarez, Durban, Freetown, Gibraltar (2 No.), Iceland (C) (2 No.), Kilindini, Malta, Mauritius, Pointe Noire, Seychelles, Simonstown, Trincomalee (6 No.—including 4 spares).

2. On receipt of these viscometers, the provisions of A.F.O. 2058/42 should be implemented. The procedure laid down for oilers is also to be adopted by shore fuelling installations on each occasion of supply being made to one of H.M. ships.

(A.F.O. 2058/42.)

5748.—Brotherhood 60 kW. Turbo-Generators—Governors

"Hunt" Class Destroyers

(D. 024367/43.—2 Dec. 1943.)

A.F.O. 4836/43 is to be amended as follows:—

Governor Weight Spring

External diameter of coil:—

For ¹/₁₆ in. read 1 ¹/₈ in.

(A.F.O. 4836/43.)

5749.—Oil Fuel Tanks—Precautions when Filling with Oil or Water

American-built Escort Carriers

(D. 14601/43.—2 Dec. 1943.)

In the above-mentioned vessels, it is possible to develop excessive pressure in the oil fuel tanks, due to overfilling, when pumping fuel or sea water into them.

2. In order to prevent damage to the ship's structure, every precaution is accordingly to be taken to avoid overfilling the tanks.

3. Commanding Officers are to ensure that the necessary instructions are issued.

5750.—Machinery—Corrosion due to the Presence of Sea Water

(D. 16068/43.—2 Dec. 1943.)

Traces of sea water greatly accelerate the electrolytic corrosion of steel and this is to be borne in mind whenever contamination of feed systems occurs.

2. Recently, a set of turbines was steamed for 4 days under conditions of constant priming due to sea-water contamination of the feed system. It then lay idle for about 8 weeks before being steamed at high output to a refitting port. Subsequent examination disclosed severe rusting of the turbine rotors and cylinders, and heavy corrosion of the stainless iron blading.

3. Contamination of the feed with sea-water raises the density in the steaming boilers and priming will occur when the density exceeds 4/10ths, and may also occur at lower densities depending on the forcing rate of the boiler.

4. When priming has occurred due to sea-water contamination of the feed all machinery supplied with steam from the boilers that have primed will be liable to corrode unless early action is taken to counteract the effects of the salts carried over by the steam.

5. In the event of contamination of turbines it is important that:—

(a) If possible the turbines shall not be shut down till they have been steamed for at least 4 hours, with clean steam. To ensure that the treatment has been effective the inspection doors should be opened after shutting down and the parts visible examined for the presence of salts. Effluent from the drains should also be tested with silver nitrate to prove the absence of chlorides.

(b) When it is not possible to comply with 5 (a) or when the use of clean steam has proved ineffective, the turbines should, as soon as they are cool, be completely filled with clean, fresh water, preferably distilled, rotated by the turning gear for a short period and then drained, the process being repeated until the effluent gives a reasonably "clear" test with silver nitrate. The turbine should then be warmed with clean steam if it is to be idle for more than a few days in order to ensure that the internal surfaces are left thoroughly dry.

(c) Precautions (a) and (b) may be omitted if the turbine is to be steamed again with clean steam within about 24 hours of shutting down in a contaminated state, but every endeavour should be made to leave the turbine dry.

6. After contamination of reciprocating machinery early action should be taken to open up and clean shuttles and cylinders unless the machinery is to be steamed again with clean steam within about 24 hours.

7. When machinery has been completely immersed in salt water, it should be treated immediately as under 5 (b) and 6. All lagging is to be removed as soon as possible and the external parts of the machinery thoroughly cleaned. Lagging from which the salt can be removed by washing in fresh water may be replaced, the remainder should be renewed.

5751.—Whitemetal for Main Engine Bearings

H.M. Ships "Anemone" "Ballinderry" (main bearings only), "Balsam," "Bugloss" "Burdock," "Campion," "Clematis," "Columbine," "Convulvulus," "Godetia," "Lotus," "Meadowsweet," "Mignonette," "Nigella," "Penstemon," "Pink," "Ribble," "Rockrose," "Saxifrage," "Snowdrop," and "Sunflower"

French Ships "Commandant D'Estienne D'Orves" and "Frome"

H.M.C. Ship "Mimico"

H.N.M. Ship "Friso"

(D. 15843/43.—2 Dec. 1943.)

The bearings of main engines of the vessels named above have been lined originally, by the makers, with Bowran's white bronze containing lead.

2. When remetalting of these bearings becomes necessary they should be relined with whitemetal of Admiralty standard composition, and the firm carrying out the work should be instructed that the arisings are to be kept separate from lead free whitemetal of Admiralty composition and are not to be used for naval services.

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

5752.—A.C. Supply Outfits DPF and DPL and A.C.—Supply Outfit DUC—Fitting-Out Information

(S.D. 04341/43.—2 Dec. 1943.)

A.S.E. Preliminary Specifications, Nos. B.334/43 and B.336/43 concerning A.C. Supply Outfits DPF, DPL and A.C. Supply Outfit DUC, respectively.

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, West Africa and Ceylon; Flag Officers-in-Charge, Milford Haven and Aden (for Radar Officers); Director of Coastal Force Material Division; 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; Naval Officer-in-Charge, Londonderry; Deputy Superintendent, Pembroke; Naval Secretaries, Wellington and Melbourne (for the officers concerned at Melbourne, Sydney and Fremantle); Commanding Officers, H.M. Ships "Fox", "Midge", "Mantis", "Beehive", "Wasp", "Aggressive", "Hornet", "Attack", "Bee", "Dartmouth II" and "Mosquito". The Secretary, Naval Board (N.D.A.), Ottawa; Chief Constructors-in-Charge, H.M. Naval Repair Base, Corpach and Dunstaffnage; and to the B.A.M.R., Washington.

3. Copies of the specifications have also been forwarded to the Warship Production Superintendents, East Coast of Scotland, North Western, Humber, Southern, London, South Wales, Belfast, Scottish and North Eastern Areas; and 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 A.C. Supply Outfits DPF and DPL or A.C. Supply Outfit DUC 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 this specification and should be destroyed.

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

5753.—D/F Outfit FV3—Frame Coils S.27—Pattern X.4350—Replacement

Ships concerned

(S.D. 04346/43.—2 Dec. 1943.)

The original 12 frame coils S.27, Pattern X.4350, produced for D/F outfit FV3 were of special design and, when fitted in ships, needed for correct performance a sense feeder cable 2 ft. 6 in. shorter than the fore and aft and port and starboard feeders; in addition, special matching and installation were required by means of instruments not normally available on board or at bases.

2. The production model frame coils, viz., Pattern W.4350A, were modified with respect to the sense transformer and do not need the shorter length of sense or aerial feeder.

3. As Pattern W.4350A is now in good supply, ships fitted with S.27 frame coil for D/F outfit FV3 are to examine the frame coils and if of the earlier pattern, viz., X.4350, are to insert an item in their next list of alterations and additions, classification "A" as follows:—

"To replace frame coil S.27, Pattern X.4350, by frame coil S.27, Pattern W.4350A and cables Pattern 13813".

4. Pattern X.4350 frame coils returned in accordance with this order and those which still remain in store are to be modified to Pattern W.4350A.

5. Re-calibration of D/F outfit FV3 will be required on completion of substitution of frame coil and cables.

6. The fitting is to be carried out in accordance with Specification B.204/43 which will shortly be issued.

7. The pertinent Establishment List will be amended.

5754.—Outfit FV1/QV4—Oiling of Motor in Receiver P29, Pattern W.4794B

(S.D. 32283/43.—2 Dec. 1943.)

A number of the modified receivers P29, Pattern W.4794B, have been issued without a reversible label mounted on the outer case which draws attention to the filling of the tuning motor with oil on installation.

Any such receivers which have been fitted should have their motors filled with oil as instructed by the label pasted on the H/F screening plate inside the receiver and a demand forwarded to Captain Superintendent, A.S.E. Haslemere, for a Reversible Label for Receiver P29, Pattern W.4794B, quoting the serial number of the receiver, and this A.F.O. as authority.

5755.—Radar—Type 2730/R—Stabiliser Unit

(S.D. 012472/43.—2 Dec. 1943.)

It has been observed that the oil pump filter (Pattern W.5618) is likely to become clogged after a certain period, with resulting diminution of the oil pressure and failure of the stabilising equipment.

2. After every 100 hours running the oil pump is to be removed from the sump and the filter cleaned. Dirty oil should be replaced by fresh oil, or filtered through a 100-mesh filter and replaced.

5756.—Radar—Types 291W and 286PW—Aerial Outfit ATT

(S.D. 012259/43.—2 Dec. 1943.)

A.F.O. 4324/43 is to be amended as follows :—

Paragraph 8. *Add* " Appropriate return vouchers together with despatch details should be forwarded to Superintending Naval Store Officer, Haslemere."

(A.F.Os. 2762/43, 4324/43.)

5757.—Radio Interference Suppression Equipment—A.P. 19433A, A.P. 19436A, A.P. 19437A, A.P. 19441—Introduction

(N.S. 27381/43.—2 Dec. 1943.)

The following devices have been introduced for the suppression of radio interference and added to the Authorised List of Naval Stores under Subhead F2B (Schedule C.750) as follows :—

Pattern 19433A—Radio Interference Suppressor (220 volts 10 amps. fitted with four glands).

Pattern 19436A—Radio Interference Suppression Condenser, 0.25 mfd. for up to 24 volt circuits (left hand lug).

Pattern 19437A—Radio Interference Suppression Condenser, 0.5 mfd. for up to 24 volt circuits (left hand lug).

Pattern 19441—Radio Interference Suppressor (220 volts 3 amps.).

2. Pattern 19433A is a modified form of the suppressor, Pattern 19433, and is fitted with four glands instead of two. The suppressor will be suitable for wiring with two single cables as well as with twin cable.

3. Demands for suppressors, Pattern 19433, can be met by supplying Pattern 19433A, but Pattern 19433 should not be supplied against a demand for suppressors, Pattern 19433A.

4. The use of these items is to be limited to purposes for which specific authority is given. Demands should accordingly be endorsed with the appropriate authority, e.g., C.A.F.O. 2228/42, A.F.O. 955/43, etc.

(C.A.F.O. 2228/42 and A.F.O. 955/43.)

5758.—W/T Stores—Disposal of W/T Equipment

(N.S. 32202/43.—2 Dec. 1943.)

Stocks of the items shown in the appendices to this Order are to be disposed of as indicated.

APPENDIX I

Pattern	Description	Remarks
	All stocks of the items detailed below should be disposed of to the best advantage and no further returns taken on main or repairable ledger charge :—	
8765	Alarm machine.	
8701A	Box alarm and transmitter, Wa/T.6 group.	
8766	Box for condensers for Wa/T.	
8702	Box for two regulators.	
8490	Loud speaker, Wa/T, large (old type).	
8490A	Loud speaker, Wa/T, large (new type).	
—	Loud speaker mounting.	
8754	Panel, left hand.	
8755	Panel, right hand.	
8756	Screens, expanded metal, set of 3.	
8734	Switch, isolating.	
8716/A	Microphone amplifier unit.	
8757	Unit, R/C input.	
8758	Unit, R/C power supply.	
8760	Unit, intermediate, G.O. switch.	
8761/A	Unit, power, amplifier, 1 stage.	
8762	Unit, power amplifier, control.	
8763	Unit, remote group control.	
8764	Unit fuse, 4-way.	
8718	Rectifier unit 1/55/1 (Graham P.1497).	
8719	Rectifier unit 2/55/1 (Graham P.1497/2).	
8720	Rectifier unit 8/80/1 (Graham SA.465).	
8502	Relay machine (starting).	
8721	Relay, 200 watts (G.E.C. C.6103K).	
8722	Relay, 500 watts (G.E.C. C.6111P).	
8723	Relay, 500 watts (G.E.C. C.6101P).	
8724	Relay; 500 watts (G.E.C. C.6113P).	
8725	Relay, 2,000 watts (G.E.C. C.6105S).	
8726	Relay, A.C., 230 volts 50 Siemens (Graham P.18707).	
8727	Relay, thermal (Graham P.18707).	
8735	Tone control unit.	
8886	Box alarm and transmitter.	
1940	Cage, left hand.	
1941	Cage, right hand.	
8491/A	Loudspeakers.	
8881	Panel, intermediate.	
8884	Input unit.	
8759	Amplifier, Wa/T intermediate.	
8885	Supply unit R/C.	
8882/A	Panel, power amplifier.	
8883	Screens, set of, for Type 404 Wa/T.	
3915	Switch, 6-pole, 2-way and off.	
4064	Unit, output indicating.	
5674/A	Inductance and condensers, cushioning.	
1239/K	Tuner amplifier B.12.	
8421/K	Amplifier M.13.	
8420/K	Tuner A.8.	
8407	Tuner A.9.	
7492A/AK/V/VK	Receiver Q.7.	
8408/K/AK/BK	Tuner amplifier B.9.	
6207AK	} Amplifier M.3B.	
6207V/VK		
7460V/VK		Amplifier M.5.

