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ADMIRALTY FLEET ORDERS

ADMIRALTY, S.W.1,
26th November, 1942.

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

A list of these Orders is enclosed.

By Command of their Lordships,

J. V. Markham

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

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

Head of *sub* Branch

P1 *sub*

P2 *sub*

P3 *sub*

105602 *sub*

Head of "P" Branch

25 FEB 1943

ADMIRALTY FLEET ORDERS

No. Subject.

26th November, 1942.

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

Section 1

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

5732.—Defence Regulations—Control of Photography Order (No. 5) 1942 (N.L. 19798/42.—26.11.1942.)

The following Order has been made by the Secretary of State for War :—
The Control of Photography Order (No. 5), 1942

In exercise of the powers conferred upon me as a competent authority by Regulations 5 and 98 of the Defence (General) Regulations, 1939, I, the Right Honourable Sir Percy James Grigg, one of His Majesty's Principal Secretaries of State, hereby order as follows :—

1. Paragraph 1 of the Control of Photography Order (No. 1), 1939, shall be varied and shall have effect subject to the following amendments :—

(i) In sub-paragraph (c) the words " of His Majesty's forces or of any force to which the Allied Forces Act, 1940, applies " shall be substituted for the words " His Majesty's forces ".

(ii) In sub-paragraph (d) and (e) the words " or of any force to which the Allied Forces Act, 1940, applies " shall be added after the words " His Majesty's forces ".

(iii) After sub-paragraph (e) there shall be inserted the following sub-paragraph—“(e) any munitions of war, arms, equipment, supplies or stores belonging to or intended for the use of any of His Majesty's forces or of any force to which the Allied Forces Act, 1940, applies”.

2. This Order shall come into force forthwith and may be cited as the Control of Photography Order (No. 5), 1942.

Given under my hand at the War Office, this 19th day of October, 1942.
P. J. GRIGG.

(A.F.Os. 2643/40 and 4825/41.)

(A.F.O. 3564/41—not in annual volume.)

A.Y.O. 380/46

5733.—Shore Establishments in South Africa—Re-naming

(M. 012296/42.—26.11.1942.)

The following new names for shore establishments in South Africa were introduced on 1st November, 1942 :—

	<i>New Name</i>	
(a) Simonstown ... “ Afrikander I ”	... “ Afrikander ”	
(b) Capetown ... “ Afrikander III ”	... “ Gnu ”	
(c) Durban ... “ Afrikander IV ”	... “ Kongoni ”	

5734.—New Nomenclatures of the Brazilian Ports

(M. 012346/42.—26.11.1942.)

Recently certain Brazilian ports have been re-named and some confusion has resulted from the fact that the U.S. Navy has adopted the new nomenclature, whereas the Royal Navy has retained the old.

2. In order to avoid further confusion and to conform to the U.S. practice, the new names of the underlined ports should in future be used as shown; the Naval Shore Code is being amended accordingly. Until the new names are familiar, the old names should be added in brackets.

Former name	New name
Para	Belem
Bahia	Baia
Pernambuco	Recife
Rio Grande do Sul	Rio Grande
Victoria... ..	Vitoria
Ceara	Fortaleza
Maranhao	Sao Luiz

5735.—Vessels Captured in Prize—Disposal of Ships' Papers

(N.L. 18618/42.—26.11.1942.)

Ships' papers taken from captured enemy vessels and falling within the scope of Section 38 of the Naval Discipline Act are to be forwarded to the Director of Naval Intelligence, Admiralty, marked for forwarding by him to the Court of Admiralty. Where more than one enemy ship is captured in the course of an operation the ships' papers should be sent to the Director of Naval Intelligence marked as above, in separate bundles, and clearly labelled to show from which particular vessel they were taken.

2. Affidavits verifying such papers should be sworn in accordance with the provisions of paragraph 116 of the Naval Prize Manual (O.U.5316). A schedule of the papers forwarded to the Director of Naval Intelligence in accordance with paragraph 1 above should be annexed to the affidavit, which should aver that the papers have been sent to the Director of Naval Intelligence. The affidavits and schedules should be forwarded direct to the Procurator-General, Storey's Gate, St. James's, London, S.W.1.

(C.B. 3074.)

5736.—Warship Weeks—Ships not yet in Commission

(M. 014051/42.—26.11.1942.)

With reference to A.F.O. 1327/42, communication between H.M. Ships and Civil Authorities adopting them when under construction, may as a general rule be established one month after the date of commissioning.

2. If, in any particular case, it is undesirable that communication be established at this time, the Commanding Officer will be informed by the Admiralty.

(A.F.O. 1327/42.)

5737.—Loading of Aircraft

(N.A.D. 1729/42.—26.11.1942.)

The load which an aircraft is to carry is to be stipulated by the officer authorising the flight under Section I, paragraph 2 of A.F.O. 3042/39 or by higher authority, when ordering a particular flight or operation.

2. It is the responsibility of the officer authorising a flight to ensure that the orders to the captain of the aircraft (or in the case of single-seater aircraft, the pilot) include sufficient details of the load to be carried and such instructions on the disposal and release of the load as will enable him properly to accept responsibility as required by paragraph 3 below.

3. The captain of the aircraft (or in the case of single-seater aircraft, the pilot) is responsible:—

- (i) That the aircraft is loaded in accordance with the instructions given to him by the officer authorising the flight;
- (ii) that where part of the load is, or may be, consumed, released or jettisoned in flight—

(a) he is familiar with the order and method of operation of all controls which it is his responsibility to operate, and

(b) the individual members of his crew are familiar with the order and method of operation of all controls which it is, or may be, their responsibility to operate;

(iii) that the condition of loading is within the limits—

(a) laid down by the weight sheet summary in Vol. III or in the loading and C.G. diagram in Vol. I of the relevant air publication, or

(b) specially authorised in paragraph 5 below.

4. The pilot or captain of the aircraft must, when in doubt, call on the squadron engineer officer for advice.

5. The Commanding Officer of a flying unit is to ensure that the weights shown on the weight sheet summary in Vol. III or in the loading and C.G. diagram in Vol. I of the air publication for the type of aircraft concerned as the "maximum permissible weight for take-off and straight flying" are not exceeded without the sanction of the air or other officer commanding.

(A.F.O. 3042/39.)

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

5738.—Newman Memorial Prize—Award for 1942

(C.W.39928/42.—26.11.1942.)

The Newman Memorial Prize for 1942 has been awarded to Lieutenant (E) R. L. Shimmin, R.A.N.

5739.—Newman Memorial Prize

(C.W. 40407/42.—26.11.1942.)

It has been decided to extend the scope of subjects on which the award of the Newman Memorial Prize is based to include the following:—

"Aeronautical Workshop Practice".

"Aero Engines—Theory and Practice".

2. K.R. & A.I., Appendix 12, Part 7, paragraph 6, will be amended accordingly.

(K.R. & A.I., Appendix 12, Part 7 (6).)

5740.—Jackson Everett Prize—Award for 1942

(C.W. 41594/42.—26.11.1942.)

The Jackson Everett Prize for the second long (S) course which completed on 30th October, 1942, has been awarded to Lieutenant R. G. Dreyer, R.N., H.M.S. "Dundonald II."

5741.—Responsibility for Gunnery Officer's Duties

Auxiliary Carriers

(C.W. 37519/1942.—26.11.1942.)

In Auxiliary Carriers where no Gunnery Officer is borne, the Air Gunnery Officer is to be responsible for the gunnery organisation of the ship.

2. Air Gunnery Officers selected for service in Auxiliary Carriers will receive instruction in H.M.S. "Excellent" on the appropriate weapons and their control, prior to taking up their appointments.

3. The duties of Control Officer, which cannot normally be undertaken by the Air Gunnery Officer, are to be carried out by an executive R.N.V.R. officer who is to undergo a short course in H.M.S. "Excellent" to fit him for these duties.

4. K.R. & A.I. will be amended.

(K.R. & A.I., Art. 1242.)

(A.F.O. 3849/42.)

R.X.D. 2671/45

5742.—Adjustment of Magnetic Compasses—Courses for Officers

(E.F.O./C.D. 687/42.—26.11.1942.)

See A.F.O. 5790/42 in Section 3 of this issue.

5743.—Air Signal Officers—Specialist Allowance

(C.W. 31786/42.—26.11.1942.)

Officers below the rank of Commander and above the rank of Sub-Lieutenant who successfully complete the Air Signal Course (A.F.O. 3082/42) are to receive specialist allowance at 2s. 6d. per day with effect from the date of first appointment after qualifying. The allowance is payable under the general conditions of K.R. & A.I., Article 1566.

2. Officers of the rank of Sub-Lieutenant (if selected) will be eligible for a rate of 2s. per day, until promotion to Lieutenant when they will become entitled to the 2s. 6d. rate.

3. When not appointed for Observer duties, Air Signal Officers may receive in addition, 3s. 6d. for each day of ascent. The 2s. 6d. allowance under A.F.O. 3305/40 is not payable in addition to Air Signal allowance.

4. When appointed for Observer duties, Air Signal Officers will receive full flying pay at 6s. per day, but Air Signal specialist allowance is not payable concurrently.

5. While undergoing the Air Signal course, officers are appointed for Observer duties, and receive the full 6s. per day flying pay.

6. The provisions of this order take effect from 1st June, 1942.

(A.F.Os. 3305/40 and 3082/42.)

***5744.—Promotion from Lower Deck to Permanent Commissions (Executive Branch)—Communication Ratings**

(C.W. 36682/42.—26.11.1942.)

In order that Communication Ratings shall not be at a disadvantage in comparison with ratings of the Seaman Branch as candidates for permanent commissions, paragraphs 12—17 of A.F.O. 3289/40 are to be amended to read as shown in paragraph 3, below.

2. These amendments will ensure that Communication Ratings who have attained Leading or Petty Officer rate shall not suffer any loss in status because of selection as a candidate for a permanent commission, and, in addition, the regulation (paragraph 16 of A.F.O. 3289/40) which requires that a Communication Rating who is a candidate must transfer to the Seaman Branch before reaching the age of 21 years has been abolished.

3. Amendments to paragraphs 12—17 of A.F.O. 3289/40.

(ii) *Signal and Telegraphist Ratings.*

12. In the event of a rating of the Signal or Telegraphist Branch becoming a candidate for commissioned rank, he is to be allowed to relinquish his specialist rating in order that he may obtain opportunity for further experience in seamanship.

13. In order that commanding officers may have an opportunity of judging the fitness of potential candidates from the Signal and Telegraphist Branches as regards their seaman like qualities prior to transfer to the Seaman Branch, such candidates are to be employed in a ship for six months as a Seaman rating before being permitted to relinquish their specialist rating.

Candidates who prove satisfactory are to be transferred to the Seaman Branch and continue as laid down hereafter; those who prove unsatisfactory are to return to Signal or Telegraphist Branch duties. Any candidate holding Leading or Petty Officer Rate is to retain his specialist rating during the probationary period of six months, and on transfer to the Seaman Branch at the end of this period he is to be transferred to the rating of Leading Seaman or Petty Officer.

Whilst employed for the probationary period of six months, or on transfer to the Seaman Branch at the end of this period, such ratings will be borne supernumerary to complement for the time they remain C.W. candidates.

14. Signal and Telegraphist ratings are eligible to come before Fleet Selection Boards provided:—

- (a) they are still recommended by their Commanding Officer;
- (b) they have passed E.T.II;
- (c) they have passed for A.B.;
- (d) they have served 12 months as A.B. or equivalent rate, have been employed for six months as a Seaman rating under paragraph 13, and are under the age of 23½ on 1st July (for the September course), 1st March (for the May course), 1st November (for the January course) of the year in which the Fleet Selection Board is held.

15. Ordinary Signalmen and Ordinary Telegraphists may be advanced to Able Seamen immediately they have passed all the examinations referred to in Appendix XVII, Part I, 4 (C) King's Regulations and Admiralty Instructions.

16. *Delete.*

17. Procedure in the event of failure:—

(a) A candidate who fails to be selected by a Fleet Selection Board is to have the option of remaining in the Seaman Branch or reverting to the Communications Branch. In the former case he is to be governed by the usual regulations for Seaman Branch ratings. In the latter case he is to be given special facilities to qualify professionally for Leading Signalman or Leading Telegraphist. On qualifying he is to be given the acting leading rate and will be eligible for confirmation after one year if recommended.

(b) Should a Leading or Petty Officer rating of the Communications Branch fail to be selected by a Fleet Selection Board, and elect to remain in the Seaman Branch, he will be required to pass professionally for the rating held, but if he should revert to the Communications Branch he will retain his former rating in that branch and his service as a Communication Rating would be regarded as unbroken.

(c) A candidate who fails to be selected after the period of special training referred to in paragraph 11 is not normally to be eligible to revert to the Communications Branch, but special cases will be considered on their merits.

(A.F.Os. 3289/40, 1638/42, 3851/42.)

A.F.O. 2277/45 *5745.—Candidates for Promotion from Lower Deck to Permanent Commissions in Accountant Branch—Effect of Removal of Marriage Bar

(C.W.34428/42.—26.11.1942.)

A.F.O. 3851/42 removed the requirement that candidates for promotion from the lower deck to permanent commissions in the Accountant Branch must be unmarried. All other requirements as to age and qualification remain unaltered, but, with a view to permitting consideration of married ratings who would previously have been recommended if unmarried, but who are now too old to perform the requisite sea service under supervision before passing the age limit, the following transitional regulations have been approved:—

(a) Any candidate for a permanent commission in the Accountant Branch who will be aged 23 years or over on 1st April, 1943, and was married before 1st April, 1942, will be regarded as eligible for appearance before the Fleet Selection Boards if then qualified educationally and professionally, *provided* he will be still under the age of 25 on 1st April of the year in which the Fleet Selection Board is held, and provided that he has then completed a total of 12 months' service under special supervision in a capital ship or cruiser in full commission.

(b) Any candidate who married on 1st April, 1942, or later, must complete the full period of two years under special supervision in a capital ship or cruiser in full commission.

(c) Any time served under special supervision in a capital ship or cruiser in full commission during the currency of a previous C.W. Form which was destroyed on marriage will be allowed to count towards the period in (a) and (b) above.

(A.F.Os. 409/40 and 3851/42.)

***5746.—Warrant Supply Officer—Examination Results, July, 1942**

(C.W. 42264/42.—26.11.1942.)

The following candidates were successful at the examination for the rank of Warrant Supply Officer held in July, 1942 :—

Name	Rating	Official No.	Ship (at time of examination)	Victual- ing	Naval Stores	Mathe- matics	Total
Rockey, L. N.	Supply P.O.	D/MX.54136	"Ambrose"	197	212	194	603
Larke, E. W.	Supply C.P.O.	C/M.38942	"Merlin"	171	191	198	560
Brooks, E. J.	Supply C.P.O.	C/MX.48480	"Pembroke"	171	223	196	590
Allen, W. E.	Supply C.P.O.	C/MX.48476	"Dido"	167	193	200	560

2. A further list of successful candidates will be issued when all worked papers have been received.

***5747.—Warrant Writer—Examination Results, July, 1942**

(C.W. 42264/42.—26.11.1942.)

