

HEAD OF "P" BRANCH

A.F.Os. 5819—5937a/43

(See Diagram Issue No. 50/43)

RESTRICTED

(FOR OFFICIAL USE ONLY)

Head of "P" Branch *Not to be communicated to anyone outside H.M. Service*

# ADMIRALTY FLEET ORDERS

ADMIRALTY, S.W.1,

9th December, 1943.

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

A list of these Orders is enclosed.

By Command of Their Lordships,

*H. V. Markham*

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

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

## ADMIRALTY FLEET ORDERS

No.	Subject.
5817.	Clothing Rationing. ( <i>Issued separately on 3rd December, 1943.</i> )
5818.	Medical Consultants. ( <i>Issued separately on 9th December, 1943, only to Commanders-in-Chief, Flag Officers, Senior Naval Officers Ashore, and Medical Officers in Charge of R.N. Hospitals and Medical Establishments.</i> )

9th December, 1943.

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

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

5819.	Aircraft—Forced Alighting on Water—REPORTS.
5820.	Enemy Aircraft Shot Down or Damaged by Ships' Gunfire and Naval Aircraft.
SECTION 2.—PERSONNEL, PAY, SERVICES, DISCIPLINE, ETC.	
5821.	Honours and Awards—"London Gazette" Supplement, 30th November, 1943.
5822.	Honours and Awards—United States Navy.
5823.	Honours and Awards—French Navy.
5824.	Adjutant General, Royal Marines—Change of Title.
5825.	Commendations by Commanders-in-Chief—REPORTS.
5826.	Subsistence Allowance in the Americas—Officers.
5827.	Sick Berth Attendants Employed as Clinical Assistants to Neuropsychiatrists—Advancement.
5828.	Telegraphist Air Gunners—Advancement.
5829.	Warrant Supply Officer—Further Examination Result, July, 1943.
5830.	Warrant Wardmaster—Professional Examination, July, 1943.
5831.	Warrant Writer—Further Examination Results, July, 1943.
5832.	Canadian Income Tax.
5833.	Canada—Readmission Into On Discharge From Armed Forces.
5834.	Newfoundlanders—Special Allowance While on Leave.
5835.	South African Naval Forces Seconded to the Royal Navy—Servant Allowance.
5836.	W.R.N.S.—Officers—Progressive Pay.
5837.	W.R.N.S.—Transfer Between Categories.
5838.	W.R.N.S.—Ratings—(1) Pay on Entry, Enrolment and Transfer; (2) Progressive Pay; (3) Seniority for Advancement to Leading Rate by Roster.
5839.	W.R.N.S.—Ratings Detached for Training.
5840.	W.R.N.S.—Service Certificates—Efficiency Assessments.
5841.	Complement—Amendment—( <i>Coastal Craft.</i> )
5842.	Complement Amendments—( <i>Escort Carriers.</i> )
5843.	Complement—Amendment—( <i>Ocean Escort Travelers.</i> )
5844.	Naval Store, Naval Armament and Torpedo Store Accounts—Payment of Store-keeping Allowance.
5845.	Naval Salvage Money—Distribution.
5846.	Admiralty Surgeon and Agent.
5847.	Officiating Ministers of Religion.
5848.	Clothing Rationing, etc.—Temporary Release from Service—Arrangements for Obtaining Maintenance Clothing Coupons.
5849.	Naval Personnel on Passage from Abroad—Nominal Lists to be Prepared.
5850.	Cypher Training Section, H.M. Signal School.
5851.	Bodies of Unidentified Seamen—Disposal of Cash and Valuables.
5852.	Passports—Necessity for Filling in Application Forms Correctly.
5853.	Sports—R.N. and R.M. Sports Control Board—Donations.

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

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

5854.	Guns—0.3-in. and 0.303-in.—0.303-in. Machine Gun Barrels—Condemning Limits for Wear.
5855.	Guns—American—3-in./50 Calibre Breech Mechanisms—Instructions for Stripping and Assembling.
5856.	Guns—40-mm., Marks I, CI and IV—Strikers, Mark II.
5857.	Guns—20 mm., Oerlikon—Magazines.
5858.	Guns—0.3-in., and 0.303-in.—Vickers, 0.303-in., G.O. Feed-pieces.
5859.	Gun Mountings—14-in., Marks II and III—Examination of Training Engines.
5860.	Anti-Ship Fire Control—Miscellaneous Control Systems and Instruments—Fitting of Range Receivers at Starshell Deflection Calculators—As. and As.
5861.	Ammunition—20-mm., 40 mm. and 2 pdr.—Cartridges, S.A., 20 mm., Oerlikon, H.E.—Lot No. N.F.E. 369, 11/42—Withdrawal.

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

<i>Gunnery.—(Guns, Mountings, Ammunition, Turrets, Directors, Fire Control, Diving Apparatus, Magazines, etc., and Stores.)—contd.</i>	
5862.	Ammunition—20 mm., 40-mm. and 2-pdr. H.V. and L.V., Assembled with Repaired Cases at Priddy's Hard.
5863.	Ammunition—20-mm., 40-mm. and 2-pdr.—Cartridges, S.A., 20-mm. Oerlikon—Lot No. N.F.M., 11/42, 7A.80—Withdrawal.
5864.	Ammunition—Miscellaneous A.A.D. Weapons—2-in. U Rocket Tails for 2-in., H.E., Ammunition, A.A.D., Type J or Type L—Filled Cordite, Lot No. B.S.9793—Disposal.
5865.	Ammunition Supply—Naval Armament Depots—Supply, Tests and Return of Ammunition to.
5866.	Armament Stores—Miscellaneous—Machines, Rocket, Signal, Marks I-IV—Modification to Facilitate Loading Tubes, Friction, Marks IV and V.
5867.	Naval Stores (For Gunnery Purposes)—Oil, Anti-Freeze, Air Ministry Specification D.T.D. 44C and D.T.D. 44D, for use in 20-mm., Twin, Marks V and VC, 2-pdr., Marks XV and XVI, and 0.5-in., Marks V and VC, Mounting, Hydraulic Systems.
5868.	Range-finders—Elevation Errors—Air Disturbance Gear—Rhodiumised Windows—Care and Maintenance Tests and Reports.
<i>Torpedo.—(Torpedoes, Tubes, Mines and Minesweeping, Depth Charges, Paravanes, Electrical Equipment, Anti-Gas, Aircraft Torpedoes, etc., and Stores.)</i>	
5869.	Above Water Torpedo Tubes—Repair of Worn or Damaged Striker Bolts.
5870.	Cartridges, Impulse, Torpedo, 25-oz., Flashless—Withdrawal of Lots Nos. 1-15.
5871.	Detonators, Electric, No. 21—Mark VII of Lots 33, 34 and 35—(B.R. 7/41)—Use for Instructional Purposes Only.
5872.	Ball and Roller Bearings for Electrical Machinery.
5873.	Electrical Apparatus with Flexible Cables—Precautions in Use—(See A.F.O. 5935/43).
<i>Engineer.—(Main and Auxiliary Engines, Boilers, other Machinery in Charge of the Engineer Officer, including Catapults, Coal and Oil Fuel, and Engineering Stores.)</i>	
5874.	Authorised Full Power.
5875.	Boiler Room Fan Engine—Emergency Repair.
5876.	Oil Fuel Fittings—Additional Sizes of Sprayer Caps and Plugs—Introduction.
5877.	Turbine Glands and Dummy Packings—Method for Restoring Radial Fin Clearances.
5878.	25-ft. Motor Cutters with Fowler 2DY Engines.
<i>Navigation.—(Navigation Stores, Sextants, Compasses, Charts, Anchors, Sails, etc.)</i>	
5879.	Magnetic Compasses—Boxes for—Return when Empty.
<i>Signals.—(W/T and V/S Apparatus, Radar, D.F., S.R.E., Wa/T and Stores.)</i>	
5880.	Centralised Wireless System (C.W.S.) Power Supplies in Capital Ships, Fleet Aircraft Carriers and Cruisers Fitted with Boards 2 BF Distributing Pattern Nos. W8394 to W8400—Fitting-out Information.
5881.	Flat Roof of Main W/T Aerials—Fitting of ½-in., E.S.F.S.W.R. Halyards.
5882.	Radar—R.T.U., Mark 52—Supply of.
5883.	W/T Equipment—Fitting D/F Outfit FM12, Marconi H/F Transceiver C.S.N. 1, etc.—As. and As.
5884.	W/T—Receivers B.28 and B.29—Allowance, as Spares.
<i>Naval Aircraft.—(Technical.)</i>	
5885.	Aircraft—Fitting of Incorrect Fork-ends.
5886.	Seafire and Spitfire Aircraft—Adjustment of Flying Controls.
<i>General.—(Hull, Armour, General Equipment and Fittings, etc., and Orders affecting two or more Departments.)</i>	
5887.	Acids and Distilled Water—Marking of Receptacles.
5888.	Aircraft—Salvage and Disposal of Hydraulic Fluids.
5889.	Circulating Water System—Provision of Sand Trap in.
5890.	Converters, Deflection, for Assessors, Cine Film, Fixed Gun—Introduction of.
5891.	Ethylene Glycol—Stowage of.
5892.	Fitting of Cowl on Foremost Funnel—As. and As.
5893.	Oerlikon Magazine Locker—Additional—Fitting of—As. and As.
5894.	Patches—3-ply Wood for Damage Control Purposes.
5895.	Tailshafts—Corrosion of.
5896.	Telescopes—Improved Pattern 333.
5897.	Telephones—Moulded Mouthpieces—Allowance.
5898.	Towing Arrangements—After-Towing Slip.
5899.	Standard Compass—Fittings in Vicinity of.
5900.	Wiremen (J)—Components of Tool Kits for.

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

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

5901. Initial Equipments of Air Stores—Procedure for Supply of Stores becoming due under Amendments to Air Store Establishments.  
5902. Mooring Lighter for Malta—Y.C. Number.  
5903. Luminous Compound—Method of Storing—(See A.F.O. 5936/43).  
5904. Washing of Bedding—Ratings.  
5905. Loan Protective Clothing—Personnel Employed in 16-in., Mark I, and 6-in. Turrets.  
5906. Loan Clothing—Record of Issues and Returns.  
5907. Provisions—Extra Issues.  
5908. Razors—Hollow Ground.  
5909. W.R.N.S.—Transport Kitbags.  
5910. Bacteriological Case—Addition of Giemsa's Stain.  
5911. Spencer Wells Artery Forceps—REPORT.

SECTION 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE

5912. 1939-43 Star—Issue of Ribbon.  
5913. Amendments to Books.  
5914. A.M.S.Is.  
5915. B.R. 274 (43)—Handbook and Drill for 20-mm. Oerlikon Machine Gun, Marks II, II U.S.N. and IV U.S.N. on Marks I, IIA, IIIA, IV U.S., V U.S., VIIA and VIIIA Mountings—Issue.  
5916. B.R. 363 (5) and Form D.126 (2)—Lists of Errata to the Establishment of Naval Stores and List of Particulars for Submarines.  
5917. B.R. 992—Handbook for the Ordnance Q.F. 6-pdrs., 10-cwt., Mark I, on Mounting, 6-pdr., Mark I—Land Service—1939—Issue.  
5918. B.R. 1000 } 40-mm. A.A. Gun—Description and Operation. }  
O.P. 820A } }  
B.R. 1001 } 40-mm., A.A. Gun Mount, Mark I, Twin—Description and }  
O.D. 3782 } Operation—(Preliminary). } Issue.  
B.R. 1002 } 40-mm., A.A., Gun Mount, Mark 2 Quad—Description }  
O.D. 4391 } (Preliminary). }  
B.R. 1003 } Gun Director, Mark 49—Mods. 1-6—Instruction Book. }  
O.D. 4212 } }  
B.R. 1004 } Gun Director, Mark 51—Mod. 1—Operating Instructions. }  
O.D. 4424 } }  
5919. C.B. 4194—C.B. 4259 and C.B. 4275—Declassification.  
5920. Forms 38 and 39—Medical Statistics for Royal Air Force Personnel—End of Year Procedure, 1943-1944.  
5921. Form M.258—Introduction.  
5922. Form O.6—Ammunition Labels—Addition.  
5923. Form S.1230—Rendering.  
5924. Mail Lost by Enemy Action.  
5925. Typewriters.  
5926. Official Paid Envelopes, etc.—Misuse.  
5927. H.M.S. "Pembroke III"—Address of Accountant Officer.  
5928. R.N. Medical Depot, Rinnigill.  
5929. Correspondence for H.M. Ships Bearing Names of Ports.

SECTION 6.—SHORE ESTABLISHMENTS

5930. Christmas Holiday, 1943—Arrangements for Civilian Non-Industrial Staff.  
5931. Civil Service Voluntary Savings Scheme.  
5932. Workmen's Compensation (Temporary Increases) Act, 1943—Revised Rates of Hurt Pay and Compensation.  
5933. Controller of Canteens—Appointment of.  
5934. Crankshafts for I.C. Engines—Co-ordination of Supply.  
5935. Electrical Apparatus with Flexible Cables—Precautions in Use.  
5936. Luminising—Health and Safety Regulations—The Factories (Luminising) (Health and Safety Provisions) (Amendments) Order, 1943.  
5937. War Bonus, Revised Rates of—Non-industrial Staffs, Aged 21 and Over.  
5937a. Passports—Necessity for Filling in Application Forms Correctly. (See A.F.O. 5852/43.)

(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.

5819.—Aircraft—Forced Alighting on Water—Reports

(A.W.D. 1565/43.—9 Dec. 1943.)

This order is to be read in conjunction with A.P. 2095, "Pilot's Notes, General, 2nd Edition," and A.P. 1182, "Safety Equipment Manual, Volume I".

2. It is the duty of every member of a flying crew to know the exact position in his aircraft of all safety equipment, of what it consists, and how it operates. The pilot of the aircraft is responsible that the approved equipment is fitted.

3. Squadron Commanders are to ensure that their squadron flying personnel are instructed in the operation and use of the safety equipment. Frequent drills are to be carried out, and demonstrations given of action to be taken:—

- (a) Preparatory to making a forced alighting.  
(b) After the aircraft has struck the sea.

4. The following notes are promulgated for guidance in amplification of those contained in the publications mentioned in paragraph 1:—

- (a) Safety harness or belts must be kept on, with straps or other adjustment tight, in order to avoid injury when the aircraft hits the water.  
(b) See that the lanyard of the "K" type dinghy is made fast to the life-saving jacket.  
(c) Dinghies should not be inflated before alighting.  
(d) Cockpit hoods should be jettisoned if this is possible, and exit escape hatches on top of the fuselage opened to avoid being jammed by the impact.)  
(e) However wet and soggy the clothes they provide a good measure of protection from exposure, and it is most important that they should not be taken off.  
(f) The aircraft dinghy where provided should always be used in preference to the "K" type. It is better equipped and more seaworthy. Every attempt should, however, be made to take the "K" type dinghy out of the aircraft in case the main dinghy fails to operate.  
(g) If through failure of the aircraft dinghy it is necessary to use the "K" type, the dinghies should be attached to each other. It assists the rescuers and helps morale. Do not allow the dinghies to drift apart.

If no dinghy is available and the crew have to depend on their life saving jackets alone, they should make fast to each other.

5. Reports.—A report is to be forwarded on all occasions that an aircraft "ditches" to the following authorities:—

The Secretary to the Admiralty.

The Director, Royal Aircraft Establishment, South Farnborough, Hants.

The Chief Naval Representative, Ministry of Aircraft Production, Thames House, Millbank, London, S.W.1.

The Ministry of Aircraft Production (R.D.S.3), Thames House, Millbank, London, S.W.1.

The Commanding Officer, R.N. Air Station, Eastleigh, Hants.

The Deputy Director of Air/Sea Rescue, Air Ministry.

The report is to conform to the following questionnaire:—

- A. (i) Type and number of aircraft, squadron and ship or station.  
(ii) Time, date and place of ditching.  
(iii) State of sea.  
(iv) Strength of wind and direction relative to swell.  
(v) Condition of light and visibility.  
(vi) Condition and height of cloud.  
(vii) Any other weather conditions.

- B. (i) Reason for ditching.  
(ii) Quantity of fuel in tanks immediately before ditching.  
(iii) Bombs and/or other load.  
(iv) Had aircraft been engaged by enemy and what known damage had been done?  
(v) Was engine power available?  
(vi) What equipment was jettisoned?  
(vii) What radio messages were transmitted and received, *i.e.*, distress, S.O.S., request for bearings, etc.?  
(viii) Was position transmitted?  
(ix) Was a fix obtained?
- C. (i) What flap setting was used?  
(ii) Describe method of approach.  
(iii) What was speed at impact, and attitude of aircraft?  
(iv) How was aircraft ditched relative to direction of wind and swell?  
(v) What was position of wheels and bomb doors?  
(vi) Describe exactly what happened from moment aircraft first touched water until it finally came to rest.
- D. (i) Were any of the crew injured as a result of enemy action before ditching?  
(ii) Were all the crew strapped in?  
(iii) Describe what each man did immediately after ditching, and whether any were injured by the impact?  
(iv) How long did aircraft float?  
(v) What damage was done to the aircraft?
- E. (i) State type of mark and dinghy used?  
(ii) Was dinghy automatically or manually released?  
(iii) Was dinghy release and inflation satisfactory?  
(iv) Did anyone fail to reach dinghy, and if so, why?  
(v) Was emergency pack released satisfactorily?  
(vi) How and when were life saving jackets inflated, and did they function satisfactorily?  
(vii) How long were crew in dinghy?  
(viii) Did crew suffer from immersion, heat or cold, and what steps were taken to combat these?  
(ix) What equipment was available, and how and when was it used?  
(x) What rationing was instituted?  
(xi) How were you finally rescued?
- F. What dinghy drill training had previously been carried out by the crew?
- G. General remarks and suggestions regarding ditching and emergency equipment.  
*(A.F.Os. 3071/42 and 4256/43 are cancelled.)*

**\*5820.—Enemy Aircraft Shot Down or Damaged by Ships' Gunfire and Naval Aircraft**

(G.D. 01648/43.—9 Dec. 1943.)

Casualties to enemy aircraft by ships' gunfire are as follows from 12th April, 1940, to 30th November, 1943:—

	Confirmed	Probable	Damaged
*By H.M. Ships ... ..	602	218	319
*By H.M. ships and merchant ships jointly ...	144	28	20
By merchant ships and fishing vessels ...	119	48	115
	865	294	454
Last reported totals (31st Oct. 1943) ... ..	850	294	452
Increases ... ..	15	—	2

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

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

Confirmed	Probable	Damaged
<i>H.M. Ships</i>		
H.M.S. "Delhi" (5)	Nil	H.M.S. "Stork" (1)
H.M.S. "Blankney" (1)		H.M. M/L. "299" (1)
H.M.S. "Haydon" (1)		
*H.M.S. "Janus" (1)		
H.M.S. "Alfredian" (1)		
H.M. M.T.B. "675" (1)		
H.M. M/L. "351" (1)		
H.M. M/L. "836" (1)		
<i>H.M. Ships and Merchant Ships jointly</i>		
Force "H" and ships of "S." Assault Force (1)	Nil	Nil
Escorts and merchant ships in convoy U.G.S. 18 (1).		
H.M. ships and merchant ships at Palermo in August, 1943 (1)		
<i>Merchant Ships and Fishing Vessels</i>		
Nil	Nil	Nil

\* This assessment to H.M.S. "Janus" refers to an incident which occurred in May, 1940, and which had been omitted from the game bag. "Janus", sighting an enemy float plane on the sea, forced it to surrender by gunfire and then sank it by ramming. This forms a unique assessment.

*Enemy aircraft shot down by Naval Aircraft*

The results are as follows from the beginning of the war to 30th November, 1943:—

	Confirmed	Probable	Damaged
Last reported totals (31st Oct. 1943) ... ..	235	40	152
Increases ... ..	—	—	—

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

(C.A.F.O. 1898/40 and A.F.O. 2589/43.)

(A.F.O. 5311/43 is cancelled.)

**Section 2.—PERSONNEL, PAY, SERVICES, DISCIPLINE, etc.****\*5821.—Honours and Awards—“London Gazette” Supplement of  
30th November, 1943**

(H. &amp; A.—9 Dec. 1943.)

ADMIRALTY,  
Whitehall,

30th November, 1943.

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

For great courage and vigour in action with enemy submarines while serving in H.M. Ships “Test” and “Hyderabad” in the escort of a convoy:

*The Distinguished Service Cross*

Lieutenant-Commander Frank Bentley Collinson, R.D., R.N.R. (Retired) (Sao Paulo, Brazil).

Temporary Lieutenant Thomas Cooper, R.N.R.

Temporary Lieutenant Cyril Charles Elles, R.N.V.R. (Croydon).

Temporary Lieutenant Leslie Gordon Wright, R.N.V.R. (Barnet, Herts.).

*The Distinguished Service Medal*

Acting Leading Seaman (Temporary) Edward Charles Pannell, P/JX.169538 (Reading, Berks.).

Able Seaman Roy Douglas Shilson, P/JX.189217 (Twickenham).

Able Seaman Harry Tasker, D/JX.189813 (Rochdale, Lanes.).

*Mention in Despatches*

Acting Petty Officer Denzel Howard, P/JX.141262 (Shaw, near Oldham).

Acting Stoker Petty Officer John McIntyre, P/KX.85468 (Dunfermline, Fife).

Leading Cook (O) Ivan Reginald Harry Peskett, P/MX.51345 (Southsea).

Acting Leading Seaman (Temporary) Douglas Derrick Turner, P/JX.144311 (Frimley, near Aldershot).

For gallantry and enterprise in spirited encounters with superior enemy forces while serving in Light Coastal Craft:

*The Distinguished Service Cross*

Temporary Lieutenant James Owen Thomas, R.N.V.R. (Daventry).

*The Distinguished Service Medal*

Leading Seaman Frederick Kelly, D/JX.254342 (Hulme, Lanes.).

Leading Seaman Ivan Watson, C/JX.238268 (Morpeth, Northumberland).

Leading Motor Mechanic Walter Wood, P/MX.503207 (Sittingbourne, Kent).

Telegraphist Joseph Flavell, C/JX.236950 (Wolverhampton).

*Mention in Despatches*

Temporary Lieutenant John Scott Price, D.S.C., R.N.V.R. (Blackpool).

Temporary Lieutenant Ronald Franklin Seddon, R.N.V.R. (Hoylake, Cheshire).

Leading Stoker Herbert James Broughton, D/KX.86045 (Leytonstone).

Able Seaman Charles Arthur Coombs, P/JX.324579 (Leyton).

Able Seaman Ivor Arthur Poole, C/JX.349437 (Gloucester).

Able Seaman Douglas Albert Rowley, P/JX.139159 (Blean, Kent).

Able Seaman Robert Arthur Saunders, C/JX.350821 (Stoke Newington).

Able Seaman Sidney Wrennall, D/JX.128368 (Plymouth).

Ordinary Seaman Michael Conway Page, P/JX.428125 (Reading).

For distinguished service, leadership and devotion to duty while serving in H.M.S. “Royal Ulsterman”:

*The Distinguished Service Cross*

Temporary Lieutenant-Commander (E) Eric James Rutherford Lees, R.N.R.