APPENDIX I—contd.

Pattern	Description	Remarks
4429	Booster, 220 volt.	
4536	Motor generator.	
5419	Board, 2K, upper.	
6722	Board, 2L, upper.	
8292	Board, 2R, supply, D.C., upper.	
8293/A	Board, 2R, supply, D.C., middle.	
8294	Board, 2R, supply, D.C., lower.	
8295	Board, 2R, output, A.C., upper.	
8296	Board, 2R, output, A.C., middle.	
8297	Board, 2R, A.C., lower.	
8298	Board, 2R, controlling.	
8365A	Panel, 3R, drying out.	
8366	Panel, L.P.	
8367A	Panel, rectifying.	
8368	Panel, S/W.	
8369	Panel, S/W.	
8370/A	Panel, smoothing.	
8371A	Panel, spark.	
8372	Panel, transmitting.	
4074	Panel, H/F transmitting.	
5633	Panel, spark.	
5634	Panel, L/F transmitting.	
5635	Panel, L.P.	
5636	Panel, H.F. transmitting.	
5637	Panel, smoothing.	
5638	Panel, rectifying.	

APPENDIX II

Pattern	Description	Remarks
	Repairable stocks of the items detailed below should be disposed of to the best advantage and no further returns taken on B.14 (repairable) charge with the exception of those marked otherwise in "Remarks" column :—	
1458	Box, junction.	
1460	Box, junction.	
5004	Push alarm circuit.	
8487	Microphone	
8737	Transformer, input, 1/13.	
8738	Transformer, output, 6/1.	
8739	Transformer, output, 1/13.	
8740	Transformer, power, 230/135 and 230/4 volts.	
8741	Transformer, power, 230/150 and 230/4 volts.	
8742	Transformer, power, 230/600, 230/86 and 230/6 volts.	
8743	Transformer, oscillator.	
8736	Volume control unit.	
4440	Box, junction, 12A, 24-way.	
4441	Box, junction, 12A, 21-way.	
4442	Box, junction, 12A, 10-way.	
2006	Box, junction, with resistance.	
2459	Amplifier, power, 100 watts.	
2460	Driver unit for jack 2459 amplifier.	
7275	Condenser, fixed, 4 jars, 4,000 volt test.	
7484A/AK/V/VK	Amplifier, M.11.	
7496A	Coil range for amplifier M.11.	
4939	Arrester.	
7054	Board, distributing, 6-way, 6 volts.	
7053	Board, distributing, 3-way, 6 volts.	
6373/A/AK 6373/C/CK	} Heterodyne unit K.5.	Retain serviceable stocks of 6373/C/CK only
7302		Coil coupling for Het. unit K.5.

APPENDIX II—contd.

Pattern	Description	Remarks
7483/K/A/AK	Tuner A.11.	
4430	Starter.	
4431	Regulator, field for.	
1011/A	Panels 3 K.S.	
6723	Board, 2F, charging, upper.	
6724	Board, 2F, charging, lower.	
6349	Board, 2G, charging, upper.	
6350	Board, 2G, charging, lower.	

(A.F.O.'s 5431/42, 1224/43 and 4205/43.)

5759.—Aircraft—Regulations for the Use of Oxygen

(A./A.E. 4806/43.—2 Dec. 1943.)

A.F.O. 2526/43 is to be amended as follows :—

Paragraph 2. Cancel and substitute :—

" 2. Use of Oxygen :—

By Day

(a) Oxygen is to be used by all occupants of aircraft flying at height of, and above, 10,000 ft.

(b) When the rate of climb will exceed 2,000 ft. per minute in climbing to oxygen height, oxygen is to be used from ground level.

By Night

(c) To ensure good night vision oxygen is to be used from ground level by crews of all aircraft engaged on night operational duties.

(d) Pilots, observers and air gunners are to continue to use oxygen until the aircraft has landed in order to maintain maximum night vision."

(A.F.O.'s 2526/43 and 3188/43.)

5760.—Additional Stiffening Forward—Fitting of

" D " Class Fairmiles

(D. 023903/43.—2 Dec. 1943.)

It has been found necessary to provide additional stiffening for the forward frames in all " D " class Fairmiles.

2. This stiffening is to be fitted in accordance with Fairmile Marine Co. drawing D. 188 which can be obtained from Messrs. Fairmile Marine Co., Ltd., Cobham, Surrey on application.

3. The work should be carried out as and when reasonable opportunity occurs, the materials required being demanded from Messrs. Fairmile Marine Co., through D.C.F.M. This Order should be quoted as the authority for the work.

4. C.A.F.O. 2237/43 is to be amended as follows :—

Item 198.

Insert "A.F.O. 5760/43" as authority.

Delete "decision" and substitute "Approved, classification 'A'.

(A.F.O. 2237/43.)

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

5761.—Seafire Aircraft—Amendment to Aircraft Stores Establishment

(N.S. Air 6930/43.—2 Dec. 1943.)

In consequence of an amendment to the Seafire Appendix "A", the following items have been introduced for Seafire aircraft, and will be allowed to ships and services in accordance with the following scales:—

Ships (except repair ships) as shown in B.R.378(J).
Shore Establishments and Repair Ships:—

Permanent

Ref. No.	Description	Denom.	R.N. Air Stations		R.N. Aircraft Repair Yards		Repair Ships
			Class A	Class B	Class A	Class B	
			Main Store		Main Store		
1094 or 1340 or 1477	Section 6A Thermometer, Oil Temp., Mark I, Electrical. Indicator, Mark IB Indicator, Mark IIA	No.	4	2	6	6	4

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 contractors are expected to commence in November, 1943, and supplies to ships and services will begin in December, 1943.

4. Arrangements will be 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 to be supplied will be forwarded direct to (S) Naval Store Officers concerned.

5762.—Aircraft Radio—TR.1196—"Press to Transmit" facilities

(A.C.R.D./A.W.D. 637/43.—2 Dec. 1943.)

There appears to be insufficient knowledge of the "press to transmit" facilities which may be used with TR.1196 equipment. On the controller Type 4 of this equipment will be found a socket type 315, and an unwired plug (Stores Ref. 10H/1917).

2. This plug may be wired direct to the push button on the top of the throttle control or, where the throttle button does not exist, a Switch, Firing Bar (Stores Ref. 5D/554) may be secured on or near the throttle as convenient and used instead. Duce1 4 (Stores Ref. 5E/1362) or similar cable may be used for wiring.

3. With this facility in use the controller may be left in the "RECEIVE" or "R.A." position and transmission controlled by the press button.

4. The "press to transmit" socket is shown in A.P. 1186, Volume I, Section 2, Chapter 8 (Transmitter Receivers TR.1196 and TR.1196A.)

5763.—Aircraft Radio—Microphone Assemblies—Failure due to Defective Sealing Compound

(A.C.R.D. 1372/43.—2 Dec. 1943.)

It has been found in service that several of the microphones, Type 25, contained in Microphone Assemblies, Type 26 (10A/12571), Type 35 (10A/13120) and Type 48 (10A/14381) have been filled with unsuitable sealing compound.

2. This compound, which is coloured red, is liable to seep past the paxolin disc on the diaphragm and pole-pieces, eventually causing the microphone to become inoperative.

3. All microphones, Type 25, whether in service or in store, are to be examined. Those which show signs of seepage of red compound are to be withdrawn from service immediately. The compound is not to be removed from defective microphones nor are these microphones to be used again.

4. All defective microphones are to be returned to R.N. Store Depots, Coventry or Perth, and suitable replacements demanded in the usual manner, quoting this order as authority.

5. R.N. Store Depots are to arrange for returns to be sent to R.A.F. Repairable Equipment Depots.

5764.—Aircraft Carriers Returning to U.K.—Landing of Aviation Fuel

(N.S. 05864/43.—2 Dec. 1943.)

In order to reduce to a minimum the delays and other disadvantages generally associated with the landing of large quantities of aviation fuel before docking in U.K. ports, aircraft carriers returning to U.K. are to discharge at a suitable port en route, such quantities of aviation fuel as are in excess of estimated consumption plus a reasonable reserve for the voyage.

5765.—Ammunition Carriers—Quadruple—Supply

(N.S. 18836/43.—2 Dec. 1943.)

4-in. Mark XIX Quadruple Ammunition Carriers are now available and arrangements have been made for the supply, in order of priority, to the "Castle" Class Corvettes and "River" Class Frigates.

2. In future, requirements for all types of Quadruple Ammunition Carriers should be forwarded direct to Director of Contract Work (Supplies), Admiralty, Bath. No demands should be forwarded to Armament Supply Depots. This will enable a check to be kept of all available stocks.

3. The carriers will be dealt with under Vote 8/IIIE.

(A.F.O. 5658/42.)

5766.—Anchor Equipment—Revised Requirements

LBE, LBF, LBO, LBV(2), LBW.

(N.S./P.D.(Q) 0714/43.—2 Dec. 1943.)

Experience with engined landing barges has indicated the necessity for supply of an additional anchor.

2. Each mechanised landing barge should therefore be equipped with the following:—

Anchor, M.Q. stocked 2½ cwt.	...	...	2	No. (a)
Shackle, anchor, ¾ in.	...	...	4	No. (a)
Chain rigging, ¾ in., 25 fms., length	...	...	2	Lengths
or Rope, F.S.W., 2½ in., 25 fms. length	...	...

(a) All barges should already be provided with one anchor of approx. 2½ cwt.

3. Demands for any additional anchors, shackles, and chain rigging or F.S.W. rope required to complete to the above allowances should be forwarded to storing yards by bases to which barges of the above types are attached.

(Capt. L.B.s., LB61, 16 Aug. 1943.—C. in C., Portsmouth N. 4402/X/0600/4/1,
(30 Aug. 1943.)

5767.—Fenders—Supply of

L.B.O. and L.B.W.

(N.S. 30845/43.—2 Dec. 1943.)

Each L.B.O. and L.B.W. is to be equipped with four fenders similar to Pattern 898 ("apple-ring" type, 2 ft. 6 in. diameter) to prevent damage to minor landing craft coming alongside (Minor Landing Craft are already allowed coir fenders).

2. The necessary fenders should be made up locally or on board from old cordage which should be demanded from the nearest dockyard or store depot.

3. The equipment list will be amended.

(Capt. L.Bs., L.B.61, 7 Sep. 1943.)

(A.F.O. 2394/43.)

5768.—Filter Attachments—Patterns 10546 and 10547 for Sheet Steel Lamp Boxes, Pattern 10500 Series and other L.P. Apparatus—Introduction

(N.S. 16790/43.—2 Dec. 1943.)

The following accessories for sheet steel lamp boxes, Pattern 10500 series, have been introduced into service:—

Pattern 10546—Filter attachment, neutral—for use with coloured bullseyes.

Pattern 10547—Filter attachment, red—for use with uncoloured bullseyes in place of the blue filters at present fitted.

2. Ships should demand filters as requisite for fitting, by ships' staffs, to boxes in exposed positions and other positions where maintenance of night vision is essential.

3. New boxes will be fitted with red filters, but there is a large number of boxes in stock with blue filters. For new construction vessels, Overseers should demand filters for fitting by shipbuilder to boxes in accordance with paragraphs 2 and 3 above.

4. Filter attachments are being delivered as follows:—

Pattern 10546 (Rheostatic Co., Ltd.—C.P.60998/43)—

125—S.N.S.O., Stroud.

125—Officer-in-Charge, Mossley (demands to N.S.O., Preston).

Pattern 10547 (Rheostatic Co., Ltd.—C.P.60998/43)—

50—Chatham.

50—Portsmouth.

500—Leeds.

50—Devonport.

150—Rosyth.

100—Carfin.

100—Clyde.

600—Mossley (demands to N.S.O., Preston).

200—Newcastle.

600—Stroud.

100—Gibraltar

100—Alexandria

200—Durban

100—Bombay

100—Sydney

} Delivery in the first place is being made to Stroud.

5. These filters will also be used as "Admiralty supply" components of other low power apparatus, and Overseers concerned should forward demands to Leeds, Stroud or Preston.

5769.—Fitting of Remote Control to Log Tank Sluice Valve—As. and As.

"T" and "U" Class Submarines

(D. 022769/43.—2 Dec. 1943.)