The following candidates were successful at the examination for the rank of Warrant Writer held in July, 1942 :—

Name	Rating	Official No.	Ship (on date of examination)	Ship's Office	Captain's Office	Type- writing	Mathe- matics	Total
Cowan, A. B.	P.O. Wtr.	C/MX.56425	"Minos"	274	215	89	194	772
Smith, A. J.	P.O. Wtr. (Ty).	P/MX.60790	"Minos II"	260	205	80	200	745
Gourd, C. W.	C.P.O. Wtr.	D/MX.46809	"Drake"	291	181	76	182	730
Bunter, D. J.	P.O. Wtr. (Ty).	C/MX.59219	"President V"	276	185	75	192	728
Russell, J. R.	C.P.O. Wtr.	P/MX.49707	"Nimrod"	264	192	70	194	720
Beattie, E. J.	C.P.O. Wtr.	C/MX.50233	"Warspite"	307	160	82	164	713
Childs, R. J.	C.P.O. Wtr.	C/MX.50693	"President V"	270	166	89	162	687
Macleane, M. D.	C.P.O. Wtr. (Ty).	C/MX.53537	"Euphrates"	262	143	78	190	673
Dixon, A. G.	C.P.O. Wtr. (Ty).	D/MX.51065	"Amarapoor"	241	161	87	178	667
Davies, N.	P.O. Wtr. (Ty)	D/MX.55818	"Lucifer"	215	178	71	200	664
Coombe, E. R. S.	C.P.O. Wtr.	C/MX.50634	"President I"	241	162	83	176	662
Ayre, N.	C.P.O. Wtr.	C/MX.47547	"Pembroke"	262	161	68	166	657
Graeme, G. V.	P.O. Wtr.	C/MX.54744	"Saunders"	211	182	76	180	649
Willoughby, K. H. G.	C.P.O. Wtr.	P/MX.51080	"St. Christopher"	240	157	91	160	648
Robinson, L. W.	C.P.O. Wtr.	D/MX.48850	"Drake"	252	175	67	148	642
Banfield, F. J.	C.P.O. Wtr.	D/MX.49422	"Lanka"	228	156	77	180	641
Janes, M. A. H.	C.P.O. Wtr.	D/MX.47564	"Lanka"	232	164	79	166	641
Kevern, R. J. R.	C.P.O. Wtr.	D/MX.46794	"Drake"	251	153	73	162	639
Wild, P.	C.P.O. Wtr.	P/MX.46822	"Victory"	234	179	84	136	633

2. The date of passing of E. J. Beattie, C.P.O. Writer, O.N. C/MX.50233, has been ante-dated to July, 1941.

3. A further list of successful candidates will be issued when all worked papers have been received.

A.F.O. 3716/45
5748.—"Hostilities Only" Ratings—Training for Service as Air Engineer Officers

(C.W. 38774/42.—26.11.1942.)

Candidates may be nominated under A.F.O. 2474/42 up to the age of 23 if their Commanding Officers consider that they are of outstanding ability and that they possess exceptional capacity to learn aeronautical engineering subjects.

2. Ratings undergoing training for Pilot, Observer or Air Gunner who are not considered suitable for flying duties may be nominated under A.F.O. 2474/42 at any stage of their training.

(A.F.Os. 1879/42, 2122/42 and 2474/42.)

A.F.O. 3607/45
5749.—Forms S. 43a—Losses—Record of Railway Warrants Issued

(N. 24658/42.—26.11.1942.)

When issuing new Forms S. 43a to replace those lost, the issuing authority is responsible for inserting on the appropriate page particulars of the number of free warrants which are to be regarded as having been issued during the current year. In some ships full particulars will be available; in others an estimate will have to be made, in which all factors including the circumstances of the loss are to be taken into account.

2. In the absence of any record or clear evidence, railway warrants are only to be issued in respect of the broken period since the date of issue of the new book in accordance with the scale in paragraph 30 of A.F.O. 3843/42.

(R.A. (M.) Letter 17.10.42, No. 609/M.L. 6480 to Admiralty.)

(A.F.O. 3843/42.)

A.F.O. 246/43
***5750.—R.N. Patrol Service—Recommendations for Board of Trade Second Hand's Certificate of Competency**

(N. 24251/42.—26.11.1942.)

In view of the necessary expansion of the Patrol Service to meet future commitments, and in the interests of the men themselves, the names of all Leading Seamen, R.N.P.S., and Seamen, R.N.P.S., who are eligible and recommended to sit for the Board of Trade Second Hand's Certificate of Competency, are to be reported forthwith to the Commodore, Patrol Service Central Depot, Lowestoft. Subsequent recommendations are to be rendered as they fall due.

2. The qualifications for the course are :—

- Six months' seniority as Seaman or Leading Seaman, R.N.P.S.,
- Six months' continuous V.G. conduct,
- Must have served four years at sea, of which at least twelve months must have been in deep sea fishing vessels. The remaining three years' service performed during the war may have been spent in vessels of the General Fleet or Royal Naval Patrol Service, or in foreign-going or home-trade merchant ships.

5751.—R.D.F. Branch—Advancement, etc.

(S.D.—26.11.1942.)

Attention is drawn to the fact that R.D.F. ratings, no less than ratings of other branches, are eligible for temporary commissions in the Special Branch of the R.N.V.R.

2. A.F.O. 4496/42, paragraph 1, note (iii), should be amended to read :—

"R.D.F. ratings are eligible for temporary commissions in accordance with A.F.Os. 3970/40 and 4371/40."

(A.F.Os. 3970/40, 4371/40 and 4496/42.)

5752.—Miscellaneous Gunnery Non-Substantive Ratings

(G.D. 01193/42.—26.11.1942.)

The following amendment is to be made to A.F.O. 1352/42, Table II, as amended by A.F.O. 3976/42 :—

Against "A.A.3.(L.C.)" cancel "H.M.S. 'Excellent' or Coastal Force Gunnery School" throughout and substitute "Gunnery School".

(A.F.Os. 1352/42 and 3976/42.)

5753.—Royal Marines—Forms S.365a for N.E.S. Personnel

(N. 25991/42.—26.11.1942.)

Instances have occurred whereby the promotion of Royal Marines serving in the Naval Examination Service has been delayed through Forms S.365a in respect of N.C.Os. and candidates for promotion not being rendered to the Commandant of the R.M. Division concerned.

2. The attention of all Officers in Charge of Naval Bases where Royal Marines are employed on Naval Examination Service duties, either in Examination vessels or at M.W.S.S., is drawn to K.R. & A.I., Article 795(5) & (6) and A.F.O. 1032/41.

(C.A.F.O. 1773/41. A.F.O. 1032/41.)

5754.—Civil Servants Temporarily Serving in the R.N. and R.M.—Instructions for Naval Accountant Officers

(D.N.A. 9600/42.—26.11.1942.)

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

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

3. Statements of Accounts of Civil Servants for the quarter ended 30th September, 1942, if not already rendered, should be forwarded at once to the Director of Navy Accounts, Branch 3 (Civil Pay).

4. Civil pay enquiries from private firms and local government authorities should be dealt with in accordance with A.F.O. 4569/40.

(A.F.Os. 1195/40 and 4569/40.)

5755.—Air Mechanics—Training of New Entries

(N. 23489/42.—26.11.1942.)

A.F.O. 4370/41 is cancelled.

New entry training for the Air Mechanic branch is given in H.M.S. "Gosling" (*vide* A.F.O. 2958/42).

(A.F.O. 2958/42.)

(A.F.O. 4370/41 is cancelled.)

5756.—Air Crews—Dinghy Drill

(A. 01415/42.—26.11.1942.)

A.F.O. 5360/42 is to be amended as follows:—

Paragraph 2, line 3. Amend to read:—

" . . . should arrange for air crews to witness or undertake either wet or dry drills"

(A.F.O. 5360/42.)

***5757.—W.R.N.S.—Distinction Marks of Rank of Officers**

(C.W. 42931/42.—26.11.1942.)

The marks of rank of W.R.N.S. Officers are as follows:—

Superintendent	...	...	...	Four Stripes
Chief Officer	...	...	...	Three Stripes
First Officer	...	...	...	Two and a half Stripes
Second Officer	...	...	...	Two Stripes
Third Officer	...	...	...	One Stripe
Acting Third Officer	...	...	...	One Stripe

2. For purposes of calculation of Lodging and Subsistence Allowances, the following may be regarded as relative ranks:—

Superintendent	...	...	...	Captain
Chief Officer	...	...	...	Commander
First Officer	...	...	...	Lieutenant-Commander
Second Officer	...	...	...	Lieutenant
Third Officer	...	...	...	Sub-Lieutenant
Acting Third Officer	...	...	...	Acting Sub-Lieutenant.

(A.F.O. 4144/41 is cancelled.)

***5758.—W.R.N.S.—Acting Third Officers**

(C.W. 42931/42.—26.11.1942.)

Cadet Wrens will on completion of their Officers' Training Course, be appointed for further training and experience in the probationary rank of Acting Third Officer.

2. They will be confirmed in the rank of Third Officer after not less than six months' service in acting rank, on receipt of a satisfactory report. An Acting Third Officer who is not found satisfactory may be transferred to another category and if not recommended for confirmation after a maximum of six months will be reverted to the ranks.

3. When an Acting Third Officer is reverted to the ranks, the Director, W.R.N.S., will inform the Commanding Officer of the ship in which she is borne. An Acting Third Officer who is reverted to the ranks is to retain her previous rating if she returns to the category in which she was serving prior to selection for training as a Cadet Wren. The W.R.N.S. Officer-in-Charge will be responsible for arranging, through the W.R.N.S. Drafting Officer of the Command, for her to be drafted in this rating.

4. If an Acting Third Officer is reverted to the ranks, refund of her uniform grant will be waived but she will not be eligible for a further grant in the event of subsequent promotion.

(A.F.O. 4987/42 is cancelled.)

***5759.—W.R.N.S.—Revised Rates of Pay of Junior Officers**

(C.W. 42931/42.—26.11.1942.)

The following revised rates of pay for junior officers of the W.R.N.S. are issuable as from 1st October, 1942:—

<i>Mobile Officers</i>				
Acting Third Officer	...	...	...	£130 per annum
Third Officer	...	...	...	£150 per annum
Second Officer	...	...	...	£175 per annum

<i>Immobile Officers</i>				
Third Officer	...	...	...	£95 per annum
Second Officer	...	...	...	£135 per annum
First Officer	...	...	...	£160 per annum

(A.F.O. 197/40.)

5760.—W.R.N.S.—Transfer between Categories

(N.16291/42.—26.11.1942.)

In view of the urgent need to make the best possible use of the services of W.R.N.S. ratings, and in order that service training may not be lost by transfer to another branch unless greater advantage to the Service is thereby attained, the general policy outlined for naval personnel in A.F.O. 5627/41 is to apply, and the rules set out below are to be adopted forthwith.

2. Transfers from the categories listed in the Appendix to this Order are not to be made without prior Admiralty approval, except as indicated in paragraph 3, unless there is clear evidence of—

(a) general unsuitability in the category; this does not mean that the rating "wants a change" or is regarded as more suitable for another, unskilled, category. See A.F.O. 5627/41;

(b) physical unsuitability for existing category.

3. The foregoing rules do not preclude transfer to a "related" category where this is desirable, i.e., one in which the duties are sufficiently similar to permit of retention of existing seniority. Typical examples would be a change of Supply Assistant sub-category or between Administrative, Quarters and Mess Caterer categories.

4. W.R.N.S. ratings transferred under paragraph 2 (a) will invariably lose seniority attained in their old category and start again in their new category.

Those transferred under paragraph 2 (b) will also lose seniority in their old category unless they are covered by the provisions of paragraph 3.

Pay in specialised categories will be adjusted as laid down in A.F.O. 3593/41, the general duties rate of pay being applicable where the transfer is to a general duties (i.e., "unspecialised") category.

5. Transfers from categories other than those listed in the Appendix may be made with the approval of the C-in-C., who will refuse or defer transfer where a shortage of ratings in the applicants' existing category renders this advisable. Transferees to a general duties category will receive the general duties rate of pay; otherwise the conditions of A.F.O. 3593/41 will apply.

6. Transfers to Quarters Assistant, Special Duties (Linguist) and Radio Mechanic may also be made under C-in-C.'s approval. Such transferees may continue on their existing rate of pay while under training, but on completion of training will be required to enter their new category under the conditions applicable to new entrants in the category concerned.

7. W.R.N.S. ratings of any category who hold a leading rate or higher will not be permitted to transfer to another category without Admiralty approval. Where such transfers are proposed the following information is to be furnished to the Admiralty:—

- (a) Category to which transfer is proposed.
- (b) Reasons for transfer including special qualifications for new category.
- (c) Why the requirement cannot be met by normal recruitment (where applicable).

8. When volunteers for new categories are required in future, it will be specified what categories of W.R.N.S. will be permitted to volunteer. In general, transfers between categories will be discouraged unless—

- (a) suitable recruits cannot be obtained from civil life.
- (b) very special qualifications are necessary.
- (c) A proportion of W.R.N.S. ratings with some service are required for a new category to provide higher rates at any early date.

9. Transfers from any categories working in conjunction with any organisation controlled by the Director of Naval Intelligence will not be permitted.

APPENDIX

List of Categories to which paragraph 2 of this Order applies.

Special Duties (Linguist)
 Radio Mechanic
 Quarters Assistant
 Mess Caterer
 Supply Rating (Naval Stores, Victualling, Clothing and F.A.A.)
 W/T Operator
 Visual Signaller
 Recruiting Assistant
 Cook
 Steward
 Plotter
 T/P Operator
 Writer (Pay Office), (Pay Office—D.E.M.S.) and (G.D.)
 Photographic Assistant
 Wren (A/M)
 C.H.L. and R.D.F. Operator
 Q.O. and S.T.
 Cinema Operator

(A.F.Os. 3593/41—not in annual volume—and 5627/41.)

AFO 2251/43

*5761.—W.R.N.S.—Allowances

(C.W. 28585/42.—26.11.1942.)

With effect from 31st July, 1942, W.R.N.S. officers are eligible for the following allowances at two thirds the rates for Naval officers of corresponding rank (A.F.O. 5757/42) and under the same conditions as for Naval officers:—

Admiralty special duty allowance.

Secretary's allowance.

Interpreter's allowance.

Specialist allowance, e.g. at 1s. 4d. a day for W.R.N.S. officers qualified in signals under A.F.O. 3083/42.

2. W.R.N.S. ratings are eligible for the following allowances at two thirds the rates for Naval ratings:—

S.C.G.M. allowance, under the conditions of K.R. & A.I., Appendix XVII, Part 3, No. 14.

Harmonium allowance, under the conditions of K.R. & A.I., Appendix XVII, Part 3, No. 51.

Care of mess traps allowance, under the conditions of K.R. & A.I., Appendix XVII, Part 3, No. 96.

Interpreter's allowance, under the conditions of K.R. & A.I., Appendix XVII, Part 3, No. 52.

Cookery School—C.P.O. cook in charge, under the conditions of K.R. & A.I., Appendix XVII, Part 3, No. 11, but not payable concurrently with S.C.G.M. allowance. Application to be made to the Admiralty before payment of this allowance is approved.

3. W.R.N.S. officers abroad who are (i) not accommodated or victualled, or (ii) accommodated but not victualled, are eligible for Colonial allowance at four fifths the rates for Naval officers of relative rank.

W.R.N.S. officers and ratings who are provided with accommodation and victualling are eligible for Colonial allowance at the rates applicable to members of the A.T.S. and W.A.A.F. of equivalent rank or rating similarly provided.

4. Lodging and subsistence allowances will continue to be payable at the rates for R.N. personnel of equivalent rank or rating, *vide* A.F.Os. 197/40 (paragraphs 2 and 3), 445/42 and 5757/42.

Subsistence allowance abroad is payable at the rates shown in A.F.O. 2205/37 (paragraphs 117–120) as amended by A.F.Os. 407/41 and 5031/41.

5. Provision and victualling allowances are payable as shown in A.F.O. 4725/42.

6. Field allowance is payable to W.R.N.S. officers under the same conditions as for Naval officers, but at the rate applicable to officers of the A.T.S. (1s. per day).

Living-under-canvas allowance is payable at the full naval rate to W.R.N.S. ratings and under the same conditions as for naval ratings.

7. Command money and servant allowance are not payable to officers of the W.R.N.S.

8. Entertaining allowance is not normally payable to W.R.N.S. officers. Application may, however, be made to the Admiralty for the exceptional grant of such an allowance where an appointment involves considerable expenditure on entertaining.

(A.F.Os. 2205/37, 197/40, 407/41, 445/42, 3083/42, 4725/42 and 5757/42.)