*Mention in Despatches*

Temporary Lieutenant (E) Alfred Norman Lunt, R.N.R.

Diesel Greaser Duncan Johnstone Loudon, NAP/R.228295.

For great courage and enterprise in attacks on enemy shipping:

*Bar to the Distinguished Service Cross*

Acting Temporary Lieutenant-Commander (A) Sydney Michael Patrick Walsh, D.S.C., R.N.V.R.

*The Distinguished Service Cross*

Temporary Lieutenant (A) Ronald John Fisher, R.N.Z.N.V.R. (Gisborne, New Zealand).

Temporary Lieutenant (A) Anthony John Rushworth-Lund, R.N.V.R. (Everton, near Daventry).

Temporary Sub-Lieutenant (A) John James Hitch, R.N.V.R. (Badgeworth, near Cheltenham).

Temporary Sub-Lieutenant (A) George Ronald Morris, R.N.V.R. (Llandudno).

Temporary Sub-Lieutenant (A) Graham McIntosh Patrick, R.N.V.R.

Temporary Sub-Lieutenant (A) George McCracken Rutherford, R.N.V.R. (St. Annes, near Blackpool).

For promptness and accuracy in shooting down an enemy aircraft and preventing an attack on a group of minesweepers of which their ship was one:

*Mention in Despatches*Acting Skipper Lieutenant Henry Douglas Treece Birch, R.N.R. (Fleetwood).  
Seaman Thomas Poskitt Roberts, R.N.P.S., LT/JX.241496 (Newcastle-on-Tyne).  
Signalman Reginald Thomas Gorrings Portch, P/JX.269194 (London).**\*5822.—Honours and Awards—United States Navy**

(H. &amp; A. 988/43.—9 Dec. 1943.)

The King has been graciously pleased to give orders for the following Honorary Appointments to the Most Honourable Order of the Bath for distinguished services in the Sicilian Operations:—

*Knight Commander of the Bath*

Vice-Admiral Henry K. Hewitt, U.S.N.

*Companion of the Bath*

Rear-Admiral Spencer S. Lewis, U.S.N.

Rear-Admiral Alan G. Kirk, U.S.N.

Rear-Admiral John L. Hall, U.S.N.

Rear-Admiral Richard L. Connolly, U.S.N.

Rear-Admiral Lyal A. Davidson, U.S.N.

2. These appointments will not be gazetted.

**\*5823.—Honours and Awards—French Navy**

(H. &amp; A. 1034/43.—9 Dec. 1943.)

The King has been graciously pleased to approve the following award for outstanding courage, skill and determination in attacks on enemy submarines while in command of the F.S. “Renoncule”:

*The Distinguished Service Cross.*

Lieutenant de Vaisseau Jaques de Fonbrune, French Navy.

2. This award will not be gazetted.

A.F.O. 374/45

**\*5824.—Adjutant General, Royal Marines—Change of Title**

(C.W. 48797/43.—9 Dec. 1943.)

The title of “Adjutant General, Royal Marines” has been altered to “General Officer Commanding, Royal Marines”.

2. The title of the Deputy Adjutant General is under consideration. Any change will be notified in due course.

✓ 5825.—Commendations by Commanders-in-Chief—REPORTS

(N. 19688/43.—9 Dec. 1943.)

Officers and men serving on shore or harbour service at home who have been formally commended by their Commander-in-Chief (or Senior Officer, if responsible direct to the Admiralty and not to a Commander-in-Chief) for specific acts, or for good service and devotion to duty, should have the commendation noted in their service records. Names of officers commended are to be reported to the Admiralty for this purpose. Notations for men should be made on the Service Certificate; those for Naval ratings are to be reported to the Director of Navy Accounts, Admiralty, and those for Royal Marines to the Commandants of the R.M. Divisions concerned. K.R. & A.I., Article 606(1) will be amended to allow of this. Commendations are not to be noted in ships' ledgers.

2. The same arrangements apply to W.R.N.S. personnel similarly commended by the Commander-in-Chief, but commendations of W.R.N.S. ratings are to be reported to the Director, W.R.N.S., Admiralty.

(K.R. & A.I., Article 606(1).)

(A.F.O. 3373/43 is cancelled.)

5826.—Subsistence Allowance in the Americas—Officers

(C.W. 30861/43.—9 Dec. 1943.)

A.F.O. 407/41 is to be amended as follows:—

Section VII. Subsistence Abroad—Officers.

Below "United States of America" insert:—

"Panama ... .. \$10.00\*"

For "Central America" substitute:—

"Central America, not including Panama"

Below "Mexico" insert:—

"British, French and Dutch Guianas ... 30s.\*"

The effective dates for payment of the new rates in the Guianas is 12th August, 1943, and for Panama, 26th August, 1943.

(A.F.O. 407/41.)

\*5827.—Sick Berth Attendants Employed as Clinical Assistants to Neuropsychiatrists—Advancement

(N.19850/43.—9 Dec. 1943.)

With reference to A.F.O. 4539/43, recommendations for advancement to Leading Sick Berth Attendant (Temporary) of Clinical Assistants to Neuropsychiatrists are to be submitted to the Admiralty (Medical Director-General).

(A.F.O. 4539/43.)

5828.—Telegraphist Air Gunners—Advancement

(N. 20854/43.—9 Dec. 1943.)

With reference to A.F.O. 4926/43, paragraph 3, it is notified that 12 months' actual service as Acting Petty Officer Airman is still necessary before confirmation in P.O. rating.

(A.G.M. 42A of 24 Nov. 1943 is cancelled.)

(A.F.O. 4926/43.)

\*5829.—Warrant Supply Officer—Further Examination Result, July, 1943

(C.W. 42940/43.—9 Dec. 1943.)

With reference to A.F.O. 4795/43, the following candidate was successful at the examination for the rank of Warrant Supply Officer held in July, 1943:—

Name	Official number	Ship	Victualing	Naval stores	Mathematics	Total
(Maximum marks)	...	...	300	300	200	800
(Passing marks)	...	...	150	150	100	560
Dimmock, F.C. ...	P/M.39754	"Minos"	231	237	183	651

(A.F.O. 4795/43.)

5830.—Warrant Wardmaster—Professional Examination, July, 1943

(M.D.G./C.W. 40472/43.—9 Dec. 1943.)

The following further successful results were obtained at the examination held on 15th July, 1943:—

Ship or Establishment	Name	Rating	O.N.	Part 1 Max. 300	Part 2 Max. 250	Part 3 Max. 200	Part 4 Max. 150	Total Max. 900
H.M.S. "Lanka" ...	Bone, L. K.	S.B.P.O.	P/MX.50251	200	165	145	105	615
H.M.S. "Lanka" ...	Jones, G.	S.B.P.O.	D/MX.48170	180	180	140	100	600
H.M.S. "Euphrates"	Silk, W. P.	S.B.C.P.O.	D/MX.46484	200	160	135	80	575

(A.F.O. 4538/43.)

\*5831.—Warrant Writer—Further Examination Results, July, 1943

(C.W. 42940/43.—9 Dec. 1943.)

With reference to A.F.O. 4796/43, the following candidates were successful at the examination for the rank of Warrant Writer held in July, 1943:—

Name	Official No.	Ship	Ship's Office	Captain's Office	Mathematics	Type-writing	Total
(Maximum marks)	...	...	350	250	200	100	900
(Passing marks)	...	...	175	125	100	50	630
Gleeson, M. ...	P/MX.46304	"Tana"	233	151	189	78	651
Quinn, G. J. M. ...	D/MX.49678	"Tana"	226	142	184	89	641
*Rawlings, E. H. J. J.	P/M.38347	"Tana"	234	169	184	79	666
Starling, H. R. ...	D/MX.49064	"Victorious"	266	128	169	82	645

\* Date of passing to be ante-dated to July, 1942.

(A.F.O. 4796/43.)

5832.—Canadian Income Tax

(D.N.A. 16147/43.—9 Dec. 1943.)

The service pay and allowances of members of the Naval, Military and Air Forces of Great Britain, United States or allied countries associated with Canada whose service duties require them to live in Canada, are exempt from the provisions of the Income War Tax Act (Canada).

2. This ruling by the Deputy Minister (Taxation), Department of National Revenue, Ottawa, will exempt from Canadian income tax the service pay of British naval personnel serving in Canada in British naval units, or serving in Canada on loan to units of the Royal Canadian Navy, but it does not exempt from Canadian tax the non-service income of such persons from sources within Canada.

3. The ruling does not exempt from Canadian tax the service pay of members of the above forces who have enlisted in the ordinary way in the Royal Canadian Navy.

4. The service pay from British funds of British naval personnel serving in Canada continues to be liable to tax in the United Kingdom.

5. This ruling is effective for the taxation years 1941 and onwards. Applications for refund of amounts paid to the Income Tax Department, Ottawa, or for deductions of tax from naval pay and allowances should be made directly to the Deputy Minister (Taxation), Department of National Revenue, Ottawa, Ontario, by the personnel concerned.

(C.A.F.O. 2528/43 is cancelled.)

**\*5833.—Canada—Readmission into on Discharge from Armed Forces**

(C.W./N. 26319/43.—9 Dec. 1943.)

The Government of Canada announces that aliens or British subjects who are in possession of Canadian domicile or who leave or have left Canada to join the Armed Forces of their respective countries while in the process of acquiring Canadian domicile will be entitled to readmission to Canada providing they return to Canada *within three months from the date of their discharge from the Armed Forces.*

A.F.O. 3543/45 ✓ **5834.—Newfoundlanders—Special Allowance while on Leave**

(N. 21699/43.—9 Dec. 1943.)

The following arrangements for the payment of a special allowance during periods of leave, to naval and marine personnel who are domiciled in Newfoundland, have been approved by the Newfoundland Government.

2. Personnel serving under Admiralty Agreement T.124 and variants are ineligible for payment of the special allowance.

3. The concessions are at the expense of the Newfoundland Government and the rates of payment are as follows:—

Officers ... ..	7s. 6d. a day
Ratings ... ..	4s. 0d. a day

4. The special allowance is payable in respect of leave taken in the United Kingdom (including Northern Ireland), Eire and Newfoundland (but not, as formerly, in Canada).

5. Payment of the special allowance is to be made when normal leave allowance is paid for the same period and in addition thereto.

6. Payment is restricted to:—

(i) Newfoundlanders and other British subjects who joined the Royal Navy in Newfoundland on or after 1st September, 1939.

(ii) Newfoundlanders and other British subjects who entered or enlisted on or after 1st September, 1938, irrespective of the place of entry or enlistment, and who fulfil either of the following conditions:—

(a) If entry took place during the year prior to 1st September, 1939, it will be sufficient if the personnel were domiciled in Newfoundland at the time of entry.

(b) If, however, entry took place on or after 1st September, 1939, then not only must they have been domiciled in Newfoundland at the time of entry, but such domicile must have commenced prior to 1st September, 1939.

7. In the case of personnel proceeding to the United Kingdom or Newfoundland on leave from outside either country, the allowance is not payable in respect of leave spent in travelling to and from the United Kingdom or Newfoundland.

8. The special allowance will be payable during the period of the present emergency and thereafter, in the case of personnel serving for hostilities only, until demobilisation. Payment to personnel remaining in the service after the war is to cease on the termination of hostilities or on the date of transfer into the Royal Navy or Royal Marines on a permanent basis, whichever is later.

9. The special allowance is not payable for the period of leave pending discharge.

10. Officers and ratings of the W.R.N.S. are brought within the above arrangements with effect from 1st January, 1943, and the rates mentioned in paragraph 3 apply also to them.

11. Payments should be entered in the miscellaneous credits column of the ship's ledger and described as "special allowance".

12. Any officer or rating (including W.R.N.S.) who considers he or she is entitled to payment of the special allowance although ineligible under the foregoing provisions should submit a written statement, which should be forwarded to the Admiralty by the Commanding Officer.

13. Any instance of uncertainty as to a claimant's eligibility to receive the special allowance is to be referred to the Admiralty for decision. Full details should be furnished.

(A.F.O. 6374/42 is cancelled.)

**5835.—South African Naval Forces Seconded to the Royal Navy—Servant Allowance**

(C.W./N. 6368/43.—9 Dec. 1943.)

With reference to A.F.O. 3022/43, Appendix I, paragraph 13, the South African Government have approved that servant allowance at 1s. per day is payable to all S.A.N.F. officers on South African rates of pay, whenever the full time services of a personal servant are not provided, and is payable in full notwithstanding that the partial services of a ward room attendant or other servant are provided.

2. Payment is to take effect from 12th November, 1943.

3. A.F.O. 3022/43 is to be amended accordingly.

(A.F.O. 3022/43.)

**5836.—W.R.N.S. Officers—Progressive Pay**

(C.W. 42507/43.—9 Dec. 1943.)

With effect from 1st October, 1943, officers of the W.R.N.S. are eligible for increments of pay after three years' service in each rank. Their scales of pay will then be as follows:—

	Mobile		Immobile	
	On promotion	After three years	On promotion	After three years
	£	£	£	£
Superintendent ... ..	500	550	400	445
Chief Officer ... ..	350	390	260	295
First Officer ... ..	225	250	180	202
Second Officer ... ..	180	200	140	157
Third Officer ... ..	160	175	120	132

2. Only time served on full pay in a confirmed rank will count towards the increment of pay of that rank.

3. All increments will be authorised by the Director of Navy Accounts as they fall due, and individual applications are not required.

A.F.O. 3160/45 ✓ **5837.—W.R.N.S.—Transfer Between Categories**

(N. 11526/43.—9 Dec. 1943.)

The following *addition* is to be made to paragraph 3 of A.F.O. 1179/43:—

"A change of duties, e.g. from signal exercise correcting to kit marking, for a Wren (General Duties) is *not* a change of category and, therefore, no loss of seniority is involved in such cases."

(A.F.Os. 1179/43 and 5838/43.)

5838.—W.R.N.S. Ratings { (1) Pay on Entry, Enrolment and Transfer  
(2) Progressive Pay  
(3) Seniority for Advancement to Leading Rate by Roster  
(N.11526/43.—9 Dec. 1943.)

The following regulations govern the (1) pay on entry, enrolment and transfer, (2) award of progressive pay, and (3) seniority for advancement to leading rate by roster, of ratings of the Women's Royal Naval Service. The daily rates of pay, exclusive of war bonus, are given in the Appendix to this Order.

2. Although in some categories (*e.g.*, Wrens (T)) the regulations regarding the award of the lower specialised rate of pay were already in force, generally they became applicable to new entries and transfers made on and after 25th March, 1943. The list of W.R.N.S. categories is contained in A.F.O. 1901/43 as amplified and amended by later Orders.

3. These regulations apply to newly entered Wrens and to serving Wrens transferred to another category *except as modified in paragraph 10*.

4. *Pay on entry and enrolment*.—All Wrens are to be entered as Wrens (General Duties) on the lower un-specialised rate of pay, and, with the exceptions covered by paragraph 5 (c) below, are to be enrolled as Wrens (General Duties).

5. *Date of award of lower specialised rate of pay to ratings of specialised categories* :—

(a) *Categories which involve training courses*.—Wrens allocated or transferred to these categories will, after enrolment or transfer, continue on the lower un-specialised rate of pay during training (provided such training courses do not exceed three months, and except in the case of Boom Defence ratings), and are to be awarded the lower specialised rate of pay on satisfactory completion of training. Should it be found necessary for any reason for a rating undergoing one of these courses to be given training in excess of the normal period, the grant of the lower specialised rate of pay is to be deferred until final passing out on completion of training.

In the case of specialised categories which involve periods of training in excess of three months, the lower specialised rate of pay may be granted after three months' training, subject to satisfactory progress having been maintained; otherwise, the award of the lower specialised rate of pay is to be deferred until the rating can be considered satisfactory as regards technical training.

Boom Defence Wrens are covered by separate orders which authorise the grant of the *higher* specialised rate of pay on completion of a minimum of three months' training in Boom Defence duties as Wrens (M) without the lower specialised rate ever being granted.

(b) *Categories which do not involve training courses*.—Wrens allocated or transferred to these categories will continue on the lower un-specialised rate of pay for a minimum period of four weeks' service in the category, after which they will be eligible (when recommended) for the lower specialised rate of pay—but see paragraph 5 (c) below.

(c) *Categories in which ratings may join already trained*.—Wrens of the Cook (O), Cook (S), Drawing Duties, Gardener, Hairdresser, M/T Driver, Tailoress, Shorthand Typist and Typist categories, who were fully trained on joining, will be granted the lower specialised rate of pay on enrolment or transfer.

6. *Date of award of higher specialised rate of pay to ratings of specialised categories*.—Except in the case of Wrens of the W/T, S.O. and Boom Defence categories, Wrens will be eligible for the award of the higher specialised rate of pay, if recommended, after completion of a minimum of three months' satisfactory service on the lower specialised rate of pay.

Wrens of the W/T, S.O., and Boom Defence categories are to be granted the higher specialised rate of pay on satisfactory completion of training.

7. *Date of award of higher un-specialised rate of pay to ratings of un-specialised categories*.—With effect from 3rd September, 1942, Wrens in un-specialised categories became eligible for progression to a basic rate of 2s. a day after 12 months' service from the date of entry into the W.R.N.S., subject to recommendation by the

Commanding Officer that they are fully qualified in the duties of their category. For ratings of outstanding ability, this qualifying period may be reduced below 12 months, but not below nine months in any case, at the Commanding Officer's discretion. It is emphasised however, that 12 months is to be regarded as the normal qualifying period.

8. *Progressive pay*.—With effect from 3rd September, 1942, W.R.N.S. ratings became eligible for the award of progressive pay under the general conditions applicable to naval ratings, so far as these are appropriate.

Qualifying service towards the "over 3" and "over 6" rates of pay as Wren counts from the date of entry into the W.R.N.S. and irrespective of changes of category, except that the following does not reckon :—

- Service under the age of 18.
- Time on unpaid leave.

Service over the age of 18 in the A.T.S. and/or W.A.A.F. during the present war, if declared on entry, will be allowed to count towards the "over 3" and "over 6" rates of pay as Wren.

With effect from 1st January, 1943, service in the W.R.N.S. (but not other Women's Services) during the last war may also count for this purpose, as though re-entry had been within five years.

The "over 3" and "over 6" rates of pay will not be payable, however, while a Wren is on either the lower un-specialised or lower specialised rate (*i.e.*, the equivalent of "Ordinary" rating).

9. *Seniority for advancement to leading rate by roster*.—(a) *Specialised categories*.—Except in the case of Wrens of the V/S, W/T, S.O. and Boom Defence categories, the basic date from which seniority for advancement to leading rate is to be reckoned is the date of award of the lower specialised rate of pay in the category. For Wrens of the W/T, S.O. and Boom Defence categories, the date of award of the *higher* specialised rate of pay will be the basic date; for those of the V/S category, the basic date will be that of successful completion of V/S training (A.F.O. 700/43).

(b) *Unspecialised Categories*.—Seniority for advancement and service in an un-specialised category are to be reckoned from the date of allocation or transfer to that un-specialised category.

(c) A.F.O. 4864/42, paragraph 8 (b) is amended accordingly.

10. *Pay and seniority of Wrens who transfer from one category to another*.—With reference to paragraph 3 above and A.F.O. 1179/43, unless there are specific instructions to the contrary (*e.g.* A.F.Os. 3537/43 and 4686/43), the following rules apply to Wrens transferred from one category to another, and, as regards leading rates and above so transferred, decision as to retention of the higher rating, will be made by the Admiralty when the application for transfer is considered.

(a) *Transfer to an un-specialised category for unsuitability*.—Ratings remain on, or revert to the lower un-specialised rate of pay, but the normal period between entry and effective date of enrolment, *i.e.* 13 days, is to count towards the award of the higher un-specialised rate of pay in the new category.

(b) *Transfer to an un-specialised category at rating's own request or for medical reasons*.—Ratings remain on or revert to, the lower un-specialised rate of pay, but will be allowed to count up to six months' service in the previous category towards the award of the higher rate of un-specialised pay in the new category, subject to the proviso that they must serve a minimum of six months on the lower un-specialised rate in the new category.

(c) *Transfer to a specialised category at rating's own request, or for unsuitability*.—Ratings remain on, or revert to, the lower un-specialised rate of pay, and follow the normal procedure in the new category, *vide* paragraphs 5, 6 and 9.

(d) *Transfer from an un-specialised category to a specialised category for medical reasons*.—Ratings remain on, or revert to, the lower un-specialised rate of pay and follow the normal procedure in the new category, *vide* paragraphs 5, 6 and 9.

(e) *Transfer from one specialised category to another for medical reasons*.—Provided such ratings had completed training, or were qualified in



their original category, and were in receipt of the higher or lower specialised rate of pay, they will enter the new category on the lower specialised rate of pay.

The higher specialised rate of pay may be awarded, and the basic date of seniority in the new category is to be calculated, as if the rating concerned had been entered direct in the new category on the lower unspecialised rate of pay.

If ratings transferred for medical reasons are still under training, or have not yet been granted the lower specialised rate of pay, they will remain on, or revert to, the lower unspecialised rate of pay, and follow the normal procedure in the new category, *vide* paragraphs 5, 6 and 9.

(f) *Transfer to a specialised or unspecialised category authorised SOLELY in the interests of the Service.*—As it is improbable that many transfers will be authorised *solely* in the interests of the Service, no regulations will be laid down, but, if such cases arise, they will be dealt with on their merits by the Admiralty.

## APPENDIX

## Specialised Section

Rating	Mobile		Immobile	
	s.	d.	s.	d.
Chief Wren ... ..	5	6	4	6
After 3 years as such in the category ... ..	5	10	4	10
After 6 years as such in the category ... ..	6	2	5	2
(With subsequent triennial increments of 4d. a day.)				
P.O. Wren ... ..	4	6	4	0
After 3 years as such in the category ... ..	4	9	4	3
After 6 years as such in the category ... ..	5	0	4	6
Leading Wren ... ..	3	4	2	10
After 3 years as such in the category ... ..	3	7	3	1
Wren (lower specialised rate) ... ..	1	8	1	4
(After a minimum of 3 months' service on lower specialised rate, if recommended.)				
(Higher specialised rate) ... ..	2	4	2	0
After 3 years' service ... ..	2	7	2	3
After 6 years' service ... ..	2	10	2	6

## Unspecialised Section

Chief Wren ... ..	5	0	4	0
After 3 years as such in the category ... ..	5	4	4	4
After 6 years as such in the category ... ..	5	8	4	8
(With subsequent triennial increments of 4d. a day.)				
P.O. Wren ... ..	4	0	3	6
After 3 years as such in the category ... ..	4	3	3	9
After 6 years as such in the category ... ..	4	6	4	0
Leading Wren ... ..	2	11	2	5
After 3 years as such in the category ... ..	3	2	2	8
Wren (lower unspecialised rate) ... ..	1	4	1	0
(After from 9 to 12 months' service, if recommended.)				
(Higher unspecialised rate) ... ..	2	0	1	8
After 3 years' service ... ..	2	3	1	11
After 6 years' service ... ..	2	6	2	2

(A.F.Os. 4864/42, 700/43, 1179/43, 1901/43, 2948/43, 3537/43, 4804/43, 4684/43, 4686/43 and 5837/43.)