Remote control is to be fitted to the log tank sluice valves in all "T" and "U" Class submarines.

2. An item, classification "A*", is to be included in the next lists of As. and As. to vessels of these classes in service.

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

5770.—Fire Extinguishing Equipment—"Essex" Type (Methyl Bromide)—Precautions to be Observed

All Craft Fitted with Methyl Bromide Extinguishing Equipment

(N.S. 34762/43.—2 Dec. 1943.)

Methyl bromide is toxic, the vapour causing narcosis, which may be followed by convulsions, coma and death. Delayed effects of a serious nature may occur even without the preliminary narcosis. Recovery is long drawn out and likely to be followed by years of suffering. The liquid form can cause blistering of the skin and a similar condition may possibly occur through pocketing of the vapour in the presence of moisture, e.g., perspiration.

2. Attention is therefore directed to the following instructions:—

In all cases after methyl bromide fire extinguishing equipment has been operated, stringent precautions are to be taken to prevent men entering enclosed or semi-enclosed spaces, until they have been thoroughly ventilated and cleared of gas.

Great care is to be taken when handling these extinguishers. If the skin or clothing becomes contaminated with the liquid contents, medical treatment should be sought as soon as possible, in order to minimise the risk of blistering the skin, which may not appear until several hours after the contact.

Damaged and leaking extinguishers are not to be allowed to discharge their contents inboard.

3. A warning notice as above is to be displayed in a suitably conspicuous position on all craft carrying extinguishers of the above-mentioned "type."

(R.A.L.B., E/H/45, 1 May 1942.)

(A.F.Os. 631/37 and 3409/39 are cancelled.)

5771.—Fire-fighting Equipment Trials—REPORTS

H.M. Ships

(P. 08477/43.—2 Dec. 1943.)

A fire-fighting equipment trial is to be carried out in new construction ships and is, in future, to be included in the trial programme of the ship.

2. This trial is also to be carried out in:—

(i) Ships re-commissioning after being paid off for large repairs.

(ii) Ships which, although remaining in commission with full or reduced complements, have been undergoing extensive repairs involving the firemain system and/or partial de-storing.

(iii) Ships being converted for Naval service.

(iv) A.C.Vs. and other ships built in U.S.A., on arrival in the United Kingdom.

3. The trial is to be to the satisfaction of the ships' officers and is to be carried out by the ship's staff in conjunction with the M.C.D. and M.E.D. for ships under dockyard control and with the P.S.O., W.P.S., A.E.O. or other appropriate engineer overseer for ships building, refitting or repairing at private yards.

4. The date of the trial should generally be between the dates of the ship commissioning to full complement and carrying out sea trials, but the fire-main portion of the trials may be carried out prior to the date of commissioning if desired, subject to the concurrence of the ships' officers.

5. Reports of trials should be prepared jointly by the M.C.D., P.S.O. or W.P.S. and M.E.D., A.E.O. or other appropriate engineer overseer, according to circumstances, and forwarded in triplicate to the Secretary of the Admiralty.

6. Ships in commission, on being supplied with new equipment, should carry out suitable trials of such equipment, particular attention being given to paragraphs 9 and 10 of this Order. Reports need not be forwarded for such trials.

7. Ship's staff are to ensure that all equipment is placed in the correct stowage positions on board by the date of commissioning. The supply of the authorised allowance of fire-fighting equipment should be checked and any deficiencies should be investigated and, if necessary, reported.

8. All portable extinguishers should be filled and examined to see that they are in good working order; where doubt exists as to its efficiency the extinguisher, according to its type, should be tested, either by one of the approved methods or by discharging it.

9. During the course of the trial, the stowage of all equipment should be carefully examined and particular attention is to be given to—

- (i) the positions selected for the stowage of the various extinguishers and apparatus being suited to the action organisation of the ship;
- (ii) the stowage of the refills with respect to their corresponding extinguishers.

10. The trial should include:—

- (i) Operation of all continuous foam generators, it being ascertained that re-charging can be carried out satisfactorily.
- (ii) Rigging and testing of portable salvage pumps as fire pumps.
- (iii) Operation of two-man manual pumps with knapsack foam equipment in ships affected.
- (iv) The simultaneous operation of a number of branch pipes with various types of nozzles and one or more foam generators on isolated sections of the firemain.

11. Reports of trials should generally be submitted in the following form:—

- (a) Whether all the fire-fighting equipment has been supplied and placed in correct stowage positions. Any deficiencies should be investigated and, if necessary, reported.
- (b) Whether all the portable extinguishers have been examined and are in satisfactory working order.
- (c) Whether continuous foam units have been tried and found satisfactory.
- (d) Whether a portable electric salvage pump has been rigged and tested.
- (e) Whether the Diesel-driven portable pumps have been rigged and tested.
- (f) Whether the two-man manual pumps have been operated satisfactorily.
- (g) Whether the knapsack foam equipment has been tried in conjunction with the F.B.O. branchpipes and manual pumps, and also in conjunction with the F.B.2.L.P. branchpipes and firemain.
- (h) State the maker, type, capacity, specified delivery pressure and position of all pumps supplying the firemain.
- (i) Firemain trial:—

Pumps in use.	Section of firemain in use.	Type and number of branch-pipes in use.	Position of hose connection from which branch-pipes are used.	Pressure in the firemain with valves closed.	Pressure in the firemain with valves opened.	Pressure at pump with valves closed.	Pressure at pump with valves opened.

- (j) Whether all branchpipes, Pattern 1521, have been modified in accordance with A.F.O. 994a/41.*

12. In the above trial, the total output of the branchpipes in use should be approximately that of the specified delivery of the pump or pumps supplying them, e.g., a 40-ton pump should be capable of supplying four Pattern 1521 modified branchpipes at a pressure of 40 lb./sq. in. measured at the branchpipes.

13. With regard to the firemain portion of the trials, it should be ensured that the pumps are working at maximum speed, whether or not water is being drawn off the firemain.

In those ships where the pumps supplying the firemain are of the centrifugal type, and the firemain test pressure is 130 lb. per sq. in., relief valves are not required and, if fitted, are to be removed or rendered inoperative. Where the firemain test pressure is less than 130 lb. per sq. in., relief valves, where fitted, should be set to three-quarters the test pressure of the firemain.

Where the pumps supplying the firemain are of reciprocating type, the relief valves are to be set at 85 lb. per sq. in. or three-quarters the test pressure of the firemain, whichever is the less.

14. As a guide to the quantities of water delivered by the various branchpipes, the following approximate figures are given.

Type of Branch Pipe and Delivery in tons/hour

Pressure lb./in. ²	Pattern 1521 (Unmodified).	Pattern 1521 (Modified).	Pattern 1520 (Unmodified).	Pattern 1520 (Modified).	Oil Fyre Spray Nozzle.	Fyrex Jet/Spray Nozzle.		Home Office Jet/Spray Nozzle Jet.	F.B.10 L.P. Foam Branch Pipe.	F.B.2 Foam Branch Pipe.
						90° Spray.	Jet.			
35	25	9	12.0	7.0	13.5	14.0	11.0	13.0	22.0	8.
40	26	10	12.5	7.5	14.0	15.0	11.5	13.5	23.5	8.5
50	29	11	14.0	8.5	15.0	16.0	13.0	15.0	26.5	9.5
60	32	12	15.5	9.5	16.5	17.5	14.0	15.5	29.0	10.5
75	36	14	17.0	10.0	19.0	20.0	15.5	16.0	32.5	12.0

15. Every effort should be made to ensure that the branchpipes supplied are modified in accordance with A.F.O. 994a/41* before a vessel leaves the dockyard.

16. A satisfactory demonstration of the foam-making capabilities of a foam generator can be obtained by using a diluted mixture of one part of foam compound to nine parts of water, but the foam so generated is not suitable for fire-fighting purposes. Ships should demand in advance from their storing yards sufficient foam compound to cover the requirements of this trial, in order that the original supply shall not be depleted before sailing.

17. Attention is called to the following list comprising the more important A.F.Os. dealing with fire-fighting in H.M. ships which have been issued to date. Particular attention should be paid to C.A.F.O. 720/41 and C.A.F.O. 2198/42.

Fast Motor Boats—Fire Extinguishing Equipment	...	A.F.O. 2933/39*
Flameproof Suits and Overshoes—Allowances	...	A.F.O. 1970/40
Aircraft Carriers. Allowances of Foam Type Extinguisher	...	A.F.O. 1001/40*
Restriction in the Use of Anti-Gas Respirators	...	A.F.O. 2494/40
Hangars in Catapult Ships—Fire Precautions	...	A.F.O. 3913/40*
Branchpipes with Spray Nozzles for Fire-fighting	...	A.F.O. 4090/40*
Emergency Working Lights for Repair Parties	...	A.F.O. 4515/40*
Foam Making Equipment and Portable CO ₂ Equipment	...	C.A.F.O. 2031/40

Foam Making Equipment and Portable CO ₂ Equipment...	A.F.O. 878/41*
Fire Extinguishers, Pattern 4726. Allowances for Use in Turrets	A.F.O. 161/41*
Bulkhead Hose Connections	A.F.O. 253/41
Nuswift Extinguishers Introduction	A.F.O. 576/41*
Nuswift Extinguishers Introduction	A.F.O. 791/41*
Destroyers and Smaller Ships. Pattern 4726 Extinguishers	A.F.O. 669/41*
Protection Screens for Foam Units in Catapult Ships ...	C.A.F.O. 360/41*
Firemain Systems—Isolation Valves	C.A.F.O. 517/41
Branchpipes, Patterns 1520 and 1521. Modification to ...	A.F.O. 994a/41*
Oilfyre Nozzles—Introduction	A.F.O. 1199/41*
Refills for Extinguishers, Patterns 4723 and 4724. Stowage of	A.F.O. 1217/41
Fire-fighting in H.M. Ships	C.A.F.O. 720/41
Manual Pumps—Introduction	A.F.O. 1316/41*
Foam Making Equipment	A.F.O. 1431/41
Canvas Hoses for Foam Making Equipment	A.F.O. 1628/41*
Foam Compound—Provision of	A.F.O. 1949/41*
Depot Ships Foam Making Equipment	A.F.O. 2521/41*
Nuswift Extinguishers—Recharging Apparatus	A.F.O. 2640/41*
Repair of Damaged Piping, Adaptors, etc.	A.F.O. 3070/41*
Steam Drenching Arrangements in Machinery Compartments	A.F.O. 3638/41*
Manual Pumps and Knapsack Foam Equipment	A.F.O. 3639/41
Pressure Gauges for Firemain	A.F.O. 4068/41
Petrol Driven Auxiliary Craft—Fire Precautions	A.F.O. 4772/41
Oilfyre Nozzles—Allowance to A.M.Cs. and O.B.Vs. ...	A.F.O. 4776/41*
Pumps Supplying Firemain Leak-off Arrangements ...	A.F.O. 4978/41*
Tugs—Allowance of Fire-fighting Equipment	A.F.O. 5085/41*
Diesel Driven Portable Pumps—Supply	A.F.O. 5303/41
Diesel Driven Portable Pumps—Supply	C.A.F.O. 336/42
Diesel Driven Portable Pumps—Supply	A.F.O. 189/43
Diesel Driven Portable Pumps—Supply	A.F.O. 1841/43
Instantaneous Couplings—Introduction	A.F.O. 5417/41*
Trawlers—Allowance of Fire-fighting Equipment	A.F.O. 65/42
Allied Navies—Supply of Fire Extinguishers	A.F.O. 271/42
Foam Making Equipment—Spares for	A.F.O. 484/42
Action Fire Parties—Allowances for Fire Extinguishers	A.F.O. 1425/42
Action Fire Parties—Allowances for Fire Extinguishers	A.F.O. 2291/42
A.M.Cs. and O.B.Vs.—Allowances for Fire-fighting Equipment	A.F.O. 1568/42
Destroyers and Leaders—Allowance of Hoses and Branchpipes	A.F.O. 2779/42
Asbestos Suits for Action Fire Parties	A.F.O. 2778/42
Mooring Vessels—Allowance of Fire-fighting Equipment	A.F.O. 1693/42
Fire Extinguishers, Spare Refills and Charges	A.F.O. 2672/42
Switchboards in Destroyers—Fire Extinguishers for ...	A.F.O. 2914/42
Branchpipes with Jet/Spray Nozzles—Allowances ...	{ A.F.O. 3023/42 A.F.O. 3981/43
Foam Branchpipes, F.B.2. L.P., for Use with Knapsack Tank	A.F.O. 3148/42
Coastal Force Craft—Fire-fighting Equipment	A.F.O. 3431/42
Safety of H.M. Ships in Dock During Air Raids	C.A.F.O. 1502/42
Breathing Apparatus—Increased Allowances	A.F.O. 3906/42
Foam Units for Petrol Control Compartments	A.F.O. 922/42