5762.—W.R.N.S.—Medical Arrangements

(M.D.G. 30092/42.—26.11.1942.)

With reference to A.F.O. 4991/42, W.R.N.S. Sick Quarters, Portsmouth, should be deleted from the list given in paragraph 7.

(A.F.O. 4991/42.)

5763.—Admiralty Surgeon and Agent*Frome*

(C.E. 15174/42.—26.11.1942.)

Dr. Mary Young, M.R.C.S., L.R.C.P., Norton House, Frome, Somerset (Telephone No. 425), has been appointed Temporary Admiralty Surgeon and Agent for Frome in the absence of Dr. Beddard.

5764.—Officiating Ministers of Religion

(C.E. 55949/42.—26.11.1942.)

The following appointments of Officiating Ministers have been approved:—

Church of England

H.M.S. "Volcano" ... *Rev. R. A. C. Pooley, M.A.,
Ireton Vicarage,
Holmrook, Cumberland.

* As from June, 1942.

Holyhead ... Rev. Canon R. Hughes, B.A.,
The Vicarage,
Holyhead.

Presbyterian Church of England

Dartmouth ... Rev. D. H. Cottrell,
The Manse,
Dartmouth.

Roman Catholic

Aberdeen ... Rev. Joseph Lamont,
Church of the Sacred Heart,
Grampian Road,
Torry, Aberdeen.

Cowes ... Rev. J. O'Hanlon,
St. Thomas of Canterbury,
Cowes,
Isle of Wight.

The usual facilities are to be afforded.

5765.—Financial Arrangements between Allied Forces in French North Africa

(W.G.F. 578/42.—26.11.1942.)

The following is a summary of the financial arrangements between British and United States forces now operative in French North Africa.

2. Rentals for Allied Force Headquarters and other rentals for the exclusive use of facilities by U.S. Forces will be paid for by the Finance Officer of the United States Army.

3. Rentals covering facilities for the exclusive use of British Forces will be paid for by British Paymasters.

4. For facilities used jointly by both forces, the rental will be paid by the Paymaster of the contracting force, where it is agreed that payment should be made. No adjustment between forces will be made.

5. Supplies on hand will be exchanged between British and U.S. forces without payment of money, in accordance with present agreements.

6. Supplies or services procured locally will be paid for by the force which contracts for such supplies or services.

7. Payments of claims for damages will be settled by the respective claims commissions of the British and U.S. Forces.

8. Any questions of doubt or difference of opinion on any of the above points will be submitted to Allied Force Headquarters for final decision.

5766.—Currency Arrangements—French North Africa

(W.G.F. 578/42.—26.11.1942.)

The following is a summary of the currency arrangements which are now operative in French North Africa.

2. At the outset all British personnel will be paid in special sterling (B.M.A.) notes issued by the British Military Authorities and in ordinary British small change. B.M.A. notes are in denominations of one pound to one shilling inclusive. United States personnel are receiving special dollar notes and ordinary United States coin.

3. Local currency will be used as far as available for local payments. If and when arrangements are made to ensure adequate supplies of local currency, B.M.A. notes will be withdrawn.

4. The official rate of exchange for all purposes will be \$4.00 = £1 (Bank of England or B.M.A.) = 300 francs.

5. The Chief Paymaster, First Army, will supply Naval Authorities with such currency as they require, against supply and receipt notes.

6. No B.M.A. notes or special U.S. dollars are to be taken out of the combat zone, nor are Bank of England notes or regular U.S. dollars to be exported from North Africa in any circumstances. Bank of England notes should not be used on shore. Arrangements for exchange will be made at ports of debarkation and embarkation in North Africa, respectively.

***5767.—Travel to Isle of Man—Sailings—Amendments**

(N.—26.11.1942.)

On and after Monday 16th November, 1942, the amended services with embarkation times will be as follows:—

From Douglas to Fleetwood.—Sailings each day except Sunday, at 9 a.m.

From Fleetwood to Douglas.—Sailings each day except Sunday, at 12.15 noon.

(A.F.O. 4617/42 is cancelled.)

Section 3.—G., T., N., E., etc., & STORES; HULL, EQUIPMENT & FITTINGS**5768.—Director Firing System—Director Firing Gear—Elimination of Effects of Flash Due to Firing on Pom-Pom Mountings, Marks VA, VI and VII***Ships and Dockyards concerned.*

(G. 07297/42.—26.11.1942.)

The dials of the elevation and training receivers fitted on pom-pom mountings are insufficiently illuminated to be readily seen by the layer and trainer when interference is caused by the flash from the guns.

2. Consequently it has been decided as an interim measure, pending the development of more efficient methods of elimination of flash, to fit additional lamps illuminating the elevation and training receiver dials, the lamps being wired in parallel with the firing or firing indicator circuits so that additional illumination is afforded whenever the guns fire, thus combating the effect of gun flash.

3. Each additional lamp should consist of the following items:—

Lamp-fitting	...	...	A.P. 4936
Glass shade	...	...	A.P. 4937
Steel shade	...	...	A.P. 4938
Lamp-holder	...	...	A.P. 693A
Lamp	...	...	A.P. 629M

which will be supplied on demand; one lamp being fitted to illuminate the training receiver, and one to illuminate the elevation receiver as shown on the attached A.F.O. Diagram 314/42 (1), which is typical only.

4. The wiring of the lamps is to be carried out in accordance with A.F.O. Diagram 314/42 (2).

5. In the case of Mark VA and Mark VIA mountings, either arrangement (A or arrangement (B) should be adopted, to suit the present wiring of the fire indicator lamp and shutter. Where arrangement (B) is used it will be necessary to fit a No. 2 gland to the fire shutter box to accommodate the additional cable A.P. 4499 shown on the diagram.

6. One connection box, A.P. 7887, together with 4 in No. packing nuts and adaptors, A.P. 8152, and 2 in No. blank caps and leather discs, A.P. 8153, should be demanded for each mounting, or junction boxes, A.P. 3730, as requisite.

7. These arrangements are not required for mountings fitted with R.P.C. and should be removed when R.P.C. is fitted, or when more efficient methods of eliminating flash are developed.

8. The work is to be carried out by ship's staff, assisted where necessary by depot ships and dockyards.

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

5769.—Gun Mountings, 5·25-in., Mark II—Damage to Fuzes Time No. 206 in H.A. Hoists

H.M. Dockyards, Depot Ships, and "Dido" Class Cruisers

(G. 04377/42.—26.11.1942.)

From sea experience with 5·25-in. H.A./L.A., Mark II, mountings, it has been found that the aluminium fuze caps of shell in the waiting position in the H.A. hoist loading tray can become loosened or detached when the shell surges due to the motion of the ship. It has also been found possible for the shell nose to strike the top edge of the adjustable shell guide, if it bounces on entering the hoist.

2. These two defects can be overcome by the fitting of a guide ramp and the extension in height of the adjustable shell guide.

3. Arrangements have been made for these modifications to be included in mountings of ships not yet in service.

4. The work of modifying the adjustable shell guide and the fitting of the new guide ramp in the mountings of the ships in service should be carried out by ship's staff to the particulars as shown on A.F.O. Diagram No. 311/42, assistance being obtained as necessary from Dockyards or Depot Ships.

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

5770.—Gun Mountings—2-pdr., Mark II*C—Fitting of Protective Shields—As. and As.

Ships and Dockyards concerned

(G. 6966/42.—26.11.1942.)

Protective shields for 2-pdr., Mark II*C Mountings are now becoming available for supply on demand from the Gun Mounting Overseers at Parkhead and Coventry and from the Manager, Engineering Department, Portsmouth.

2. Commanding Officers of ships concerned should include an item Classification "A" in their current lists of As. and As. to cover the work of fitting the shields, which should be carried out by depot ships or repair establishments at the first opportunity.

3. The shields should be fitted in accordance with A.F.O. Diagram 310/42.

4. Depot ships and repair establishments should forward demands on the most convenient depot for supply, in anticipation of requirements.

5. A few 2-pdr., Mark II*C Mountings in service are fitted with training receivers in accordance with Chatham Drawings S.E.E.D. 22620 and M.E.D. 17045, sheets 1 and 2, and, to avoid modification to the shield, the receivers should be re-positioned so as to be supported by the shield, as shown on Portsmouth M.E.D. Drawing G. 1692, copies of which should be obtained from Portsmouth Yard.

6. It should be noted that the shields are not suitable for 2-pdr., Mark II Mountings, which should be converted to 2-pdr., Mark II*C Mountings (*vide* C.A.F.O. 1683/40) before the shields are fitted.

(C.A.F.O. 1683/40—not in Annual Volume.)

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

5771.—Gun Mountings—20-mm., Twin, Mark V and 2-pdr., Mark XVI Mountings—Weather Protection—Fitting—As. and As.

Ships concerned and Coastal Force Bases

(G. 7390/42.—26.11.1942.)

New manufacture 20-mm., twin, Mark V, and 2-pdr., Mark XVI mountings are now being fitted with light steel plating, which is attached to the shield and floor plates, and provides a measure of protection to the gunner from spray, etc.

2. A.F.O. Diagram 308/42 (1-2) shows the method of attaching the weather protection to mountings already in service, and gives details regarding manufacture.

3. The vessels concerned are to raise an A. and A. item to cover the work of manufacture and fitting; which is to be carried out by ships' staffs and coastal force base maintenance staffs concerned, assisted by dockyards as necessary.

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

5772.—Guns, Machine—Muzzle Covers

(A.S. 15562/42.—26.11.1942.)

No further supplies of rubber muzzle covers referred to in A.F.O. 5521/41 are being ordered, but a new type cover made of Bexoid is under manufacture and will be issued when available. Existing stocks of rubber covers are to be used up.

2. The description of the Bexoid covers is as follows:—

Type. Guns for which suitable.

1. Q.F., 2-pdr., Marks II* and II*c.
2. Q.F., 2-pdr., Marks VIII and XIV.
3. Q.F., 40 mm., Mark IV.
4. 20-mm. Oerlikon.
5. 0·5-in. Vickers, Mark III.
6. 0·303-in. Browning, with flash eliminator.
7. 0·303-in. Vickers G.O., Type A.
8. 0·303-in., Lewis, and 0·303-in. Savage Lewis with barrel mouthpiece.
9. 0·303-in. Hefah.
10. 0·30-in. Marlin.

Covers will be an easier fit over the muzzle of the gun if they are slightly warmed, e.g., in the pocket.

3. The allowance of the Bexoid covers for ships' guns and for guns used for ground defence will be the same as for rubber muzzle covers.

4. No Bexoid covers are being manufactured for 0·30-in. Savage Lewis, 0·303-in. Bren, Hotchkiss, Vickers, Maxim, Lewis (shoulder shooting), and 20-mm. Hispano machine-guns mounted for ship or ground defences. When present stocks of rubber covers for these guns are exhausted, no further covers will be supplied.

5. Nose-fuzed high explosive and nose-fuzed incendiary ammunition is not to be fired through these muzzle covers and the precautions set out in paragraph 6 of A.F.O. 4734/42 are to be observed with Bexoid covers.

(C.A.F.O. 1777/41 and A.F.Os. 1399/41, 5521/41—not in Annual Volume—and 4734/42.)

5773.—Guns, Machine, Oerlikon 20-mm.—Magazines of American Manufacture—Defects

(A.S/C.I.N.O. 10576/42—26.11.1942.)

All 20-mm. Oerlikon gun magazines of American manufacture in ships are to be examined to ascertain if the rounds indicator reads "Zero" when the magazine is empty. Magazines which do not pass this test are to be exchanged at the nearest Naval armament depot. Stocks in Naval armament depots are to be similarly examined before issue. So far, this defect has been found only in magazines made by Murrays, Ohio.

2. Defective magazines are to be modified by Armament Supply Department by grinding away the indicating lines and numbers on the cover plate (with the exception of number 60 and its line, which are correct) and re-engraving in the correct position. Os.C.A.S. who have no facilities for doing this work should send the magazines to the nearest main Naval Armament Depot.

3. American magazines can be distinguished by the end plates which are embossed by a continuous strip approximately $\frac{1}{8}$ inch wide. In the case of British magazines the ends are riveted on plain.

5774.—Side Arms—Q.F., 12-pdr., 12-cwt., Mark V and "A," Mark V Guns—Trays, Loading, Mark I—Modification

(A.S./C.I.N.O. 8922/42.—26.11.1942.)

<i>Guns</i>	Q.F., 12-pdr., 12-cwt., Mark V, and "A," Mark V.
<i>Part affected</i>	Tray, loading, Mark I.
<i>Purpose</i>	To prevent tray riding up on to the cartridge extractor and causing the cartridge to jam between the tray and the breech during loading.
<i>Nature of modification</i>	Removal of the lip so that the edge of the tray is level with the edge of the block, stop. Mark of the tray is to be advanced to I* on modification.
<i>By whom to be done</i>	Armament Supply Department.
<i>Degree of urgency...</i>	Trays in service are to be modified at first opportunity; those in store before issue. All trays now being delivered by manufacturers will have this modification embodied.

5775.—Guns—Memoranda of Inspection and Returns to be Treated as Confidential

(A.S. 04771/42.—26.11.1942.)

The undermentioned returns etc., are to be treated as "Confidential", viz. :—

H.M. Ships, Shore Establishments and R.N. Armament Depots

S.1404 ... } Return of B.L. and Q.F. Guns, rendered in accordance with
O.21 ... } O.U. 6184/30.

Memoranda of Inspection of Guns.

R.N. Armament Depots

O.32 ... } Returns of issues and receipts, and stock, of guns and breech
O.33 ... } mechanisms.

5776.—Ammunition—Target Smoke Shell—Destroyers and below

Ships and Authorities concerned

(G. 012982/42.—26.11.1942.)

It has been decided that target smoke shell is no longer a requirement for destroyers, sloops, minesweepers and all other minor war vessels.

2. Lockers for target smoke shell should not be provided for the above-mentioned vessels under construction. Ships in commission are to land their lockers and target smoke shell as opportunity occurs.

5777.—Cartridges, Signal, 1½-in. Red, Mark V T—Failures of Lot 219, filled S.P.R.A. 2/40

(A.S./C.I.N.O. 11414/42.—26.11.1942.)

Failures have occurred in functioning of Cartridges, Signal, 1½-in. Red, Mark V T of Lot 219, filled Messrs. S.P.R.A., manufactured 2/40.

2. All cartridges of this lot are to be withdrawn from service, and stocks on board H.M. Ships and at R.N. Air Stations should be returned to the nearest Naval Armament Depot at the earliest opportunity.

3. On receipt of these cartridges from H.M. Ships and Air Stations, Naval Armament Depots at home and abroad should arrange for stores to be disposed of by dumping together with any in stock.

5778.—Pistols, Signal, 1-in., No. 2, Mark V, and Cartridges, Signal, 1-in., Red, Mark XII—Introduction

(A.M./A.D.P. 569/42.—26.11.1942.)

The following stores are being introduced into the Naval Service :—

Ref. No. 7B/971 Pistols, Signal, 1-in., No. 2, Mark V.

Ref. No. 12D/514 Cartridges, Signal, 1-in., Red, Mark XII.

2. One pistol and thirty cartridges will be stowed in the emergency dinghies, Type C, M, and L. Replacements in aircraft in the Service are to be made by units on receipt of supplies.

3. Packs to contain these stores in Roc, Skua, and Shark Aircraft are to be made locally and attached, by a lashing, to the dinghy lifeline.

4. Demands for stores for re-equipping aircraft are to be made on armament depots. Priority is to be given to 1st line aircraft.

5. One inch cartridges are to be stowed as follows —

(a) In H.M. Ships—Firework Magazine.

(b) At Air Stations—In Group IX Stowage.

6. The Signal, Distress, two star, red, will be supplied for K type dinghies, and has been introduced by separate Fleet Order.

(A.F.Os. 1795/42, 4740/42 and 4393/42.)