(A.F.Os. 5888/42, 5978/42, 1180/43, 1666/43, and 1803/43 are cancelled.)

## 5839.—W.R.N.S.—Ratings Detached for Training

(N.23640/43.—9 Dec. 1943.)

It is found necessary from time to time to detach small parties of Wrens for technical training in R.A.F. or other non-naval establishments. Arrangements for such training are not to be made without the knowledge and concurrence of the W.R.N.S. authorities concerned with the drafting and welfare of the ratings.

2. The W.R.N.S. authority responsible for making arrangements for accommodation and welfare with the R.A.F. or other establishment is the Superintendent, W.R.N.S., of the area in which the training is to be given (or Chief Officer, W.R.N.S., when the training takes place in the Dover or Orkneys and Shetlands areas). The authority responsible for drafting the ratings may be the Superintendent, W.R.N.S., of the area in which they are serving, or the Superintendent, W.R.N.S., in charge of centrally drafted categories, or the Commodore, R.N. Barracks, Lee-on-Solent, *vide* A.F.O. 1901/43, Appendix, column 5.

(A.F.O. 1901/43.)

## A. 7. 0. 127/45 5840.—W.R.N.S.—Service Certificates—Efficiency Assessments

(N. 26595/43.—9 Dec. 1943.)

With reference to A.F.O. 2605/43, paragraph 3, and to the instruction which appears at the head of the appropriate column on the W.R.N.S. Service Certificate, the notation of the rating's efficiency assessment is invariably to be recorded in full as "Above average", "Average", or "Below average", and abbreviations are not to be used.

2. This instruction is necessary as a safeguard against unauthorised alterations of the notation. It is to take effect from the date of this order, and previous notations on Service certificates need not be amended.

(A.F.O. 2605/43.)

## 5841.—Complement—Amendment

*Coastal Craft*

(N. 23960/43.—9 Dec. 1943.)

The following amendment is to be made to the scheme of complement of *H.M. Coastal Craft (Manned on a General Service basis)* (Admiralty Letter N./D.P.S. 157/42/M of 8 Mar. 1943):—

*S.G.B. Column.* Insert notation "(q)" against the 1 E.R.A.

Page 3. Insert new note (q) as follows:—

"(q) To hold E.R. Watchkeeping Certificate."

2. If below charge certificate standard, the rating is to be drafted supernumerary for two months to allow time for him to qualify for a charge certificate before taking over.

## 5842.—Complement Amendments

*Escort Carriers*

(N. 8286/43.—9 Dec. 1943.)

The following amendment is to be made to schemes of complement:—

*H.M.S. "Activity"* (Admiralty Letter N/D.P.S. 1013/41/M of 28 May 1942).

*H.M. ships "Archer" and "Biter"* (Admiralty Letter N/D.P.S. 573/41/M of 15 Nov. 1941).

*H.M. ships of "Tracker" class* (Admiralty Letter N/D.P.S. 304/42/M of 25 Jun. 1942).

*H.M.S. "Pretoria Castle"* { as *Escort Carrier* (Admiralty Letter N. 8351/42 of 20 Nov. 1942).  
as *Trials Carrier* (Admiralty Letter N/D.P.S. 60/43/M. of 17 May 1943).

*H.M. ships "Nairana" and "Campania"* (applicable also to *H.M.S. "Vindex"*) (Admiralty Letter N. 20524/42 of 2 Dec. 1942).

Add: 1 Paymaster Lieutenant, R.N., R.N.R., or R.N.V.R. (as Captain's Secretary).

1 Writer, R.N. (for Captain's office).

Note.—Similar provision will be included in the scheme of complement for *H.M. ships of "Smiler" and "Ruler" classes*, when issued.

## 5843.—Complement—Amendment.

Ocean Escort Trawlers

(N. 22409/43.—9 Dec. 1943.)

The following amendment is to be made to the scheme of complement of Ocean Escort Trawlers (Admiralty Letter N.3492/43 of 23 Mar. 1943):—

Included in the foregoing.

Insert under S.D. “(n) — S.T.”

Notation “(n)” against Wireman (L):—

New note (n) to read as follows:—

“(n) In Trawlers not allowed a Wireman (L) an S.T. is allowed but is to be provided by selecting and training locally a suitable seamen rating who may be granted the non-substantive pay of Acting S.T. whilst so employed.”

5844.—Naval Store, Naval Armament and Torpedo Store Accounts—  
Payment of Storekeeping Allowance

(N.S. 18649/43.—9 Dec. 1943.)

Scrutiny of a number of Naval Store, Naval Armament and Torpedo Store accounts has revealed that in some instances the accounts have been so far neglected that they cease to bear any relation to the actual stores on board.

2. Attention is called to K.R. & A.I., Articles 1581, paragraph 3, 1700, paragraph 9, and Appendix VIII, Clause 5, in which it is laid down that payment of store allowance is not to be made as a matter of course but is dependent on the Commanding Officer being satisfied that “prima facie” the accounts are being well kept.

3. Store allowances already issued are liable to be recovered if store accounts are not properly kept.

## \*†5845.—Naval Salvage Money—Distribution

(D.N.A. 3A/S. 1459/42.—9 Dec. 1943.)

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

Award for the salvage of m.v. “Atheltemplar” during the period 2nd–3rd March, 1941, by H.M.S. “Speedwell” and H.M.R.T. “Watermeyer”.

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

	“Speedwell”			“Watermeyer”		
	£	s.	d.	£	s.	d.
2nd class ... ..	115	10	11	—	—	—
5th class ... ..	57	15	5	33	5	10
6th class ... ..	43	6	6	24	19	5
7th class ... ..	—	—	—	19	19	8
8th class ... ..	28	17	8	16	13	0
9th class ... ..	23	2	3	13	6	6
10th class ... ..	17	6	8	—	—	—
11th class ... ..	14	8	11	8	6	11
12th class ... ..	8	13	5	5	0	1

(Sixteen members of the crew of H.M.S. “Speedwell” are to receive double shares.)

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

## †5846.—Admiralty Surgeon and Agent—London Area No. 9

(C.E. 16852/43.—9 Dec. 1943.)

Mr. W. Brown, L.R.C.P. & S., of 235, Albany Road, Camberwell, S.E.5 (Telephone No.: Rodney 3656), has been appointed Admiralty Surgeon and Agent for the London Area No. 9, covering Bermondsey, Southwark, Camberwell, Peckham, Kennington, Rotherhithe and Walworth, vice Mr. A. R. Moore, deceased.

## 5847.—Officiating Ministers of Religion

(C.E. 59330/43.—9 Dec. 1943.)

The following appointments have been approved:—

## Church of England—

W.R.N.S. Establishment, “Wavenden”, Bucks.	... ..	Rev. H. L. Clothier, M.A., The Rectory, Aspley Guise, Bletchley, Bucks. (With effect from 1st December, 1942.)
The Hostel, Abingdon House, East India Dock Road, London, E.14.	... ..	Rev. W. A. Simons, All Saints' Rectory, Poplar, E.14.
H.M.S. “Triphibian” (Blackpool)	... ..	Rev. J. C. H. A. Fordham, 61, Kenilworth Gardens, Blackpool, 8.

2. The usual facilities are to be afforded.

A.X.S.  
20 9/1/45.  
5848.—Clothing Rationing, etc.—Temporary Release from Service—Arrangements  
for Obtaining maintenance Clothing Coupons

(V. 6476/43.—9 Dec. 1943.)

With reference to A.F.O. 3679/43, paragraph 8, arrangements have been made whereby Naval and W.R.N.S. ratings and Royal Marines other ranks on temporary release from Service for a specified period, may obtain clothing coupons for maintenance of civilian clothing.

2. At the time of release, such persons should be provided by their Commanding Officer with a certificate in duplicate as shown in the Appendix to this Order in addition to Form S.1560. The certificate will not be issuable to persons:—

Granted Leave with pay.

Discharged from the Service.

Released for an indefinite period.

Released for a period of less than one calendar month.

Granted deferment of service without actually reporting.

3. When persons return to the Service at the expiration of the period of release, they are to surrender their clothing book together with Form S.1560 and (where issued) ration book R.B.S.X as provided in A.F.O. 3679/43, paragraph 13.

4. Further Release.—Where persons who have been on release are granted a further period of release after rejoining their Ship or Establishment, a further certificate is to be issued to them provided their clothing books were returned when they rejoined.

5. Extensions.—Except as provided in paragraph 6, the certificate referred to above is not to be issued when persons are granted an extension of a period of release from service without actually rejoining their Ship or Establishment, as they will still be in possession of the clothing book issued on release.

6. Personnel Released prior to 1st October, 1943.—Where persons released for a specified period prior to 1st October, 1943, are granted a first extension of release for a specified period exceeding one month and have surrendered their clothing books in accordance with A.F.O. 3679/43, paragraph 8(g), a certificate should be issued to them. In this case the certificate should read:—

“.....has been granted extended release from service as from.....to.....”, and the following addition should be made after “book”:—

“Civilian identity card, ration book and clothing coupons have been surrendered.”

With reference to A.F.O. 3679/43, paragraph 8(g) (last four lines), civilian identity cards, food ration books and clothing coupons are not to be withdrawn until Form S.1560 and food ration books are due for issue from Naval sources. See paragraph 7.)

7. *Provisional Extensions.*—It is frequently necessary to authorise one month's extension of *release* or *deferment* while an application for further release is under consideration and in some cases it is even necessary to authorise a second month's extension before a decision is reached. In future such extensions will be referred to in telegrams and correspondence as "provisional extensions". Where a provisional extension of release is authorised, whether for a first or second month, the issue of Form S.1560 will not be made unless and until a further (non-provisional) extension is authorised, but food ration documents should be issued as necessary unless the individual was released prior to 1st October, 1943, and is still holding a civilian identity card, ration book and clothing coupons. On a further (non-provisional) extension being authorised, Form S.1560 should be issued with effect from the date when the provisional extension commenced. Clothing certificates are not to be issued unless the case falls to be dealt with under paragraph 6. Form S.1560, ration cards and clothing certificates are not issuable to men granted *deferment*, as they retain their civilian documents. Where a provisional extension has been authorised, the individual is to be recalled to service at the expiration thereof unless a further extension is authorised.

8. In view of the foregoing arrangements the paragraph relating to clothing on the back of Form S.1560 should be cancelled before issue.

9. The arrangements for the issue of maintenance clothing coupons to Officers granted special unpaid leave for definite periods, will be on the foregoing lines, except that the certificates in their case will be issued by the Admiralty. A.F.O. 4668/43, paragraph 4, is to be amended accordingly.

10. The arrangements in this Order are to have retrospective effect as from 1st October, 1943.

11. Returned clothing books should be sent monthly in batches to the Chief Accountant at the nearest Area Collecting Office of the Board of Trade. Surrendered food ration cards should be sent to the Ministry of Food, Ration Documents Branch, Whitehall Hotel, Colwyn Bay. In cases of non-surrender of clothing books or food ration cards, action should be taken as shown in A.F.O. 5817/43, paragraph 46, and A.F.O. 3072/42, Section A, paragraph 4, respectively.

12. With reference to A.F.O. 3679/43, paragraph 3, supplies of Form C.R.S.C.1 will not be obtainable from the Naval Store Officer, Park Royal, but should be demanded from the Superintendent of Stores, H.M. Customs and Excise, Britannia House, Old Bailey, E.C.4.

#### APPENDIX

This is to certify that.....has been granted release from Service as from.....for.....months (or until.....) and is eligible to receive a clothing book.

Commanding Officer  
Date

Ship's stamp

*Note.*—The original of this form should be sent by the person released to the Chief Accountant, Board of Trade, Coupon Issue Section, Northgate, Prince Albert Road, London, N.W.8., who will issue a book of maintenance coupons for the current clothing rationing period.

The duplicate of this form is intended for use if the person released has insufficient civilian clothes and wishes to make application for supplementary coupons. For this purpose the duplicate copy of the certificate should be attached to the application form C.R.S.C.1, which can be obtained from any information centre or offices of a local authority which will also supply the address of the Collector of Customs and Excise to whom the forms should be posted on completion.

(A.F.Os. 536/41, 2854/42, 3072/42, 3613/42, 5259/42, 688/43, 3679/43, 4668/43 and 5817/43.)

#### 5849.—Naval Personnel on Passage from Abroad—Nominal Lists to be Prepared

(N. 8728/42.—9 Dec. 1943.)

Officers-in-Charge of Naval drafts on passage from abroad in transports and freightships should be instructed to prepare nominal lists of all ranks and ratings who embark for the United Kingdom. The list should show the Port Divisions

of ratings, the disposal, and for what reason, of any personnel disembarked *en route* and the disposal on arrival in the United Kingdom of any rating not sent to his depot, e.g. those sent to hospital (stating name of hospital).

2. Copies of the list should be disposed of as follows:—

Each depot concerned	...	...	...	2 copies
Naval Officer-in-Charge of arrival port	...	...	...	2 copies
Master of Ship	...	...	...	1 copy
Naval Branch, Admiralty	...	...	...	1 copy
Director of Sea Transport	...	...	...	1 copy
Officer-in-Charge of Naval draft	...	...	...	1 copy
Captain H.M.S. "Osprey" (When drafts include S.D. ratings).	...	...	...	1 copy
Captain, H.M.S. "Curlew" (when drafts include H.D.O. ratings).	...	...	...	1 copy
Director of Anti-Submarine Materiel (London) (when drafts include ratings serving under Admiralty Cableship Agreement).	...	...	...	1 copy

3. Similar lists should be prepared for drafts in H.M. ships.

(K.R. and A.I., Article 829.)

(A.F.Os. 232/42, 1653/42 and 1894/42 are cancelled.)

#### 5850.—Cypher Training Section, H.M. Signal School

(C.W. 27062/43.—9 Dec. 1943.)

A Cypher Training Section of H.M. Signal School has been established at Basing Park, Privett, Nr. Alton, Hants., as part of H.M.S. "Mercury" (Telephone Number:—Privett 241), to carry out the initial cypher training of:—

- R.N.V.R. Cadet Ratings.
- W.R.N.S. Cadet Ratings.
- Newly-commissioned Accountant Officers, R.N.V.R.

and to provide a short and/or refresher course for:—

- Accountant Officers, R.N.
- Sub-Lieutenants, R.N. and Reserve.
- Liaison Officers appointed to Allied war vessels.
- Executive Officers, R.N., R.N.R., and R.N.V.R. appointed to H.M. ships where they are required to carry out the duty of Cypher Officer.
- Non-executive officers who may be employed in cyphering duties in ships.

2. Courses for ratings under (a) and (b) will be for three weeks. Those for newly-commissioned Accountant Officers, R.N.V.R., for a period to be decided later, probably five days. Courses for officers under (d) to (h) will be of varying duration according to the needs of individual officers, but not exceeding five days. Personnel should be directed to Petersfield Station, expected time of arrival being signalled to "Signals, Privett".

#### Accounting Procedure.

3. (a) R.N.V.R. cadet ratings are to be lent by H.M.S. "Pembroke" to H.M.S. "Victory IV" for victuals only, nominal transfer lists being forwarded.

(b) W.R.N.S. cadet ratings are to be transferred from H.M.S. "Pembroke III" for victuals only to H.M.S. "Victory IV" for victuals only, the transfer lists showing in each case the date of last payment (A.F.O. 1177/43) in addition to the weekly rate of pay. They will be advanced three weeks' pay at the end of the second week of the cypher course by the Accountant Officer, H.M.S. "Victory IV", who will communicate the amount advanced to the appropriate Accountant Officer (A.F.O. 4985/42, paragraph 10).

(c) Officers referred to in (c) to (h) of paragraph 1 above are to be lent to H.M.S. "Victory IV" for victuals only by the ships concerned, nominal transfer lists being forwarded.

*Signals and Correspondence.*

4. Signals should be addressed to H.M.S. "Mercury". All official correspondence regarding administration and training of officers, applications for short courses, etc., is to be addressed to the Captain, H.M. Signal School, c/o G.P.O., London. Correspondence of a purely routine nature may be addressed direct to the Officer in Charge, Basing Park, Privett, Nr. Alton.

(A.F.Os. 4985/42 and 1177/43.)

(A.F.O. 3397/43 is cancelled.)

### 5851.—Bodies of Unidentified Seamen—Disposal of Cash and Valuables

(D.N.A. 15245/41.—9 Dec. 1943.)

The following instructions are issued for guidance in the disposal of any cash and valuables found on unidentified bodies of seamen washed ashore, or recovered from the sea :—

- (1) *Bodies of Naval Seamen.*—Any monies found should be taken on charge by the Accountant Officer, and all available particulars concerning the place and time the body was discovered, together with details that might later lead to identification, etc., noted on the relevant cash account voucher.

The money will then be noted by the Director of Navy Accounts, Bath, for transfer to Greenwich Hospital after a period of six and a half years, if the identity of the deceased has not in the meantime been established.

Any valuables should be forwarded to the Commodore, R. N. Barracks, Portsmouth, where such effects will be periodically sold for the benefit of Greenwich Hospital.

- (2) *Bodies of Merchant Seamen.*—Any cash and valuables should be forwarded to—

Ministry of War Transport,  
Accountant General's Department,  
Grand Hotel,  
South Shore, Blackpool.

3. *Bodies of Seamen not identified as Naval or Merchant Seamen.*—These should be dealt with as in Category (1) above.

### 5852.—Passports—Necessity for Filling In Application Forms Correctly

(N.L./N.I.D. 8549/43.—9 Dec. 1943.)

Omissions and inaccuracies constantly occur in filling in Passport Application Form A. These irregularities are causing considerable extra work which should be unnecessary. It should be appreciated that as passports are very important documents of identity, accurate information is essential to enable the Passport Office to issue them. In future, failure to complete this form correctly may result in the return of the form by the Passport Office for amendment, which, in urgent cases, may have serious consequences.

2. Attention is therefore drawn to the following points :—

- (1) Christian names as well as surnames must be in **BLOCK CAPITALS**. No Christian name may be omitted.
- (2) The appropriate declaration regarding previous passports must be struck out and *initialled*. If a previous passport has been held, it must be returned with the application and its number quoted. If it is not possible to return it, a statement must be attached giving the full reasons. If previously surrendered, the place where it was handed in must be stated.
- (3) The authority who countersigns the application and certifies the photographs must state his qualification.
- (4) The declaration under "Change of Name" *must be signed*, whether or not the name has been changed. If the name has been changed by deed-poll the necessary document and the notice in the "London Gazette" must be forwarded with the application. If it has been otherwise changed, a full statement must be forwarded, together with the birth certificate.

(A.F.O's. 2360/41 and 3096/42.)

### \*5853.—Sports—R.N. and R.M. Sports Control Board—Donation

(N.—9 Dec. 1943.)

(Included in Notice Boards issue only.)

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

### 5854.—Guns—0.3 and 0.303-in.—0.303-in. Machine Gun Barrels—Condemning Limits for Wear

(G. 5108/43.—9 Dec. 1943.)

Air Ministry Order A. 897/43 is not applicable to naval service guns. The existing limits for barrel wear laid down in B.R. 291, Table "R," are to be used.

2. Barrels marked "T.O.", vide paragraph 3 of A.M.O. A.897/43, are not acceptable for naval service. Receipt of such barrels from Air Ministry at R.N. armament depots should be notified to the Director of Armament Supply, Branch A, Bath.

(B.R. 291.)

### 5855.—Guns—American—3-in./50-calibre Breech Mechanisms—Instructions for Stripping and Assembling

*Ships fitted*

(G. 4689/43.—9 Dec. 1943.)

The following instructions for stripping and assembling the breech mechanism of the American 3-in./50-calibre gun on Mark 22 and Mark 22 Mod. 3 mountings are promulgated for guidance.

2. These instructions are amplification of those contained in the American Ordnance Pamphlet No. 811.

#### A. Instructions for Stripping

(i) Breech dismantling tool should first be modified according to A.F.O. Diagram 361/43, fig. 1.

(ii) Trip salvo latch by bearing down on it. Put the B.M. lever plunger "IN", i.e. move it to the left, locking the B.M. lever to the shaft. Open the breech until breech block is not quite far enough down to be held by the extractors, then insert a long bolt of about  $\frac{3}{8}$  in. diameter down through the hole in the top of the breech-operating spring casing on the right side of the breech housing, till the bolt protrudes through the bottom hole. Gently ease the breech up into the closed position, using the B.M. lever. The forward end of the spring chain rod will take against the inserted bolt which now holds the weight of the breech operating spring, and thus eases all tension off it.

(iii) If in attempting to insert the bolt, the breech is opened far enough to be caught by the extractors, care must be taken when easing the extractors forward to control the upward movement of the breech block with the B.M. lever so as to let the forward end of the spring rod come up against the bolt gently.

(iv) Close the breech fully, housing the B.M. lever. Screw the T-shaped breech dismantling tool right down into the threaded hole in the top of the breech block, leaving the "T" portion fore-and-aft (in line with the bore of the gun). Pack

tightly a series of short pieces of wood, wedges, spars, etc., athwart the top of the breech housing, under the "T" portion of the tool, so that the entire weight of the breech block can be borne on the wood packing without the breech moving downwards at all. (An attempt to open the breech after inserting the packing, and of course again tripping the salvo latch, will check whether the breech block is firmly supported.) Next, remove the slotted screw, coupling the spring-connecting chain with the breech-operating shaft, and lift the end of the chain clear. Unscrew the four small slotted locking screws, which bear against the flats of the four large hexagon-headed bolts supporting the breech-shaft bearing caps, underneath the housing. Unscrew the two grease nipples from the bearing caps to prevent damage by spanners when unscrewing the four bolts. Unscrew the four bolts, remove the two bearing caps and the two rear-half bushings. Take out the split pin from the outer end of the stop pin against which the salvo latch plunger and spring are pressing. Unscrew the stop pin, taking care to catch the salvo latch plunger and spring as the stop pin comes right out. The salvo latch body will now hang down vertically by its own weight, clear of the breech operating shaft. The B.M. lever should now be drawn back far enough to clear the latch-retaining-B.M.-lever-housed, then by movement to and fro, the breech operating shaft's central crank can be disengaged completely downward from the block, and the shaft and B.M. lever removed.

(v) The breech block may now be removed from the breech ring. The block is heavy and the simplest and safest way to remove it is as follows:—

- (a) Seat a man in the well of the mounting freeing the breech.
- (b) Elevate the gun to about 50° elevation.
- (c) Take the weight of the block manually on the T-tool, removing the wood packing and lower the block into the lap of the man seated in the well.

By unscrewing the two large hexagonal plugs in the vertical rear face of the gun, the extractor springs and plungers may be removed. The extractors may now be removed from their pockets inside the breech housing. To unship the firing pin from the breech block, withdraw the cocking lever pin to the right, then remove the cocking lever to the rear. Then unscrew the inverted U-shaped bushing in the rear of the breech block, when the firing pin spring, firing pin washer and firing pin may be withdrawn to the rear. To strip the sear mechanism, remove the triangular trigger lever with its retaining split pin and washer (or in the case of the Mark 22, model 3 mount, remove the firing lever from the same axis). The sear piston, located in the lower left corner of the rear face of the gun, should be forced in beyond the face of the gun, to allow the sear to be completely withdrawn to the left. Sear piston and sear piston spring may be withdrawn to the rear.