Foam Units—Alternative Water Supplies	A.F.O. 1567/42
Foam Units—Swivel Discharge Bends	A.F.O. 2671/42
Oilfired Galleys—Allowance of Fire Extinguisher	A.F.O. 4308/42
Corvettes and Boom Defence Vessels—F.F. Equipment Allowances	A.F.O. 4306/42
Fire Extinguishers, Pattern 4724. Allowance for Switchboards	A.F.O. 4792/42
Adaptors with Instantaneous Couplings	A.F.O. 4908/42
Foam Compound Units—Charging of	A.F.O. 5060/42
Fire-fighting in H.M. Ships	C.A.F.O. 2198/42
Hose Connections in Machinery Compartments	A.F.O. 5806/42
Reduction of Fire and Smoke Risks	C.A.F.O. 2363/42
B.A.V.Gs. and A.V.Gs. (Escort A/C Carriers, American) —Allowance of Fire-fighting Equipment	A.F.O. 6062/42
Motor Minesweepers — Allowances of Fire-fighting Equipment	A.F.O. 65/43
Auxiliary A.A. Ships, "Eagle" Ships, etc.—Fire-fighting Equipment	A.F.O. 1240/43
Flotilla Leaders and Destroyers concerned—Allowance of Extinguishers for Use with Generators	A.F.O. 973/43
Canvas Hose Tubing—Reduction of Demands and Rules for Prolonging Life	A.F.O. 982/43
Hose Connections—Standardisation	A.F.O. 1608/43
Radar Offices—Fire Extinguishers	A.F.O. 1961/43
Cruisers and Above—Allowance of No. 2 size C.D. Hoses for Fire Purposes	A.F.O. 2535/43
Foam for Extinguishing Large Oil Fires. Efficiency of	C.A.F.O. 1909/43

* Not in Annual Volume.

(A.F.Os. 3526/41, 4661/41 and 4307/42 are cancelled.)

5772.—Floodlight, Portable, with Self-Contained Battery

(N.S. 31783/43.—2 Dec. 1943.)

A portable floodlight with self-contained battery has been introduced for use in machinery spaces and by damage control parties.

2. This item has been added to the Authorised List of Naval Stores under subhead F(2B) as follows:—

Pattern	Description
17081	Portable Floodlight, Battery Operated.
	Required to complete:—
Pattern 8117	Accumulators, - 6
Pattern 16132	Lamp, 12-volt, 24/6-watt, - 1

3. Allowances of Pattern 17081, complete with battery connection straps and terminal connectors, Pattern 1047A, are as indicated below and ships should demand from storing yards or depots. Supply to ships of new construction concerned should be arranged by warrant and supplying yards and depots in the usual manner. The allowances for damage control purposes to the classes of ships in Groups 1, 2 and 3 (A.F.O. 1642/43, paragraph 3) are on the basis of two floodlights per damage control section but the floodlights are not allowed for the "hangar" sections of aircraft carriers. The allowances for damage control purposes in Groups 4 and 5 (A.F.O. 1642/43, paragraph 3) are on the basis of one floodlight per damage control section (i.e., per ship).

	Class of Ship	Machinery Spaces	Damage Control Purposes	Total			
Group 1	"King George V"	8	10	18			
	"Nelson" and "Rodney"						
	"Queen Elizabeth"						
	"Valiant"						
	"Warspite"						
	"Renown"						
	"Malaya"						
Group 2	"Royal Sovereign" class	6	8	14			
	Fleet aircraft carriers						
	Light fleet aircraft carriers						
	Escort carriers				2	6	8
	Cruisers over 6,000 tons						
	Minelayers over 6,000 tons				4	6	10
	Fleet repair ships						
	Base repair ships				2	6	8
	Large depot ships						
	A.M.Cs.						
Group 3	Auxiliary vessels over 6,000-tons	2	4	6			
	Landing ships over 6,000-tons						
	Cruisers under 6,000-tons						
	Minelayers under 6,000-tons (other than fast minelayers, controlled minelayers and those under 1,000-tons)				1	4	5
	Seaplane carriers						
	A/A ships (ex cruisers)				2	4	6
	Monitors						
	Small depot ships				1	4	5
	Netlayers						
	Large auxiliary A/A ships				4	4	8
Auxiliary vessels under 6,000-tons but over 2,000-tons							
Group 4	Landing ships under 6,000-tons	1	4	5			
	Flotilla leaders						
	Destroyers ("Tribal" and later classes)						
	Destroyers ("Hunts" and other than above)						
	Fast minelayers				2	1	3
	Sloops						
	Survey vessels				2	1	3
	Cutters						
Group 5	(Auxiliary vessels over 1,000-tons but under 2,000-tons)	1	1	2			
	Frigates						
	Corvettes						
	Fleet minesweepers						
	Gunboats (shallow draught)						
Cable vessels... ..							

4. Spares are to be demanded as follows :—

Lamps, Pattern 16132—One per floodlight.

Accumulators, Pattern 8117—One complete battery, 6 accumulators, per 10 floodlights or part of 10 allowed.

5. The floodlight is not flameproof and should not be used in areas in which there is likely to be an explosive vapour. A flameproof portable floodlight, Pattern 17100, will shortly be introduced for use in dangerous areas.

6. Thirty-five floodlights marked "Like Pattern 17081", complete with batteries and lamps, have already been issued to the following ships, and the

numbers quoted above should be amended accordingly so far as these ships are concerned :—

"King George V"	5	"Renown"	4
"Duke of York"	5	"Rodney"	4
"Anson"	5	"Nelson"	4
"Howe"	5	"Illustrious"	3

7 Dockyards and depots at home should demand requirements from the Admiralty in accordance with Admiralty Letter N.S.30262/43/Br.9B/B.40560, dated 28th September, 1943.

8. Dockyards abroad should signal to Admiralty quantities required, quoting this Admiralty Fleet Order.

9. Part I of the Appendix to A.F.O. 1642/43 should be amended to include floodlights, Pattern 17081, in accordance with paragraph 3.

10. The Sea Store Establishments concerned will be amended.

(Admiralty Letter N.S.30262/43/Br.9B/B.40560—28 Sep. 1943.)

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

5773.—Low Voltage Bench Light Fittings—Introduction—As. and As.

Aircraft Carriers

(N.S. 27692/42.—2 Dec. 1943.)

36-watt adjustable bench light fittings to be fed from the low voltage A.C. supply, are to be fitted in the engine stripping and cleaning shop in all Fleet Carriers, except H.M.S. "Furious", and in the engine repair workshop in Light Fleet and Escort Carriers and H.M.S. "Furious".

2. The following items have been added to the Authorised List of Naval Stores under Subhead F(2B), as follows :—

Pattern 17076. Low Voltage Bench Lighting Fittings for Engine Stripping and Cleaning Shops in Aircraft Carriers.

Pattern 19123. Glass Disc, for Bench Lighting Fitting, Pattern 17076.

The glass disc, Pattern 19123, is supplied as a component of the fitting, Pattern 17076, but a lamp, Pattern 8064, is required to complete.

3. Purchase of 208 fittings has been arranged from Messrs. Mek Elek Engineering Co., Ltd., under contract C.P. 98944/42, for delivery to Stroud and Mossley, and it is anticipated that supplies will be available shortly.

4. *Ships in commission.*—Demands should be forwarded to storing yards in the usual manner, and Commanding Officers of all Fleet and Escort Carriers should include an item "To fit low wattage bench light fittings, Pattern 17076, in engine-stripping and cleaning shop or engine repair shop", in their next list of As. and As.

5. *New construction.*—Requirements should be demanded in the usual manner by Warship Electrical Superintendents as Admiralty Supply items. Except in Escort Carriers, one fitting will be required for each vice position. Supplies should be taken from the hangar hand lamp A.C. supply, and shipbuilders should arrange for the supply and fitting of the necessary transformers and junction boxes.

6. For Escort Carriers, three fittings will be required in the engine repair workshop. Transformers will be supplied on demand from Admiralty stocks.

7. The position of the transformers and junction boxes should be outside the compartments in all ships. D.P. switches, Pattern 4097/8, should be fitted adjacent to the main lighting switches outside the compartment, but, where this is not practicable and they have to be fitted inside the compartment, Pattern 4100 switches, fitted 8 ft. above deck level, should be used.

8. The wiring should be arranged as follows :—

(a) From transformer to junction box—Cable, Pattern 6194/5D.

(b) From junction box to D.P. switch—Cable, Pattern 2533D.

(c) From D.P. switch to lamp fitting—Cable, Pattern 6055D.

With regard to (c), where a long run of cable is involved, cable, Pattern 2533D, should be run from the switch to a cable-changing box sited outside the compartment at the point of entry of the cable to the compartment. Cable, Pattern 6055D, should be run from the cable-changing box to the lamp fitting and protected as required. The run of this cable should be as short and direct as possible.

The above requirements are necessary in order that the volt drop may be as small as possible. A 30-ft. run of cable, Pattern 6055D, would entail a voltage drop of approximately one volt.

5774.—Naval Store Supply Ships and Temporary Naval Store Depots—Accounting
(N.S. 34255/43.—2 Dec. 1943.)

The following revised instructions regarding the manner of disposal of the various issue and return vouchers should be brought into force forthwith:—

Issues from Stock (Form S.134d)—

Original To be forwarded to the Admiralty in Return D.74. The return should be addressed:—

- (i) Director of Expense Accounts.
(ii) Director of Stores.

Duplicate Bundle copy for ledgers of supply ship or store depot.
Triplicate Ship's supply note.
Quadruplicate Advance voucher for ship supplied.

Returns to Stock (Forms S.331)—

Original As for S.134d.
Duplicate As for S.134d.
Triplicate Ship's receipt.
Quadruplicate Ship's receipt (temporary).

2. When returns are taken on charge in the supply ship or store depot for subsequent utilization or disposal, D.83As. should be raised and dealt with as follows:—

Original To be attached to the relevant original copies of S.331 forms and forwarded in Return D.74.

Duplicate } Bundle copies for ledgers of depot ship or store depot.
Triplicate }

3. The D.83As. should state whether articles are serviceable or repairable, or their estimated sale value if disposed of locally. D.83As. are not required if articles are of no value.

4. Attention is drawn to the instructions contained in paragraph 3 of A.F.O. 3964/39, and to the necessity for inserting on all relevant vouchers forwarded periodically to the Admiralty the prices of stores *purchased locally* and issued to repayment services.

5. The instructions contained in paragraphs 4 and 5 of A.F.O. 3964/39 should be regarded as superseded by the above procedure.

(A.F.Os. 3964/39 and 4435/42.)

5775.—Propagas or Similar Gases—Precautions to be observed when using

(D./N.S. 32876/43.—2 Dec. 1943.)

A.F.O. 5000/43 is to be *amended* as follows:—

Paragraph 3 (i). *Delete* and *substitute*:—

"Gas cylinders being used for cutting or welding operations in ships undergoing refit or repair in dockyard hands are not generally to be placed on board. In exceptional circumstances, where excessive lengths of piping would be required, they may be placed on board with the permission of the Constructive Department Officer in charge of the ship, but are not to be taken below the weather deck."

(A.F.O. 5000/43.)

5776.—Quartermaster's Position—Transfer to Upper Deck—As. and As.

H.M. Ships of the "Rotherham," "Saumarez," "Troubridge," "Ulster,"
"Valentine" and "Wager" Classes

(D./P. 6495/43.—2 Dec. 1943.)

The Quartermaster's position in H.M. ships of the above-mentioned classes is to be transferred to a site on the upper deck between the after boiler room vents forward of 53 station, in accordance with Messrs. J. S. White's Drawing No. 943, copies of which will be forwarded on demand.

2. An item to cover the work involved is to be included in the lists of As. and As. for completed ships of the classes named.

(A.S., C.B.S., 1 Apr. 1943, No. 93/4.)

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

5777.—Special Stores—Revised Procedure

"A" and later Class Submarines

(P. 21418/43.—2 Dec. 1943.)

A new specification, numbered Part IVA, covering the supply of machinery, spare gear, tools, and special stores for Engineering purposes for submarines has recently been issued.

2. The specification, which will be applicable to "A" and later classes of submarines, supersedes and amplifies the instruction contained in A.F.O. 1580/42 concerning compilation of the lists of special stores, and contains revised instructions regarding the first supply of stores and the preparation and distribution of special stores lists.

(A.F.O. 1580/42.)