5779.—Apparatus A.D., Type D—Increase in Outfit Allowance

Cancelled by H.M. Ships and D.E.M.S.
AFO 5083/46 (A.S. 15109/42.—26.11.1942.)

The outfit allowance of Apparatus A.D., Type D, is to be increased forthwith. The revised allowance is now 4 No. Rockets and Main Containers and 5 No. Cartridges, Percussion, Type B, per percussion projector. In the case of D.E.M. ships employed on special service, the allowance will be eight rockets, eight main containers and ten cartridges per projector. Demands for quantities of stores required to complete to the increased allowance should be forwarded to the nearest Naval Armament Depot or O.C.A.S.

5780.—Diving Apparatus—Telaupad Sets

(N.S. 26620/42.—26.11.1942.)

Telaupad Sets, Pattern 140, are no longer required in either Telephone Box, Pattern 133 or 134N. No further issues will be made, and the articles will be deleted from the Rate Book for Naval Stores.

A.F.O. 5745/45
5781.—Buzzers, Pattern 4819/4820—Conversion to Klaxon Type

(N.S./T. 2624/42.—26.11.1942.)

Supply to ships will be made on demand of the quantities of Klaxon type units needed for replacement of the existing interior assemblies of Buzzers Pattern 4819/4820 for the following services :—

20 volt Low Note }
110 volt Low Note } —for depth charge communications.
20 volt High Note for H.A. and Hedgehog.

It is not proposed at the present time to replace the buzzers used for other services.

2. Particulars of the Units available and pattern numbers assigned thereto, together with details as to first purchases are as follows :—

Pattern No.	Description.	Stroud	Preston	Gib-ralter (via Parl)	Durban Royal	
19118	(a) Buzzer unit, low note (20 volt) Klaxon Type, complete with diaphragm, retaining ring and washers.	750	1,500	125	125	Contract Schedule C. 708 Subhead F.2.B.
19119	(b) Buzzer unit, low note (110 volt) Klaxon type, complete with diaphragm retaining ring and washers.	150	300	25	25	
19120	(c) Buzzer unit, high note (20 volt) Klaxon type, complete with washer.	900	1,800	150	150	

Demands should be forwarded to the nearest storing yard or depot who should obtain supplies as required from the central depots.

4. The work entailed in fitting these new interiors is considered to be within the capacity of ships' staffs for whose guidance the following notes re fitting are appended:—

Low Note Units.—Disconnect and remove existing interior unit with its diaphragm and composition washer. Fit new sealing washer, diaphragm and securing ring in that order, care being taken when securing to ensure a good weather proof joint. Insert Klaxon unit so that the three legs register correctly with seatings provided on diaphragm securing ring. Reconnect wiring.

High Note Unit.—Disconnect and remove existing interior unit with its diaphragm and composition washer. Fit new seating washer, place unit in case and secure; care being taken to ensure a good weather proof joint. The terminals provided should be nearest the cable entry. Reconnect wiring.

Note 1.—The protective cover plate fitted at the rear of the buzzer may be removed if desired.

5. Interior units removed are to be returned to dockyards at the earliest opportunity for use as scrap.

5782.—Searchlight Lamps, 36-in.—Longer Focussing Screws for Certain Replacements

(T. 1888/42.—26.11.1942.)

When it is required to replace 36-in. searchlight lamps, Mark IIIB, or Patterns 2457 or 2457A, in a Mark I or Mark II projector by Patterns 4300B, Mark VIS, lamps, it is necessary to fit a longer focussing screw in the projector. The existing focussing screw in later marks of projectors are suitable for Mark VIX lamps.

2. 100 in No. of these longer focussing screws have been ordered, and future demands for Mark VIS lamps to replace the lamps referred to in paragraph 1, should be accompanied by a demand for a new focussing screw for each Mark I or Mark II 36-in. projector fitted on board. This A.F.O. should be quoted as authority.

3. In ships where the replacement of the older lamps has already been effected, the focussing arrangements should be examined to ensure that they are in order and that they permit the lamps to be burnt in the correct focal position. If necessary, demands for longer focussing screws should be forwarded.

4. Contract C.P. 4D/63456/42/F.IC/F.5268 has been placed with Messrs. Keith Blackman, Limited, for delivery of 25 focussing screws to each of the Dockyards, Chatham, Portsmouth, Devonport and Rosyth, and demands should be forwarded to the S.N.S.Os. concerned.

5783.—D.G. Coils—Settings for Ships Proceeding Abroad Destroyers or Smaller Vessels

(S.D.G. 336/42.—26.11.1942.)

When known to be proceeding abroad, the Senior Officer of a Flotilla, a group of Destroyers or smaller vessels should apply to S.D.G., Bath, for the necessary settings of D.G. coils for use in the vicinity of ports abroad.

2. The settings given will be world wide and the port or ports of destination need not and should not be stated in the signal.

3. These settings will normally be sent by post and application should therefore be made as early as practicable.

(C.A.F.O. 393/42 is cancelled.)

5784.—Torpedoes, 21-in., VIII*—VIII**—Modification to Group Valves

(A.S. 15511/42.—26.11.1942.)

Leakage past the starting valve plunger in 21 in., Mark VIII*—VIII** torpedoes, when the torpedo is in a flooded tube and the submarine is dived with the bow cap open, is one of the possible causes of water reaching the gyroscope.

2. It has, therefore, been approved to modify the group valves of all 21-in. Mark VIII*—VIII** torpedoes by (a) fitment of a new type starting valve plunger incorporating a valve seat on the underside of the head, and (b) insertion of a spring between the air inlet valve and the plunger to seat the latter against water pressures up to 50 lb./sq. in.

3. These modifications will be carried out on the group valves of all 21-in. Mark VIII*—VIII** torpedoes as they pass through depots and before issue as soon as the new plungers and springs are available. The modification will be noted in torpedo history sheets under T.D.I. No. 1437.

4. The new spring will be accounted for as:—

Section IV.—Springs, plunger, starting valve, for Q (not for 21-in. Mark VIII) St. No. 8972.

and will be added to the contents of " chests, complete spare gear, 21-in. Mark VIII—VIII** " and " chests, complete, tools and spare gear, 21-in., Mark VIII—VIII** ", in the proportion of 2 per chest. Vessels etc., concerned should demand springs required to complete chests on board from the nearest torpedo depot.

5. Labels of chests and torpedoes store accounts are to be amended as necessary.

5785.—Torpedo Stores—Batteries St. No. T.336—Use of Makers' Electrolyte

(A.S. 13918/42.—26.11.1942.)

Revised instructions regarding maintenance of batteries, St. No. T.336, have recently been promulgated to Torpedo Depots.

2. These instructions involve the following:—

(a) The use of makers' electrolyte in lieu of electrolyte N.S. Pattern No. 95 for filling batteries.

(b) The use of syphon N.S. Pattern No. 1192C together with a suction nozzle for filling batteries with electrolyte.

(c) The use of a special clip for connecting batteries when charging.

3. Instructions for filling and charging batteries are contained in the maintenance regulations for 18-in and 21-in. pistols, but the revised instructions on the battery and battery box incorporate the following precautionary notes:—

(i) Battery sealing caps must be removed and replaced by charging funnels, St. No. T.337, before charging batteries.

(ii) The charging funnels must not be removed, nor the sealing caps replaced, for 24 hours after the finish of a charge, as gassing may persist for this period.

(iii) Lead battery acid must not be used as this destroys nickel cadmium cells.

4. The makers' electrolyte, which will be supplied in one pint containers, the battery connecting clips, and suction nozzles referred to in paragraph 2 above will be accounted for as follows, and will be allowed to ships, vessels and N.A. stations concerned as indicated below, viz. :—

Item.	St. No.	Allowance.
<i>Section II</i> — Electrolyte for batteries (St. No. T.336) (pints).	T.498	1 pint for every 12 or less number of batteries, St. No. T.336, allowed.
Containers for electrolyte batteries (St. No. T.336).	T.497	1 for each pint of electrolyte, St. No. T.498, allowed.
Clips connecting batteries (St. No. T.336) when charging.	T.496	1 for each battery, St. No. T.336, allowed.
<i>Section IV</i> — Nozzles I.R. suction for use with syphon batteries (St. No. T.336)	8329	2 for each " Chest tools and spare gear 18-in. pistols, St. No. T.312, type ". 2 for each " Chest, tools, and spare gear, 21-in. pistols, St. No. T.342 type " allowed.

5. All batteries, St. No. T.336, on board ships and vessels and carried by N.A. stations, etc., which are at present filled with electrolyte N.S. Pattern No. 95 are to be emptied, washed out and refilled with electrolyte, St. No. T.498, as soon as supplies of this latter type become available as follows, viz. :—

(a) Discharge battery at normal rate to approximately 0.9 volt per cell.

(b) Pour away old electrolyte, wash out with clear (not chlorinated) water, and leave upside down to drain for 2-3 minutes.

(c) Fill with renewal electrolyte (St. No. T.498) 1.21 specific gravity to a height of $\frac{3}{4}$ -in. above plate tops.

(d) After re-filling charge cells at normal rate for approximately 10 hours, distilled water may then be added if necessary.

6. Ships, vessels and N.A. stations, etc., concerned are to demand—

(a) The quantity of electrolyte, St. No. T.498, required to refill batteries, St. No. T.336, which are at present filled with electrolyte, N.S. Pattern 95.

(b) The quantities of electrolyte, St. No. T.498, containers, St. No. T.497, clips, St. No. T.496, and nozzles, St. No. 8829 required to complete to the new allowances detailed in paragraph 3 above.

from the nearest Torpedo Depot, and supply will be made on receipt from manufacture.

7. Torpedo store accounts and labels of chests are to be amended as necessary.

5786.—“ Hedgehog ”—Maintenance

(T.3188/42.—26.11.1942.)

The grease nipples fitted on the steel bubble box, and the Vernier coupling, differ from the other Tecalemit grease nipples.

2. To service them it is necessary to remove the adaptor of Grease Gun, Pattern No. 4720, and apply the threaded spigot of the gun directly over the nipple.

3. In removing the adaptor, care must be taken that the ball and spring are not lost.

5787.—Group Change-over Switches—Flooding of Cross-connecting Cables—As. and As.

Ships concerned

(T. 2945/42.—26.11.1942.)

With a view to restoring to normal those services which are left without alternative supplies as a result of the instructions promulgated in paragraph 1 of A.F.O. 2160/42, a scheme has been evolved which ensures that the fuses supplying the cross-connecting cables are blown in the event of the ring main breaker space on the remote side of the ship being flooded. Commanding Officers of the ships concerned are to insert the following items in their list of As. and As. :—

(a) To fit short circuiting switches and H.R.C. fuses in the cross-connecting cables of group change-over switches in accordance with A.F.O. Diagram No. 315/42, except where both group change-over switches of an associated pair are situated in the same watertight compartment (Classification “A”*) .

(b) To fit duplicate supplies, one from each side of the ring main, to individual change-over switches adjacent to each service for each of the following vital services, where such duplicate supplies are not already fitted (Classification “A”) :—

Electrically operated mountings (main, secondary and short range armament) *see also* C.A.F.O. 850/42.

Hoists and conveyors for above.

Control towers.

Steering motors (cruisers only).

1,000-ton emergency bilge pump.

350-ton salvage pump where not hydraulically cross connected.

Until item (a) has been executed the measures promulgated in A.F.O. 2160/42 must be continued.

2. The necessary gear, in accordance with the schedule below, is being purchased and will be supplied direct to the ships concerned without demand.

3. Fuses of 500 ampere capacity will be supplied, in the first instance, for use where 600 and 800 ampere fuses are at present fitted, pending the results of experiments being carried out to ascertain whether satisfactory discrimination can be obtained between the supply and ring main breakers and H.R.C. fuses of 600 and 800 ampere capacity. In the interim, therefore, it may be necessary to limit the alternative supplies in some cases.

4. The characteristics of the 500 ampere H.R.C. fuses are such that 500 amperes can be carried indefinitely, 700 amperes for 60 minutes and 800 amperes for 30 minutes, but it is to be noted that loads in excess of 500 amperes imposed on these fuses, even if of short duration, may affect their subsequent performance and that following any such overloading the fuses should be replaced by new fuses. In the event, however, of the aforementioned experiments proving successful, 600 ampere and 800 ampere H.R.C. fuses will be supplied as necessary and the rationing restrictions on the 600 and 800 ampere services removed.

Schedule of Materials

Ship.	500 amp. H.R.C. Fuses and Adaptors to replace Fuseholders A.P. 1016/A.P. 6642	400 amp. H.R.C. Fuses and Adaptors to replace Fuseholders A.P. 6642.	300 amp. H.R.C. Fuses and Adaptors to replace Fuseholders A.P. 6641.	200 amp. H.R.C. Fuses and Adaptors to replace Fuseholders A.P. 6640.	Spare H.R.C. Fuses without Adaptors.			Flood Switches A.P. 9563A.	Short Circuiting Switches.
					500 amp. 400 amp. 300 amp. 200 amp.	500 amp.	300 amp.		
“ King George V ”	56	—	—	—	—	—	—	—	28
“ Duke of York ”	56	—	—	—	—	—	—	—	28
“ Anson ”	56	—	—	—	—	—	—	—	28
“ Howe ”	56	—	—	—	—	—	—	—	28
“ Queen Elizabeth ”	28	—	—	—	—	—	—	—	22
“ Valiant ”	28	—	—	—	—	—	—	—	22
“ Renown ”	32	—	—	—	—	—	—	—	28
“ Nelson ”	—	8	2	—	—	—	—	—	17
“ Rodney ”	—	8	2	—	—	—	—	—	17
“ Suffolk ”	—	2	4	—	—	—	—	—	9
“ Kent ”	—	4	—	—	—	—	—	—	9
“ Cumberland ”	—	2	—	—	—	—	—	—	7
“ Bervick ”	—	—	—	—	—	—	—	—	7
“ London ”	—	—	—	—	—	—	—	—	8
“ Devonshire ”	—	2	4	—	—	—	—	—	10
“ Shropshire ”	—	—	—	—	—	—	—	—	8
“ Sussex ”	—	—	—	—	—	—	—	—	8
“ Leander ”	16	—	—	—	—	—	—	—	8
“ Achilles ”	16	8	14	—	—	—	—	—	24
“ Orion ”	12	8	12	—	—	—	—	—	24
“ Norfolk ”	6	—	12	—	—	—	—	—	24
“ Australia ”	—	4	10	—	—	—	—	—	14
Total ...	362	46	60	20	170	26	30	10	379

(C.A.F.O. 850/42 and A.F.O. 2160/42.)

5788.—C.W.S. Motor-Alternators—Holding-Down Bolts

(D. 14576/42.—26.11.1942.)

A C.W.S. motor-alternator was recently found to be inadequately secured to the ship's seatings. The bolts holding down the bedplate were insufficiently threaded with the result that the nuts tightened on the end of the thread before contacting the bedplate to the extent necessary.

2. The holding-down arrangements of all C.W.S. motor-alternators are to be examined to ensure that—

- (a) the holding-down bolts are adequately threaded, and
- (b) the bedplates are firmly secured to the seatings.

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

5789.—Shackles, Pattern 8748—Allowance

"Tree," "Dance," "Shakespeare," and "Isles" Classes. M/S-A/S Trawlers

(N.S. 33387/42.—26.11.1942.)

Supply of three shackles, Pattern 8748, to each vessel of the above classes for use when weighing dan buoys has been approved.

2. Vessels requiring these shackles are to demand them from their storing yards.

3. Stocks are not sufficient to meet the anticipated requirements and 700 shackles have been requisitioned for purchase for delivery to yards and depots as shown below:—

Chatham	50	Rosyth	100
Portsmouth	100	Colne	200
Devonport	50	Llanishen	200

It is not expected that supplies from contractors will be available within six months; outstanding demands should not be hastened.

4. B.R. 366/42 will be amended.

5790.—Adjustment of Magnetic Compasses—Courses for Officers

(C.D. 687/42.—26.11.1942.)