#### B. Instructions for Re-assembling

*Note.*—All parts should be given a coat of light mineral oil as they are assembled.

(i) Insert sear piston and spring in lower left rear face of gun. Push in piston beyond the face of the gun. Insert the sear from the left, push it all the way to the right, then release the sear piston. Replace the triangular trigger lever with its washer and retaining split pin (in the case of Mark 22, model 3 mount, replace the firing lever). Insert the firing pin, firing pin washer, firing pin spring into the breech block, and screw up the firing pin bushing until, when fully home, it lines up in the inverted position with the sides of the cocking lever slot, to enable the cocking lever to move freely in the slot. Before inserting the cocking lever, the slot in the rear end of the firing pin should be rotated with a screwdriver into a horizontal position. This rear slot is at right angles to the slot in the firing pin in which the upper arm of the cocking lever operates, so that when the rear slot is horizontal, the centre slot is vertical, correctly positioned for entry of the cocking lever, which is then held in place by insertion of the cocking lever pin from the right.

(ii) Insert the extractors right and left in their pockets inside the breech housing. The breech block may now be entered at the bottom of the breech housing, and the inside lugs of each extractor placed in the groove on each side of the breech block, the block being raised flush with the top of the gun, and the wooden packing pieces re-inserted under the T-piece of the breech dismantling tool, to take again the full weight of the block. The simplest and safest way of doing this is by reversing the process carried out when removing the breech block (see A (v) above). Next the breech operating shaft should have its central crank stud, carrying the two brass bearing blocks, entered in the two inside slots in the breech block, taking

care that these bearing blocks are turned the right way round, viz. their cutaway corner should be the lower front corner. IT IS POSSIBLE TO RE-ASSEMBLE THESE BLOCKS IN FOUR DIFFERENT POSITIONS, OF WHICH ALL EXCEPT THE ONE CORRECT POSITION WILL CAUSE DAMAGE. When the shaft and blocks are assembled, visual inspection from beneath the breech block will indicate whether the two bearing blocks are correctly positioned. (Each bearing block carries an oil nipple on its rear face, above centre, see A.F.O. diagram 361/43, fig. 2). If the oil nipple on each block is facing to the rear, and is above the centre of the block, the assembly is correct, otherwise breech operating shaft should be again removed, and blocks re-positioned correctly. Any attempt to open or close the breech with these blocks wrongly positioned will cause them to be badly burred, and may lock the breech closed. The two rear half bushings should now be replaced, taking care that the one with the cutaway portion on its flange goes on the left (salvo latch) side. Both sides must have their flanges to the outside, i.e. the left bushing must have its flange to the left and the right bushing must have its flange to the right. When replacing the bearing caps, care must be taken to see that they go back into the exact position from which they were removed. The bearing caps are stamped (usually 1 and 2 for the left and right respectively), similar markings being found on the side of the forward bearing lugs, in line with the two bottom bolts. These markings may be covered with paint, but should be found and adhered to, aligning the two similar sets together. The four hexagonal bolts securing the bearing caps are individually letter-stamped, a similar letter being stamped on the face of the bearing cap alongside their particular hole. These bolt-and-bolt-hole markings should coincide on assembly, otherwise the breech is likely to be excessively stiff in operation. The small slotted locking screws are now replaced, after the flats of the tightened bolts are suitably lined. The chain connection should be coupled to the lug on the right side of the operating shaft by replacing the slotted screw. With the B.M. lever in the fully housed position, and the B.M. lever plunger still in the "IN" (Hand) position, the packing under the dismantling tool may be removed and the breech gently lowered into the open position. As the tension is all off the breech operating spring, the whole weight of the descending breech block must be taken on the B.M. lever. The B.M. lever latch *MUST* be *IN*, locking the breech block and shaft to the B.M. lever, otherwise as soon as an attempt is made to open the breech it will drop heavily of its own accord into the open position. When the breech is in the fully open position, the tension is again on the shaft, and the bolt may be removed from the spring casing. With the breech *open*, replace the two extractor plungers and extractor springs, and screw up the two extractor plugs. If this is attempted with the breech closed, it is very difficult. The breech should again be closed. Next the salvo latch spring and spring plunger should be inserted into the salvo latch body, and the stop pin then screwed into its hole to retain the spring and plunger. Next the split pin should be inserted into its hole in the outer end of the stop pin.

(iii) *Unshipping firing pin with breech assembled.*—Trip salvo latch. Open breech. Remove cocking lever pin to the right. Remove locking lever. Close breech. Unscrew inverted U-shaped bushing and remove bushing, firing pin spring, firing pin washer and firing pin.

(iv) *Re-assembling firing pin when breech is assembled.*—With breech closed, insert firing pin, firing pin washer and firing pin spring, screw up bushing exactly as already detailed, line up rear slot of firing pin horizontal, then open breech, insert cocking lever from the rear, and cocking lever pin from the right side.

#### 5856.—Guns—40 mm., Marks I, CI and IV—Strikers, Mark II

(A.S./G. 07549/42.—9 Dec. 1943.)

A.F.O. 3691/43 is to be amended as follows:—

Paragraph 4. *Delete and substitute:*—

"4. The Mark I Strikers recovered should be held by R.N. Armament Depots as spare for use in U.S. Q.F. 40 mm. Mark I, II, Mark I, Mod. 1, or Mark II Mod. 1 guns.

5. Mark II Strikers will not be fitted to U.S. guns."

(A.F.O. 3691/43.)

## 5857.—Guns—20-mm. Oerlikon—Magazines

(A.S. 15538/43.—9 Dec. 1943.)

Oerlikon gun magazines which have not been examined to ascertain if they require rectification as in A.F.O. 1413/43, Section 5, paragraphs 15 and 16, or modification vide paragraphs 1-5, may now be issued to H.M. ships unexamined.

2. The orders referred to which are cancelled and embodied in A.F.O. 1413/43 provide for A.F.O. 1413/43, Section 5.

- (a) Paragraphs 1-5—sealing and stencilling.
- (b) Paragraph 15, American magazines—rectification of mouthpiece radius.
- (c) Paragraph 16, American magazines—rectification of tension indicator.

3. Individual American magazines known to require rectification vide (b) and (c) above are, however, to be dealt with before issue.

4. Action should be taken by H.M. ships as follows:—

(a) All ships should try each American magazine received on board on every gun in the ship, and again on any new gun mounted. Should any magazines fail to seat properly on any of the guns the mouthpiece should be adjusted as shown in A.F.O. Diagram 247/42 by ships or base artificers. If this cannot be done, defective magazines should be landed.

(b) All ships should examine each American magazine received on board to see if the tension indicator at the forward end reads zero when spring tension is slacked off as far as it will go with the loading lever. Some magazines may be found where the indicator will not go right back to zero. Such magazines are to be exchanged. The magazine spring tension indicator is incorrectly referred to in A.F.O. 1413/43, Section 5, paragraph 16, as a "rounds" indicator.

5. R.N. armament depots when issuing unexamined American magazines should draw the attention of ships' officers to this A.F.O.

6. American magazines required for D.E.M.S., submarines, landing craft and coastal force craft, or for shipment abroad, must be checked and adjusted where necessary in respect of the mouthpiece and tension indicator before issue from R.N. armament depots.

7. As far as possible, a proportion of magazines sealed and stencilled as in A.F.O. 1413/43, Section 5, paragraphs 1-5, should be included in the outfits of guns on first issue; otherwise there is no necessity to prepare magazines to take seals where this is not already done, or to renew stencilling.

8. A.F.O. 1413/43, Section 5, paragraphs 1-5, 15 and 16, is to be amended accordingly.

(A.F.O. 1413/43.)

## 5858.—Guns—0.3-in. and 0.303-in.—Vickers 0.303-in. G. O. Feed-pieces

(A.S./G. 8765/42.—9 Dec. 1943.)

Feed-pieces in 0.303-in. Vickers G. O. guns, mounted in aircraft are to be exchanged after every 7,500 rounds have been fired. Change of feed levers is to be entered in the log book (Form S.302).

2. Consequent on the above, the allowance of spare feed-pieces for 0.303-in. Vickers G. O. guns mounted in aircraft as shown in C.B.(R) 4252/42 will be increased in the near future.

3. Pending promulgation of new allowances for aircraft guns, Ships and Air Stations etc. may demand feed pieces over and above the present allowances only if it is considered existing allowances will be used up before replenishment can be obtained.

4. The allowance of spare feed-pieces for 'deck' guns will be increased to 1 per gun as soon as stocks permit.

5. Naval Proportion Book will be amended.

## 5859.—Gun Mountings—14-in., Mark II and III—Examination of Training Engines

*Ships and Dockyards concerned*

(D. 020916/43.—9 Dec. 1943.)

The size and weight of the training engines of 14-in., Mark II and III, turrets, are such that the two-yearly examination takes too long to be carried out except during a refit period. Approval has been given that, under war conditions, these examinations should be made in dockyards.

2. Priority for this work is to be decided between dockyard and ships' officers at the refit conference, due regard being paid to any known or suspected wear or defects in the engines, and the effect of the diversion of the necessary labour on carrying out other defects and alterations and additions. If neither wear nor defects are suspected, this important routine examination should carry the same priority as an alteration and addition item, Classification "B".

3. Where it has not been possible for the examination to be made by dockyard officers, every effort should be made by ships' staffs to do the work before it becomes overdue. When obtaining approval of the administrative authority to put the engine at the notice required, it may be pointed out that the turret can be trained by the other engine and that there is no immediate reduction in fighting efficiency.

(C.in-C. H.F., 13 Aug. 1943, No. 1198/H.F. 313B/45.)

## 5860.—Anti-Ship Fire Control—Miscellaneous Control Systems and Instruments—Fitting of Range Receivers at Starshell Deflection Calculators. As. and As.

*(Ships Concerned.)*

(G. 08170/43.—9 Dec. 1943.)

In view of the accurate range now obtainable at night by the use of Radar, it has been approved to fit range counterdrum receivers adjacent to the starshell deflection calculators, in order that accurate range can be set on the calculator.

2. Ships fitted with starshell deflection calculators, and in which true range, gun range or mean range, on a receiver, is not already available to the calculator operator, should insert an item, classification "A," in their lists of approved A's and A's "To fit true (or gun, or mean) range counterdrum receivers adjacent to the starshell deflection calculators." The work will be carried out by dockyards.

3. True range receivers should be fitted in ships in which there is a transmission of true range from the A.F.C.T. In older ships with Dreyer tables, transmission should be from the gun range transmitter or, if this is a "follow the pointer" transmission, from the mean range transmitter.

4. In order not to increase unnecessarily the load on the transmitter, one receiver only should be fitted in a position where it is visible to the operators of both calculators. Where this is not possible, two receivers will be required, one at each calculator.

5. The appropriate range receivers are as indicated below and requirements should be demanded from the Director of Stores (6D), Admiralty, when the "A and A" is to be carried out:—

- (a) For ships with A.F.C.T.'s, Marks I-V, VI prior to serial No. 20 and Mark VII—*Pattern 5551.*
- (b) For ships with A.F.C.T.'s Mark VI serial No. 20 and onwards, VI\* and IX—*Pattern 5962.*
- (c) For ships with Dreyer Tables, *Pattern 2598A, 3142A, 3142B, 5806, 5269 or 5865.*
- (d) For aircraft carriers with A.F.C.C.'s—*Pattern 5553.*

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

**5861.—Ammunition—20 mm., 40 mm. and 2-pdr.—Cartridges S.A. 20 mm. Oerlikon H.E., Lot No. N.F.E. 369 11/42—Withdrawal**

(A.S. 9910/43.—9 Dec. 1943.)

Oerlikon H.E. ammunition of American manufacture, Lot N.F.E. 369 11/42, is to be withdrawn from service owing to varying charge weights.

2. All ammunition of this lot on board ships is to be returned to the nearest N.A. depot at the first opportunity, and ammunition of other lots drawn in lieu.

D.E.M.S. Staff Officers are to arrange for similar action in merchant ships.

3. N.A. depots are to set aside any in store and/or subsequently received reporting particulars to D.A.S. B.89. Nil returns are not required.

("A" message 689A, 28 Sep. 1943, is cancelled.)

**5862.—Ammunition—20-mm., 40-mm. and 2-pdr. H.V. and L.V. Assembled with Repaired Cases at Priddy's Hard**

(G. 012658/43.—9 Dec. 1943.)

Two-pounder H.V. and L.V. ammunition filled at Priddy's Hard, between October, 1941, and August, 1942, inclusive, and made up with cases that were repaired at Priddy's Hard, is to be landed at the first opportunity unless it has been examined since 30 Sep. 1942, and pending its being landed is to be used only as a last resort. The examination date is shown on the labels of the box.

2. The ammunition in question can be identified by the contents label on the side of each box and by an F in a square marked on the base of each cartridge case.

3. *R.N. Armament Depots only.*—Ammunition filled at Priddy's Hard between October, 1941, and August, 1942, and for which repaired cases have been used, is to be broken down and remade with new cases in accordance with A.S.O. 4466/43/B.103, dated 10 Nov. 1943, the recovered cases being brought to produce.

("A" messages 259A, 1 Sep., 1942, 665A, 24 Sep. 1943, are cancelled.)

(C.A.F.O. 156/43 is cancelled.)

**5863.—Ammunition—20-mm., 40-mm. and 2-pdr.—Cartridges S.A. 20-mm. Oerlikon—Lot No. N.F.M. 11/42 7.A.80—Withdrawal**

(A.S. 12393/43.—9 Dec. 1943.)

20-mm. Oerlikon ammunition of Lot No. N.F.M. 7.A.80 11/42 is to be withdrawn from service owing to its liability to missfire.

2. All ammunition of this lot on board ships is to be returned to the nearest N.A. Depot at the first opportunity, and ammunition of other lots drawn in lieu. D.E.M.S. Staff Officers are to arrange for similar action to be taken in Merchant Ships.

3. N.A. Depots are to set aside any in store and/or subsequently received reporting particulars to D.A.S. B.89. Nil returns are not required.

("A" message 786A (B.7), 15 Oct. 1943 is cancelled.)

**5864.—Ammunition—Miscellaneous A.A.D. Weapons—2-in. U Rocket Tails for 2-in. H.E. Ammunition, A.A.D. Type J or Type L—Filled Cordite Lot No. B.S. 9793—Disposal**

(A.S./C.I.N.O. 7250/43.—9 Dec. 1943.)

Two-inch Rocket Tails of any type, *i.e.*, for two-inch U H.E. ammunition, A.A.D. Type J or A.A.D. Type L., filled Cordite Lot No. B.S. 9793, should be disposed of by dumping or returned to the nearest Naval Armament Depot for this purpose.

**5865.—Ammunition Supply—Naval Armament Depots—Supply, Tests and Returns of Ammunition to**

(A.S. 05180/43, A.S. 15544/43.—9 Dec. 1943.)

All cartridges containing cordite of the following sub-lots on board sea-going ships are to be landed before 31st March, 1944.

Lot No.	Size	Cartridges into which filled
R.N.C.236c 3/44	S.C.280	B.L., 15-in. gun
R.N.C.540c 3/44	S.C.109	Q.F., 4.7-in. IX-XII gun
R.N.C.843c 3/44	S.C.109	Q.F., 4.7-in. IX-XII gun
R.N.C.959c 3/44	S.C.122	B.L., 6-in. XII gun
R.N.C.1067c 3/44	S.C.109	Q.F., 4.7-in. IX-XII gun
R.N.C.1079c 3/44	S.C.109	Q.F., 4.7-in. IX-XII gun
R.N.C.1180c 3/44	S.C.109	Q.F., 4.7-in. IX-XII gun
R.N.C.1209c 3/44	S.C.109	Q.F., 4.7-in. IX-XII gun
R.N.C.1236c 3/44	S.C.109	Q.F., 4.7-in. IX-XII gun
R.N.C.1251c 3/44	S.C.109	Q.F., 4.7-in. IX-XII gun
R.N.C.1348c 3/44	S.C.109	Q.F., 4.7-in. IX-XII gun
R.N.C.1513c 3/44	S.C.109	Q.F., 4.7-in. IX-XII gun
R.N.C.1546c 3/44	S.C.109	Q.F., 4.7-in. IX-XII gun
R.N.C.1562c 3/44	S.C.109	Q.F., 4.7-in. IX-XII gun
R.N.C.1574c 3/44	S.C.109	Q.F., 4.7-in. IX-XII gun
R.N.C.1638c 3/44	S.C.109	Q.F., 4.7-in. IX-XII gun
R.N.C.1662c 3/44	S.C.109	Q.F., 4.7-in. IX-XII gun
R.N.C.1692c 3/44	S.C.109	Q.F., 4.7-in. IX-XII gun
R.N.C.1809c 3/44	S.C.280	B.L., 15-in. gun
R.N.C.1816c 3/44	S.C.280	B.L., 15-in. gun
R.N.C.1825c 3/44	S.C.109	Q.F., 4.7-in. IX-XII gun
R.N.C.2184c 3/44	S.C.109	Q.F., 4.7-in. IX-XII gun
R.N.C.2213c 3/44	S.C.109	Q.F., 4.7-in. IX-XII gun
R.N.C.2310c 3/44	S.C.280	B.L., 15-in. gun
R.N.C.2426c 3/44	S.C.109	Q.F., 4.7-in. IX-XII gun

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

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

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

The following amendments are to be made to A.F.O. 5601/43, viz. :—

Column 1, Item 3. For "R.N.2798U" read "R.N.2798".

Column 1, Item 6. For "R.N.2813" read "R.N.2813Y".

(A.F.O. 5601/43.)

**5866.—Armament Stores—Miscellaneous Machines, Rocket, Signal, Marks I—IV. Modification to Facilitate Loading Tubes, Friction, Marks IV and V**

(A.S./G. 013323/43.—9 Dec. 1943.)

The following modification is approved :—

Store	...	Machines, rocket, signal, Marks I—IV.
Part affected	...	Firing lever screw and friction tube hole.
Purpose	...	To facilitate loading of Marks IV and V friction tubes.
Nature of modification	...	Head of firing lever screw to be bevelled and mouth of friction tube hole to be enlarged. On modification, a star (*) is to be added to the mark of the machine.
Drawing	...	A.F.O. Diagram 364/43.
By whom to be done	...	Machines in service by ships' staff and in store by R.N. armament depots.
Degree of urgency	...	Machines in service at first opportunity and in store, before issue if possible.

**5867.—Naval Stores (for Gunnery Purposes)—Oil, Anti-Freeze, Air Ministry Specification D.T.D. 44C and D.T.D. 44D, for Use in 20 mm., Twin, Marks V and VC, 2-pdr., Marks XV and XVI, and 0.5-in., Marks V and VC Mounting Hydraulic Systems**

(G. 3581/43.—9 Dec. 1943.)

Oil, anti-freeze, to Air Ministry Specification D.T.D. 44D is to be used in the hydraulic systems of the gun mountings referred to above, except as otherwise stated in A.F.O. 5346/43.

2. Specification D.T.D. 44D supersedes Specification D.T.D. 44C, but there is no objection to unused stocks of the latter being utilised for the gun mountings referred to above.

3. D.T.D. 44D is available at Yards and R.N. Store Depots at home and at Yards abroad in 2-gallon and 5-gallon containers.

4. (a) *Coastal Force Craft.*—(i) One hundred gallons of oil, D.T.D. 44D, is to be maintained at each Coastal Force Base for every eight or less vessels fitted with any of the gun mountings referred to above.

(ii) Ten gallons of oil, D.T.D. 44D, per mounting, which will be required for first charging the system during erection of mountings on board, is to be demanded from the nearest Dockyard by the authorities concerned.

(b) *Vessels other than Coastal Force Craft.*—(i) Ships concerned are to carry 10 gallons of oil per mounting fitted, both as a first supply and an emergency stock.

(ii) Five gallons of oil, D.T.D. 44D, per mounting is required for first charging the system during erection of mountings on board, and is to be demanded from the nearest Dockyard by the authorities concerned. Subsequent requirements are to be demanded by the ships from their storing yards.

5. The American equivalent of oil, D.T.D. 44D, is obtainable from the Standard Oil Co., New Jersey, under the name of Univis 40.

6. The Sea Store Establishments concerned will be amended accordingly.

(A.F.O. 5346/43.)

(A.F.Os. 4754/41—not in Annual Volume, 4162/41, 1535/42, 5156/42 and 6431/42 are cancelled.)

**5868.—Rangefinders—Elevation Errors—Air Disturbance Gear—Rhodiumised Windows—Care and Maintenance—Tests and Reports**

(G. 3615/43.—9 Dec. 1943.)

A.F.O. Diagram No. 362/43 (D.N.O. 399) relative to A.F.O. 4036/43 is included in the Diagram issue No. 50/43, dated 9 Dec. 1943.

(A.F.O. 4036/43.)

**5869.—Above Water Torpedo Tubes—Repair of Worn or Damaged Striker Bolts**

(T.2784/43.—9 Dec. 1943.)

Worn or damaged breech block striker bolts of above water torpedo tubes are to be repaired by the method shown in A.F.O. Diagram No. 366/43.

2. Care is to be taken that the peg for the new striker point is driven tightly into the striker bolt.

**5870.—Cartridges, Impulse, Torpedo 25 oz. Flashless—Withdrawal of Lots Nos. 1-15**

(A.S. 18020/42.—9 Dec. 1943.)

Cartridges, Impulse, Torpedo 25 oz., Flashless, of lots Nos. 1-15, filled C.R.B. 8/42-5/43, are to be withdrawn from service.

2. Cartridges of these lots on board H.M. ships are to be landed at the nearest Naval Armament Depot and cartridges of other lots drawn in lieu.

3. *Naval Armament Depots.*—Cartridges of lots 1-15 in store, together with any subsequently received, are to be broken down, gunpowder destroyed and serviceable components returned to store.

**5871.—Detonators, Electric, No. 21—Mark VII of Lots 33, 34 and 35—(B.R. 7/41)—Use for Instructional Purposes Only**

(A.S. 6822/43.—9 Dec. 1943.)

Detonators, electric, No. 21, Mark VII of lots 33, 34 and 35 (B.R. 7/41), have been relegated to use "for instructional purposes only" category; packages containing these detonators are to be stencilled or labelled accordingly.

(A.F.O. 2389/43.)

**5872.—Ball and Roller Bearings for Electrical Machinery**

(T. 2840/43.—9 Dec. 1943.)

When demanding replacement Bearings for electrical machinery it is essential to quote the bearing maker and his full descriptive reference No. together with any necessary qualifying note and/or suffix or else the Admiralty Pattern No. of each bearing required.

2. Where the Admiralty Pattern No. is quoted on the nameplate, this will be sufficient. In all other cases, reference must be made to the "As Fitted" drawings supplied to the ship.