5778.—Stenor Hose Patching Machine—Extension of Allowances

(N.S. 19847/43.—2 Dec. 1943.)

The allowance of a Stenor hose patching machine, which, in the case of cruisers, has hitherto been restricted to vessels of 8,000 tons and over, is to be extended to all cruisers. The allowance is also to be extended to monitors and H.M.S. "Adventure".

2. The existing allowance of one of these machines to each aircraft carrier is applicable to Escort, Fleet and Light Fleet Carriers and H.M. ships "Albatross" and "Unicorn".

3. These machines have been allocated Pattern numbers as shown below and added to the Rate Book of Naval Stores under Subhead F.I.C./V:—

Pattern	Description
24901	Stenor hose patching machines, 110-140 volts, D.C.
24902	Stenor hose patching machines, 210-240 volts, A.C.
24903	Stenor hose patching machines, 210-240 volts, D.C.

4. Ships concerned in commission not already so supplied should forward demands to the appropriate storing yards or depots, quoting the pattern number of the machine required. Supply to ships of new construction should be arranged by warrant yards in accordance with the extended allowances.

5. Each machine is supplied complete with an initial outfit of patches and solution. Additional quantities of patches and solution for stock to meet replacements have been requisitioned for purchase as follows, and will be dealt with as consumable naval stores under Subhead E, items 2 and 7 respectively:—

Description	Denom.	Chatham	Sheerness	Portsmouth	Devonport	Rosyth	Preston	Severn Area		West Riding	Carfin	Total
								(A)	(B)			
<i>E.2</i>												
"Stenor" Fire Hose Patches:—												
1½-in. round (15 patches per packet).	pkts.	150	100	150	150	150	300	350	150	150	1,650	
2-in. round (15 patches per packet).	"	150	100	150	150	150	300	350	150	150	1,650	
3½-in. X 1½-in. oval (10 patches per packet).	"	150	100	150	150	150	300	350	150	150	1,650	
4-in. X 2½-in. oval (5 patches per packet).	"	150	100	150	150	150	300	350	150	150	1,650	
<i>E.7</i>												
Special "Stenor" Fire Hose Solution.	tins	150	100	150	150	150	300	350	150	150	1,650	

A.—Includes 50 of each for shipment to Gibraltar, Malta and Alexandria.

B.—Includes 50 of each for shipment to Simonstown, Durban, Colombo and Bermuda.

6. The Establishment of Naval Stores for Executive Purposes (B.R. 358) and the Rate Book of Naval Stores will be amended.

5779.—Tung Oil—Replacement by Dehydrated Castor Oil

(N.S./C.P. 16005/43.—2 Dec. 1943.)

Tung oil is in short supply, and dehydrated castor oil is to be used instead in future in the mixing of waterproof paint for protective mattresses.

Section 4

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

5780.—Anti-Flash Clothing

S.G.B.'s

(V. 8/01377/43.—2 Dec. 1943.)

Anti-flash clothing (helmet, mask and gloves) is to be supplied on loan to the 3-in. guns crew in S.G.B.'s.

2. A.F.O. 4322/42 is to be amplified as follows:—

Paragraph 4 after "Curtains, oilskin, anti-gas" insert

"Anti-flash clothing (helmet, mask and gloves)—1 set for each member of the 3-in. guns crew of S.G.B.s".

3. A.F.O. 4798/42 is to be amended as follows:—

Paragraph 2, line 4. After "Coastal Force Craft" insert "(other than S.G.B.'s)".

(A.F.Os. 4322/42 and 4798/43.)

A.F.O. 6540/45 *5781.—Kits of General Service Ratings—Revision

3828/46.

(V. 4562/43.—2 Dec. 1943.)

The regulation active service Class I, Class II and Class III kits, compulsory and optional, will be as shown below (pending instructions to any other effect). Separate instructions have been issued regarding the kits of Patrol Service ratings (R.N. and R.N.R.), of men entered specially for service in boom defence vessels or for local defence duties and of apprentices and boys in training establishments. The terms upon which compensation is to be awarded in the event of loss of, or damage to, uniform clothing are as laid down in A.F.O. 3917/41.

Class I

Compulsory:—

- 2 jackets, single breasted, serge.
- 1 waistcoat, serge, or 1 blue pullover.
- 2 pairs trousers, serge.
- 2 tunics, drill.
- 2 pairs trousers, drill.
- 2 caps.
- 2 cap covers (see A.F.O. 1307/40).
- 2 vests, summer.
- 2 vests, winter.
- 2 pairs drawers.
- 3 white shirts.
- 6 white collars.
- 1 necktie, black silk.

Compulsory—contd.

- 2 pairs socks or stockings.
- 2 pairs boots or 1 pair boots and 1 pair black leather shoes.
- 1 bed.
- 1 blanket.
- 2 bed covers.
- 1 overall suit (artificer, artisan and E.R. ratings; optional for other C.P.Os.).
- 1 waterproof coat.
- 1 pair braces.
- 3 aprons } Cook ratings only.
- 3 cook's caps }
- Badges as necessary.

Optional:—

- 1 jacket, single breasted, serge.
- 1 waistcoat, serge.
- 1 pair trousers, serge.
- 1 overcoat.
- 1 oilskin coat.
- 1 oilskin sou'wester.
- 1 pair black leather slippers.
- 1 pair white shoes } on foreign stations only.
- 2 pairs white socks }
- 1 white waistbelt }
- 2 suits pyjamas.
- 2 cholera belts.
- 1 pair woollen gloves.
- 6 white cotton handkerchiefs.
- 1 razor.
- 1 pair scissors.
- 1 shaving brush.
- 1 hair brush.
- 1 tooth brush.
- 1 clothes brush.
- 2 boot brushes.
- 1 comb.
- 2 towels.
- 3 white shirts.
- 6 white collars.
- 1 attache case.
- 1 suit case.
- 1 white scarf.
- 1 pillow.
- 2 pillow covers.
- 1 blanket (on home station only).
- 1 pair brown shoes } at R.N. Air Stations abroad only.
- 2 pairs khaki stockings }

Class II

Compulsory:—

- 2 jumpers, serge.
- 2 pairs trousers, serge.
- 2 jumpers, duck.
- 2 pairs trousers, duck.
- 1 overall suit (2 for stokers and air mechanics).
- 1 pair fearnought trousers (for stokers in coal-fired ships only).
- 2 collars, blue jean.
- 2 caps, blue or white.
- 2 cap ribbons (see A.F.Os. 5958/42, 3214/43 and 3481/43).
- 1 scarf, black silk.
- 2 pairs socks or stockings (2 pairs socks will be issued to all new entries).
- 2 pairs boots, or 1 pair boots and 1 pair black leather shoes (2 pairs boots will be issued to all new entries).
- 1 bed.
- 1 blanket.
- 2 bed covers.

Compulsory—contd.

- 2 cotton "flannels".
- 2 singlets.
- 1 jersey.
- 1 knife (Seaman branch ratings and wiremen : optional for others.)
- 1 knife lanyard.
- 1 soap bag.
- 1 comb.
- 1 hair brush.
- 1 tooth brush.
- 2 boot brushes.
- 1 type.
- 1 attache case.
- 2 pairs drawers.
- 2 towels.
- 1 waistbelt.
- 1 oilskin coat (optional on the China and East Indies Stations.)
- Badges as necessary.
- Vol. 1, Seamanship Manual (ordinary seamen and boys only.)
- Stokers' Manual (stokers only.)
- Signal card (signal ratings only.)

Optional :—

- 1 jumper, serge
- 1 pair trousers, serge } on home stations only.
- 1 jumper, duck or drill
- 1 pair trousers, duck or drill } on foreign stations only.
- 1 overcoat.
- 1 oilskin sou'wester.
- 1 cap box.
- 1 pair black leather slippers.
- 1 pair white shoes
- 2 pairs white socks } on foreign stations.
- 1 white waistbelt
- 2 suits pyjamas.
- 1 razor.
- 1 pair scissors.
- 1 shaving brush.
- 1 clothes brush.
- 1 scarf, black silk.
- 1 pair woollen gloves.
- 6 white cotton handkerchiefs.
- 1 housewife.
- 2 cholera belts.
- 1 blue comforter.
- 1 white scarf.
- 1 pillow.
- 2 pillow covers.
- 1 pair rubber sea boots (seamen and signal ratings.) (See A.F.O. 2093/42.)
- 1 blanket (home station).
- 1 pair brown shoes
- 2 pairs khaki stockings } at R.N. Air Stations abroad only.

Compulsory :—

- 2 jackets, single breasted, serge.
- 1 waistcoat, serge or blue pullover.
- 2 pairs trousers, serge.
- 2 tunics, drill.
- 2 pairs trousers, drill.
- 2 caps.
- 2 cap covers. (See A.F.O. 1307/40.)
- 3 cook's caps } cook ratings only.
- 3 aprons
- 2 aprons. (officers' steward ratings below P.O. only.)
- 2 vests, summer.
- 2 vests, winter.

*Class III**Compulsory—contd.*

- 2 pairs drawers.
- 3 white shirts.
- 6 white collars.
- 1 necktie, black silk.
- 2 pairs socks or stockings. (2 pairs socks will be issued to all new entries.)
- 2 pairs boots or 1 pair boots and 1 pair black leather shoes. (2 pairs boots will be issued to all new entries.)
- 1 bed.
- 1 blanket.
- 2 bed covers.
- 2 towels.
- 1 type.
- 1 soap bag.
- 1 comb.
- 1 hair brush.
- 1 tooth brush.
- 2 boot brushes.
- 2 overall suits (artificer, air fitter, artisan and engine room ratings only.)
- 1 overall suit (supply ratings below P.O.).
- 1 waterproof coat.
- 1 pair braces.
- Badges as necessary.
- Manuals, books of instruction, as at present. (Uniform Regulations (Ratings) Section VIII, Sub-section 3, page 142, Appendix to Navy List, June, 1943.)

Optional :—

- 1 jacket, single-breasted, serge.
- 1 waistcoat, serge.
- 1 pair trousers, serge.
- 1 overcoat.
- 1 oilskin coat.
- 1 oilskin sou'wester.
- 1 overall suit.
- 1 pair black leather slippers.
- 1 pair white shoes
- 2 pairs white socks } on foreign stations only.
- 1 white waistbelt
- 2 suits pyjamas.
- 6 white cotton handkerchiefs.
- 1 razor.
- 1 pair scissors.
- 1 shaving brush.
- 1 clothes brush.
- 3 white shirts.
- 6 white collars.
- 1 blue comforter.
- 1 pair woollen gloves.
- 2 cholera belts.
- 1 suit case.
- 1 attache case.
- 1 white scarf.
- 1 pillow.
- 2 pillow covers.
- 1 blanket (on home station only.)
- 1 pair brown shoes
- 2 pairs khaki stockings } at R.N. Air Stations abroad only.

2. Men in possession of cloth or diagonal serge or tartan suits may be permitted to wear them until they are worn out, but, in the event of loss by Service casualty, compensation will only be payable as for single breasted serge suits and for not more than three such suits in all.

3. The gratuitous issue of additional white tunics and trousers (or payment of value in lieu) to men in Class I and Class III uniform, authorised by Note E, Section VIII, of the Uniform Regulations (Ratings) page 140 Appendix to Navy List, June, 1943—is discontinued.

4. Apart from pupil Pilots sent for training in Canada, duck suits are not to be included in the kit given on entry to Naval Airmen who are under training as Pilots

or Observers. Any of the latter airmen who fail to qualify are to be given two duck suits as part of their free kit on reversion to Naval Airman II or on transfer to another branch of the Service. Naval Airmen under training as Air Gunners should continue to be given two duck suits as part of their free kit.

5. New entries R.N. are invited on joining for service to bring with them the following privately owned toilet articles:—

Brush, hair
Comb, hair

These articles are not included in the initial free kit issued on entry but ratings are credited with the value of the articles at current issuing prices, at present 2s. 4d. and are required to take them up on repayment from service stocks if they do not bring them with them.

6. Except as indicated in paragraphs 4 and 5 above new entries at home are to be given the compulsory kit of their rating together with the following:—

1 Overcoat
1 Attache case (if not in compulsory kit)
1 pair thick stockings
Cap and other badges as necessary.

7. The scale of issue of tropical shirts or singlets and shorts will be two shirts or singlets and two pairs of shorts per man pending instructions to any other effect (B.R. 93, Chapter XI, Section 6). White shirts and shorts are supplied in lieu of the standard pattern articles to ratings granted for service on shore at certain R.N. Air Stations and R.N. Air Sections abroad (A.F.O. 5402/43.)