With reference to A.F.O. 4015/42, long and short courses in the adjustment and maintenance of magnetic compasses and in the special use of compass corrector coils will be held at the Admiralty Compass Observatory, Ditton Park, Slough, on the following dates in the first part of 1943:—

<i>Long Courses</i>	<i>Short Courses</i>
4th Jan. to 30th Jan.	1st Feb. to 6th Feb.
15th Feb. to 13th March	8th Feb. to 13th Feb.
29th March to 24th April	15th March to 20th March
10th May to 5th June	22nd March to 27th March
21st June to 17th July	26th April to 1st May
	3rd May to 8th May
	7th June to 12th June
	14th June to 19th June
	19th July to 24th July
	26th July to 31st July

(A.F.Os. 4170/41 and 4015/42.)

5791.—Gyro-compass—Shock Absorber Mounting

(C.D. 692/42.—26.11.1942.)

A report has been received of defective operation of a gyro-compass which has been traced to the lower ribs of the upper part of the shock absorber mounting fouling the heads of the bolts which secure the lower part to the stanchions. The trouble was rectified by cutting away the ribs sufficiently to clear at the full compression of the shock absorbers.

2. This fouling can occur only when the securing bolts are too close together or when the mounting has been skewed to correct the fore and aft alignment.

3. The shock-absorbing supports, Pattern 3046, of all Admiralty gyro-compasses should be examined and rectified if necessary.

4. The ribs will be omitted from all mountings supplied in future.

5792.—Boxes for Magnetic Compasses—Return when Empty

(C.D. 688/42.—26.11.1942.)

The number of boxes for magnetic compasses so far returned in accordance with A.F.O. 2766/42 is small. In view of the shortage of timber these boxes are urgently required for re-issue to contractors, and Commanding Officers of H.M. ships who have not already done so should take immediate steps to comply with the requirements of A.F.O. 2766/42.

(A.F.O. 2766/42.)

5793.—T.S.D.S. Float—Use as Fog Buoy

Capital Ships, Aircraft Carriers and Cruisers.

(N.S. 15879/41.—26.11.1942.)

In addition to the T.S.D.S. twin float, Pattern 8824, allowed for use as a fog buoy in accordance with A.F.O. 152/42, each capital ship, aircraft carrier and cruiser is to be allowed a second float of this pattern as a spare, together with the necessary towing wire.

2. Ships concerned in commission should forward demands to storing yards. Supply to ships of new construction should be arranged in the usual manner.

3. The Establishment of Naval Stores for Executive Purposes (B.R. 358) will be amended.

(C.-in-C., H.F., 29.7.42, No. 1013/H.F.500/214.)

(A.F.O. 152/42.)

5794.—Emergency Diesel Electric Power Supply—As. and As.

Destroyers:—Canadian ("C" Class), "L" and "M" Classes, ex "Laforey" and "Milne," "J," "K," "N," "O" and "P" Classes including H.N.M.S. "Van Galen" and "Tjerk Hiddes" and O.R.P. "Piorun."

(D. 017760/42.—26.11.1942.)

Arrangements are being made to supply a 10 kW. diesel generator to each vessel in the above-mentioned classes to provide an emergency electric power supply for firefighting, salvage requirements, or limited wireless, in the event of failure of the main supply. These sets are already fitted in certain destroyers of "L" "M" and "O" classes.

2. The machines, complete with switchboards, are now becoming available, and detailed instructions regarding installation have been issued to the repair authorities concerned.

3. For "J," "K," "N," "O" and "P" classes, the set is to be fitted in the starboard after corner of the gear room, the positions of the existing auxiliary machinery and pipe connections being modified as necessary.

4. For Canadian ("C" class) and "L" and "M" classes, except H.M. Ships "Laforey" and "Milne," the set is to be fitted on the upper deck in a deck house.

5. The Commanding Officers of British destroyers concerned are to insert an item, Classification "A", in their next lists of As. and As. to cover this work.

6. The work of preparation of seatings, etc., is to be progressed as opportunity offers.

7. Administrative Authorities of destroyers in the Mediterranean and Eastern Fleets are to apply to the F.O.I.C., Durban when the new machines, which will not be available until January, 1943, are required.

8. For ships in home waters application should be made direct to Admiralty, Bath.

5795.—Internal Combustion Engine—Valve Springs—Effect of Salt Water

(D. 15174/42.—26.11.1942.)

Tests have established that the life of valve springs is considerably reduced when they are subjected to contact with sea water.

2. Care is always to be taken to avoid leakage of sea water in the vicinity of such springs, and spare springs are to be suitably protected from such contamination.

5796.—Boilers—Wear and Waste Tests

(D. 11808/42.—26.11.1942.)

Experience has shown that under war conditions the rate of wastage of boiler tubes is considerably greater than in peace time and that an assessment of tube life based on the table in Appendix III of the Engineering Manual may be misleading.

2. It has therefore been decided that :—

(a) When the life of the tubes assessed in accordance with the Engineering Manual, Appendix III, Section IIA, is two years or less the tubes are to be renewed at once if the duration of the refit permits, or as soon afterwards as possible.

(b) The instructions in the Engineering Manual, Article 531, paragraph 2 (b), are to be amended and the wear and waste test is to be carried out at the first opportunity after the remaining life of the tubes calculated from that given in the last wear and waste test is three years.

3. When wear and waste tests are carried out the following is to receive careful consideration :—

(a) The extent of tube removals laid down in the Engineering Manual, Article 251, paragraph 2 (b), is to be regarded as a minimum. Further tubes are to be drawn if necessary to ensure that the estimated tube life represents the condition of the tubes generally.

(b) In assessing tube life on the gaugings of the tubes removed due allowance is to be made for other factors such as rapid deterioration, condition of the tube ends, previous tube failures, and the immediate past treatment of the boilers.

4. The report called for in paragraph 1 of A.F.O. 909/42 is to be rendered in all cases where the durability of tubes is assessed at less than three years.

5. Superheater tubes are not affected by this order.

(A.F.O. 909/42.)

5797.—L.L., Mark II*, Sweep—Modifications to Petrol and Cooling Water Systems

(D. 13670/42.—26.11.1942.)

A petrol fire having occurred in a L.L. generator compartment, the following alterations are to be made to the petrol supply and cooling water systems of Form V.8 engines fitted to L.L. sweeps :—

(1) Shut-off cocks fitted in the petrol supply pipes from the ready-use tanks to the engines are to be made capable of manipulation from outside the compartment.

(2) Shut-off valves fitted in the connection of the engine cooling water system from the fire main are to be made capable of manipulation from outside the compartment.

2. The work is to be treated as a defect and carried out at the first convenient opportunity by the ship or base staff.

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

5798.—Crockatt Salinometers—Precautions against Explosion

(N.L. 17573/42.—26.11.1942.)

A small explosion in a Crockatt type salinometer in one of H.M. Ships was sufficient to break the glass window and the flying fragments caused injury to a rating.

2. Salt water had leaked through the cover joint and hydrogen was generated.

3. To prevent similar accidents, the following action is to be taken :—

(a) Salinometers exposed to salt water drips are to be resited.

(b) The instruments are to be examined periodically, joints renewed as necessary and any accumulations removed.

4. Care is to be taken when making the examinations that electric circuits are broken and no naked light is to be brought near.

5799.—R.D.F. Set Type 271 (Mark IV)—Fitting-out Information

(S.D. 1231/42.—26.11.1942.)

A.S.E. Preliminary Specification No. B.188/42, has been prepared to show the method of fitting and wiring R.D.F. Set Type 271 (Mark IV).

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

3. Copies of the Specification have also been forwarded to the Warship Production Superintendents, Scottish, East-Scotland, Belfast, South Wales, North-Eastern, North-Western, Humber, Southern and Thames Areas. The Principal (Ship) Overseers and Emergency Repair Overseers of all ships approved to be fitted with R.D.F. Set Type 271 (Mark IV) are therefore to apply to the Warship Production Superintendents of their areas for a copy of A.S.E. Specification No. B.188/42, in accordance with the procedure laid down in A.F.O. 790/40.

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

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

5800.—Rigging Insulators for Fitting H/F D/F in Merchant Ships

(N.S. 33263/42.—26.11.1942.)

The following rigging insulators are required for fitting H/F D/F in merchant ships :—

Pattern	Description	Allowance
993 ...	Insulators, rigging, 4 in. (Doulton type E6)	Approximately 100 of the appropriate type for each ship.
W6406...	" " 4½ in (" " E7)	
W6407...	" " 5 in. (" " E11)	

2. Demands should be rendered as necessary by overseers or dockyard departments to S.N.S.O. Clyde, to whom deliveries are being made under C.P.65881/7.8.42/14.8.42/26.8.42 and C.P. 64793/26.8.42, with Messrs. Doulton's, Lambeth, London, S.E.1.

5801.—Valves, Wireless, N.T.86, Pattern W.1241—Operational Life and Cause of Failures—REPORT*Ships Fitted with R.D.F. Set Type 281*

(S.D.1268/42.—26.11.1942.)

No further reports are required.

(A.F.O. 4655/41 is cancelled.)

**5802.—Sound Reproduction Equipment—Pattern 5151 Soundhead Amplifier—
Modification to Internal Connections**

Ships fitted with Pattern 7501 Cinema Projector

(S.D. 1170/42.—26.11.1942.)

It has been found that improved reproduction can be obtained with the Pattern 5151 Soundhead Amplifier if the photo-electric cell is "cathode coupled".

2. Amplifiers, Pattern 5151, Serial No. 851 onwards, have been issued by the manufacturers already modified as above.

3. All amplifiers bearing a serial number earlier than that quoted should therefore be modified to embody the revised coupling and to conform with the arrangements shown on A.F.O. Diagram No. 313/42 (A.S.E. Drawing No. 30824).

4. The modifications should be carried out by ship's staff as follows, the item numbers quoted being those shown on Figure R in the Manual for the Operation of the A/N Type 7501 Portable Projector.

- (i) Replace resistance rod No. 23 by a direct connection between photo-electric cell terminal No. 25 (6 B.A. terminal) and common point of resistances Nos. 13 and 15 and Condenser No. 6.
- (ii) Completely disconnect Condenser No. 7.
- (iii) Disconnect and tape H.T.-lead from photo-electric cell, terminal No. 24 (No. 4 B.A. terminal).
- (iv) Lead from resistance No. 14 and shielded grid lead should be connected to photo-electric cell, terminal No. 24 (No. 4 B.A. terminal).

5. New drawings for inclusion in the Pattern 754i Manual for the operation of Pattern 7501 projector will be issued when available.

5803.—Echo Sounding Arrangements

A/S, M/S and A/S-M/S Trawlers and Whalers

(A/S.W. 7463/42.—26.11.1942.)

In trawlers and whalers not yet fitted with E/S equipment and in which the fitting of Type 758N (in M/S vessels) or Type 761 (in A/S and A/S-M/S vessels) is an approved A. and A. item under C.A.F.O. 2159/40 or later revision of that order, sets are to be fitted in accordance with A/S 7309/R1, Instructions for Installing, using Drawing D.N.C. 30A/A.1110 (A.F.O. Diagram 316/42) for general guidance regarding the position of the hull units.

2. In cases where other positions for the hull units have already been selected and the work of installation is well advanced no change should be made.

3. The contactor unit is not to be fitted in the stokehold but under cover elsewhere, even if this involves the contravention of Clause 4 (b) (i) of A/S 7309/R1.

(C.A.F.O. 2159/40.)

(A.F.O. 1699/42 is cancelled.)

**5804.—Naval Aircraft of American Manufacture—Inspection and Storage of
Self-Sealing Fuel Cells**

(A.M.R. 2610/42.—26.11.1942.)

The following general instructions are issued pending the issue of a Volume II leaflet in the appropriate Air Publications:—

1. Maintenance.

(a) *Monthly.* Without removing the cell, examine the interior through the inspection or any other openings by which access can be conveniently obtained, using a safety lamp and mirror. Look for the defects given in paragraph 1 (c).

(b) *Every 3 months.* Without removing the cell, examine the metal shell for damage, corrosion, and distortion. Open up the inspection covers, and examine the exterior of the cell as far as possible, for the defects listed in paragraph 1 (c). Check particularly the bond at fittings and seams, for leakage and deterioration.

(c) *Every 6 months* remove the cell from the aircraft, and examine thoroughly inside and outside for defects. Cells in service may be of the cemented type, but the majority in use, and those now being supplied, are of the vulcanised type. Examine internally for loosening of the seams and fittings. This defect allows fuel to enter between the layers of self-sealing material, resulting in swelling of the sealant and layer separation, which are apparent as large internal wrinkles or swellings. In its early stages this defect may not be apparent visually. Feel over the entire interior where any affected parts will be found to be spongy. Some fuel cells have been treated with Fuller's sloshing compound as a protection against deterioration when aromatic fuels are used, and particular attention should be paid to the integrity of this coating as any tendency to peel or flake will necessitate replacement of the cell. Examine externally for wear, chafing, and collapse, and defects resulting from fuel spillage. Any such external defect may lead to internal failure and, if found, a thorough inspection of the cell should be made. Weigh the cell, and compare with the original weight stencilled on it, to determine the degree of fuel absorption or interlayer leakage.

(d) *General.* During periodic cleaning of fuel filters, look for accumulations of rubber particles. These may indicate advanced cell deterioration, and a thorough inspection as given in paragraph 1 (c) should be made. It must be borne in mind that exposure to heat, or strong light may be the cause of rapid deterioration.

2. Storage.

(a) New cells are supplied in cartons, from which they should not be removed until required. Stack the cartons not more than 3 or 4 deep, resting on their widest surface, in a cool, dark, dry place. Check periodically to ensure that the lower cartons have not collapsed.

(b) New cells are to be dated on receipt, and the oldest used first.

(c) Used or repaired cells should be thoroughly cleaned and aired, all openings should be closed by access panels or other means, and stored in cartons as described in 2 (a). If cartons are not available, the cells should be stored flat, so that they do not rest on fittings. Do not pile loose cells one on top of the other.

(d) Do not handle cells by the fittings, and avoid sliding them over the floor, racks, or benches.

3. Repair.

Damage to a fuel cell, or defects found during inspections, will normally necessitate its removal from the aircraft for repair, instructions for which are contained in the appropriate aeroplane Erection and Maintenance Handbook. Should it be necessary to repair the metal shell, with the cell in place, it is important that the self-sealing material be protected from heat, and supported to prevent sagging.

5805.—Naval Aircraft—Compass Deviation Cards

(A.M.5876/42.—26.11.1942.)

It has been found that the new types of compass deviation cards (Forms 316 and 316A) are unsuitable for use in modern T.B.R., A.B.R. and two-seater fighter aircraft.

When these aircraft are fully equipped, compass correction is difficult and sharp deviations of up to $\pm 4^\circ$ have often to be accepted.

2. It has therefore been decided to re-introduce the old type of card (R.A.F. Form 1167) and issue them to a scale of 2 per T.B.R., 2 per A.B.R. and 2 per two-seater fighter, plus 100 per cent. spares.

3. Demands should be rendered to the Superintending Naval Store Officer, R.N. Store Depot, Shepherds Bush.

**5806.—Firefighting in H.M. Ships—Hose Connections in Machinery
Compartments—As. and As.**

(D.14720/42.—26.11.1942.)

Trials at the Admiralty Fire Testing Establishment have shown that incipient oil fires can be extinguished very effectively by water spray. Attack must, however, be made with the least possible delay, as within 2 minutes of ignition, smoke may reduce visibility to such a degree that the fire cannot be located.

2. It is essential that the necessary fittings and equipment should be provided for those machinery compartments in which, by reason of either their situation relative to O.F. tanks or the machinery installed in them, an oil fire may occur, in order that personnel watchkeeping therein can make the quickest possible attack on incipient fires of this nature.