3. In those cases where no "As Fitted" drawings are available, the defective bearing should be closely examined and all reference numbers and letters marked on the inner and outer races and on the cage should be quoted.

**5873.—Electrical Apparatus with Flexible Cables—Precautions in Use**

(N.L. 12290/43.—9 Dec. 1943.)

Attention is drawn to A.F.O. 5935/43 in Section 6 of this issue.

(A.F.O. 5935/43.)

**5874.—Authorised Full Power**

"Esse", "Vee" and "Wair" Class Destroyers. "Scott" and "Shakespeare" Class Leaders

(D. 16336/43.—9 Dec. 1943.)

The instructions laid down in the Engineering Manual, Article 72, concerning authorised full power are to be interpreted as follows in the case of destroyers in which one boiler is removed, new pattern sprayers are fitted, or boilers with new pattern fronts are fitted:—

I. *Admiralty "Vee" and "Wair" Class Destroyers*

(a) With 8 pattern 13 sprayers fitted with No. 4 caps the pressure at the sprayers is not to exceed 150 lbs./sq. in.

(b) With 10 pattern 1 sprayers 1½ turns open fitted with pattern 10 caps the pressure at the sprayers is not to exceed 170 lbs./sq. in.

(c) With 10 pattern 13 sprayers fitted with No. 3 caps the pressure at the sprayers is not to exceed 140 lbs./sq. in.

II. *Thornycroft "Vee" and "Wair" Class Destroyers*

(a) With 13 pattern 1 sprayers with No. 10 caps 1½ turns open the pressure at the sprayers is not to exceed 150 lbs./sq. in.

(b) With 13 pattern 13 sprayers fitted with No. 3 caps the pressure at the sprayers is not to exceed 120 lbs./sq. in.

III. *"Scott" and "Shakespeare" Class Leaders*

(a) With 13 pattern 1 sprayers with No. 10 caps 1½ turns open the pressure at the sprayers is not to exceed 140 lbs./sq. in.

(b) With 13 pattern 13 sprayers fitted with No. 3 caps the pressure at the sprayers is not to exceed 115 lbs./sq. in.

2. In the case of ships which retain their original number of boilers the limits laid down in the Engineering Manual, Article 72, paragraphs (2) and (3) are also to be observed.

(B.R. 16, Article 72.)



**5875.—Boiler Room Fan Engine—Emergency Repair***H.M. Ships*

(D. 10613/43.—9 Dec. 1943.)

As a result of a fracture in wake of the neck of the flange of the steam regulating valves of both forced draught fan engines in one of H.M. ships of the "Black Swan" class the ship was completely immobilised.

2. A temporary repair was effected by utilising a spare boiler running down valve, boiler blow down hose and an adaptor with No. 1 size screwed hose connection to connect to the deck piece where the steam supply to fans passes through the floor of the fan flat, vide A.F.O. Diagram No. 363/43. It was necessary to cut off the spigot on the flange of the running down valve and to modify the bolting on the flange of the valve and adaptor to suit existing fittings.

3. With these arrangements it was found possible to make good a speed of 10 knots on one boiler and a somewhat higher speed could have been maintained if necessary.

*(C.-in-C., W.A., 29 Jul. 1943, No. W.A. 2707/4879.M.)***5876.—Oil Fuel Fittings—Additional Sizes of Sprayer Caps and Plugs—Introduction**

(N.S. 18184/42.—9 Dec. 1943.)

Additional sizes of sprayer caps and plugs, to fit oil fuel sprayer body, Pattern 13, have been standardized in accordance with A.F.O. Diagram No. 360/43 and will be added to the Authorized List of Naval Stores under subhead B, item 12D :—

Pattern numbers	Size numbers	Output in lbs. per hour
22	00	150
23	2A	750
24	3A	1050

2. Sprayer cap and plug, Pattern 22, is for lighting-up purposes and for use with boilers for auxiliary steaming where a small capacity cap is required. Patterns 23 and 24 have been added to meet the need for sprayer caps of the outputs indicated in new construction and altered conditions in existing ships. Allowances of the new patterns will be promulgated by a separate A.F.O.

3. An initial purchase of each pattern will be arranged for distribution as follows :—

Ports- Chatham	Devon- mouth	Devon- port	Rosyth	Malta	Alex- andria	Trin- comalee	Bermuda	Simons- town
20	20	20	20	20	20	30	10	10

The fittings required for Malta and Alexandria will be delivered to R.N. Store Depot, Colne, for shipment to be arranged and those for Trincomalee, Bermuda and Simonstown to R.N. Store Depot, Llanishen.

4. Diagram A.F.O. 360/43 includes particulars of amended tolerances in respect of existing patterns of caps and plugs. All previous drawings showing these patterns should be cancelled.

**5877.—Turbine Glands and Dummy Packings—Method for Restoring Radial Fin Clearances**

(D. 021414/43.—9 Dec. 1943.)

The following method for restoring the fin clearances of turbine glands and dummy packings is used in the U.S.A. and is recommended as being simple and effective within the limits imposed by the work hardening of the material of the fins, which, if excessive, would result in subsequent running contact breaking up the tip instead of easy wearing away.

2. The method entails "rolling out" the packing by pinching it in a specially shaped tool and revolving the rotor by means of an air driven motor. A sketch showing the general lines of construction and working position of the tool is given in A.F.O. Diagram 359/43.

3. The method of operation is as follows :—

- The two parts of the tool are securely mounted to the lower half of the turbine casing by means of strongbacks.
- The part "A" is lined up with the back of the fin and the bolt is slacked off.
- The rotor is turned slowly and steadily by an air motor, coupled to a flange bolted to the claw coupling.
- Oil is applied to the fin and the bolt in the tool is slowly tightened, the fin being expanded radially.
- Care is to be taken to adjust the tool periodically to prevent the expanded fin tip from touching the tool.

4. This method has the disadvantage of closing up the expansion clearance between the gland segments at the top of the packing and where packing is treated in this way the gaps between segments are to be restored as far as may be possible by careful work with a small sawblade.

*(Devonport Y.L., 21 Aug. 1943, No. 4414.)***5878.—25-ft. Motor Cutters with Fowler 2DY Engines**

(D./C.P. 92705/43.—9 Dec. 1943.)

A.F.O. 4838/43 is to be amended as follows :—

Paragraph 4, line 3 :—

Delete "c/o Southern Railway, Botley Station, Hants."

Substitute "H.M. Dockyard, Portsmouth."

*(A.F.O. 4838/43.)***5879.—Magnetic Compasses—Boxes for—Return when Empty**

(C.D. 712/43.—9 Dec. 1943.)

The attention of all Commanding Officers is drawn to the requirement that boxes in which the following patterns of compasses have been or are in future supplied to H.M. ships are to be returned without delay to the Naval Store Officer, Admiralty Compass Observatory, Ditton Park, Slough, Bucks :—

Pattern 195	Pattern 195A
Pattern 195TA	Pattern 0195A
Pattern 0195TA	Pattern 921
Pattern 188	Pattern 0921
Pattern 188A	Pattern 0188A
Pattern 28P	Pattern 29P.

2. A.F.Os. 2766/42 and 5792/42 drew attention to this requirement, but the response has so far been so small that the supply of equipment is in danger of being interfered with, for lack of boxes. All possible steps should therefore be taken to ensure that all boxes of the types referred to above are returned as directed at the earliest possible opportunity.

*(A.F.Os. 2766/42 and 5792/42 are cancelled.)***5880.—Centralised Wireless System (C.W.S.) Power Supplies in Capital Ships, Fleet Aircraft Carriers and Cruisers fitted with Boards 2BF, Distributing Pattern Nos. W8394 to W8400—Fitting-out Information**

(S.D. 04348/42.—9 Dec. 1943.)

A.S.E. Preliminary Specification No. B.326/43 has been prepared to show the method of fitting and wiring the power supplies for the Centralised Wireless System (C.W.S.) in capital ships, fleet aircraft, carriers and cruisers fitted with Boards 2 B.F. Distributing, Pattern No. W8394 to W8400.

2. Copies of the specification have been forwarded to Commanders-in-Chief, Eastern Fleet and Western Approaches; Admirals Superintendent, Chatham, Devonport, Portsmouth, Orkneys, Malta and Rosyth; Flag Officers, East Africa, West Africa and Ceylon; Commodore, Algiers; Commodores-Superintendent, Gibraltar and Simonstown; Commodores-in-Charge, Sheerness and Halifax; Commodore Commanding R.I.N., Bombay; Captain-

in-Charge, Bermuda; Captains Superintendent, Alexandria and Durban; Naval Secretaries Wellington and Melbourne, (for the Officers concerned at Melbourne, Sydney and Freemantle); Secretary Naval Board (N.D.A.) Ottawa and to B.A.M.R., Washington.

3. Copies of the specifications have also been forwarded to the Warship Production Superintendents, East Coast of Scotland, North Western, Humber, Southern, London, South Wales, Belfast, Scottish and North Eastern Areas; and to the Warship Electrical Superintendents, Scottish, North Western, North Eastern, South Wales, London, South Western and Northern Ireland Areas. The Principal (Ship) Overseers and Emergency Repair Overseers of all ships concerned are therefore to apply to the Warship Production Superintendents of their areas for a copy of A.S.E. Specification No. B.326/43 in accordance with the procedure laid down in A.F.O. 790/40.

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

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

**5881.—Flat Roof of Main W/T Aerials—Fitting of  $\frac{1}{2}$ -in. E.S.F.S.W.R. Halyards**  
(Capital Ships, Cruisers, Depot Ships and Repair Ships)

(S.D. 685/43.—9 Dec. 1943.)

Owing to the reports of frequent breakages of halyards ( $\frac{3}{8}$ -in. E.S.F.S.W.R.) fitted to 6-wire flat roof main W/T aerials, it has been decided that the halyards of the flat roof aerials fitted in capital ships, cruisers, depot ships and repair ships are, in future, to consist of  $\frac{1}{2}$ -in. extra special flexible steel wire rope.

2. (a) *Ships in commission.*—Existing halyards are to be replaced as they become defective, by the respective ships' staffs.

(b) *Ships (reconstruction and new construction).*—Halyards of the larger denomination are to be supplied and fitted to all flat roof aerial wires, by the dockyard or contractor concerned.

3. Fitting-out specifications and drawings will be amended accordingly.

**5882.—Radar—R.T.U., Mark 52—Supply of**

(S.D. 012477/43.—9 Dec. 1943.)

Supplies of range transmission unit, Mark 52, are now available in limited quantities.

2. Ships which are allowed this unit (C.B. 3090, Section E, as amended by C.A.F.O. P.491/43) are to demand the necessary stores from Superintending Naval Store Officer, Haslemere, provided the work of fitting can be carried out during the period the ship is in hand.

3. This unit will be incorporated in all PF huts, manufactured after 1st December, 1943.

**5883.—W/T Equipment—Fitting D/F Outfit F.M.12, Marconi H/F Transceiver C.S.N.L. etc.—As. and As.**

"Flower" Class Corvettes

(S.D./D. 09936/43.—9 Dec. 1943.)

Paragraph 6 of A.F.O. 4326/43 is to be deleted. The position of D/F Frame Coil S22 for D/F Outfit F.M.12 should remain on the fore side of the A/S bridge as shown on A.F.O. diagram 78/42, (A.S.E. drg. 30546) promulgated with C.A.F.O. 1141/42.

(C.A.F.O. 1141/42 and A.F.O. 4326/43.)

**5884.—W/T—Receivers B.28 and B.29—Allowance, as spares**

Submarine Depot Ships

(N.S. 32983/43.—9 Dec. 1943.)

To facilitate replacement of defective receivers B.28 and B.29 in submarines, it is approved for spare receivers to be supplied to submarine depot ships.

2. Submarine depot ships concerned are, therefore, to forward demands to Superintending Naval Store Officer, Haslemere, for receivers B.28, Pattern W.2835A, and B.29, Pattern W.2698, on the basis of one of each pattern for every eight or fewer submarines attached so fitted.

3. Establishment List for Receiver Outfits CDC and CDF will be amended.

(Admiral (Submarines), No. SM. 825/851, 25 Oct. 1943)

(Captain (S), Third Submarine Flotilla, No. T.S.F. 4971/174, 21 Oct. 1943)

(C.O., H.M.S. "Wolfe", No. 1632/77, 11 Oct. 1943.)

**5885.—Aircraft—Fitting of Incorrect Fork-ends**

(A.M.R. 3151/43.—9 Dec. 1943.)

A serious accident has resulted through the wrong fork end being fitted to a tension rod turnbuckle in the flying control circuit of an aircraft. In another instance a wrong fork-end was fitted to a streamline wire.

2. The utmost care must be taken to ensure that the correct size fork-ends are used, especially where the pitches of the threads are identical or almost so, viz.,  $\frac{1}{4}$ -in. and  $\frac{3}{32}$ -in. nominal diameters.

(A.F.O. 3588/43.)

**5886.—Seafire and Spitfire Aircraft—Adjustment of Flying Controls**

(A.M.R. 2160/43.—9 Dec. 1943.)

Periodical checks for correct tension of Seafire and Spitfire control cables are to be made by tensometer as described in A.P. 1565E, Vol. 1, as amended by A.L. 29.

2. On all occasions when it becomes necessary to adjust the tension of the aileron cables (see note following paragraph 3(1) of A.L. 29), or to alter the reflexing of the ailerons (A.L. 29, paragraph 4(1)), full details are to be recorded of such adjustments on the Form 700 of the aircraft concerned. In each case, the tension of each of the control cables and/or the extent of the reflexing applied, both before and after adjustment, should be recorded.

3. A note of this order is to be made against operations Co. 316 and Pl. 307 of the Airframe Section of the Inspection Schedule.

4. Regarding Figure 1A (Rigging Diagram—Flying Controls) issued with the above-mentioned A.L. 29, the friction readings given therein are those which should be obtained in new aircraft. Where readings exceed twice those given, i.e., for ailerons 6 lbs., for rudder 3 lbs., and the difference of the two readings for elevator 4 lbs., the aircraft is to be placed unserviceable until the cause of the excessive friction has been located and removed.

5. A.P. 1565A, B & E, Vol. I and A.P. 2280 A & B, Vol. II, Part 2 (Naval) will be amended.

6. For purpose of carrying out the tests referred to at paragraph 4 above, Ref: 21C/1383—Spring Balance—15 lb. will be allowed to Seafire squadrons, ships and services in accordance with following scales:—

(a) Squadrons ... ..	1 in No.
(b) Naval Air Stations A.R.S. ... ..	1 in No.
(c) Aircraft Carriers Workshops ... ..	1 in No.
(d) Repair Yards Class "A" ... ..	2 in No. (A.R.S.).
(e) Repair Yards Class "B" ... ..	1 in No. (A.R.S.).
(f) H.M.S. "Unicorn" Workshops ... ..	1 in No.
(g) S.S.U. "Seafire" ... ..	1 in No.

7. Demands to complete from Services in commission should be forwarded to the appropriate Naval Aircraft Store depot or Storing Yard. Supply as initial equipment to services due to commission will be made without demand.

The balances Ref: 21C/1383 are not likely to be available for some time and demands should not, therefore, be unduly hastened.

8. Pending supply, Spring Balance Naval Pattern B10/1467 should be used.

Difficulty is likely to be experienced, when using this balance, in obtaining accurate readings of the small values concerned, extreme care must be exercised and the measurement repeated several times to ensure consistency of results.

**5887.—Acids and Distilled Water—Marking of Receptacles***Dockyards and Naval Store Depots.*

(N.S. 32631/43.—9 Dec. 1943.)

It has been reported that difficulty has been experienced at a base abroad in distinguishing jars of sulphuric acid from nitric acid.

2. Care is to be taken to ensure that receptacles for acids are clearly marked with a description of their contents. All receptacles for distilled water are also to be similarly marked.

*(S.N.S.O., Levant, message 211735C/Oct.)**(A.F.O. 1963/40 is cancelled.)***5888.—Aircraft—Salvage and Disposal of Hydraulic Fluids**

(N.S. Air 9258/43.—9 Dec. 1943.)

There is an urgent necessity to economise as much as possible in the use of hydraulic fluids and also to salvage such fluids, with a view to the reclamation of their valuable constituents.

2. All hydraulic fluid drained from systems which is unsuitable for further use, and all dirty and contaminated fluid, is to be collected as salvage and segregated in containers according to the type of fluid, viz. :—

(i) Castor base fluids (which include D.T.D. 391 (Ref. 34A/81), D.T.D. 388 (Ref. 34A/82 and 34A/83), Lockheed fluids, Intava fluids Nos. 624, 684 and 685).

(ii) Mineral base fluids (which include D.T.D. 44D (Ref. 34A/43 and 34A/46), fluid, gyro pilots (Ref. 34A/92), Intava utility oil, Intava servo fluid, sperry servo fluid).

3. If possible, salvaged fluid is to be collected in containers which originally contained a similar type of fluid. If such original containers are not available, suitable containers are to be demanded from the nearest yard or depot.

4. Containers used for salvaged hydraulic fluids are to be clearly marked showing the type of fluid they contain, viz., "Salvaged castor base hydraulic fluid" or "Salvaged mineral base hydraulic fluid", as appropriate, and securely bunged to prevent further contamination or loss during storage or transit.

5. Salvaged hydraulic fluid collected and segregated as detailed above at home is to be forwarded to the nearest dockyard or the appropriate R.N. store depot for disposal as follows :—

(i) Castor base fluids are to be sent to Messrs. A. Boake Roberts & Co., Ltd., Abrac Works, 100, Carpenters Road, Stratford, London, E.15, and a copy of the receipted issue voucher forwarded to the Director of Stores, Admiralty, for transmission to the Ministry of Supply.

(ii) Mineral base fluids are to be sent to the Army salvage organisation of the appropriate army command.

Accumulations abroad should similarly be returned to the nearest R.N. store depot or dockyard, where the fluid should be disposed of locally to the best advantage.

*(A.F.O. 2409/42 is cancelled.)***5889.—Circulating Water System—Provision of Sand Trap in***L.B.V., L.B.E., L.B.O., L.B.W., L.B.F.*

(D./D.C.O.M. 038/43.—9 Dec. 1943.)

Experience has shown the necessity for incorporating a sand trap in the circulating water system of the above craft.

2. A modification to all existing barges in accordance with A.F.O. Diagram No. 365/43 is to be carried out by base staffs at the first convenient opportunity, the necessary water separators being demanded from L.C.M.S.O., Staines.

*(C.-in-C., Portsmouth, 3 Sep. 1943, No. 4504/X/0600/4/1.)**(This Order is to be retained until complied with.)***5890.—Converters, Deflection, for Assessors, Cine Film, Fixed Gun—Introduction of**

(N.S. Air 4956/43.—9 Dec. 1943.)

The undermentioned item has been introduced for use with assessors, cine film, fixed gun, Ref. 14A/2945, and will be allowed to ships and services in accordance with the following scales :—

Ships	... ..	} One converter, deflection, Ref. 14A/3271, for each assessor, cine film, fixed gun, Ref. 14A/2945 held.
R.N. Air stations, Classes "A" and "B"	... ..	

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

3. Deliveries from contractors have now commenced and supplies to ships and services should begin forthwith.

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

5. The converter is illustrated in A.P. 1749, Preliminary Issue No. 3, Vol. 1, page 48.

*(A.F.O. 3417/42.)***5891.—Ethylene Glycol—Stowage of "Illustrious" class and "Indomitable"**

(D. 023926/43.—9 Dec. 1943.)

In connection with the approved A. and A. to fit a 400-gallon tank for stowing Ethylene glycol in the above-mentioned ships, it should be noted that this liquid freezes at a temperature of 10°F. A minimum normal ambient temperature of 40°F is desirable and this should be borne in mind when choosing a position for the tank.

2. The tanks should be lagged externally. No protective coat of any sort should be applied to the inner surfaces.

3. In addition, to prevent particles of foreign matter passing from the storage tank to the aircraft coolant system, a strainer of about No. 30 mesh, arranged with the necessary isolating valves to enable withdrawal for cleaning, is required to be fitted between the tank and draw-off cock.

*(This Order is to be retained until complied with.)***5892.—Fitting of Cowl on Foremost Funnel—As. and As.***"Town" Class Destroyers*

(D. 024300/43.—9 Dec. 1943.)

Complaints have been received from "Town" class destroyers that since fitting Radar Type 271, smoke and fumes from the foremost funnel have been experienced on the bridge and forward mess decks.

2. It has been found that a cowl, details of which are given in A.F.O. Diagram 367/43, fitted to the foremost funnel practically eliminates this backdraft, and it has been decided to fit a similar cowl to the foremost funnel in all "Town" class destroyers (ex H.M. ships "Clare" and "Bradford") fitted with Radar Type 271.

3. Commanding Officers of ships concerned are to insert an item, classification "A", in their next list of As. and As. to cover the work involved.

*(C.O., H.M.S. "Churchill", 20 Sep. 1943, No. 1429/15.)**(This Order is to be retained until complied with.)*

**5893.—Oerlikon Magazine Locker—Additional—Fitting of—As. and As.***L.B.E.*

(D/D.C.O.M. 0488/43.—9 Dec. 1943.)

An additional Oerlikon magazine locker is to be fitted in the above-mentioned vessels, (a) below decks where space is available, and (b) where space is not available below decks, on deck and within the safety limits of the electric welding set and heating stoves.

2. The work is to be carried out by base staffs as an item of As. and As., Classification A.

*(Capt. L.B., 20 Oct. 1943, No. L.B. 14.)**(This Order is to be retained until complied with.)***5894.—Patches—Three-ply Wood for Damage Control Purposes***Coastal Force Craft*

(N.S. 20345/43.—9 Dec. 1943.)

Arrangements have been made for the purchase of 10,000 of each size of the 3-ply wood patches specified for Coastal Force craft in Part IV of the Appendix to A.F.O. 1642/43, for delivery as follows:—

*Rosyth. Chatham. Severn. Portsmouth. Mersey. Devonport.*

Patches 3-ply wood with holes for screws and with greased fearnought glued to one side.

4-in. x 4-in.	2,000	1,500	1,000	2,000	2,000	1,500
6-in. x 6-in.	2,000	1,500	1,000	2,000	2,000	1,500
12-in. x 9-in.	2,000	1,500	1,000	2,000	2,000	1,500

2. Coastal Force bases should forward demands to their storing yards for patches required for attached craft.

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

4. The quantity of screws, Pattern 249 is increased to 288 No. and Part IV of Appendix to A.F.O. 1642/43 should be amended accordingly.

*(A.F.O. 1642/43.)***5895.—Tailshafts—Corrosion of***B.Y.M.S.*

(D. 025978/43.—9 Dec. 1943.)

The following steps are to be taken to reduce the severe corrosion of B.Y.M.S. tailshafts:—

(a) the procedure laid down in A.F.O. 4034/42 is to be carried out at the next docking,

(b) the brass keep plates for the cotters of the muff couplings are to be replaced by steel plates at the first opportunity.

2. B.Y.M.S. bases should report on the effectiveness of this procedure after three months in service.

*(A.F.O. 4034/42.)***5896.—Telescopes—Improved Pattern 333**

(N.S. 21050/43.—9 Dec. 1943.)