8. Maltese N.C.S. ratings entered for service in seagoing ships, in future, are to be given the compulsory kit of their rating as set out in paragraph 1 above, but bedding is to be regarded as on personal loan for the first 6 months of service as at present. Maltese N.C.S. ratings entered for service in shore establishments, harbour ships or ships in reserve, are to be given the kits at present laid down in the Uniform Regulations, Section VIII, Sub-section 9(B)—page 145, Appendix to Navy List, June, 1943—modified for men dressed as seamen as follows:—

Delete:—

2 jumpers, drill
2 pairs trousers, drill.

The gratuitous issue of two additional drill tunics to officers' stewards and cooks is to be discontinued. The existing conditions in regard to the issue of bedding are to continue.

9. Kit Upkeep Allowance will not be affected by these modifications in kit.

(Uniform Regulations—Ratings—Appendix to Navy List, June, 1943.)

(B.R. 93, Manual of Victualling Chapter XI, Section 6.)

(A.F.Os. 1307/40, 3917/41, 2093/42, 4613/42, 5958/42, 2823/43, 3214/43, 3481/43, 4625/43, 4869/43 and 5402/43.)

(A.F.Os. 3916/41—not in Annual Volume—1359/42 and 1490/43 are cancelled.)

A.F.O. 5782.—Kits and Kit Upkeep Allowance—Boom Defence Ratings

(V. 4635/43.—2 Dec. 1943.)

The following are the approved war service kits for boom defence ratings:—

Men not Dressed as Seamen

2 jackets, single-breasted, serge.	1 neck tie, black silk.
2 pairs trousers, serge.	2 pairs socks.
1 waistcoat, serge, or 1 blue pullover.	2 pairs boots.
2 tunics, drill.	2 towels.
2 pairs trousers, drill.	1 pair braces.
1 overall suit.	1 soap bag.
2 peak caps.	1 comb, hair.
2 cap badges.	1 brush, hair.
2 cap covers.	1 brush, tooth.
2 vests, winter.	1 brush, boot, hard.
2 vests, summer.	1 brush, boot, polishing.
2 pairs drawers.	1 type.
3 white shirts.	1 attache case.
6 white collars.	1 oilskin coat.
	1 overcoat.

Men Dressed as Seamen

2 jumpers, serge.	2 towels.
2 pairs trousers, serge.	1 waistbelt.
2 jumpers, duck.	1 knife (seaman branch ratings).
2 pairs trousers, duck.	1 lanyard.
1 overall suit.	1 soap bag.
1 jersey.	1 comb, hair.
2 collars, blue jean.	1 brush, hair.
2 caps, blue or white.	1 brush, tooth.
2 cap ribbons.	1 brush, boot, hard.
1 scarf, black silk.	1 brush, boot, polishing.
2 cotton flannels.	1 type.
2 singlets.	1 attache case.
2 pairs drawers.	1 oilskin coat.
2 pairs socks.	1 overcoat.
2 pairs boots.	

2. The following articles are to be regarded as optional kit and claims for compensation for loss of these articles as a result of a service casualty may be met as in the case of claims in respect of similar articles by General Service ratings:—

1 cap box.	6 white cotton handkerchiefs.
1 razor.	1 housewife.
1 shaving brush.	*1 pair white shoes.
2 suits pyjamas.	*2 pairs white socks.
1 pair scissors.	*1 white waistbelt.
1 clothes brush.	†1 suit case.

* On foreign stations only.

† Men not dressed as seamen only.

3. Hammocks and bedding as necessary and kit bags are to be supplied to the men on personal loan.

4. New entries are invited on joining for service to bring with them the following privately owned toilet articles:—

Brush, hair.
Comb, hair.

These articles are not included in the initial free kit issued on entry, but ratings are credited with the value of the articles at current issuing prices, at present 2s. 4d., and are required to take them up on repayment from Service stocks if they do not bring them with them.

5. Kit Upkeep Allowance is payable to boom defence ratings at the full general service rates from date of entry in the Royal Navy.

(A.F.Os. 3917/41, 4625/43 and 4869/43.)

A.F.O's 5783.—Kits and Kit Upkeep Allowance—Patrol Service Ratings, R.N. and R.N.R.

(V. 4637/43.—2 Dec. 1943.)

The following are the approved war kits for all Patrol Service Ratings R.N. and R.N.R.:—

Men not dressed as Seamen

2 jackets, single breasted, serge	2 pairs boots
2 pairs trousers, serge	2 towels
1 waistcoat, serge or 1 blue pullover	1 pair braces
1 overall suit	1 soap bag
1 peak cap and badge	1 comb, hair
2 vests, winter	1 brush, hair
2 vests, summer	1 brush, tooth
2 pairs drawers	1 brush, boot, hard
3 white shirts	1 brush, boot, polishing
4 white collars	1 attache case
1 neck tie, black silk	1 oilskin coat
2 pairs socks	1 overcoat
	1 type

Men dressed as Seamen

2 jumpers, serge	2 pairs boots
2 pairs trousers, serge	2 towels
1 pair trousers, fearnought (stokers only)	1 waistbelt
2 overall suits	1 knife (seamen only)
1 jersey (2 for deck hands)	1 landyard
2 collars, blue jean	1 soap bag
2 caps, blue or white	1 comb, hair
2 cap ribbons	1 brush, hair
1 scarf, black silk	1 brush, tooth
2 cotton flannels	1 brush, boot, hard
2 singlets	1 brush, boot, polishing
2 pairs drawers	1 attaché case
2 pairs socks	1 oilskin coat
	1 overcoat
	1 type

2. Kit bags and blankets are to be supplied to the men on personal loan. The oilskin coat and overcoat are to be regarded as part of the men's free kit and not as on personal loan.

3. The following articles are to be regarded as optional kit :—

1 razor	
1 shaving brush	
2 suits pyjamas	
1 pair scissors	
1 clothes brush	
6 white cotton handkerchiefs	
1 housewife	
1 pair white shoes	} on foreign stations only
2 pairs white socks	
1 white waistbelt	

and claims by Patrol Service ratings for compensation for loss of these articles as a result of a Service casualty may be met as in the case of claims in respect of similar articles by General Service ratings (A.F.O. 3917/41.)

4. The authorised kit for Cooks (P.S.) and Stewards (P.S.) is that laid down for Patrol Service ratings not dressed as seamen. The supply to these ratings of galley boots, cooks' aprons and caps is not authorised.

5. Patrol Service ratings not dressed as seamen when drafted abroad for the first time are to be given two drill suits (tunics and trousers) and two cap covers or their value at current issuing prices. R.N. Patrol Service ratings dressed as seamen when drafted abroad for the first time are to be given two duck suits or their value at current issuing prices. R.N.R. Patrol Service ratings dressed as seamen have already been provided with duck suits as part of their existing war kit. Only on free issue of white uniform or payment of value is to be made to any individual. All Patrol Service ratings drafted abroad are to be provided with tropical clothing white shoes, and sun helmets under the same conditions as General Service ratings. Supplies or payments made are to be noted on the men's papers.

6. Officers at fitting-out ports and bases concerned with the preparation for Foreign Service of vessels manned by Patrol Service ratings are to take steps to ensure that the men are equipped with white and tropical clothing before they sail. The clothing should be supplied by the local Base Accountant Officer and at ports where there are frequent requirements small stocks of white uniforms and tropical clothing should be kept by him for this service. Elsewhere care should be taken that supplies are demanded from the Victualling Yard in ample time to permit of the men being kitted up before they leave.

7. If men are credited with the value of drill or duck uniform suits instead of being given the articles in kind, steps are to be taken to see that they are in possession of the suits before sailing.

8. At ports at which there is no Admiralty contract for making up white uniform suits to measure, local arrangements should be made on the best terms obtainable for the making up from service materials of drill suits for men who cannot be fitted from stock sizes. Particulars of the stock sizes of drill tunics and trousers are given in B.R. 93, Vol. II, Appendix H. If the requirements of made-to-measure suits are

considered sufficient to justify an Admiralty contract, or such a contract is considered desirable for other reasons, the circumstances are to be reported to the Admiralty (Director of Victualling).

9. New entries are invited on joining for service to bring with them the following privately owned toilet articles :—

Brush, hair.
Comb, hair.

These articles are not included in the initial free kit issued on entry but ratings are credited with the value of the articles at current issuing prices, at present 2s. 4d., and are required to take them up on repayment from Service stocks if they do not bring them with them.

10. *Kit Upkeep Allowance*.—Patrol Service ratings, both R.N. and R.N.R., are to be credited with kit upkeep allowance at the full general service rates.

(B.R. 93, *Manual of Victualling, Vol. II, Appendix H.*)

(A.F.Os. 3917/41, 2823/43, 4625/43 and 4869/43.)

5784.—Patrol Service Central Depot, Lowestoft—Consignment of and Correspondence Regarding Stores

(N.R. 192/106/43.—2 Dec. 1943.)

An Accountant Officer (Supply) has now been appointed to H.M.S. "Europa". All invoices, supply notes and correspondence in connection with Victualling and Naval Stores for the Patrol Service Central Depot and attached establishments (St. Luke's Hospital, the Eagle Brewery, the Roman Hill School and the A.A. Range, Covehythe) are in future to be addressed accordingly.

2. Stores should, however, be consigned direct to the individual establishment for which intended.

5785.—Animals—Conveyance of—To and From Great Britain and Places Abroad

(N.S. 1299/43.—2 Dec. 1943.)

Attention is drawn to K.R. & A.I., Articles 920a to 920e, regarding the importation and exportation, landing and transhipment of animals (including cats and dogs).

(K.R. & A.I., *Articles 920a—920e.*)

Section 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE

5786.—Amendments to Books

(E.F.O.—2 Dec. 1943.)

The undermentioned amendments (A.F.Os. P.677—688/43) to B.R. and O.U. books are available for issue from the R.N. Store Depot, Elveden Road, Park Royal, N.W.10, in accordance with A.F.O. 1268/39, paragraph 3.

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

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

A.F.O. P.677/43.—B.R. 184/1936—Royal Naval Handbook of Lewis and Machine Guns—Amendment No. 5.

P.678/43.—B.R. 242/41—Notes on the Hotchkiss Machine Gun 0.303-in. Mark I and I*—Amendment No. 6.

- P.679/43.—B.R. 265/41—Notes on the 0.3-in. Marlin Machine Gun—Amendment No. 5.
- P.680/43.—B.R. 274/43—Handbook and Drill for 20-m.m. Oerlikon Machine Gun Marks II, II U.S.N. and IV U.S.N. on Marks I, IIA, IIIA., IV U.S., V U.S., VIIA and VIIIA. mountings—Amendment No. 1.
- P.681/43.—B.R. 643—Handbook for 3-in. U.S. 50 Calibre Mark X Gun on 3-in. U.S. Marks XI, XI*, XI** Mountings, also generally applicable to the U.S. Mark XX and XXII mountings 1942—Amendment No. 2.
- P.682/43.—B.R. 776—Handbook for Vickers 0.303-in. G.O. No. 1 Mark I Gun on the Mark III, IV and V Mountings—1943—Amendment No. 1.
- P.683/43.—B.R. 809—Handbook for the Hefah (V) Machine Gun 0.303-in. Mark I on the twin Mark I mountings—1943—Amendment No. 1.
- P.684/43.—B.R. 841—Maintenance Routines for U.S.A. 22.4-in. Mark XIII Meds. 1 and 2 Torpedoes—Amendment No. 1.
- P.685/43.—B.R. 890—Regulations for the supply of Mess traps to Naval and Marine Officers in Official Residences—Amendment No. 3.
- P.686/43.—B.R. 912 (14)—Director Handbook—P. Sight 1940—Amendment No. 7.
- P.687/43.—B.R. 924—Handbook for the 2-in. Rocket Flare and Projector—1943—Amendment No. 1.
- P.688/43.—B.R. 980 (K) (formerly O.U. 6090 (K))—R.T. No. 554A for 4-in. Mortar—Amendment.

(A.F.O. 5657/43.)

5787.—A.M.S.Is.

(E.F.O.—2 Dec. 1943.)

Admiralty Merchant Shipping Instructions, Nos. 296–299/43, are being distributed concurrently with this issue of A.F.Os.

(A.F.O. 5658/43.)

5788.—A/S Handbooks—Abolition

(A/S. M. 2624/43.—2 Dec. 1943.)