3. It has been decided that hose connections on branches from the firemain or rising main are to be fitted for such compartments as follows:—

Cruisers and Above

Engine rooms, boiler rooms ...	...	} 2 hose connections in each compartment.
Harbour and action machinery rooms	...	
Auxiliary machinery rooms ...	...	} 1 hose connection in the compartment. 1 hose connection adjacent to the access hatch.

Destroyers, etc.

All main machinery compartments ... 1 hose connection in the compartment.

4. The hose connections and their controlling valves in the compartments are to be in positions where they are readily accessible to men watchkeeping therein. The positions are to be selected in conjunction with ship's officers, and where two hose connections are fitted they are to be well separated.

5. Each hose connection is to be fitted with a hose of suitable length for the compartment and a spray nozzle is to be kept fitted to the hose.

6. The Commanding Officers of ships on service are to examine their existing arrangements and include an item, Classification "A*", in their next lists of As. and As. to cover the work necessary to comply with the above.

7. For ships building, the P.S.Os. should arrange for these hose connections to be fitted in positions determined after consultation with the ship's officers.

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

5807.—Watertight Access Scuttles to Engine and Gearing Rooms—As. and As.

"L," "M," "O" and "P" classes of Destroyers

(D/P.16829/42.—26.11.1942.)

Watertight access scuttles are to be fitted on the upper deck to the hatches inside the searchlight platform structure which give access to the engine and gearing rooms in ships of the above-mentioned classes.

2. The scuttles are to be type "A" 24 in. in diameter, with coamings 12 in. deep.

3. Commanding Officers of ships which are not so fitted, are to insert an item, Classification "A", in their lists of As. and As. for this work to be carried out.

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

5808.—Aldis Signalling Lanterns and 6-in. Hand Signalling Lanterns—Electrical Supply Connections, etc.—As. and As.

All Submarines—H.M. Dockyards, P.S.Os., P.E.Os. and D.A.E.Es.

(S.D. 136/42.—26.11.1942.)

New Construction Submarines

The electrical supply connections which are required to be wired and fitted in a submarine, viz. one for Aldis signalling lantern, Pattern 5110D, and one for 6-in. hand signalling lantern, Pattern 5153, are in future to be fitted just inside the upper conning tower hatch, and not on the bridge deck, as in earlier construction.

2. The revised arrangements will entail the flexible leads attached to the lanterns passing through the upper conning tower hatch. This practice, which is considered undesirable in peace time, is being accepted as a war-time measure only.

3. In addition, a ready-use stowage for each of the two lanterns mentioned in paragraph 1 above is to be fitted adjacent to the respective supply connections inside the upper conning tower hatch.

4. Arrangements should therefore be made in future for the following items to be fitted and wired as necessary:—

For Aldis Signalling Lantern, Pattern 5110D

(i) 1 in No., Pattern 5500, resistance, connected, in the low power supply to the lantern and fitted in the control room. A.D.P. switch, Pattern 4098, is to be fitted adjacent the resistance box for control of the lamp.

(ii) A plug, 2-contact (Sprague design), Pattern W.2072, is to be wired with a flexible lead, Pattern 6055, from the low power junction box in the conning tower, a clip and fairlead being arranged near the junction box to reduce wear and tear on the flexible lead. A socket, stowage (Sprague design), Pattern W.2071, for housing the Sprague design plug when the lamp is not in use is to be fitted in the conning tower adjacent to the ready-use stowage, angled at 45° to avoid accumulation of water, and for convenience in operation. A socket, 2-contact, bayonet joint, Pattern W.2073, is to be attached to the Aldis lantern by a short lead to take the Sprague design plug.

(iii) 1 in No. ready-use stowage for the lantern is to be supplied and fitted in accordance with Drawing No. 18541E attached to Specification No. 9081.

For 6-in. hand signalling lantern, Pattern 5153

(iv) 1 in No., Pattern 5144, switch socket to be fitted inside the upper conning tower hatch and wired as necessary to the 20/22 volts low power circuits.

(v) 1 in No., Pattern 5134A, plug to be fitted to the flexible lead attached to the lantern.

(vi) 1 in No., Pattern 5200, ready-use stowage bracket is to be fitted for the lantern in accordance with Drawing No. 18541G attached to Specification No. 9081.

5. The wiring for these circuits is to be in accordance with diagrams of the L.P. installation issued by Admiralty for each vessel or group of vessels where diagrams have already been issued, to secure uniformity, the necessary amending instructions are being forwarded to shipbuilders concerned.

Existing Submarines

6. The electrical supply connections for the Aldis signalling lanterns, Pattern 5110D, and 6-in. signalling lanterns, Pattern 5153, which are already fitted on the bridge deck of each submarine are to remain as fitted.

7. In addition the arrangements mentioned in paragraph 4 above are to be fitted. If spare cores are not available in the existing cable to the low power junction box in the conning tower an additional cable will be required through the pressure hull via a pressure tight gland and cable cutter to an additional junction box inside the conning tower.

8. Action should be taken by the authorities concerned as follows:—

(a) *Submarines in commission.*—The Commanding Officers are to insert an item (Classification "A") in their respective lists of As. and As. to cover the work involved, quoting this Order as authority.

(b) *Submarines in dockyard hands.*—The work is to be carried out by the appropriate authority in accordance with this Order.

9. The fitting-out specification No. 9108 Signalling Requirements, General, for Submarines will be modified as necessary.

(A.F.O. 4602/40 is cancelled.)

5809.—Main Circulating Discharge Pipes—Fracture caused by Vibration of Condenser—As. and As.

"Isles" Class Trawlers

(D. 022896/42.—26.11.1942.)

Reports have been received of main circulating discharge pipes from the condenser to the ship's side in "Isles" class trawlers having fractured near the flange owing to excessive vibration of the condensers mounted on a seating separate from the main engine.

2. The following alterations are to be carried out in these trawlers not already so fitted :—

- (a) The condenser is to be stayed to the ship's sideframes to reduce vibration to a minimum.
- (b) A $\frac{1}{2}$ -in. rubber joint is to be fitted between the circulating discharge pipe flanges and the flanges of the condenser and overboard discharge valve.
- (c) Where space permits a new pipe is to be fitted having a longer expansion bend.

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

(Capt. (D) Greenock, message 20.10.42, timed 1942.)

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

5810.—Steel Chests and Boxes for Stowage of C.Bs. and S.Ps.—Allowances

M.Ls.—Fairmile A and B types

(N.S. 09286/41.—26.11.1942.)

The allowances of light steel chests, Pattern 1477, and galvanised steel boxes, Pattern 1474, to Fairmile A and B type M.Ls. have been revised and are to be as follows :—

Pattern		Allowances	
		Per boat	Per base as spare for each flotilla attached
1477	Chest, light steel, for secret books and documents ...	1	1
1474	Box, steel, galvanised, for signal publications ...	1	1

2. Demands as necessary to complete craft in commission to the above allowances and for base spares should be forwarded to storing yards by Coastal Force Bases concerned, but supplies should not be hastened, as deliveries of the additional chests, etc., required to meet this service are not expected for several weeks. Supply to craft under construction should be arranged by storing yards in the usual manner.

3. The Establishment of Naval Stores will be amended.

(C.A.F.O. 1213/41.)

5811.—High Speed Target, 50-ft.—REPORTS

(D. 017789/42.—26.11.1942.)

A 50-ft. target on the lines of the 17-ft. and 30-ft. targets described in A.F.Os. 3529/41 and 1171/42 has been developed and constructed by the base repair staff at Plymouth.

2. The target is considered to be the maximum size of this type that is likely to prove satisfactory.

3. It has been towed up to 22 knots by a destroyer using 300 fathoms of 2-in. target towing wire, and at slower speeds by M.Ls. and trawlers.

4. It is reported to be particularly suitable for use as an E boat target both by day and by night.

5. Details of its construction are shown in A.F.O. diagram 309/42.

6. Authorities at bases where destroyers may be available for towing are to report if a target of this type is required and if so whether it can be constructed from local resources. Nil reports are not required.

(A.F.Os. 3529/41 and 1171/42.)

(C.-in-C., Plymouth, 12/8/42, No. 2297/M.351.)

5812.—Acetylene Generating Plants—Stowage of Spare Carbide Drums—As. and As.

Auxiliary vessels

(D/N.L.16812/42.—26.11.1942.)

Investigation into the cause of a fire which occurred recently in an auxiliary vessel fitted with an acetylene gas generator, has shown that it was caused by the ignition of gas released from the escape valve of the generator owing to the defective operation of the automatic cock controlling the water supply to the generator.

2. Spare carbide drums stowed near the generator exploded, caught fire and extended the original fire during subsequent fire fighting operations.

3. The attention of Commanding Officers of all vessels fitted with acetylene generating plants is invited to :—

(a) The provisions of A.F.O. 1821/42.

(b) The necessity for care in the selection of stowage for spare carbide drums, which are not to be stowed in the machinery spaces near the generators, or in bilges liable to flooding.

4. The escape pipes of all acetylene gas generators are to be modified so that the discharge is brought to the open air. An item, Classified "A", to cover the work involved is to be inserted in the next lists of As. and As. for the vessels concerned.

(A.C.O.S. 15.9.42, No. 1824/OS.500.)

(A.F.O. 1821/42.)

5813.—Mainmast—Removal—As. and As.

"Bangor" Class Minesweepers

(S.D. 01254/42.—26.11.1942.)

In order to improve the arc of fire of the after close range weapons in "Bangor" class minesweepers the mainmast and associated fittings are to be removed and a gallows fitted to support the W/T aerials and balloon "flying off" equipment.

2. Commanding Officers of ships concerned should include an item, Classification "A", in their next list of As. and As. as follows :—

"To remove the mainmast and associated fittings and to fit gallows with aerial supports, and balloon flying equipment in accordance with arrangements shown on D.N.C. Drawing 25/1129".

3. S.E.O., Port Edgar, should allocate a number for this item.

5814.—Fitting of Anchor Ranges

72 ft. H.D.M.Ls. in Home Waters.

(D/V. 3059/42.—26.11.1942.)

All 72 ft. H.D.M.Ls. in service in Home Waters are to be fitted with New Anchor coal ranges in accordance with drawing D.N.C. 28/A/1417A.

2. The Rear-Admiral, Coastal Forces, is to insert an item to cover the work involved, in his next list of alterations and additions for the 72 ft. H.D.M.L. concerned. The ranges have been ordered under Vote 8/II/B8 and will be forwarded direct from the contractors work, under contract C.P. 73186/42, as they become available, to the operational bases concerned.

3. The paraffin cooker and any available spares are to be returned to the nearest storing yard and reconditioned for use as spares for Coastal Craft.

4. Print copies of Drawing D.N.C. 28/A/1417A may be obtained on application to the Admiralty, Bath.

5815.—Deep Penetration Fillet Welding

(N.S./D. 12901/42.—26.11.1942.)

Results of tests show that it is practicable to fillet weld with Messrs. Lincoln Electric Company's Fleetweld No. 9 Electrodes, $\frac{1}{4}$ -in. diam., in such a way as to obtain penetration beyond the root of the fillet to the extent of about $\frac{1}{4}$ in. (see A.F.O. Diagram 312/42.)

2. The effect of this penetration is to increase the strength of a $\frac{1}{4}$ -in. single run fillet by about 50 per cent., or alternatively to reproduce a $\frac{1}{4}$ -in. fillet weld with the strength of a normal $\frac{3}{8}$ -in. fillet.

3. The strength of these deep penetration $\frac{1}{4}$ -in. fillets on mild steel plating is in excess of 8 tons per linear inch. The strength of a normal $\frac{1}{4}$ -in. fillet is 5.5 tons per linear inch.

4. The welding current for the $\frac{1}{4}$ -in. diam. electrodes is 320–360 amps. with an arc voltage 40–45 volts.

5. When the welds are made in the horizontal position the electrode is held perpendicular to the line of the fillet and making an angle of 60° to the bottom plate, being moved along the seam at a uniform rate of 12 in. per minute.

6. In lap welds care must be taken to avoid fusing down the outside edge of the plate.

7. The technique is not difficult to acquire.

8. Supervision is necessary to ensure that the correct welding current is maintained. On completion of the welding surface inspection is necessary and should take into account shape of ripples, contour and size of weld and absence of undercut.

9. The application of the above procedure, using Fleetweld No. 9 electrodes, as supplied by Messrs. Lincoln Electric Company, is approved for use on mild steel work.

10. Since the procedure is economical, it is desirable that its use should be developed where applicable.

5816.—Fumigation by the Cimex Process

(N.S. 19765/41.—26.11.1942.)

An analysis of Cimex has revealed that this fumigant contains 97 per cent. of sulphur; it is, therefore, unsuitable for use in H.M. ships in spaces containing exposed machinery or metal parts. It is not so corrosive in action as Thermatox, and, in view of the impossibility of fumigating ships at Gibraltar by the approved H.C.N. processes, Yard Officers at that yard may continue, for the present, to use Cimex, provided the precautions contained in the instructions issued by the makers are observed, and care is taken to well ventilate the compartments affected immediately after treatment, particularly any pockets where vapours might collect.

(A.F.O. 946/42.)

5817.—Plates, Photographic, Lantern, Cold Tone, Pattern 2698—Introduction

(N.S. 31443/42.—26.11.1942.)

Plates, photographic, lantern, cold tone, $3\frac{1}{4}$ in. by $3\frac{1}{4}$ in., Pattern 2698, will be issued instead of plates, lantern, ordinary, Pattern 2623, when stocks of the latter are expended.

2. The cold tone plates process to a blue black tone which projects better than the warm tone obtained from plates, Pattern 2623.

3. Allowances of cold tone lantern plates, Pattern 2698, will be as shown for Pattern 2623 in A.F.O. 4073/41 and the Establishment of Photographic Stores for Air Stations.

4. The cold tone plates are coated with an emulsion approximately five or six times as fast as the emulsion with which the warm tone plates are coated. The lens aperture or candle power of the light source should, therefore, be adjusted accordingly.

5. To produce the best results with the cold tone plates, the exposure time should be at least ten seconds, and short exposures of one to five seconds are to be avoided. Development in developer, universal, Pattern 2528, should be one and a half minutes at 65° Fahrenheit, but more control over development is obtainable by dilution of one part of developer to one part of water, thus increasing the development time to two and a half minutes at 65° Fahrenheit.

6. Supplies to services will be dealt with by the Superintending Naval Store Officer, Stroud, as laid down in A.F.O. 5439/41.

7. The authorised lists and relevant establishments will be amended.

(A.F.O. 4073/41. A.F.O. 5439/41—not in annual volume.)

5818.—Eyeguards for Use with Sights G.1 in Naval Aircraft

(A.M. 2906/41.—26.11.1942.)

Eyeguards (Ref. 8B/2472) consisting of Eyepieces, rubber (Ref. 8B/2473) and Tubes, eyeguard (Ref. 8B/2474) are hereby introduced for use with sights prismatic, Type G.1 (Ref. 8B/1661) on the single guns in Swordfish and Walrus.

2. Distribution of sights will be made on the following basis:—

(a) T.S.R. squadrons (Swordfish); 18 eyepieces for a squadron of 12 aircraft or on a *pro rata* scale, Squadron Mobile Equipment.

(b) A.B.R. aircraft (Walrus); 2 per each operational aircraft as Squadron Mobile Equipment.

(c) Training aircraft; Issues will be made on demand to the following Armament Depots:—

Priddys Hard, Gosport, Hants.

Crombie, Dunfermline, Fife.

Training Squadrons abroad will receive an initial supply without demand.

(C.A.F.O. 1738/42.)

5819.—Guard Rails

Fleet Minesweepers

(D/N.L. 18149/42.—26.11.1942.)

An accident which occurred recently, resulting in the loss of a rating overboard, may in some measure have been caused by insufficient guard rail protection aft, in way of the minesweeping fairleads, when M/S operations were in progress.

2. The Commanding Officers of vessels concerned are to examine the existing arrangements, and, if it is considered necessary, submit proposals for modifications to ensure that minimum lengths of guard rails are released when the M/S equipment is in use.