A new improved type of Pattern 333 telescope is being introduced, which has an eye-piece system giving 50° apparent field, compared with 35° of the existing type. Pattern No. 333A has been allocated to the new instrument.

2. The draw tube is now identical with that of telescopes, Patterns 373B and 12100, and in order to accommodate this new tube, the rack and pinion normally used on Pattern 333 is superseded by a knurled ring device, which is considered very much less liable to damage through ordinary wear and tear, whilst still giving satisfactory optical performance. The leather straps and caps are also simplified.

3. It is not intended to replace telescopes, Pattern 333, already in use, but all future production will be of the new model, Pattern 333A.

4. The telescopes issued in accordance with A.F.O. 4546/42 to Commander-in-Chief, Home Fleet, Rear Admiral, Aircraft Carriers, Home Fleet, Rear Admiral, 1st Cruiser Squadron, Rear Admiral, 10th Cruiser Squadron, and Rear Admiral (D), Home Fleet, should be exchanged for Patterns 333 or 333A if considered necessary. The returned telescopes should be issued to shore stations.

5. The Sea Store Establishments concerned and the Rate Book will be amended.

*(A.F.O. 4546/42 is cancelled.)***5897.—Telephones—Moulded Mouthpieces—Allowance Coastal Force Bases.**

(N.S./C.F.M. 4500/43.—9 Dec. 1943.)

Coastal Force Bases are to be allowed the moulded mouthpieces, pattern 13593, for sound powered telephones, introduced by A.F.O. 1116/43, on a basis of four for each flotilla of craft attached which are so fitted.

2. Bases concerned should forward demands as necessary to their storing yards.

3. The Establishments of Naval Stores concerned will be amended.

*(A.F.O. 1116/43.)***5898.—Towing Arrangements—After Towing Slip***Destroyers*

(D. 023337/43.—9 Dec. 1943.)

An instance has recently been reported in which difficulty was experienced in releasing the after towing slip of a destroyer which was being towed.

2. Examination of the slip revealed that the internal length of the coupling link was excessive, thereby allowing this link to "walk up" the tongue of the slip.

3. With a view to preventing a repetition of the trouble referred to, attention is directed to the necessity for careful examination of the after towing slip by Ships' Officers, Dockyard Officers or Emergency Repair Overseers during the periodical survey of the vessels' chain cables.

*(A.S. Portsmouth, 14 Sep. 1943, Y.L. 7316.)***5899.—Standard Compass—Fittings in Vicinity of***B.Y.M.S.*

(C.D. 655/43.—9 Dec. 1943.)

In certain B.Y.M.S. vessels the following items fitted do not conform to the safe magnetic distances required from the standard compass:—

- (i) Loud hailer.
- (ii) Steel awning spars.
- (iii) Portable magnetic stools.

2. Where such is the case, wherever possible steps are to be taken to re-site these fittings.

3. Item to be treated as a defect.

*A.F.O. 91145***5900.—Wiremen (J)—Components of Tool Kits for**

(N.S./AMR. 886/42.—9 Dec. 1943.)

The tool kit for Petty Officer or Leading Wiremen (J) referred to in paragraph 14 of A.F.O. 1542/43 will consist of the tools shown in the Appendix hereto.

2. All Petty Officer or Leading Wiremen (J) due for drafting overseas after completion of the course at R.N. Station, Eastleigh, will be supplied with a complete

kit of tools on personal loan before leaving the U.K. They will be responsible for its safe custody for the whole period during which it is on personal loan to them.

3. Eastleigh will transfer these kits by Form S.549 to the Overseas Station to which the Wiremen (J) are drafted. All copies of the form are to bear the signature of the Petty Officer or Leading Wireman (J) as acknowledgment of receipt. This voucher will suffice for crediting the store account at Eastleigh and for debiting the store account at the receiving station while, at the same time, giving the Accountant Officer there a receipt for the items which are on personal loan.

4. Neither the kits nor their components are to be issued to personnel other than Wiremen (J).

5. Spare kits of tools will be held as follows for supply to Wiremen (J) who may be promoted to Leading rank in accordance with paragraph 9 (a) of A.F.O. 1542/43, viz. :—

Naval Store Officer, Kilindini ... .. 2  
Superintending Naval Store Officer, Colombo ... .. 4

6. Replacements, when necessary, will be made from the naval store free of charge, subject to the value of any tools lost or damaged through misconduct or neglect being recovered in accordance with K.R. & A.I. Article 1936.

## APPENDIX

R.A.F.		Naval Stores		Description.	Denom.	Quantity.	Remarks.
Sec-tion.	Ref. No.	Sub-head.	Patt. No.				
—	—	—	—	Kit box with tray, lock and key.	No.	1	British Insulated Cables, Prescott.
—	—	—	—	Belling tool lead ...	"	1	British Insulated Cables, Prescott.
—	—	B.11	109A	Callipers, 10-in. ...	Pr.	1	
—	—	B.11	1071C	Chisels, chipping, $\frac{7}{8}$ -in.	No.	1	
—	—	B.11	1071D	Chisels, chipping, 1-in.	"	1	
—	—	B.11	73	Files, round, 12-in. ...	"	1	
—	—	B.11	300	Files, half-round, 14-in.	"	1	
—	—	B.11	244	Files, flat, 12 in. ...	"	1	
—	—	E.12	763	Handles for files ...	"	3	
—	—	—	—	Cloth, wiping, moleskin	"	1	J. P. Lamb & Sons.
—	—	—	—	First aid outfit ...	"	1	British Insulated Cables, Prescott.
—	—	B.11	4314	Frame, hacksaw, Eclipse	"	1	
—	—	B.11	C.788	Blades, hacksaw, 14 t.p. inch.	"	4	
—	—	B.10	18	Funnel ... ..	"	1	
—	—	B.11	C.617	Hammers, ball pane, 2 lb.	"	1	
—	—	B.11	C.614	Hammers, ball pane, 1 lb.	"	1	
—	—	E.12	40	Handle, for hammer ...	"	1	
—	—	E.12	38A	Handle, for hammer ...	"	1	
—	—	—	—	Hook shave heart shape, stem through handle.	"	1	C. Booth & Co. Liverpool.
—	—	B.11	1055	Bits soldering straight	"	1	
—	—	B.11	3934	Bits soldering hatchet	"	1	
—	—	—	—	Knives, 1 hack 2 paper (1 old and 1 new type).	"	3	Southern & Richardson, Sheffield.
—	—	B.9	2899	Lamps, blow, with outfit, vertical burner.	"	2	

## APPENDIX—contd.

R.A.F.		Naval Stores		Description.	Denom.	Quantity.	Remarks.
Sec-tion.	Ref. No.	Sub-head.	Patt. No.				
—	—	E.12	1539	Leadbeater, light 14-in. (Dresser).	"	1	
—	—	B.10	462	Ladles, metal $3\frac{1}{2}$ -in....	"	1	
—	—	B.10	464	Ladles, metal $4\frac{1}{2}$ -in....	"	1	
—	—	—	—	Mirror, 6-in. in wood frame.	"	1	Keizer & Co. Liverpool.
—	—	B.10	528A	Pots, pitch, 1 gall. ...	"	1	
—	—	B.10	528C	Pots, pitch, 3 gall. ...	"	1	
—	—	B.11	1447	Nippers ... ..	Pr.	1	
—	—	—	—	Pan, galvanised, 10-in., with strainer.	No.	1	J. P. Lamb & Sons, Liverpool.
—	—	—	—	Pliers, $5\frac{1}{2}$ -in. ... ..	Pr.	1	G. Plumpton, Warrington.
—	—	B.11	986A	Pliers, gas ... ..	"	1	
—	—	B.11	707	Rasp, 14-in. ... ..	No.	1	
—	—	B.11	948	Rule, steel, 2-ft. ... ..	"	1	
—	—	B.11	C775	Saw, tenon, 12-in. ... ..	"	1	
—	—	—	—	Scissors, 8-in. ... ..	Pr.	1	Kelly & Sons, Liverpool.
—	—	B.11	1064	Shears, Tin, 12-in. ...	"	1	
—	—	—	—	Spanner, clyburn, No. 6	No.	1	Kelly & Sons, Liverpool.
—	—	B.11	3652	Spanner, double ended, $\frac{1}{2}$ -in. $\times$ $\frac{9}{16}$ -in.	"	1	
—	—	B.11	3653	Spanner, double ended, $\frac{3}{8}$ -in. $\times$ $\frac{11}{16}$ -in.	"	1	
—	—	B.11	3654	Spanner, double ended, $\frac{3}{4}$ -in. $\times$ $\frac{13}{16}$ -in.	"	1	
—	—	—	—	Level, spirit, 6-in., metal cased.	"	1	Kelly & Sons, Liverpool.
—	—	B.11	666	Screwdrivers 6-in. ... ..	"	2	
—	—	B.11	664	Screwdrivers 12-in. ... ..	"	2	
—	—	B.9	70A	Thermometer, 0-600°F., in brass tube and wood carrier tube.	"	1	
—	—	B.11	39	Spanner, box, $\frac{1}{4}$ -in. $\times$ $\frac{5}{16}$ -in.	"	1	
—	—	—	—	Frames, tent, large and small.	"	2	British Insulated Cables, Prescott, Tilly Lamp Co.
—	—	—	—	Lamps, paraffin vapour	"	2	
—	—	D.4	—	Tarpaulins, 18-ft. $\times$ 12-ft.	"	2	
—	—	—	—	Furnace, paraffin ... ..	"	1	R. J. Sheen, Nottingham.
—	—	B.10	1426	Buckets, for pitch ... ..	"	2	
—	—	—	—	Frame, hacksaw (small) with six blades.	"	1	Kelly & Sons, Liverpool.
—	—	B.11	2	Footprint, wrench, 9-in.	"	1	
—	—	—	—	Tarpaulin, small, 6-ft. $\times$ 4-ft.	"	1	Gourock Rope Works, Liverpool.
—	—	B.10	5	Cans, oil, 4-gall. ... ..	"	1	
—	—	—	—	Wedges, wood ... ..	"	2	British Insulated Cables, Prescott, G. Plumpton Ltd., Warrington.
—	—	—	—	Pliers, 5-in., diagonal side-cutting.	Pr.	1	

R.A.F.		Naval Stores		Description.	Denom.	Quantity.	Remarks.
Section.	Ref. No.	Sub-head.	Patt. No.				
—	—	—	—	Tin, for paper sleeves	No.	1	British Insulated Cables, Prescott.
—	—	—	—	Stove, Primus (in box with furnace).	"	1	Mosers Ltd, Liverpool.
—	—	—	—	Sheet, iron, ground 12-in. × 12-in. × $\frac{1}{16}$ in.	No.	1	British Insulated Cables.
—	—	—	—	Desiccator hand and Desiccator hose and foot.	"	1	S. Smith & Sons, Nottingham, or Hattersley & Davidson, Leeds.
—	—	B.11	65	Bits, auger, $\frac{1}{8}$ -in. ...	"	1	
—	—	B.11	586	Shanks for auger, $\frac{1}{8}$ -in. ...	"	1	
—	—	B.11	66	Bits, auger, $\frac{1}{4}$ -in. ...	"	1	
—	—	B.11	587	Shank for auger, $\frac{1}{8}$ -in. ...	"	1	
—	—	B.11	67	Bits, auger, $\frac{1}{8}$ -in. ...	"	1	
—	—	B.11	588	Shank, for auger, $\frac{1}{4}$ -in. ...	"	1	
—	—	—	—	Boss (carrying), 30-in.	"	1	Kelly & Sons Ltd.,
—	—	—	—	Belt (safety), 96-in. ...	"	1	British Insulated Cables, Prescott.
—	—	—	—	Chisel, wood, 1 $\frac{1}{2}$ -in. ...	"	1	Kelly & Sons Ltd.
—	—	—	—	Irons, climbing ...	Pr.	1	British Insulated Cables, Prescott.
—	—	—	—	Sash line, 30-ft. ...	No.	1	H. J. Jones & Co. Ltd., Liverpool.
—	—	—	—	Draw vices and keys	"	2	Plumpton & Co., Warrington.
—	—	B.11	C767	Saw, hand, 24-in. ...	"	1	
—	—	—	—	Telephones, field ...	"	2	Standard Tele-phones & Cables Ltd., Type M.1.
—	—	B.11	670A	Tape measure, 50-ft. in leather case.	"	1	
—	—	—	—	Pliers, gas, 6-in. ...	Pr.	1	A. Plumpton, Warrington.
—	—	—	—	Soldering Iron (small)	No.	1	Made in R.N.A.S., Eastleigh Workshops.
—	—	E.11	C279	Brush Sashtool, No. 6	"	1	
5A	1967	—	—	Lamps, headband ...	"	1	
5J	1251	—	—	Battery, dry, 6-volt ...	"	2	
5L	2238	—	—	Lamps, filament 2-volts, 0.15 watts.	"	2	
—	—	E.11	C282	Brush, stencil ...	"	1	
—	—	—	—	Moulds, sheet iron, for plumbers' metal.	"	6	British Insulated Cables.

(A.F.O. 1542/43.)

## Section 4

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

## 5901.—Initial Equipments of Air Stores—Procedure for Supply of Stores becoming due under Amendments to Air Store Establishments

(N.S. Air 10373/43.—9 Dec. 1943.)

The normal procedure for the supply of air stores to amended allowances promulgated by Admiralty Fleet Orders ("P" series) under which ships and services concerned forward demands to their storing depots (unless the order specifically states that supply will be made without demand) is not appropriate in the case of the supply of initial outfits under the "D.T." procedure to new ships, stations, etc., or to existing services re-arming with another type of aircraft.

2. The following procedure is accordingly being instituted in regard to *initial supplies*.

3. The Admiralty letter authorising the supply task (D.T.) will indicate the number of the latest A.S.E. amendment list incorporated, or to be incorporated in the demands. It will be the responsibility of the depot dealing with the initial outfit to raise demands and supply all items allowed by amendment lists issued subsequent to that quoted in the letter on the following basis:—

(a) *S.M.E. for squadrons forming or re-arming.*

Until the initial outfit has been completely supplied.

(b) *Other "D.T." initial issues.*

Until all items immediately available have been supplied.

5. The store depot concerned will in each instance inform the ship or service of the number of the latest amendment list to which supply has been or will be made.

## 5902.—Mooring Lighter for Malta—Y.C. Number

(P. 013466/43.—9 Dec. 1943.)

A dumb mooring lighter being constructed by Messrs. John Lewis & Sons, Ltd., Aberdeen, under Admiralty order C.P.8B/110036/43, dated 15th November, 1943, has been designated Y.C.389. On completion the craft will be appropriated to Malta dockyard.

## 5903.—Luminous Compound—Method of Storing

(L. 9313/43.—9 Dec. 1943.)

Attention is drawn to paragraphs 19, 20, 21 and 22 of the Factories (Luminising) (Health and Safety Provisions) Order, 1942, re-promulgated in A.F.O. 5936/43, regarding the method of storing luminous compound

(A.F.O. 5936/43.)

(A.F.O. 3038/42 is cancelled.)

## 5904.—Washing of Bedding—Ratings

(V.1/8050/43.—9 Dec. 1943.)

The blankets of ratings serving in and normally living on board trawlers and smaller vessels may be washed at the public expense when necessary, but not oftener than once in three months. Flag Officers-in-Charge and Naval Officers-in-Charge at ports and bases are to make the most convenient arrangements practicable for doing this, leave or refitting periods being taken advantage of for the purpose so far as possible.

2. At ports and bases where there are already Admiralty or local contracts for the washing of blankets, these contracts should be utilised for carrying out the work. At other ports and bases Flag Officers-in-Charge and Naval Officers-in-Charge are to arrange local contracts for doing the work and are to report particulars to the Director of Contracts, Admiralty, Bath.

3. The washing of hammocks and bedding of ratings (including those serving on agreement T.124 and its variants) at Crown expense is not authorised except as provided for in paragraphs 1 and 2 above (blankets) and B.R. 93, Manual of Victualling, Chapter XII, section 7, paragraph 11, viz. :—

*Washing*

“ 11. Hammocks are to be washed at Government expense only in the following cases :—

- (a) Hammocks of men serving in destroyers where sufficient space for washing is not available.
- (b) Hammocks (marked) of Royal Marines, etc., transferred from one ship to another at short notice, when there is not time for the man to wash them himself.”

(A.F.Os. 3522/40 and 595/41 are cancelled.)

**5905.—Loan Protective Clothing—Personnel Employed in 16-in., Mark I, and 6-in. Turrets**

*H.M.S. “ Nelson ” and H.M.S. “ Rodney ”*

(V. 5920/42.—9 Dec. 1943.)

Loan protective clothing (overall suits and black leather shoes) for the use of personnel employed in 16-in., Mark I, and 6-in. turrets of H.M.S. “ Nelson ” and H.M.S. “ Rodney ”, whose clothing is liable to be damaged by leakage of oil, may, pending instructions to any other effect, be allowed on the following scales :—

- (a) 59 sets per ship for personnel (O.As., Q.Os., L.T.Os. and turret sweepers) who are regularly employed in the 16-in., Mark I, and 6-in. turrets. This number may be increased in war time by 10 sets to provide for the increased complement of Q.Os. allowed by A.F.O. 627/42.
- (b) In addition to the above but in war time only, 46 sets per ship for the watch crews in the shell and cordite handing rooms of 16-in., Mark I, turrets if manned by seamen (*i.e.*, A and B turrets). Crews employed in other positions in the turret are excluded from this provision.

2. The money allowance authorised by K.R. & A.I. Article 1601b is payable only to the ratings referred to in paragraph 1 (a) above.

3. B.R. 93, Chapter X, section 26, will be amplified accordingly.

(A.O., H.M.S. “ Anson ”, No. P50/13/K of 9 Dec., 1942.)

(M. of V. Br. 93, Chapter X, section 26.)

(A.F.O. 627/42.)

**5906.—Loan Clothing—Record of Issues and Returns**

(V. 3043/43.—9 Dec. 1943.)

In order to facilitate the maintenance of proper records of issues and returns of articles of loan clothing, a loan Clothing Book has been introduced for use in all H.M. Ships and Establishments.

2. The book, which has been printed in two sizes as well as in loose leaf form, provides a record to be kept by the Commanding Officer, Accountant Officer, or Officers of departments to whom loan clothing is issued, of issues to individuals; it can also be used by Accountant Officers for recording issues to Departments.

3. The books and forms, which contain full instructions for use, will be distributed as follows, and arrangements should be made for the scheme to be brought into operation as soon as supplies are received :—

S.101 Size I For Ships and Establishments with complements over 700 and not exceeding 2,000.

S.101 Size II For Ships and Establishments with complements up to 700 (excluding small vessels rendering accounts on the Inventory System).

S.102 Loose Leaf Form Index Sheets for Binders for } For use in Shore Establishments with complements of over 2,000.

S.103 Loose Leaf Form For use in small vessels rendering accounts on the Inventory System. To be kept in the cover with the Inventory—Distribution to be made by the Accounting Base on the basis of two forms per vessel.

4. An initial distribution of the books and forms will be made by the Superintending Naval Store Officer, R.N. Store Depot, Elveden Road, Park Royal, N.W.10, from whom further requirements should be demanded.

**5907.—Provisions—Extra Issues**

*Motor Torpedo Boats, etc.*

(V. 2/5450/43.—9 Dec. 1943.)

Attention is drawn to the fact that the extra issues of provisions authorised for the crews of certain coastal force craft by A.F.O. 4447/42, as amended by A.F.O. 6199/42, cover a period of a day, *i.e.* 24 hours, and issues in excess of the scale laid down are not to be made gratuitously more than once in that period.

2. Where the victualling accounts are dealt with on the inventory system replacements of gratuitous issues should not be effected until a certificate has been produced to the Accountant Officer of the parent ship or base signed by the Commanding Officer of the craft concerned, showing the days and number of consecutive hours the ship has been under way at sea and the quantities of provisions issued in accordance with B.R. 93, Manual of Victualling, Chapter IV, Section A. The Accountant Officer of the parent ship or base will be responsible for seeing that any issues in excess of the scale laid down are charged as issues on repayment.

3. This certificate may be rendered if convenient on page 4 of the Victualling and Spirit Book, S.1072.

4. B.R. 93, Manual of Victualling, Chapter IV, Section A, will be amplified accordingly.

(B.R. 93, Chapter IV, Section A.)

(A.F.Os. 4447/42 and 6199/42.)

**5908.—Razors, Hollow Ground**

(V. 9/7818/43.—9 Dec. 1943.)

The capacity for manufacturing hollow ground razors is very limited, and the output available is inadequate to meet demands from the Navy on the present scale.

2. Accountant officers should, therefore, strictly scrutinize all issues to individuals, so that supplies are eked out to the best advantage and issued only where actually needed. Demands on the victualling yards and depots should similarly be reduced to requirements for actual issues.

**5909.—W.R.N.S.—Transport Kitbags**

(V. 5878/43.—9 Dec. 1943.)

W.R.N.S. ratings drafted abroad are to be provided with a special pattern transport kitbag on personal loan. These kitbags are not to be withdrawn on completion of the voyage in accordance with B.R. 93, Chapter X, Section 28, but are to be retained by the ratings until completion of their service abroad and withdrawn on their return to the United Kingdom.

2. Transport kitbags will be supplied to ratings at the W.R.N.S. Central Training and Drafting Depot, London, when they receive their tropical kit.

(B.R. 93, Chap. X, Section 28.)

(A.F.O. 3165/42.)

**5910.—Bacteriological Case—Addition of Giemsa's Stain**

(M.D.G. 58375/43.—9 Dec. 1943.)

Giemsa's Stain, in tablet form, 4 No. tubes of 6 tablets, is to be added to the Service Afloat Bacteriological Case.

2. Medical officers of H.M. ships are to demand the tablets in accordance with the above scale from the most convenient Service Afloat medical depot.

3. Stocks for issuing depots will be forwarded without demand.

**5911.—Spencer Wells Artery Forceps—REPORT**

(M.D.G. 55629/43.—9 Dec. 1943.)

All forceps of the above type are to be carefully examined, and any found to be obviously flawed, or which have broken when in use, are to be returned to the nearest Naval Medical Depot for replacement.

2. All Spencer Wells forceps should be thoroughly tested to ensure that the blades will not break when in use. Officers in charge of R.N. medical depots should report to the Medical Director-General details of any broken or defective forceps returned for exchange in accordance with this Order, the maker's name being stated.

**Section 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE****5912.—133-43 Star—Issue of Ribbon**

(H. &amp; A. 760/43.—9 Dec. 1943.)

With reference to A.F.O. 5056/43, paragraph 4 (c), the full address shown below should be used in applying for bulk quantities of ribbon:—

The Superintending Victualling Store Officer,  
H.M. Victualling Depot,  
Southern Area,  
Thatcham,  
Berks.

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

**5913.—Amendments to Books**

(E.F.O.—9 Dec. 1943.)

The undermentioned amendments (A.F.Os. P.689-699/43) to B.R. and O.U. books are available for issue from the R.N. Store Depot, Elveden Road, Park Royal, N.W.10, in accordance with A.F.O. 1268/39, paragraph 3.