The following A/S Handbooks are now obsolete and should be destroyed by pulping:—

A/S H. No.	Title.	Superseding Publication.
1.	Instructions for Using Deep Water Echo Sounding Gear in H.M.S. "Herald".	
2.	Instructions for Using Shallow Water Echo Sounding Gear with Recorder in H.M.A.S. "Moresby".	
7.	Instructions for Using Shallow Water Echo Sounding Gear with Recorder in H.M.A.S. "Yarra".	
16.	Temporary Handbook for Echo Sounding Recorders Types 753, 754 and 756.	
22.	Temporary Handbook and Instructions for Installing for Echo Sounding Installations Types 758(N), (P) and (S).	BR. 638.
72.	Temporary Handbook for Operating and Maintenance of Echo Sounding Installation Type 762.	BR. 815.
74.	Notes on Fitting and Refitting Directing Gear Pattern A. 810.	A/S 7901

5789.—B.R. 163.—Removal from B.R.1

(Sta. 10299/43.—2 Dec. 1943.)

No further issues will be made of the following book and it has been removed from B.R.1—Catalogue of Books of Reference:—

B.R. 163—Infantry Section Leading.

5790.—B.R.323—Establishment of Naval Stores for Gunnery Purposes, and Form D.128I—List of Particulars—Lists of Errata No. 10

(N.S. 30854/43.—2 Dec. 1943.)

Lists of Errata No. 10 to B.R. 323 Establishment of Naval Stores for Gunnery Purposes and to Form D.128I, List of Particulars, have been prepared and copies will be distributed from the R.N. Store Depot, Park Royal, N.W.10, on the usual basis.

2. Three copies of the List of Errata to Form D.128I will be required to complete each copy of the "List of Particulars" already supplied to ships under construction, and these should be supplied without demand by the appropriate Warrant Yard. Ships' officers, etc., concerned with preparing the lists should *not* demand the lists of errata from R.N. Store Depot, Park Royal.

3. One copy each of the Lists of Errata Nos. 6 to 10 will be supplied with each copy of the establishment issued from Park Royal. (The amendments promulgated by earlier lists of errata have been incorporated in reprinted establishment pages).

4. Similarly each copy of Form D.128I, List of Particulars (1941 Reprint), when supplied from Park Royal (normally to warrant yards only) will be accompanied by three copies of Lists of Errata Nos. 7 to 10 to that form. (Earlier amendments are incorporated in the 1941 reprint of this form.)

5791.—B.R. 359—Establishment of Naval Stores for Electrical and Torpedo Purposes and Form D. 128D—List of Particulars —List of Errata No. 13

(N.S. 28702/43.—2 Dec. 1943.)

Lists of Errata No. 13 to the Establishment of Naval Stores for Electrical and Torpedo Purposes (B.R. 359) and to the List of Particulars (Form D. 128D) have been prepared and copies will be distributed from R.N. Store Depot, Park Royal, on the usual basis. (The amendments on pages 5 et seq of the List of Errata to the List of Particulars, are incorporated in the 1943 reprint of that form).

2. Three copies of the List of Errata to Form D. 128D will be required to complete each copy of the "List of Particulars" already supplied to ships under construction and these should be supplied without demand by the appropriate Warrant Yard. Ships' Officers, etc., concerned with preparing the list should *not* demand the Lists of Errata from R.N. Store Depot, Park Royal.

3. One copy of the errata portions of the Lists of Errata Nos. 10 and 13 and of "Special Issues" of Nos. 9, 11 and 12 will be supplied with each copy of the establishment issued from Park Royal. (The amendments promulgated by earlier Lists of Errata have been incorporated in reprinted establishment pages).

4. Similarly each copy of Form D. 128D, List of Particulars (1943 Reprint) when supplied from Park Royal (normally to Warrant Yards only) will be accompanied by three copies of Lists of Errata No. 13 to that form. (Earlier amendments are incorporated in the 1943 Reprint).

5792.—B.R. 379.—Establishment of Naval Stores for 105-ft. Wooden Motor Minesweepers—List of Errata No. 3

(N.S. 30479/43.—2 Dec. 1943.)

List of Errata, No. 3, to the Establishment of Naval Stores for 105-ft. Wooden Motor Minesweepers, has been prepared and copies have been distributed to services concerned.

2. Stocks of the Establishment and Errata are maintained at R.N. Store Depot, Park Royal, N.W.10;

5793.—B.R. 633(3) Series—Instructions for Depth Charge, Mine, Paravane, Minesweeping and Ahead-Thrown Weapons—Issue

(T. 550/43.—2 Dec. 1943.)

Copies of the above book are being issued without demand by the Superintending Naval Store Officer, R.N. Store Depot, Elveden Road, Park Royal, N.W.10, to the following authorities :—

Flag Officers	1
F.O.C.R.I.N.	2
Dockyards—Home and abroad—	
A.S.C.B.S.	2
F.O.I.Cs.	2
N.O.I.Cs.	1
<i>Torpedo Schools—</i>	
“Vernon”	20
“Defiance”	10
Chatham	10
S.M.D.	2
Captains M.L.	1
Captain-in-Charge, Port Edgar	1
Warship Production Superintendents	1
<i>Missions in America—</i>	
D.T.M.(W)	1
B.A.M.R.	2
B.A.T.M.	1
Australia	2
Canada	2
South Africa	2
New Zealand	1

Any additional copies required by Administrative Authorities should be demanded through the usual channels.

5794.—B.R. 765—Issue of Revised Edition

(Sta. 19798/43.—2 Dec. 1943.)

B.R. 765, Combined Operations Gunnery Instructions, has been revised and old editions are obsolete.

2. A first issue of the revised edition, which is to be brought into use on receipt, will be made to all concerned from the R.N. Store Depot, Elveden Road, Park Royal, without demand.

5795.—B.R. 859—Regulations for Maintenance of 21-in., Mark VIII-VIII Torpedoes—Issue**

(T. 1965/43.—2 Dec. 1943.)

Copies of the above book have been prepared and will be issued by the Superintending Naval Store Officer, R.N. Store Depot, Elveden Road, Park Royal, N.W.10, to all concerned without demand.

2. B.R. 859 supersedes O.U. 5531.

5796.—B.R. 912—Guard Book and Index for Pamphlets of the Director Handbook—Volume II, B.R. Series, B.R. 913—Guard Book and Index for Pamphlets of the Handbook of the Fuze Keeping Clock and Associated Equipment—Volume II, B.R. Series—Issue

(G. 4717/43.—2 Dec. 1943.)

With reference to the Note at the foot of Appendix I of A.F.O. 4640/43, the above-mentioned Guard Books are now in the press and copies will be issued to all concerned, without demand, by the Superintending Naval Store Officer, R.N. Store Depot, Elveden Road, Park Royal, N.W.10, when supplies become available.

(A.F.O. 4640/43.)

5797.—B.R. 913 (10)—Handbook of the Fuze Keeping Clock and Associated Equipment—The Fire Control Box, Mark V—Issue

(G. 4406/43.—2 Dec. 1943.)

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

	<i>Copies.</i>
Flag Officers	1
Battleships	1*
Cruisers	1*
Destroyer Depot Ships	2
Repair Ships	2
Auxiliary Fleet Repair Ships	2
H.M.S. “Excellent”	180
Captain (G), R.N. Gunnery School, Chatham	8
Captain (G), H.M. Gunnery School, Devonport	25
Commander (G), Gunnery School, Durban (H.M.S. “Assegai”)	8
H.M.S. “Vernon”	2
H.M.S. “Defiance”	1
<i>Dockyards—</i>	
Portsmouth, Devonport, Chatham, Sheerness, Rosyth, Orkneys, Pembroke, Malta, Gibraltar, Alexandria, Bermuda, Simonstown, Durban, Ceylon, Kilindini	2 each
N.S.H.Q., Ottawa	10
Secretary, Navy Board, Melbourne (including 1 copy for Flinders Gunnery School)	21
Secretary, Navy Board, Wellington, New Zealand	8
<i>Distributing Authority, Bombay—</i>	
Bombay	2
Karachi Gunnery School	1
I.S.S., Calcutta	1
B.A.M.R. (for E.O., Gun Mountings)	1
B.A.S.R.	1
B.A.T.M.	1
D.N.O., Washington	1
<i>Gun Mounting Overseers—</i>	
Glasgow, Coventry, Crayford	1 each
B.N.L.O., Royal Norwegian Navy	1
A.C.R.	1
Loan Libraries	1
Naval Staff Library, Admiralty	1
* Ships fitted and to be fitted with the fire control box, Mark V.	
5798.—B.R. 919 (F) (1)—Addendum No. 1 to B.R. 919 (F)—Preliminary Pamphlet for the Gyro Rate Unit Deflection Oil Unit, Mark II—Issue	
(G. 4890/43.—2 Dec. 1943.)	
The above-mentioned preliminary pamphlet is now in the press and copies will be issued, without demand, by the Superintending Naval Store Officer, R.N. Store Depot, Elveden Road, Park Royal, N.W.10, in accordance with the following establishment, viz. :—	
Flag Officers	1
Ships fitted with equipment	1 each*
Captain, H.M.S. “Excellent”	40
Captain, R.N. Gunnery School, Chatham	5
Captain, H.M. Gunnery School, Devonport	10
Commander (G), Gunnery School, Durban (H.M.S. “Assegai”)	5
H.M.S. “Vernon”	2
R.N. College, Greenwich	2
S.O.B.	1

Copies

Gun Mounting Overseers—

Woolwich, Crayford, Manchester	1 each
A.A. Range, Ainsdale	1
Fraser Battery, Eastney	1
Wembury Point A.A. Range	1
U.S.A. Naval Attache, London	2

Dockyards—

Home and Abroad	2 each
Secretary, Navy Board, Melbourne (1 for Flinders Gunnery School)	5
Secretary, Navy Board, Wellington, New Zealand	1
N.S.H.Q., Ottawa	10
Commanding Officer, H.M.S. "Defiance"	1
B.A.M.R. (for use of E.O., Gun Mountings)	1
G.M.E.O., H.M.S. "Dunluce Castle"	1
Superintending Electrical Engineer, c/o B.A.M.R.	1

* Ships fitted and to be fitted with the gyro rate unit deflection oil unit, Mark II.

5799.—B.R. 980 (B)—Range Tables—Revised Pages dated July, 1943—Issue
(G. 4163/43.—2 Dec. 1943.)

R.T. No.	Gun	Revised page	Date of revised page	Date of existing page	A.F.O.P. Amendment superseded by revised pages
(1)	(2)	(3)	(4)	(5)	(6)
254	4.7-in. Q.F., Marks IX and XII.	9	July, 1943	April, 1942	—
392	4.7-in. Q.F., Marks IX and XII.	9	July, 1943	April, 1942	—
405	4.7-in. Q.F., Marks IX and XII.	13	July, 1943	April, 1942	—
405A	4.7-in. Q.F., Marks IX and XII.	13	July, 1943	April, 1942	—
547	4.7-in. Q.F., Marks IX and XII.	17	July, 1943	October, 1942	—

The above-mentioned revised pages to Range Tables enumerated in column 2 are now in the press and copies will be issued to all concerned without demand by the Superintending Naval Store Officer, R.N. Store Depot, Elveden Road, Park Royal, London, N.W.10, when supplies become available.

2. The pages dated as in column 4 supersede the pages dated as in column 5, all copies of which should be disposed of in accordance with Form O.U.2A—O.U. Catalogue, when the revised pages are received.

5800.—B.R. 980 (U)—(Formerly O.U. 6090 (U))—Revised Page 14A dated May, 1943 to Range Table No. 193 for B.L. 16-in. Guns, Mark I—Issue
(G. 07413/43.—2 Dec. 1943.)

The above-mentioned revised page 14A to Range Table No. 193 is now in the press, and copies will be issued to all concerned, without demand, by the Superintending Naval Store Officer, R.N. Store Depot, Elveden Road, Park Royal, London, N.W.10, when supplies become available.

2. This revised page supersedes the existing page 14A dated May, 1940, 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 14A is received.

5801.—B.R. 997—English Translation of the French Torpedo Handbook, 550 mm. Torpedo—Issue

(T. 2753/43.—2 Dec. 1943.)

Copies of the above book have been prepared and will shortly be issued by the Superintending Naval Store Officer, R.N. Store Depot, Elveden Road, Park Royal, N.W.10, without demand to the authorities concerned.

5802.—Return of O.U. and B.R. Publications

(N.S. 1366/43.—2 Dec. 1943.)

In order to facilitate the issue of receipt vouchers in respect of O.U. and B.R. publications returned by establishments and H.M. ships, form S.331 must accompany all such returns, detailing each item separately.

2. This action is necessary whether the return is being made in consequence of books being held surplus to requirements, ships paying off for large refit or being placed in reserve.

3. All returns should be addressed to the Superintending Naval Store Officer, R.N. Store Depot, Edgware Road, Cricklewood, except from ships and establishments which are supplied through the book office of the command.