(R.A. (D) H.F. 4.10.42, No. 966/H.D. 41.)

5820.—Bottom Compositions

H.M. Ships "Mallow" and "Mignonette"

(D. 13895/42; D. 14350/42.—26.11.1942.)

The following bottom compositions are the approved compositions for the ships named, and are to be applied to the vessels on the next occasions of docking:—

"Mallow"	...	...	Red Hand.
"Mignonette"	...	...	Clark's.

2. The hulls are to be scraped as much as possible in the time available.

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

5821.—Bilge Ejector Discharge

H.M. Tugs, Trawlers, etc.

(D/N.L. 17570/42.—26.11.1942.)

Failure to shut the bilge ejector discharge cock resulted in the sinking of one of H.M. tugs in harbour, the bilge ejector discharge in this vessel being below the waterline.

2. Bilge ejector discharges overboard are to be examined, and, where necessary, action is to be taken to modify the pipe leads to bring them close up under the upper deck.

3. Attention is drawn to the desirability of reinforcing of the outer bottom plating, if necessary, where the pipe passes through the ship's side.

4. Administrative authorities are to ensure that any necessary items of alterations and additions are included at the next refits of ships concerned for items beyond the resources of base staffs.

(F.O. *i/c* Liverpool, 28/9/42, No. 2308/1735P.)

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

Section 4

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

5822.—Synthetic Rubber Oil Fuelling Hose—Stowage and Storage—Precautions

(N.S. Fuel 14870/42.—26.11.1942.)

It is intended that, in due course, reserves of this hose shall be maintained at certain Yards and Naval Store Depots, at home and abroad.

2. The hose should not be kept coiled for any lengthy period, but should be uncoiled and laid out straight, otherwise it will develop a permanent "Set" which will be detrimental.

3. It is advisable for oilers to use their spare lengths occasionally. Generally speaking the precautions which have to be taken in the stowage and storage of natural rubber products should be taken also with synthetic products; it is particularly important that they should be kept away from direct heat and the rays of the sun.

5823.—Water Supplies on Board Ship—Purification

(M.D.G. 59569/42.—26.11.1942.)

Attention is called to the necessity of chlorinating water obtained from shore sources, other than from H.M. Dockyards.

2. Ships equipped with the Frederick E.C.D. Ships' Water Purifier are to use this apparatus for the purpose; those not so equipped are to chlorinate the water by the addition of 23 grains of chloride of lime (Chlorosene) for 100 gallons distributed as evenly as possible.

3. A comprehensive brochure on the provision of safe water has been prepared, and will be issued shortly.

5824.—Scale of Medical Stores for the Service Afloat—Amendment

(M.D.G. 58373/42.—26.11.1942.)

Liquor quinae ammoniatus (B.P.) is to be deleted from the Service Afloat Scale.

2. After present stocks are exhausted no further issues of this drug will be made.

5825.—Yeast for Breadmaking

(C.P./V. 5191/42.—26.11.1942.)

With reference to A.F.O. 4054/42, the yeast contracted for is bakers' compressed yeast, which requires refrigerated storage.

2. There is no Admiralty contract for the supply of either dried or desiccated yeast, and where the use of either of these varieties of yeast has been authorised for a specific service, supplies are to be obtained and paid for locally. Such supplies should not be entered on Form S.92.

(A.F.O. 4054/42.)

5826.—Spray Dried Whole Egg

(V. 2186/42.—26.11.1942.)

A.F.O. 4450/42 is to be amended as follows:—Paragraph 3 (a). *Delete* words "for 8 hours" and *add* at end of paragraph: "When the dried egg powder has been reconstituted it must be used immediately and not left uncooked."

(A.F.O. 4450/42.)

5827.—Emergency Rations for Life-floats

(V. 5383/42.—26.11.1942.)

Many of the emergency food and water containers for life-floats which have been returned by H.M. Ships to Victualling Yards have been found to be rusty and unserviceable as a result of not having been painted in accordance with the instructions in A.F.Os. 5092/41, paragraph 9, and 1220/42, paragraph 16.

2. Periodical painting of the outer containers to keep them from rusting is essential as their deterioration from rust may result in the inner containers and their contents becoming useless. Commanding Officers are therefore to ensure that containers are painted on board before being stowed on floats, and that they are subsequently examined at regular intervals and repainted when necessary.

(A.F.Os. 5092/41 and 1220/42.)

*5828.—Victualling Arrangements for Christmas, 1942—Supply of Poultry

(V. 4182/42.—26.11.1942.)

The Ministry of Food has made a special allocation of turkeys to N.A.A.F.I. for supply to H.M. Forces at Christmas, and H.M. ships and establishments in Home waters should make early application to N.A.A.F.I. for their requirements.

2. In view of the foregoing arrangement, the purchase of poultry from sources other than N.A.A.F.I. should be avoided.

(A.F.O. 5698/42.)

5829.—W.R.N.S. Blue Overalls—Fitting of Pockets

(V. 3814/42.—26.11.1942.)

Future purchase of W.R.N.S. navy blue overalls will be fitted with two pockets.

2. Until these new pattern overalls are available for issue, sufficient bluette material may be supplied to W.R.N.S. ratings in possession of overalls to make two pockets for each overall. The pockets should be of such depth and width as to carry the Pay and Identity Book securely, and a piece of material 6½-in. by 5-in. should be adequate for each pocket.

3. Demands for material for this purpose should be forwarded by the Accountant Officers concerned to H.M. Naval Victualling Depots, Yorkshire Area, Stainland.

5830.—W.R.N.S. Officers—Tropical Rig

(V. 4342/42.—26.11.1942.)

Tropical shirts and skirts as approved for W.R.N.S. ratings may be worn by W.R.N.S. officers as optional working rig when serving abroad. Shoulder straps are to be worn with the shirts.

2. The shirts and skirts will be made available for issue on repayment to W.R.N.S. officers from service stocks as soon as supplies permit. A further Admiralty Fleet Order will be promulgated at a later date.

(A.F.Os. 3165/42 and 3811/42.)

5831.—W.R.N.S.—Marking of Clothing

(V. 3650/42.—26.11.1942.)

To enable the clothing of W.R.N.S. ratings to be marked with their names, complete sets of wood type letters are to be provided at each establishment where W.R.N.S. ratings are entered, on the basis of one set for every two hundred W.R.N.S. ratings.

2. Each set of letters will consist of the following number of letters, together with plywood strips:—

A	B	C	D	E	F	G	H	I	J	K	L	M	Mc	N	O
4	3	3	4	5	2	3	4	3	2	3	3	4	1	4	4
P	Q	R	S	T	U	V	W	X	Y	Z	Full stops				
2	1	4	4	4	2	1	3	1	1	1	4				

3. Demands for sets of type letters on the above basis should be forwarded in accordance with A.F.O. 1831/42, to the Director, Womens Royal Naval Service, Admiralty, London, who will arrange for direct supply to the establishments concerned from the contractors and for the firm to send the bills to the appropriate Accountant Officers. Payment should be made to the contractor as a charge to Vote 2, sub-head M.

(C.-in-C., Portsmouth, No. 4409/5332/6, 3.8.42.)

(A.F.O. 1831/42.)

5832.—Sheets and Pillow Cases—Limitation of Supplies

(V. 5303/42.—26.11.1942.)

In view of the shortage of cotton materials, repayment issues of sheets and pillow cases to any individual are to be restricted as follows:—

(a) *Newly entered or promoted Officers—*

Sheets 2 prs.
Pillow Cases 3 No.

(b) *Replacements due to normal wear and tear—*

1 sheet every year.
1 pillow case every year.

Replacements to cover exceptional losses etc., may be made in excess of the quantities laid down at (b) above but they must not exceed those at (a).

The number of articles issued and the dates should be noted in the purchaser's Pay book, Form S.43A.

2. Attention is drawn to the Manual of Victualling, Chapter 12, Section 2, paragraph 4, under which Officers who are allowed bed linen by the Sea Stores Establishments are precluded from taking up sheets or pillow cases on repayment.

(B.R. 93, Manual of Victualling, Chapter 12, Section 2.)

(A.F.Os. 2227/41 not in Annual Volume—514/42 and 734/42.)

5833.—Contractors' Packing Cases and Other Containers—Return of Empties

(C.P. 10/52563/42.—26.11.1942.)

Returnable Packing Cases, etc., received from Admiralty Contractors

Having regard to the shortage of timber and other packing materials and the need in many instances of more substantial packing for delivery by rail owing to the restriction on road transport, it is essential in the national interests that the utmost economy should be observed in the use of packing cases and other containers, etc.

2. The standard Admiralty Instructions to Contractors on "Return of Empties" are as follows, although some contracts provide for return carriage paid:—

"Unless otherwise requested all empty packages or covers, excepting such as are included in the price to be paid, will be returned by the consignee without any intervention on the part of the Contractor, but at his expense, through the same channel by which they reached the yard."

3. Arrangements are to be made at all Establishments, etc., for prompt return to Contractors of their *returnable* packing cases, containers, covers, etc., so that they may be available for re-use. *Every care is to be taken in broaching packages to avoid rendering them unserviceable.*

Packing Cases, etc., used for Deliveries to Admiralty Establishments under M.A.P. or Air Ministry Contracts

4. The following circular letter has been issued to Air Ministry and M.A.P. Contractors. Admiralty Establishments receiving consignments under Air Ministry or M.A.P. contracts are requested to comply with the procedure described therein so far as such consignments are concerned, using Admiralty Railway Consignment Note Form D.80 for empty containers returned by rail.

AIR MINISTRY. NOTICE TO CONTRACTORS, No. 12.

M.A.P. NOTICE TO CONTRACTORS, No. 23.

(1) In the national interests it is necessary that the utmost economy should be observed in the use of packing cases and other containers, etc., and, accordingly, arrangements have been made whereby such items used for delivery of goods to the Royal Air Force may, subject to R.A.F. requirements, be returned at Contractors' request for further use, irrespective of the terms of the relative contract. Return will be effected by Contractors' own transport but, failing this, economical consignments of empty cases will be despatched by rail free of cost to Contractors, i.e., under cover of R.A.F. Carriers' Notes (Form 1486).

(2) Every endeavour will be made to ensure that only items clean and fit for further use are returned.

(3) Contractors are requested to facilitate this aim by marking items they wish to have returned with a large letter "R" in red and the following inscription:—

WAR ECONOMY.

RETURN WHEN EMPTY TO
(name and address of Contractor).

(4) Any saving in cost due to the re-use of returned containers should be credited to Contractors' future overhead charges.

(5) For certain types of more valuable packing cases, etc., contractual provision is already made for the return free of charge or in exchange for an allowance. It is not desired to amend these arrangements, except that, where convenient, it would be appreciated if the cases could be marked in the manner shown in paragraph (3) above.

(6) The aim of the new procedure is to make the most effective use of packing cases and other containers during their full useful life and it is hoped that Contractors will co-operate to the fullest possible extent. Where goods are delivered to another Contractor instead of an R.A.F. Unit, it is requested that the former will return marked packing cases, etc., in accordance with the foregoing.

(A.F.O. 4453/42.)

5834.—Mapharside—Discolouration

(M.D.G. 50690/42.—26.11.1942.)

Mapharside powder may show a tendency in time to acquire a buff colour. This change in colour can be disregarded and the product can be used with safety.

2. Should the powder turn black, contact with air has occurred and such black powder must not be used.

3. It is advantageous to store supplies of Mapharside at a low temperature.

5835.—Tuberculosis in Cattle and Pigs—Inspection of Meat Supplied Through Local Butchers

(V./C.P. 81602/42.—26.11.1942.)

Although the inspection of meat in the United Kingdom is normally carried out with great thoroughness, this may not always be possible under wartime conditions, the drain on man-power having reduced the number of meat inspectors available.

2. In cases where meat is obtained through local butchers for H.M. Naval Service as much care is to be taken as is possible to watch for and detect signs of tuberculosis or other animal diseases, and butchers are to be instructed to bring to the immediate notice of Accountant Officers any meat regarding the condition of which they may be in any doubt.

3. Attention is directed to B.R. 93—Manual of Victualling, Chapter VIII—Sections E and H.

(B.R. 93, Manual of Victualling.)

Section 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE

5836.—Amendments to Books

(E.F.O.—26.11.1942.)

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

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

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

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

A.F.O. P.540/42.—B.R. 16—Engineering Manual—Amendment.

P.541/42.—B.R. 275/41—Care and Maintenance of A.W. Tubes. Cordite Impulse—D.R. etc.—Amendment No. 2.

P.542/42.—B.R. 281/41—Regulations for Maintenance of D.R. etc. Tubes, 1941—Amendment No. 3.

P.543/42.—B.R. 291—Table showing Particulars in regard to Naval Ordnance—Amendment No. 6.

P.544/42.—B.R. 317 (8)—Mining Drill Book—Preparation of the Mark XXVII Mine Assembly Nos. I and II—Amendment No. 3.

P.545/42.—B.R. 669—Instructions for the Conduct of Cash Duties—Amendment.

P.546/42.—O.U. 5454—Regulations for Maintenance of A.W. Torpedo Tubes, Powder and Air Impulse—Amendment.

P.547/42.—O.U. 5485—Handbook of Depth Charges and Equipment—Amendment No. 23.

P.548/42.—O.U. 5531—Regulations for Maintenance of 21-in., Mark VIII and VIII** Torpedoes—Amendment No. 32.

P.549/42.—O.U. 6090A (1)—Notes on Ballistics—Amendment.

P.550/42.—O.U. 6304—Regulations for Maintenance of Q.R. IX, IX* and X Torpedo Tubes—Amendment No. 8.

P.551/42.—O.U. 6366—Regulations for Maintenance of 18-in., Duplex Pistols—Marks I and II—Amendment No. 12.

(A.F.O. 5709/42.)

5837.—A.M.S.Is.

(E.F.O.—26.11.1942.)

Admiralty Merchant Shipping Instructions 298, 299/305 are being distributed concurrently with this issue of A.F.Os.

(A.F.O. 5710/42.)

5838.—Rear-Admiral, Training Establishments, Durban *Cancelled*(M. 4014/42.—26.11.1942.) *by AFO 6698/46.*

The address of the Rear-Admiral, Training Establishments, is:—

c/o Fleet Mail Officer,
Durban.

Telegraphic address is:—

Rate Durban.

5839.—Airframe and Engine Publications for Roc and Skua Aircraft, A.P.1570A, 1571A, and 1589, all Vols. and Parts

(N.S. Air 16/42.—26.11.1942.)

Stocks of the above mentioned publications are exhausted, and copies are urgently required for re-issue to other Naval Air Services.

2. As no reprint action will be taken, Services holding any copies of these publications surplus to immediate requirements, should return them immediately to the Superintending Naval Store Officer, Royal Naval Store Depot, 191A, Askew Road, Shepherds Bush, W.12.

5840.—B.R. 120(5)—War Vessels Silhouette Book—United States of America. Revised Bound Edition—Issue

(N.I.D. 1424/42.—26.11.1942.)

A complete revision in bound form of B.R. 120(5) will shortly be issued without demand by the Superintending Naval Store Officer, Park Royal.

On receipt, the obsolete loose-leaf book is to be disposed of as directed by B.R. 1, paragraph 9.

5841.—Form O.6—Ammunition Labels—Additions

(A.S./Sta. 18837/42.—26.11.1942.)

Serial No.	Description.	Where Used.	Page in Form O.6 (October, 1941, Revision).	St. No.
N.833	Primers, mine, detonator, Sections C.E. or C.E. and T.N.T.	In recess on box.	34	18837/42
N.834	Primers, mine, plain, Sections C.E. or C.E. and T.N.T.	In recess on box.	34	18837/42

2. Initial supplies to depots concerned will be made by N.A.S.O., Wolverhampton, as necessary.

5842.—Forms S.1071 (Series) and S.1072—Victualling Accounts—Inventory System of Accounting for Loan Clothing, Mess Gear and Reserve Provisions in Small Vessels.