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

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

**A.F.O. P.689/43.**—B.R. 275—Care and Maintenance of Above Water Tubes, Cordite Impulse, D.R.VI (A to E), etc.—Amendment No. 11.

**P.690/43.**—B.R. 62—R.N.R. Regulations (Officers)—Amendment No. 12.

**\*P.691/43.**—B.R. 378 (General) A.S.E.—Amendment No. 26.

**P.692/43.**—B.R. 615 (D)—Lecture Notes for Instruction of A.A.3's Qualifying at Sea—Amendment No. 1.

**A.F.O. P.693/43.**—B.R. 635—Regulations for Maintenance of 18-in., Marks XI and XII and XV Type Torpedoes—Amendment No. 13.

**P.694/43.**—B.R. 650—Notes on the 303-in. Browning Gun, Type A, Mark II\*—1943—Amendment No. 3.

**P.695/43.**—B.R. 796/42—Handbook of Periodical Maintenance Routines for 21-in., Mark VIII\*\* Torpedoes—Amendment No. 4.

**P.696/43.**—B.R. 813—Notes on the Smith and Wesson, 9 mm., Self-loading Carbine, 1943—Amendment No. 3.

**P.697/43.**—B.R. 832—The Lanchester Carbine Manual (9 mm., Lanchester Machine Carbine), 1943—Amendment No. 2.

**P.698/43.**—O.U. 5450—Regulations for Maintenance of 21-in., Mark IV\*S and S.O. Torpedoes, and 21-in., Mark II S.O. Torpedoes in Submarines—Amendment.

**P.699/43.**—O.U. 5449—Regulations for Maintenance of 21-in., Marks II-V, Torpedoes—Amendment.

*\*Exceptionally, A.F.O. P.691 will be distributed without demand by the Superintending Naval Store Officer, R.N. Store Depot, 191a, Askew Road, Shepherds Bush, W., who holds the stock of the parent book.*

(A.F.O. 5786/43.)

**5914.—A.M.S.Is.**

(E.F.O.—9 Dec. 1943.)

There are no Admiralty Merchant Shipping Instructions for distribution with this issue of A.F.Os.

(A.F.O. 5787/43.)

**5915.—B.R.274 (43)**—Handbook and Drill for 20mm. Oerlikon Machine Gun, Marks II, II, U.S.N., and IV, U.S.N., on Marks I, IIA, IIIA, IV, U.S., V, U.S., VIIA and VIIIA Mountings—Issue

(G. 934/43.—9 Dec. 1943.)

The above-mentioned handbook and drill is now in the press and copies will be issued, without demand (except as at \* below), by the Naval Store Officer, R.N. Store Depot, Elveden Road, Park Royal, N.W.10, as soon as supplies become available, in accordance with the following establishment, viz. :—

	<i>Copies</i>
Flag Officers ... ..	1 each
Flag Officers-in-Charge and Naval Officers-in-Charge (Home and Abroad).	1 each
Battleships, Battle Cruisers, Fleet Carriers, Light Fleet Carriers and Escort Carriers.	3 each.
Cruisers, A.A. Cruisers, A.M.Cs., Auxiliary A.A. Ships,	2 each.
Destroyer Depot Ships, Submarine Depot Ships, Monitors, Minelayers.	2 each.
Flotilla Leaders, Destroyers, Sloops, Corvettes, Convoy Escort Ships, Minesweepers, Repair Ships, Gunboats, O.B.V's., Combined Operations Landing Ships (White Ensign).	} 1 each.
Coastal Force Bases ... ..	As necessary* (see paragraph 3).
Flag Officers-in-Charge and Naval Officers-in-Charge of Bases from which Auxiliary Craft operate.	As necessary* (see paragraph 4).
Captain, Major Landing Craft ... ..	As necessary* (see paragraph 5).
H.M.S. "Excellent" ... ..	175
Captain (G), H.M. Gunnery School, Devonport ... ..	25
Captain (G), R.N. Gunnery School, Chatham ... ..	20
G.M.E.O., H.M.S. "Dunluce Castle" ... ..	1
General Officer Commanding, Royal Marines ... ..	100
Commander (G), Gunnery School, Durban (H.M.S. "Assegai")	20



Dockyards—	Copies.
Portsmouth ... ..	5
Devonport ... ..	5
Chatham ... ..	5
Sheerness ... ..	5
Rosyth ... ..	3
Orkneys ... ..	1
Pembroke ... ..	2
Malta... ..	4
Gibraltar ... ..	3
Alexandria ... ..	3
Bermuda ... ..	3
Simonstown ... ..	3
Durban ... ..	2
Ceylon ... ..	1
Kilindini ... ..	2
T.E.O., Colombo ... ..	2

*Fitting-out Gun Mounting Overseers—*

Liverpool, Glasgow, Belfast, Middlesbrough, Newcastle, Hull, Cardiff, Avonmouth, Barrow, Leith, Aberdeen, Southampton, Falmouth, London, Lowestoft, New York, Suez Canal Area, Aden, Freetown.	2 each.
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*Fitting-out Gunnery Officers—*

Cardiff, Liverpool, Barrow, Belfast, Glasgow, Greenock, Ardrossan, Aberdeen, Leith, Great Yarmouth, Newcastle, Sunderland, Middlesbrough, Hull, London, Southampton, Falmouth, Lowestoft, West Hartlepool, Bombay, Capetown, Durban, Aden, Suez Canal Area, New York, Simonstown.	2 each.
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Senior Officer, Canadian Military Headquarters ... ..	200
Air Ministry ... ..	6
War Office, C.2.C. (Books) ... ..	2,000
C.O., A.A. Training School, R.N.A.S., Arbroath ... ..	100
Trawler Base, Durban, H.M.S. "Kongoni" ... ..	1
D.A., Bombay ... ..	25
Lowestoft Patrol Service Central Depot ... ..	4
Secretary, Naval Board (N.D.A.), Ottawa, Canada ... ..	30
(For supply to C.N.S., Gunnery Schools, D.N.O. (Canada) and bases.)	
R.N. College, Greenwich ... ..	5
R.A. College, Woolwich ... ..	1
B.A.S.R. ... ..	1
B.A.M.R. ... ..	36
B.A.T.M. ... ..	8
B.A.D. ... ..	1
Secretary, Navy Office, Melbourne ... ..	220
Secretary, Navy Office, Wellington, New Zealand ... ..	10
Director-General, India Store Depot, "P" Branch, Belvedere Road, S.E.1. ... ..	26
D.D.T.D., Wood Lee, Egham ... ..	1
E.R.O., Grimsby ... ..	1
Inspectors of Naval Ordnance ... ..	As necessary.
Armament Supply Depots and Establishments ... ..	As necessary

*Gun Mounting Overseers—*

Barrow, Glasgow, Elswick, Coventry, Woolwich ... ..	1 each
Dutch Naval Liaison Officer, Falmouth ... ..	20
Navigation Officer, R.A.F., Northwood ... ..	2
Marine Headquarters, Coastal Command, Northwood, Middlesex. ... ..	25
Norwegian Naval Attaché, Royal Norwegian Navy Headquarters. ... ..	1
R.A.F. Station, Corsewall ... ..	2
Chief Inspecting Ordnance Officer, 131, Devonshire House, W.1. ... ..	1
Ministry of Supply, S.S.2B ... ..	18

*Maritime R.A. Regiments :—*

Home—	Copies
No. 1, Lochwinnoch ... ..	1
No. 2, Leslie ... ..	1
No. 3, North Shields ... ..	1
No. 4, Southport ... ..	1
No. 5, Shoeburyness ... ..	1
No. 6, Thornbury ... ..	1
<i>Abroad—</i>	
No. 8, New York... ..	1
Halifax Maritime R.A. ... ..	1
No. 9, Middle East Force ... ..	1
No. 10, Bombay ... ..	1
Karachi Maritime R.A. ... ..	1
Colombo Maritime R.A. ....	1
No. 11, Capetown ... ..	1
No. 1 (Ind.) Troop, Sydney, N.S.W. ... ..	1
Bermuda Maritime R.A. ... ..	1

Port (Home)	Base Staffs	Training Centre	Issue to Ships
LONDON (Thames Area) ... ..	2	London ... ..	200
Tilbury ... ..	1		
Shoreham ... ..	1		
Southend ... ..	1		
Ipswich ... ..	1		
SOUTHAMPTON ... ..	2	Southampton ... ..	50
		Safeguard ... ..	
DEVONPORT ... ..	2	Devonport ... ..	50
Dartmouth ... ..	1		
Brixham ... ..	1	Brixham ... ..	
FALMOUTH ... ..	2	Falmouth ... ..	50
Penzance ... ..	1		
BRISTOL CHANNEL AREA (Cardiff) ... ..	2	Bristol ... ..	250
		Flying Fox ... ..	
Avonmouth ... ..	1		
Barry ... ..	1		
Newport ... ..	1		
Port Talbot ... ..	1		
Swansea ... ..	1	Swansea ... ..	2
Milford Haven ... ..	1	Milford Haven ... ..	2
		Glendower ... ..	3
LIVERPOOL ... ..	2	Liverpool ... ..	300
		Wellesley ... ..	3
Manchester ... ..	1	Manchester ... ..	2
Barrow ... ..	1	Barrow ... ..	2
Workington ... ..	1	Workington ... ..	2
BELFAST ... ..	2	Belfast ... ..	100
Londonderry ... ..	1		
WEST COAST OF SCOTLAND (Glasgow) ... ..	2	Glasgow ... ..	300
Greenock ... ..	1	Greenock ... ..	2
Ayr (including Troon and Irvine) ... ..	1		
Ardrossan ... ..	1		
Faslane ... ..	1	Norwegian Training Centre	2
Oban ... ..	1	Mallaig ... ..	0
Aultbea (Loch Ewe) ... ..	1		
STORNOWAY ... ..	1	Stornoway ... ..	5
LYNESS ... ..	1	Lyness ... ..	10
ABERDEEN ... ..	1	Aberdeen ... ..	50
Inverness ... ..	1		
LEITH ... ..	2	Leith ... ..	75
Dundee ... ..	1	Dundee ... ..	2
Methil ... ..	1		
Grangemouth ... ..	1		

Port (Home)	Base Staffs	Training Centre	Issue to Ships
NEWCASTLE (Tyne Area)	2	Newcastle ... .. 2 Satellite ... .. 3	200
South Shields	1		
Blyth	1	Blyth ... .. 2	
Sunderland	1	Sunderland ... .. 2	
Middlesbrough	1	Middlesbrough ... .. 2	
Hartlepool	1		
HULL	2	Hull ... .. 2	100
Grimsby	1	Grimsby ... .. 1	
<i>Port (Abroad)</i>			
GIBRALTAR	2	Gibraltar... .. 2	50
FREETOWN	2	Freetown ... .. 2	150
Lagos	1		
Takoradi	1		
SIMONSTOWN	1	Simonstown ... .. 2	150
Capetown	1		
Port Elizabeth	1		
Durban	1	Durban ... .. 2	
East London	1		
ABADAN	2		50
Basra	1		
Khoramshahr	1	Khoramshahr ... .. 2	
PORT SAID	2	Port Said ... .. 3	300
Alexandria	1	Alexandria ... .. 2	
Aden	1	Aden ... .. 2	
Massawa	1		
Port Sudan	1		
Benghazi	1		
Tripoli	1		
Port Tewfik	1	Port Tewfik ... .. 2	
Haifa and Beirut	1		
ALGIERS	2		200
Oran	1		
Bougie	1		
Bone	1		
Phillipeville	1		
MALTA	1	Malta ... .. 2	50
BOMBAY	2	Bombay ... .. 3	350
Karachi	1	Karachi ... .. 2	
Madras	1	Madras ... .. 2	
Calcutta	1	Calcutta ... .. 2	
COLOMBO	1	Colombo ... .. 3	100
MELBOURNE	2	Melbourne ... .. 2	200
Brisbane	1		
Sydney (N.S.W.)	1	Sydney (N.S.W.) ... .. 2	
Fremantle	1	Fremantle ... .. 2 Flinders ... .. 2	
Adelaide	1		
Newcastle (N.S.W.)	1		
WELLINGTON	2	Wellington ... .. 2	100
Auckland	1	Auckland ... .. 2	
Lyttelton	1		
Dunedin	1		
OTTAWA	2		200
Esquimalt	1	Esquimalt ... .. 2	
St. John's, N.F.	1		
Quebec	1		
Montreal	1	Montreal ... .. 2	
St. John, N.B.	1	St. John, N.B. ... .. 2	
Halifax, N.S.	2	Halifax, N.S. ... .. 2	
Sydney, C.B.	1	Sydney, C.B. ... .. 2	
NEW YORK	2		300
Boston	1		

Port (Abroad)	Base Staffs	Training Centre	Issue to Ships
Baltimore	1		
Galveston	1		
Norfolk (Va.)	1		
Savannah	1		
Philadelphia	1		
TRINIDAD	1	Trinidad ... .. 2	25
BERMUDA	1	Bermuda... .. 2	25
KINGSTON (Jamaica)	1		25
ARUBA	1		30
Curacao	1		
BUENOS AIRES	1		25
REYKJAVIK	1	Nil	25
MURMANSK	1		10
Archangel	1		

2. This book supersedes B.R. 274 (41)—Handbook and Drill for 20 mm. Oerlikon Machine Gun, Marks I, II, II U.S.N. and IV U.S.N. on Marks I, IIA and IIIA Mountings—copies of which should be disposed of in accordance with the instructions laid down in Form O.U. 2A—Catalogue of O.U. Books—when copies of B.R. 274 (43) are received.

3. Coastal Force Bases are to demand for Coastal Force Craft as laid down in C.A.F.O. 126/42 on the basis of one copy per ship fitted with this equipment.

4. F.O.I.Cs. and N.O.I.Cs. of bases from which auxiliary craft operate are to demand and maintain a reserve for their auxiliary craft as laid down in C.A.F.O. 1043/40 on the basis of one copy for each ship fitted with this equipment.

5. The Captain, Major Landing Craft, will demand as necessary for all Major Landing Craft.

(C.A.F.Os. 1043/40 and 126/42.)

(A.F.Os. 1308/42, 1606/42 and 2321/42 are cancelled.)

**5916.—B.R.363 (5) and Form D.126 (2)—Lists of Errata to the Establishment of Naval Stores and List of Particulars for Submarines**

"Oberon" and Later Classes

(N.S. 29345/43.—9 Dec. 1943.)

List of Errata No. 5 to B.R.363 "Establishment of Naval Stores for H.M. Submarines of "Oberon" and later classes has been prepared and copies will be distributed from R.N. Store Depot, Park Royal, N.W.10. Copies of corresponding List of Errata (No. 2) to the List of Particulars (Form D.126) will also be provided for services concerned.

2. Four copies of List of Errata to Form D.126 will be required to complete each copy of the List of Particulars already supplied to ships under construction and these should be issued without demand by the appropriate Warrant Yard. Ships' Officers concerned with preparing the lists should not demand the lists of errata from R.N. Store Depot, Park Royal.

3. *Park Royal only.*—Copies of the establishment when issued should be accompanied by one copy of Lists of Errata Nos. 3, 4 and 5 to B.R.363. The amendments promulgated by earlier lists of errata have been incorporated in the latest reprint of the establishment.

Each copy of Form D.126 when supplied from Park Royal (normally to Warrant Yards only) should be accompanied by four copies of Lists of Errata Nos. 1 and 2 to that form.

**5917.—B.R. 992—Handbook for the Ordnance, Q.F., 6-pdr., 10-cwt., Mark I, on Mounting, 6-pdr., Mark I—Land Service—1.39—Issue**

(G. 5512/43.—9 Dec. 1943.)

The above-mentioned War Office publication has been taken into naval service and added to the B.R. Catalogue.

2. Stocks are limited and care must be exercised to prevent wastage.

3. The following copies will be issued, without demand, by the Superintending Naval Store Officer, R.N. Store Depot, Elveden Road, Park Royal, N.W.10.

	<i>Copies</i>
Commander-in-Chief, Nore ... ..	1
Naval Officer-in-Charge, Harwich ... ..	1
Captain (D), 16th Destroyer Flotilla ... ..	1
Captain (D), 21st Destroyer Flotilla ... ..	1
C.B. Officer to C-in-C., Nore ... ..	8*
H.M.S. "Excellent" ... ..	1
Captain (G), R.N. Gunnery School, Chatham ... ..	1
Captain (G), H.M. Gunnery School, Devonport ... ..	1

\* For issue to ships when fitted with the equipment on the basis of one copy per ship.

4. D.A.S. and C.I.N.O. will each be supplied with three copies.

5. Demands for further copies of this book should be forwarded to the Director of Naval Ordnance, Gunnery Branch, Bath.

5918.—B.R. 1000	}	Issue	
O.P. 820A			40-mm. A.A. Gun—Description and Operation
B.R. 1001			
O.D. 3782			40-mm. A.A. Gun Mount, Mark 1, Twin Description and Operation—(Preliminary)
B.R. 1002			
O.D. 4391			40-mm. A.A. Gun Mount, Mark 2, Quad—Description—(Preliminary)
B.R. 1003			
O.D. 4212			Gun Director, Mark 49—Mods. 1-6—Instruction Book
B.R. 1004			
O.D. 4424			Gun Director, Mark 51—Mod. 1—Operating Instructions

(G. 016004/43.—9 Dec. 1943.)

The above-mentioned U.S. Publications have been taken into the Naval Service and added to the B.R. Catalogue.

2. The stocks are limited and care must be exercised to prevent wastage.

3. Issue will be made by the Superintending Naval Store Officer, R.N. Store Depot, Elveden Road, Park Royal, N.W.10 without demand (except to H.M. ships) as follows:—

	No. of Copies.				
	B.R.1000	B.R.1001	B.R.1002	B.R.1003	B.R.1004
	(O.D. 820)A	(O.D. 3782)	(O.D. 4391)	(O.D. 4212)	(O.D. 4424)
Capital ships, cruisers, fleet carriers, C.V.E's.	2*	2*	2*	2*	2*
Frigates, D.E's ... ..	1*	1*	1*	1*	1*
H.M.S. "Excellent" ... ..	2	2	2	2	2
Captain (G), R.N. Gunnery School, Chatham.	2	2	2	2	2
Captain (G), H.M. Gunnery School, Devonport.	2	2	2	2	2
Commanding Officer, H.M.S. "Queen Charlotte" A/A gunnery range.	2	2	2	2	2
Commanding Officer, Northern A.A. range.	2	2	2	2	2
G.M.E.O., H.M.S. "Dunluce Castle.	1	1	1	1	1
Dockyards, home and abroad	—	1	1	1	1
C.I.N.O. (for headquarters and I.O's at ports and depots).	25	—	—	—	—
D.A.S. (for headquarters and R.N.A. depots).	65	—	—	—	—

\* Ships fitted with the equipments.

4. Ships, fitted with the equipments named in the heading of this order, not already carrying the relevant handbooks, should demand copies from Park Royal on the scale quoted in paragraph 3 above.

5. Ships already holding the relevant handbooks in respect of equipment fitted should insert the relative B.R. numbers on the covers of their copies and on books in the "Restricted" category, the words "FOR OFFICIAL USE ONLY" should be added after the word "RESTRICTED".

**5919.—C.B. 4194, C.B. 4259 and C.B. 4275—Declassification**  
(T. 2782/43.—9 Dec. 1943.)

The above confidential books have been declassified to the Books of Reference series and have been renumbered as follows:—

<i>Old Number.</i>	<i>New Number.</i>
C.B. 4194	B.R. 993
C.B. 4259	B.R. 994
C.B. 4275	B.R. 995

**5920.—Forms 38 and 39—Medical Statistics for Royal Air Force Personnel—End of Year Procedure 1943-1944**  
(M.D.G. 57074/43.—9 Dec. 1943.)

Medical Officers in Charge of R.N. Hospitals and Medical Officers of H.M. Ships and R.N. Sick Quarters are reminded of the correct procedure as outlined below for the statistical recording of Royal Air Force personnel remaining in Hospitals and Sick Quarters at the end of the year.

- (i) R.A.F. and W.A.A.F. patients who are remaining in hospital on Friday, 31st December, 1943 are recorded on Form 38 as nominally discharged on that date, and re-admitted on the 1st January, 1944. Forms 38 are to be completed up to and including 31st December, 1943 for all cases remaining in hospital and the number of days of sickness calculated to include both the date of admission and date of discharge (*i.e.* 31st December, 1943).
- (ii) Section I of Form 38 for the first week of January, 1944 is prepared in two parts. *Part I*: A record of all remaining cases nominally re-admitted to hospital on 1st January, 1944 and given their original (1943) Serial No. prefixed by the letter "R". *Part II*: A record of fresh admissions during the week commencing with Serial No. 1.
- (iii) One Form 39 only is prepared for cases remaining over the end of the year, and is to include all clinical notes of treatment received from the date of admission in 1943 to the date of final discharge or transfer, the number of days sickness being calculated as in normal circumstances.

**5921.—Form M.258—Introduction**  
(Sta. 17553/43.—9 Dec. 1943.)

A new form, M.258, is being introduced.

2. This form (a card measuring 6 in. by 4 in.) is to be used at R.N. Air Stations in connection with the system of recording the receipt and dispatch of medical history documents of aircrew and other personnel.

3. The first issue will be made, without demand, from the R.N. Store Depot, Park Royal, N.W.10.

**5922.—Form O.6—Ammunition Labels—Addition**  
(A.S./Sta. 19995/43.—9 Dec. 1943.)

Serial No.	Description	Where used	Page in Form O.6	Sta. No.
N.886	Ctgs., Q.F., 6-pdr., 7-cwt., H.E.	In recess on lid of package.	11	19995/43
N.887	Ctgs., Q.F., 6-pdr., 7-cwt., Practice.	In recess on lid of package.	11	19995/43

2. Demands should be made as necessary in accordance with A.F.O. 97/43.  
(A.F.O. 97/43.)

**5923.—Form S.1230—Rendering**  
(C.W. 51541/43.—9 Dec. 1943.)

Copy of Form S.1230—State of Trained Flying Personnel of the Fleet Air Arm—is no longer required by Flag Officer, Naval Air Stations.

2. K.R. & A.I., Appendix XXII, Part I, will be amended in due course.  
(K.R. & A.I., Appendix XXII, Part I.)

**5924.—Mail Lost by Enemy Action**

(M. 012446/43.—9 Dec. 1943.)

Non-confidential parcel mail posted in the U.K. between 2nd and 18th October, 1943, to H.M. ships and naval authorities in the Levant area, has been lost as a result of enemy action. Duplicates should be forwarded as necessary.

2. Also included in this loss were the following secret and confidential items:—

<i>Addressee</i>	<i>Reference on outside envelope</i>
General Manager, Socony, Vacuum Oil Co., Cairo	1AA 428
C. in C., Levant ... ..	MD/PSJ 12/10
C.O., H.M.S. "Grebe" ... ..	NATN.304; Taps 1/3/40
C. in C., "Levant" ... ..	NATN.304
C.O., H.M.S. "Phoenix" ... ..	TAPS 1/3/41
C.O., 815 NAS ... ..	NATN.304
Sec. C.O., H.M.S. "Hurworth" ... ..	R.S.9.