5803.—C.B.4096 and C.B.4292 Series—Degrading of Certain Parts to the B.R. Series

(N.I.D. 8350/43.—2 Dec. 1943.)

With reference to A.F.O. 5661/43, the following C.Bs. are also 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".

C.B.4096E(5/42) (9)	...	B.R.876E(9) (Restricted).
C.B.4096L(5) (1)	...	B.R.876(5) (1) (Restricted).
C.B.4096L(5) (2)	...	B.R.876L(5) (2) (Restricted).
C.B.4096L(5) (3)	...	B.R.876L(5) (3) (Restricted).
C.B.4096L(8) (1)	...	B.R.876L(8) (1) (Restricted).
C.B.4292A(30) (1)	...	B.R.877A(30) (1) (Restricted).

2. A.F.O. 5661/43 is to be amended as follows:—

For:—"C.B.4096J (Vol. IV) (Cover) B.R.876J (Vol. IV) (Cover) (Restricted)".
Read:—"C.B.4096J (Vol. V) (Cover) B.R.876J (Vol. V) (Cover) (Restricted)".
(A.F.O. 5661/43.)

5804.—Typewriters—Method of Packing

(Sta. 20149/43.—2 Dec. 1943.)

Items of office machinery, typewriters, duplicators, adding machines, etc., are in short supply, and difficulty is being experienced in maintaining stocks to meet service requirements.

2. Instances have occurred where fully serviceable machines have been returned from services to the R.N. Store Depot, Park Royal, packed loosely in wood wool, wood shavings, straw or sawdust without cover of any description, pegamoid or metal.

3. On subsequent survey they have been found totally unserviceable owing to the working parts being choked with debris from the packing material.

4. Services returning such items are therefore to exercise care in wrapping, so as to prevent the packing material from penetrating the internal mechanism.

5. All moveable parts should be secured.

**5805.—Victualling Arrangements in Small Ships without Accountant Officers—
Parent Ship of Vessels on Modified Form of General Messing**

(V. 2/5633/43.—2 Dec. 1943.)

The address of the Naval Accounts Branch, N.A.A.F.I., shown in A.F.O. 5459/43 as 44, London Road, Malden, Surrey, should be amended to read:—

“44, London Road, Morden, Surrey.”

(A.F.O. 5459/43.)

5806.—R.N. Air Station, Dunino—Correspondence

(A. 01823/42.—2 Dec. 1943.)

As stated in C.A.F.O. 2448/42, the R.N. Air Station, Dunino, is administered by the Commanding Officer, R.N. Air Station, Crail.

2. Care should therefore be taken to send to Crail copies of all correspondence and signals addressed to Dunino.

(C.A.F.O. 2448/42.)

5807.—R.N. Store Depot, Aberdeen—Address for Correspondence and Stores

(N.S. 05184/43.—2 Dec. 1943.)

The addresses for stores and correspondence for the Naval Store Officer, Aberdeen, are as follows:—

Stores—

Naval Store Officer,
R.N. Store Depot,
Regent Quay,
Aberdeen.

Correspondence—

Naval Store Officer,
Regent Hotel,
Aberdeen.

2. The registered telegraphic address is “Navstore,” Aberdeen.

5808.—R.N. Auxiliary Hospital, Southport—Change of Telephone Number

(M.D.G. 56065/43.—2 Dec. 1943.)

The following telephone numbers have been allocated to R.N. Auxiliary Hospital, Southport:—

Southport 55522/3

(A.F.O. 4889/43.)

Section 6.—SHORE ESTABLISHMENTS

5809.—Orders Affecting Civil Staff—Circulation

(C.E. 56240/43.—2 Dec. 1943.)

It is important that all members of the Civil Staff should have an early opportunity of reading any Order which may affect them, and Heads of Establishments are to make arrangements to ensure this.

5810.—Fire Prevention—Admiralty Regional Fire Prevention Officers

(C.P. 32817/43.—2 Dec. 1943.)

Admiralty Regional Fire Prevention Officers have now been appointed to deal, under the direction of the Director of Navy Contracts, with the fire prevention arrangements at the premises of Admiralty Contractors for which the Admiralty is the appropriate authority under the Fire Guard (Business and Government Premises) Order, 1943.

The names, addresses and telephone numbers of these officers are:—
Region No. 1 (Northern)—

Mr. R. E. Cooper, Sunderland 4458
Post Office Chambers,
14, Norfolk Street,
Sunderland, Co. Durham.

Region No. 2 (East and West Riding)—

Mr. J. Rushby, Sheffield 25407
Bank Chambers, Sheffield 25445
Fargate,
Sheffield.

Region No. 3 (North Midland)—

Mr. W. A. Gilmour, Nottingham 46261/2
Midland Chambers,
Wheeler Gate,
Nottingham.

Region No. 4 (Eastern)—

Mr. N. Daniel, Paddington 6302
Admiralty Pattern Rooms, Paddington 6473
111, Penfold Street,
London, N.W.8.

Region No. 5 (London)—

Lt.-Comdr. D. F. Lawrence, Paddington 6302
R.N. (Retd.), Paddington 6473
Admiralty Pattern Rooms,
111, Penfold Street,
London, N.W.8.

Region No. 6 (Southern); Region No. 7 (South Western);

Region No. 8 (Wales)—

Mr. F. W. Cary, O.B.E., Bath, Tennyson,
Room 20, Block “B,” 0321
Foxhill Hutments, 0323
Bath.

Region No. 9 (Midland)—

Mr. F. W. Slee, Midland 1128
Third Floor, Midland 3454
Theatre Royal Chambers,
Colonade Passage,
New Street,
Birmingham, 2.

Region No. 10 (North Western)—

Mr. A. W. B. Head, Blackburn 44204/5
18, Richmond Terrace,
Blackburn.

Region No. 11 (Scotland)—

Mr. W. A. Thomas, Glasgow Central 4192
Fourth Floor,
Phoenix Insurance Building,
78, St. Vincent Street,
Glasgow, C.1.

Region No. 12 (South Eastern)—

Mr. N. Daniel—see Region No. 4.

It should be noted that these officers are not concerned with fire prevention arrangements at Admiralty Establishments.

5811.—Rates of Exchange for Guidance of Accountant Officers in Exchanging Money for Service Personnel

(D.N.A. 4153/43.—2 Dec. 1943.)

Attention is drawn to A.F.O. 5693/43 in Section 2 of this issue.

5812.—Health, Pensions and Unemployment Insurance—Women Searchers

(L. 8820/43.—2 Dec. 1943.)

Some doubt has been found to exist locally as to whether Women Searchers employed in connection with R.M. Police or Admiralty Civil Police, are insurable for the purposes of Health, Pensions and Unemployment, and the following instructions are therefore issued for guidance :—

2. Unemployment Insurance :—

(a) Any women employed as searchers for not more than 30 hours a week, who have been engaged for this work since 3rd September, 1939, are excepted from Unemployment Insurance.

(b) Any women cleaners employed also as searchers (e.g., at Chatham) who are not engaged on search duties for as much as one-third of their time, are not insurable even though they may have been employed on searching prior to 3rd September, 1939.

(c) Women searchers employed before 3rd September, 1939, who are still so employed are (i) insurable, where four hours or more a week are worked, provided the employment is not otherwise excepted; (ii) not insurable, where less than four hours a week are worked.

(d) Where an employee, under the foregoing provisions, is not compulsorily insurable, no contributions are payable by the Admiralty.

(e) As regards certificates of exemption which were obtainable in certain circumstances prior to the War, the position is that during the War a certificate in force at the date of the coming into operation of the Unemployment Insurance (Emergency Powers) Regulations, 1939, may be renewed, but no new certificates may be granted. The Regulations quoted do not, however, preclude the granting of exemption from Unemployment Insurance to a person already holding a certificate of exemption from Health Insurance.

Accordingly, exemptions continue to be granted in such cases.

3. Health and Contributory Pensions Insurance

(a) The employment of the women in question is regarded by the Ministry of Health as employment within the meaning of the National Health Insurance Acts, and Health and Pensions contributions are accordingly required to be paid for every calendar week (i.e. the period from midnight on one Sunday to midnight on the following Sunday (during the whole or any part of which the worker has been engaged in such employment, unless in any week the worker has been insurably employed by another employer.

(b) Certificates of exemption were obtainable prior to the War, but in accordance with the provisions of the National Health Insurance and Contributory Pensions (Emergency Provisions) Act, 1939, no certificate of exemption may be granted during the War. The employer of an exempt person is in all cases required to pay contributions.

(c) The special Wartime rules governing the Unemployment Insurance position of part-time workers do not apply to Health and Pensions Insurance.

(d) As a woman searcher's rate of pay for a full working day would be over the "low wage limit", the contributions payable are at the normal rate (1s. 7d. with 10d. recoverable from the employee).

(e) In any case in which liability for Health and Pensions Insurance is now determined, in the light of the foregoing, but in which contributions have not, up to the present date, been made, no question need be raised as to payment of arrears either by the employee or the Admiralty.

(A.F.O. 3061/42.)

5813.—Duplicator Operators—Pay, Duties, Training and Conditions of Service

(C.E. 54694/43.—2 Dec. 1943.)

A grade of Temporary Duplicator Operators has been set up for employment in establishments where there is sufficient duplicating work to justify a separate grade. The arrangements described are a war-time measure and will be reviewed at the end of the war.

2. Any proposals to employ the new grade in H.M. dockyards or other outpost establishments should be referred to the Under-Secretary's Office, Admiralty, Bath, for approval. Full particulars should be given, setting out how it is proposed to organise the work, the machines in use or proposed to be used, and as far as practicable some idea of the estimated volume of the work expressed in runs and numbers of copies.

3. Facilities exist for training staff, unskilled or partly skilled, and applications for a course of training should be made to the Under-Secretary's Office, Bath. It would also be an advantage for skilled operators to spend a few days at a training centre and this could be arranged on request.

4. The following are the rates of remuneration payable to Duplicator Operators :—

Age	London		Intermediate Centres		Provinces	
	s.	d.	s.	d.	s.	d.
Under 16 after 6 months as trainee ...	20	0	19	0	18	0
16	28	0	26	0	24	0
17	31	6	29	6	27	6
18	35	0	33	0	31	0
19 and 20	40	0	38	0	36	0
21 and over (or adult recruitment rate)	45	0	43	0	41	0
Then by annual increments of 2s. 6d. ...	47	6	45	6	43	6
	50	0	48	0	46	0

It will be seen that as far as age 21 the rates are identical with those of Temporary Women Clerks, Grade III, but that the 21 age rate will be the adult recruitment rate for Duplicator Operators. Girls aged less than 16 should be recruited as Juvenile Trainees in the first place, as provided in A.F.O. 2445/43.

5. Hours of work, over-time arrangements and annual and sick leave conditions of Duplicator Operators will be identical with those of Temporary Typists.

(A.F.O. 2445/43.)

5814.—Sailmakers—Classified Rates

(L. 2453/43.—2 Dec. 1943.)

Following an award of the Industrial Court (No. 1928), the following range of classified rates is to be introduced, with effect from 4th December, 1943, for sailmakers in Admiralty establishments at home :—

- 75 per cent. of the total numbers borne to receive 68s. (hired) or 66s. (established).
- 12½ per cent. of the total numbers borne to receive 70s. (hired) or 67s. 6d. (established).
- 12½ per cent. of the total numbers borne to receive 72s. (hired) or 69s. 6d. (established).

2. The allowance for measuring and cutting prescribed in Cash Duties Instructions, Article 87, will be payable, where appropriate, in addition to the foregoing rates.

5815.—Electrodes—Approved Types

(N.S./C.P. 78938/43.—2 Dec. 1943.)

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

Firm	Type of Electrode
Messrs. Rockwell, Ltd. ...	Facilend "B" for use on mild steel, "D.W." steel and also "D" plating up to 20-lbs. in the downhand and vertical position only.

5816.—National Savings—Local Deduction Scheme for Industrial Employees

(D.N.A. 19544/43.—2 Dec. 1943.)

With reference to paragraphs 5 (c) and 7 (b) (ii) of A.F.O. 2573/43, it has now been decided that transfers to the Post Office Savings Bank and Trustee Savings Banks need not be limited to the sum of 15s. 0d., or multiple of 15s. 0d., and in future the full amount standing to the credit of each subscriber, whether it be more or less than 15s. 0d., should be remitted once every four weeks.

2. The Cashier of each establishment should immediately notify the Director of Post Office Savings, Harrogate, Yorks, and the Actuary of the Trustee Savings Bank concerned, of the revised procedure.

(A.F.O. 2573/43.)