(V. 3012/42.—26.11.1942.)

With reference to paragraph 25 of A.F.O. 1445/42, stocks of forms for use in connection with the Inventory System of Accounting for Victualling Stores in small vessels are now available.

2. The numbers allotted to these forms are as follows:—

Cover for Inventories	...	S.1071
Victualling & Spirit Book	...	S.1072
Inventory of Reserve Provisions	...	S.1071a
Inventory of Loan Clothing	...	S.1071b
Inventory of Officers' Mess Traps (2 pages)	...	S.1071c
Inventory of Seamen's Mess Utensils (3 pages)	...	S.1071d

3. Supplies should be demanded as required by Base Accountant Officers from the Superintending Naval Store Officer, R.N. Store Depot, Elveden Road, Park Royal, N.W.10.

(A.F.O. 1445/42.)

5842a.—Form S.298—Introduction

(E.F.O./Sta/N.A.D. 1439/42.—26.11.1942.)

A.F.O. 5719/42 is to be amended as follows:—

Line 5. *Amend to read:—*

S.298—Fixed Camera Gun Attack Assessment Form.

(A.F.O. 5719/42.)

Section 6.—SHORE ESTABLISHMENTS**5843.—Colonial and Subsistence Allowances—Civilian Staff Transferred or Evacuated to or from Stations Abroad**

(C.E.11954/42.—26.11.1942.)

The following procedure concerning the payment of compensatory allowances should be adopted in the case of staff transferred or evacuated to or from stations abroad (e.g. Singapore) who are employed at another station *en route* or who are waiting onward passage to the United Kingdom or to their new station abroad.

2. Where the period of active duty at the place *en route* is four months or over, Colonial Allowance appropriate to that place is to be paid. If, however, the period is less than four months or the stay at a place is merely awaiting onward passage, the officer will not be paid Colonial Allowance but will be refunded his extra expenses for himself and/or family on the basis of Subsistence Allowance as stated in paragraph 3 below.

3. Generally, the provisions of Home Dockyard Regulations, Article 439 (8), and A.F.O. 820/41, Part I, paragraphs 23 and 24, will apply—i.e. the officer will receive Subsistence Allowance for himself at the rates given in paragraph 23 of Part I of A.F.O. 820/41 (or those referred to in paragraph 24 where applicable) and one-third of this rate for each member of his family over 3 years of age when travelling together. Alternatively, payment will be made on the basis of actual reasonable expenses, less messing contributions, at the rates laid down in Article 439 (8), H.D.R. In cases where wives and families are obliged to travel alone, the wife will be eligible for the full rate of Subsistence Allowance herself.

4. Officers entitled to House Allowance as a pensionable emolument would be entitled to receive this allowance when *not* in receipt of Colonial Allowance unless they are provided with living accommodation or are on passage, but the provisions of A.F.O. 5099/42 may be applicable on passage.

5. No Subsistence Allowance will be payable where families voluntarily remain abroad when the officer is appointed to the United Kingdom, nor while they come under evacuation arrangements where special provisions apply, or in cases where board and lodgings are provided.

6. Claims for Subsistence Allowance under paragraph 3 are to be forwarded on Form D.267 through the usual channels to the Director of Navy Accounts (Branch 2), Admiralty, Bath, for approval before payment.

7. In cases where Colonial Allowance has been paid for periods of duty *en route* of less than four months, the Cashier or Paying Officer is to report the amount so paid and the period concerned to the Cashier or Paying Officer at the officer's new station, if this has not already been done by means of Form D.135 or otherwise, and the latter is to take the necessary steps to recover the amount of Colonial Allowance so paid, the recovery being suspended until the authority for payment of the officer's claim for Subsistence Allowance under paragraph 3 has been received. For non-industrial staff appointed to the United Kingdom, the reports concerning payment of Colonial Allowance for periods of less than four months should be forwarded to C.E. Branch II (Salary Section), Bath, if the home station is unknown.

8. The above arrangements should be applied similarly to industrial staffs.

(H.D.R., Article 439 (8)).

(A.F.Os. 820/41 and 5099/42.)

5844.—Shore Establishments in South Africa—Re-naming

(M. 012296/42.—26.11.1942.)

Attention is drawn to A.F.O. 5733/42 in Section 1 of this issue.

5845.—Restriction of Grant of Deferment in Certain Occupations

(L. 16491/42.—26.11.1942.)

The Ministry of Labour and National Service is reviewing the deferments which have been granted to men who registered under the age of 25 in certain occupations and under the age of 30 in certain other occupations. With the exception of coremakers, welders, tinsmiths, coopers, and certain joiners and plumbers (e.g. those engaged on maintenance work, not on ship-work), these occupations do not include any skilled grades whose employment is of special importance in Admiralty establishments. If, therefore, notice is received from the District Man Power Boards that the deferments of men in skilled grades are to be cancelled, the Boards should be approached at once in order to confirm that the men concerned have not been wrongly classified by the Ministry of Labour. It may be that such men are classified in the books of the Man Power Boards as still in trades from which they may have been subsequently transferred or upgraded to other work.

2. Certain semi-skilled grades are, however, affected by the current review, e.g., certain machinists, and mates to craftsmen.

3. Where deferments of men, whether skilled, semi-skilled or unskilled, are being correctly cancelled under the review, the Ministry of Labour will, where necessary, provide substitutes, and the Man Power Board should be notified in each case where a substitute is required. Should the Board not agree that a substitute is necessary or not grant an adequate period for training the substitute before the workman is withdrawn, a report should be made to the Admiralty (Labour Branch), of all the particulars, by signal, in any case where serious dislocation is anticipated.

4. The Ministry of Labour has agreed not to cancel the deferments of storehousemen, storehouse assistants and storehouse boys in the Naval Stores, Armament Supply and Victualling Depots. The men may, however, be summoned for medical examination. It is also understood that laboratorymen, skilled labourers and boys in the laboratories of Armament Depots will be treated in a similar manner. Any instances in which proposals are made to cancel the deferment of men in *any* of these grades should be reported at once to the Admiralty.

5846.—Volunteer Car Pools—Arrangements for Use of Cars

(C.E. 13060/42.—26.11.1942.)

With reference to paragraph 3 of A.F.O. 3221/42 and paragraph 5 of A.F.O. 3586/42, the following arrangements apply to the use of cars on official business by Admiralty staff for day to day running, i.e. on a casual basis, obtained from the Volunteer Car Pools, which have been set up by the Ministry of Home Security under the direction of Regional Commissioners (in Scotland—District Commissioners).

2. Official journeys should be performed by public means of conveyance whenever practicable, and Pool cars should not be called upon where public transport is available. Particular cars in the Pools cannot be earmarked for particular duties in day to day running. The use of Pool cars for journeys which involve a night's absence should be made only when the circumstances are exceptional and justify this course.

3. Requests for Volunteer Pool cars should normally be made through the transport officers appointed in accordance with A.F.O. 724/42. Where for special reasons this course is not practicable and requests for Pool cars are made by individual officers, such requests should be confirmed subsequently in writing by the department to which the officer belongs. All requests should contain the following information:—

- (a) The name of the department, i.e. Admiralty and particulars of department and station;
- (b) the name and status of the officer on whose behalf the journey is wanted, and in case arrangements have to be altered, his telephone number;
- (c) the category of purpose for which the car is required or a sufficient description of the purpose to enable the category to be identified by the V.C.P. office;

- (d) an approximate indication of the journey and mileage to be undertaken, and any waiting time in the course of it ;
- (e) the number of persons and/or the nature of the goods to be conveyed ;
- (f) particulars of time and place at which the car is required and where necessary, the name of the person to be met.
4. As from 1st October, 1942, no charge whatsoever (mileage or driver's subsistence) will be made on the Admiralty for the use of V.C.P. cars.
5. Copies of all written authorities to the Pools should be retained for checking travelling claims.
6. Regional headquarters will, as a matter of routine, send out enquiries every month to verify the authenticity of and the necessity for a proportion of the journeys made in the previous month, as well as following up all journeys seeming to be of doubtful authenticity or of an extravagant nature. Departments receiving such enquiries should treat them as a necessary check on the V.C.P. scheme, and take such steps as they consider appropriate to verify the propriety of the journey before replying.
7. It is also open to the Divisional Petroleum Officer to institute enquiries on any Pool journeys.
8. The address of the Local Pool Office if not known, should be obtained from the Regional Office concerned.
9. Motor cycles and goods' vehicles are not included in the Pools.
(A.F.Os. 724/42, 3221/42 and 3586/42.)
(A.F.O. 1859/42 is cancelled.)

5847.—Volunteer Car Drivers—Subsistence Allowance

(C.E. 13061/42.—26.11.1942.)

The following revised rates of subsistence allowance may be paid to volunteer drivers whose cars are used solely for the Admiralty under the provisions of A.F.O. 3586/42 :—

For members of the Women's Voluntary Service—

- (a) When absent the night on official journeys if lodgings are taken. 15s. 0d. a night.
- (b) For daily absences of 6 hours or more on duty 2s. 0d. for each meal necessarily taken away from home.

For members of Mechanised Transport Corps—

- (a) When absent the night on official journeys if lodgings are taken. 15s. 0d. a night.
- (b) For daily absence of 6 hours or more on duty 1s. 6d. for each meal necessarily taken away from home.

2. The night rate of subsistence allowance covers a period of 24 hours and the meal allowance is not payable in addition to the 15s. for the same 24 hours. When, however, the period of absence extends 6 hours or more beyond the 24 hours the meal allowance may be paid in addition.

3. Separate instructions concerning volunteer drivers whose cars are being used on a casual basis from the Volunteer Car Pools set up by the Ministry of Security are promulgated in A.F.O. 5846/42. The above rates of subsistence allowance may be applied to these drivers if necessary up to 30th September, 1942.

4. Paragraph 5 of A.F.O. 3586/42 is cancelled.

(A.F.O. 3586/42 and 5846/42.)

(A.F.O. 1859/42 is cancelled.)

5848.—Requests for Impressment of Motor Transport Vehicles

(N.S.M.T. 3286/42.—26.11.1942.)

As from the 1st August, 1942, the responsibility for the acquisition of all used mechanically-propelled road vehicles required by Government Departments was assumed by the Ministry of War Transport. Compensation or payment in respect of such acquisition will be assessed, on behalf of all Departments, by the Vehicle Acquisition and Compensation Branch, which has been set up in that Ministry for the purpose.

2. In future no purchase or compulsory acquisition of any used mechanically-propelled vehicle is to be made except through the Ministry of War Transport.

3. Requests for the acquisition of used M/T vehicles for Admiralty service should in future be forwarded to the Director of Stores, Admiralty, accompanied by full particulars of the vehicles concerned and the necessity for acquisition.

(A.F.O. 2861/40.)

5849.—Admiralty Civil Police—Medical Examination before Entry

(C.E. 18526/41.—26.11.1942.)

Candidates for employment in the Admiralty Civil Police are in future to be medically examined to establish their fitness for the duties which they will be required to undertake.

2. The examinations will be conducted by the Medical Officers in establishments where a Medical Officer is borne, and in other cases by Admiralty Surgeons and Agents at public expense.

3. Applicants who are considered to be in other respects suitable should be handed a written order by the officer authorising medical examination. This order is to be presented to the medical examiner, by whom it will be retained.

4. The examination will be conducted to ensure that candidates are not suffering from a disability which will render them incapable of carrying out police duties in a satisfactory manner. The standard of the examination will be at the medical examiner's discretion, but the following minimum standard of vision must be attained in every case :—

6/12 using both eyes together, worse eye not less than 6/24. Near vision, D = 0.6.

This standard may be attained with the aid of glasses, if worn.

Unaided distant vision should not be less than 6/24, using both eyes together.

Glasses may be worn on duty.

Medical examiners should be informed of the foregoing requirements before men are sent for examination.

5. The minimum height of candidates, measured without boots, is in future to be 5 ft. 6 in., and this should be taken into account before medical examination is requested.

5850.—Fatal Accident—Precautions

(L. 14451/42.—26.11.1942.)

A fatal accident occurred recently at an Admiralty establishment when a Blacksmith who was employed repairing the rails on the gantry of an overhead travelling crane was crushed by the traveller, which had moved towards him without his being warned; the Labourer working with the Blacksmith had descended to the floor of the shop and was not in a position to warn the Blacksmith of the approach of the traveller.

2. Effective measures are to be taken to ensure that when men are employed as described above, travelling cranes shall not approach within 20 feet of the place of their employment, vide the Factories Act, 1937, Section 24 (7); strict observance should also be given to any other requirements of the Factories Act relating to work of the nature referred to herein.

5851.—Barometers, Mercurial—Stowage and Packing

(N.S. 33118/42.—26.11.1942.)

The mercurial barometer, Pattern 512, (subhead F3a) consists of a column of mercury enclosed in a glass tube; the top end of this tube is sealed and the lower end is in the mercury cistern. When a barometer is made, the glass tube is stood with the sealed end downwards, filled with mercury and then reversed so that the open end comes below the mercury level in the cistern. The mercury in the tube will fall until the weight of the column of mercury in the tube is balanced by the

pressure of air on the surface of the mercury in the cistern. It will be appreciated that there is now a vacuum at the top end of the glass tube. If the barometer is now turned upside down suddenly the column of mercury in the glass tube, having no air above it to give a cushioning effect, will hit the end of the tube very violently and the glass, being thin, will break. For this reason the handle on the barometer box is set towards the cistern end so that the box is carried with the cistern slightly above the horizontal.

2. For transport purposes the barometer should be turned slowly from the horizontal position and the mercury allowed to flow into the sealed end until this becomes completely full; this takes a little time because there is a constriction in the glass tube. Mercurial barometers are therefore to be transported with the cistern end higher than the other, and should always travel in dhoolies, however short the distance, being placed in and removed from the dhoolies only by experienced persons.

3. Suitable dhoolies, if not already available, are to be made in the Dockyards, R.N. Store Depots at Preston and Stroud demanding dhoolies from Portsmouth and Chatham respectively, as requisite.

4. When received from the Meteorological Office, mercurial barometers are to be stowed vertically with the cistern end uppermost.

5852.—Empty Buoyant Cable Drums—Affixing of Lagging to Returned Drums

(N.S. 33720/42.—26.11.1942.)

Numerous complaints are being received from manufacturers that buoyant cable drums are still being returned to their works minus part or all of the lagging.

2. Loose lagging has also been returned to the manufacturers by the railway company without bearing any information as to the source from which it was sent.

3. Attention was drawn in A.F.O. 4427/41 to the importance of returning *lagging affixed to the drum* and apart from the financial loss to the Crown, the timber shortage renders it imperative that these instructions should be invariably followed.

(A.F.O. 4427/41.)

5853.—Cordage—Economy in Use

(N.S. 14834/42.—26.11.1942.)

A.F.O. 1446/42 drew attention to the urgent necessity for conserving the life of cordage to the maximum extent consistent with the safety of personnel and of vessels.

2. Worn manila, sisal or coir cordage returned by H.M. Ships should be used as far as practicable by all home dockyards for the following services :—

- (a) Manufacture of fenders, paunch mats and white yarn door mats.
- (b) Manufacture of life saving nets for ships under refit.
- (c) Lanyards for fenders and catamarans in basins.
- (d) Boats' painters for harbour service use.
- (e) Heaving line and tails to wire pendants when not considered "A.1" service.
- (f) Instructional purposes at shore training establishments.

(A.F.O. 1446/42.)

5854.—Condition of Unloaded Railway Wagons

(N.S. 646/42.—26.11.1942.)

Serious complaints are being made by collieries, and other firms with private railway sidings, of the unsatisfactory condition of trucks supplied to them for loading, much foreign matter (including goods traffic, slack, large coal, straw, ashes, scrap iron, bricks, etc.) left from previous journeys being found in them.

2. Care is to be taken that wagons are properly cleared before despatch to the railway company.