3. Separate notification of these losses has not been sent to the originators as the references cannot be identified.

**5925.—Typewriters***Corvettes*

(S.T.A. 20105/43.—9 Dec. 1943.)

Approval has been given for the supply of a typewriter to Corvettes of the "Castle" Class.

2. A.F.O. 4444/40 should therefore be regarded as being applicable to "Flower" Class only.

(A.F.O. 4444/40.)

**†5926.—Official Paid Envelopes, etc.—Misuse**

(Sta./N.L. 18001/43.—9 Dec. 1943.)

Attention having been drawn to an instance of the irregular use of an envelope bearing the "Official Paid" imprint, it is to be impressed on all concerned that envelopes and labels bearing the "Official Paid" imprint are only to be used for official correspondence. In this connection it is pointed out that the imprint is valid for prepayment of postage only in respect of the first transmission through the post of the envelope or label on which it is printed. If cut out of the envelope or label it loses its validity.

2. The following precautions are to be taken to prevent the misuse of such envelopes and labels:—

- (a) The main stocks are to be kept under lock and key.
- (b) Ready use supplies are to be issued to responsible members of the staff who make up letters for the post, and these supplies are to be kept locked up at night and when not being drawn upon for official use.
- (c) When the address of the issuing authority is not already printed, this is to be inserted in the bottom left hand corner of the envelope, or label, by all shore establishments, except where the nature or location of the establishment makes it undesirable that the address should become generally known.

(A.F.O. 1453/42 is cancelled.)

**5927.—H.M.S. "Pembroke III"—Address of Accountant Officer**

(M. 3138/43.—9 Dec. 1943.)

Attention is drawn to A.F.O. 1867/43.

2. Since the Commanding Officer and Accountant Officer of H.M.S. "Pembroke III" are situated in separate establishments all correspondence for the Accountant Officer should be addressed in full to:—

Accountant Officer,  
H.M.S. "Pembroke III",  
61-63, Netherhall Gardens,  
Hampstead, London, N.W.3.

(A.F.O. 1867/43.)

**5928.—R.N. Medical Depot, Rinnigill**

(M.D.G. 56775/43.—9 Dec. 1943.)

A depot for the issue of service afloat medical stores has now been opened at Rinnigill, Orkney. Demands and correspondence should be addressed to the Pharmacist-in-Charge.

The telephone number is: LYNESS 335, extension 9.

**5929.—Correspondence for H.M. Ships bearing Names of Ports**

(M. 3247/43.—9 Dec. 1943.)

Attention is drawn to A.F.O. 649/43. Considerable delays in the receipt of correspondence are still occurring owing to confusion of H.M. Ships bearing port names with Naval Authorities and Establishments at the ports in question.

2. As a case in point, the Commanding Officer, H.M.S. "Liverpool" has reported that correspondence for Naval Authorities and Establishments at Liverpool is frequently forwarded to his ship in error, owing to envelopes being incorrectly addressed. The correct address of the R.N. Base at Liverpool is H.M.S. "Eagle", Royal Liver Buildings, Liverpool, 3, and care should be taken that this address is used in all suitable cases.

(A.F.O. 649/43.)

**Section 6.—SHORE ESTABLISHMENTS****5930.—Christmas Holiday, 1943—Arrangements for Civilian Non-Industrial Staff**

(C.E. 52803/43.—9 Dec. 1943.)

As announced in A.F.O. 1641/43, it has been decided to allow two days' holiday to civilian non-industrial staffs at Christmas or the New Year. At establishments in England, Wales and Northern Ireland, the days will be Saturday and Monday, the 25th and 27th December; in Scotland the days will be Saturday and Monday, the 1st and 3rd January, but if considered desirable, leave may be granted on 25th December in lieu of the 3rd January.

2. Where officers are required to attend on Christmas Day (or New Year's Day in Scotland), and are members of overtime classes, the attendance will be treated in accordance with the rules applicable to Sunday attendance. Where officers are not members of overtime classes, they may be granted equivalent time off in lieu.

3. Where staff are required to attend on the 27th December (or the 25th December or 3rd January in Scotland), Establishments should grant equivalent time off in lieu wherever practicable, but where time off cannot be granted no additional payment may be made. Part-timers may be granted a holiday on 25th and 27th December (or equivalent days in Scotland), but should not be paid (save in the circumstances provided for in A.F.O. 2909/43) or to be given any additional holiday if they would not have been in attendance on those days.

4. In view of the restrictions imposed on passenger train services during the Christmas period, it is necessary to restrict travel at that time to a minimum, and leave which involves the use of other than local rail travel between the 23rd December and 28th December, both dates inclusive, should not normally be granted. The use of free or partly-free rail travel passes for journeys during the restricted period should not be allowed in the case of evacuated staff and those employed on prolonged detached duty, etc. These restrictions will not preclude the grant of leave which involves travelling on compassionate grounds, e.g., where a person is summoned home because of the serious illness of a near relative.

5. The exceptional arrangements approved last year under which evacuated officers and officers on detached duty were allowed in certain circumstances to anticipate their annual leave for the following year are not being repeated this year, and anticipation of leave should not be allowed.

6. Members of Departmental A.R.P. or Home Guard units who attend their office solely for A.R.P. or Home Guard purposes during the holiday may, wherever practicable, be given time off in lieu in respect of hours of duty inside their normal working hours. The ordinary subsistence arrangements prescribed respectively for A.R.P. and Home Guard duties performed outside working hours, will apply.

(A.F.Os. 1641/43 and 2909/43.)

**5931.—Civil Service Voluntary Savings Scheme**  
(C.E. 58444/43.—9 Dec. 1943.)

With reference to the present procedure under which specific deductions on account of subscriptions to the centralised savings scheme are made from the net salary payments due for each month within the period of the "cycle," it has now been decided that as from the 1st January, 1944, such deductions shall be combined with other voluntary deductions from pay (vide Article 69, Instructions for the Conduct of Cash Duties) for the purpose of ascertaining the net sum payable for the quarter and the amount of each monthly advance of salary, *i.e.*, the deductions will be spread over the full quarter instead of being made from those particular payments falling due within the period of the "cycle."

2. Authorities for deduction at a monthly rate which operate throughout the quarter will accordingly be regarded as authority for the deduction of quarterly sums of three times the monthly amount.

3. The present procedure is to be continued in regard to weekly paid personnel.

**5932.—Workmen's Compensation (Temporary Increases) Act, 1943—Revised Rates of Hurt Pay and Compensation**  
(L. 5460/43.—9 Dec. 1943.)

The above-mentioned Act came into operation on 29th November, 1943. From that date the rates of Hurt Pay payable to employees who have accepted the Government Scheme of Compensation will be *either* those in force on 28th November, 1943, or those provided in the new Act, whichever is the more favourable; the rates payable under the new Act are set out in a Schedule thereto, the terms of which are as follows :—

A.D. 1943  
SCHEDULE

*Section I.—Portions of Section One of the Workmen's Compensation (Supplementary Allowances) Act, 1940, as Amended by Section One of this Act.*

(1) Subject as hereinafter provided, where any workman is at any time while this Act is in force entitled to a weekly payment by way of compensation under the Workmen's Compensation Act, 1925 (which Act, as amended by any subsequent enactment, is referred to in this Act as "the principal Act"), he shall, whether the accident giving rise to the compensation happened before or after the commencement of this Act, be entitled, in respect of each week after the commencement of this Act in respect of which he is entitled to the weekly payment, to :—

- (a) a supplementary allowance at a rate not exceeding five shillings a week in the case of a week falling within the first thirteen weeks in respect of which he is entitled to a weekly payment and not exceeding ten shillings a week in the case of any other week; and
- (b) in the case of a male workman who has a wife who was married to him at the time of the accident, a supplementary allowance in respect of her at a rate not exceeding five shillings a week in the case of any week falling within the first thirteen weeks in respect of which he is entitled to a weekly payment and not exceeding ten shillings a week in the case of any other week; and
- (c) in the case of a male workman who has children under the age of fifteen years, a supplementary allowance in respect of each such child at a rate not exceeding five shillings a week.

(2) Where the weekly payment is in respect of total incapacity or equals the amount which would be payable to the workmen in the case of total incapacity resulting from the injury, any such allowance shall be the maximum allowance specified in the foregoing subsection, and in any other case shall bear the same proportion to the maximum allowance as the weekly payment bears to the amount of the weekly payment which would be payable to the workman in the case of total incapacity :

Provided that the supplementary allowance payable under paragraph (a) of subsection (1) of this section in respect of a weekly payment, or where supplementary allowances are payable both under paragraph (a) and paragraph (b) of that subsection in respect of a weekly payment, the total amount of both those supplementary allowances shall not exceed such sum as would, together with the said weekly payment, amount :—

- (i) in the case of total incapacity, to two-thirds of the average weekly earnings of the workman before the accident, calculated in like manner as for the purpose of ascertaining the weekly payment; or

- (ii) in the case of partial incapacity, to two-thirds of the difference between the amount of the said average weekly earnings of the workman before the accident and the average weekly amount which he is earning or is able to earn in some suitable employment or business after the accident, so, however, that the amount payable shall not, by virtue of this proviso, be reduced below what it would have been if the foregoing provisions of this proviso had not applied and the said paragraphs (a) and (b) had together provided for a single supplementary allowance, payable irrespective of sex or marriage, at a rate not exceeding five shillings a week;

Provided also that the total amount of all the supplementary allowances payable in respect of any weekly payment shall not exceed such sum as would, together with the said weekly payment, amount :—

- (a) in the case of total incapacity, to seven-eighths of the average weekly earnings of the workman before the accident, calculated in like manner as for the purpose of ascertaining the weekly payment; or
- (b) in the case of partial incapacity, to seven-eighths of the difference between the amount of the said average weekly earnings of the workman before the accident and the average weekly amount which he is earning or is able to earn in some suitable employment or business after the accident.

It will be noted that the Schedule provides two over-riding maxima for hurt pay and compensation, viz :—

- (a) for a single man or a married man without children :— $\frac{2}{3}$  of pre-injury average weekly earnings as re-assessed from time to time, or where payments for partial incapacity are being made, at  $\frac{2}{3}$  of the difference between current and pre-injury average weekly earnings as re-assessed from time to time;
- (b) for a married man with children entitled to supplementary allowances :— $\frac{7}{8}$  of pre-injury average weekly earnings as re-assessed from time to time, or where payments for partial incapacity are being made,  $\frac{7}{8}$  of the difference between current and pre-injury average weekly earnings as re-assessed from time to time.

In assessing the benefits payable to married men with children, two calculations are necessary to determine the limit of the amount payable. First apply the rule referred to at (a) above, then add the children's supplementary allowances and to the total thus arrived at apply the rule at (b) to ensure that the total amount payable does not exceed  $\frac{7}{8}$  of pre-injury average weekly earnings, as re-assessed from time to time, or, in the case of partial incapacity,  $\frac{7}{8}$  of the difference between current and pre-injury average weekly earnings as re-assessed from time to time.

In the case of employees who have not accepted the Government scheme, hurt pay and compensation should, as from 29th November, 1943, be paid in accordance with the new Act, as set out in the foregoing schedule and rules. In any case of doubt, reference should be made to the Admiralty.

**5933.—Controller of Canteens—Appointment**  
(L. 2309/43.—9 Dec. 1943.)

Arrangements have been approved whereby Mr. J. G. Girdwood, who now acts as Controller of Canteens for the Ministry of Supply, will also act as Controller of Canteens for the Admiralty, in which capacity he will advise the Admiralty on all matters relating to the institution and organisation of canteens for civilian employees in Admiralty outport establishments and be responsible to the Admiralty for the supervision and the efficiency of the catering facilities in these establishments. He will, furthermore, be responsible in approved instances for the actual operation of the canteens, covering the obtaining of supplies, the preparation and serving of food, prices, management, staff matters and the financial results of his operation of canteens.

2. The Controller of Canteens is authorised to correspond with the managers or other officers responsible for the running of civilian canteens at outports on matters relating to his operation of canteens.

3. Official communications from outports on questions of policy, etc., concerning civilian canteens will continue to be addressed to the Secretary of the Admiralty as hitherto.

4. The address of the Controller of Canteens is: Controller of Canteens (Admiralty), Shell Mex House, Strand, London, W.C.2. Telephone No. Gerrard 6933, Extension 1055.

5. The necessary amendments to A.F.Os. 3514/43 and 3515/43 will be made in due course.

(A.F.Os. 3514/43 and 3515/43.)

## 5934.—Crankshafts for I.C. Engines—Co-ordination of Supply

(P.(L)/D. 15322/43.—9 Dec. 1943.)

It has now been agreed that the Engine Planning Officer of the Ministry of Supply shall co-ordinate the supply and demand of crankshafts for those I.C. engines for which he is responsible, namely:—

All internal combustion engines except those specially designed or intended for aircraft and wheeled vehicles (mechanically propelled), submarines and marine propulsion over 1,500 B.H.P.

2. To enable the Engine Planning Officer to plan production it will be necessary also to keep him informed, as far as possible, of orders likely to influence the supply of those under reference, namely, all Admiralty requirements for I.C. engine crankshafts. The form shown below should be used for tabulating the necessary details.

3. Crankshafts requirements for all new engines are, of course, reported by the engine makers direct. The form is, therefore, intended to apply only to demands for replacement or spare crankshafts, but in the case of a "bottleneck" in production of new engines it may be used for tabulating the information about crankshafts which is required by the Engine Planning Officer.

4. In cases where the crankshaft requirement would not normally be dealt with on a local purchase basis, yards and establishments should forward the form to the appropriate department of the Admiralty for transmission as necessary to the Engine Planning Officer. The urgency of the requirement should be indicated in a covering note.

5. In the case of crankshafts covered by local purchase orders where no reference to the Admiralty would be necessary, the form should be forwarded direct to the Engine Planning Officer, Ministry of Supply, R.E.9, South West Wing, Bush House, Strand, London, W.C.2, again with a covering note indicating the urgency of the requirement. Duplicates for record purposes only should be sent to E.in-C., Admiralty, Bath, and marked for the attention of Commander (E) Nicolson, R.N. (Ref. EN28).

To:—Ministry of Supply, R.E.9,

Bush House, South West Wing,  
Aldwych, London.

## Crankshafts for I.C. Engines—Supply Co-ordination

Ad'my. Dept.....	Crankshaft Contractor .....	*
Ref. ....	Order No. and Date .....	*
and Date .....		

Purpose—i.e. Engine maker (Petrol or Diesel).

Job Number of Vessel or Admiralty Establishment and Service.....

Priority (if any).....\*

No. of shafts..... Overall length .....ft. ....ins.

Diam. of Pins .....ins. Diam. of Journals .....ins.

No. of Throws per shaft ..... Stroke .....ins.

In cases where hastening action on outstanding orders is required, information as to cause of bottleneck—lack of "Forging," "Machining" or other capacity is to be stated:—

Delivery promised..... Delivery required.....

\*IMPORTANT.—In cases where several firms have quoted *subject to "priority being arranged by Ministry of Supply"*, data should be given from estimate most favoured and relative urgency of the requirement is to be stated in the covering letter.

Copies of the covering letter and the above information are to be forwarded to E. in C., Bath (Ref. EN28).

## \*5935.—Electrical Apparatus with Flexible Cables—Precautions in Use

(N.L. 12290/43.—9 Dec. 1943.)

By the unauthorised use of a switch lampholder, Pattern 7993A, as an improvised lighting fitting attached to a flexible cable in a Shore Establishment, a fatal accident has occurred, due to a live part making contact with the case of the lampholder.

2. These switch lampholders are not intended for use apart from the electric light fitting on which they are fitted, an earthing terminal being provided on the fitting if it is of a portable nature.

3. The attention of all those concerned is directed to Article 890 of the Home Dockyard Regulations, which states that no interference with the permanent lighting circuits and the connection of any temporary lighting by the occupiers of the building is to be permitted. A.F.O. 2679/41 stresses the necessity for the strict interpretation of the Article quoted in order to ensure the safety of the electrical installations and the use of authorised apparatus only.

(A.F.Os. 2679/41 and 4518/43.)

## 5936.—Luminising—Health and Safety Regulations—The Factories (Luminising) (Health and Safety Provisions) (Amendment) Order, 1943

(L. 9313/43.—9 Dec. 1943.)

The Factories (Luminising) (Health and Safety Provisions) (Amendment) Order, 1943 (Statutory Rules and Orders, 1943, No. 1053) amends the principal Order (Statutory Rules and Orders, 1942, No. 703) promulgated in A.F.O. 3063/42 in the following respects:—

(i) From 2nd January, 1944, no person is to be employed in the processes envisaged by the main Order if that person has for the immediately preceding twelve months been continuously so employed, whether in one or more factories and whether under one or more employers, employment being deemed continuous unless interrupted by an interval of at least three months. An employer is required to use "reasonable" diligence to ascertain whether or not a person engaged for work in these processes has, or has not, been employed in such processes by another employer and if so, for what length of time.

(ii) The medical examinations required by Article 28 of the principal Order are to take place at intervals of one month instead of three months.

2. Due care should be taken by Heads of Establishments while these processes are carried on to ensure that the provisions of the principal Order and the amendment are fully observed. A copy of the principal Order is re-promulgated hereunder together with a copy of the amending Order.

## STATUTORY RULES AND ORDERS

1942 No. 703

Emergency Powers (Defence)  
Factories

THE FACTORIES (LUMINISING) (HEALTH AND SAFETY PROVISIONS) ORDER, 1942, DATED 1ST APRIL, 1942, MADE BY THE MINISTER OF LABOUR AND NATIONAL SERVICE UNDER REGULATION 60 OF THE DEFENCE (GENERAL) REGULATIONS, 1939.

Whereas it appears to the Minister of Labour and National Service (hereinafter referred to as "the Minister") that persons employed in luminising in factories to which this Order applies are employed in the performance of services or engaged in operations which are essential for the defence of the realm or the efficient prosecution of the war or essential to the life of the community and also are employed in circumstances which in the opinion of the Minister are or are likely to be dangerous to life or limb or injurious to health:

Now, therefore, the Minister by virtue of the powers conferred on him by Regulation 60 of the Defence (General) Regulations, 1939, hereby makes the following Order:—

## Part I.—Interpretation and General.

1. *Short title and commencement.*—This Order may be cited as the Factories (Luminising) (Health and Safety Provisions) Order, 1942, and shall come into force on the third day of May, 1942.

2. *Application of Order.*—Save as hereinafter provided this Order shall apply to all factories within the meaning of Section 151 of the Factories Act, 1937, in which luminising is or is proposed to be carried on.

3. *Exemption Certificates.*—(1) The occupier of any factory to which this Order applies may make application in writing to the Minister for a certificate exempting the factory from the provisions of the Order on the ground that the persons employed in the processes in the factory are not employed in the performance of services essential for the defence of the realm or the efficient prosecution of the war or essential to the life of the community.

(2) If the Minister is satisfied upon any such application that the grounds of the application are well-founded he shall give a certificate exempting the factory from the provisions of this Order and accordingly whilst the certificate is in force this Order shall not apply to the factory.

(3) Any certificate given by the Minister may be revoked by him at any time if he is of opinion that the grounds on which the exemption was granted no longer exist but without prejudice to the granting of a further certificate.

4. *Interpretation.*—In this Order, unless the context otherwise requires, the following expressions have the meanings hereby assigned to them respectively, that is to say:—

“Chief Inspector” and “Inspector for the district” have the same meaning as in the Factories Act, 1937;

“luminising” means the application of luminous compound to any surface or the introduction of luminous compound into glass tubing;

“luminous compound” means material containing a radio-active substance;

“manipulation of luminous compound” means luminising or the weighing or mixing of luminous compound or the removal of luminous compound from any surface or from glass tubing, and includes processes or work incidental to luminising;

“prohibited articles” means food or drink or utensils for the partaking of food or drink, materials or articles for smoking, or for the application of cosmetic substances, or cosmetic substances not already applied;

“the processes” means the manipulation of luminous compound or the examination of articles subsequent to luminising;

“Surgeon” means the Examining Surgeon appointed under Section 126 of the Factories Act, 1937, for the district in which the factory is situated or a duly qualified medical practitioner appointed by a written certificate of the Chief Inspector, which appointment shall be subject to such conditions as may be specified in that certificate;

“suspension” means suspension from employment in any process involving the manipulation of luminous compound or examination of articles subsequent to luminising, by written certificate in the Health Register signed by the Surgeon.

5. *Obligations under the Order.*—It shall be the duty of the occupier of any factory to which this Order applies to comply with the provisions of Part II of this Order, and it shall be the duty of other persons in any such factory to comply with the provisions of Part III of the Order; so, however, that if the Chief Inspector is satisfied that, by reason of exceptional circumstances in any factory to which this Order applies, or by reason of the small extent of the luminising carried on therein or for any other reason, all or any of the requirements of Part II or Part III of this Order are not necessary for the protection of persons employed in the factory, he may by certificate in writing (which he may in his discretion revoke at any time) exempt such factory or any part thereof from the operation of all or any of such requirements, subject to such conditions as he may prescribe in the certificate, and where such an exemption is granted a legible copy of the certificate, showing the conditions subject to which it has been granted, shall be kept posted up in the factory in a position where it may be conveniently read by the persons employed in the processes.

#### *Part II.—Duties of Occupiers.*

6. *New luminising.*—The occupier shall not undertake luminising in any factory to which the Order applies in which he did not undertake luminising before the commencement of this Order unless and until he has given to the Inspector for the district fourteen clear days' notice in writing of his intention to do so, or such shorter notice as the Inspector may agree to accept.

7. *Persons under 16.*—No person under 16 years of age shall be employed in the processes unless he is over 15 years of age and was so employed prior to the commencement of this Order.

8. *Hours of work.*—No person shall be employed in the processes for more than 48 hours in any week.

9. *Other processes.*—No other process shall be carried on in any room in which persons are employed in the processes.

10. *Exhaust draught.*—Efficient exhaust draught effected by mechanical means shall be provided and maintained at every working-place at which persons are

employed in the manipulation of luminous compound, and shall be so arranged as to produce a current of air in a direction from the worker towards the work:

Provided that this requirement shall not apply as respects the removal of luminous compound from any surface or from glass tubing if carried out by a wet method.

11. *Floors.*—The floor of every room in which persons are employed in the processes shall be so constructed as to be smooth and impervious to water or completely covered by material with a smooth impervious surface, and with all interstices effectively sealed; and the floor or covering shall be maintained in a sound condition and cleansed daily by a moist method. The flooring of every such room shall be kept free from obstruction.

12. *Benches and tables.*—Benches and tables at which the manipulation of luminous compound is carried on shall have a smooth surface and be maintained in a sound condition and shall be kept free from articles not required in the process carried on thereat, and shall be cleansed daily by a moist method.

13. *Seats.*—Suitable seats of suitable height and with back rests and having a smooth surface shall be provided for persons employed in the processes, and shall be maintained in a sound condition, and shall be cleansed daily by a moist method.

14. *Working space.*—Working space at a bench or table shall for each person employed in luminising be not less than 2 ft. 6 in. in length, measured along the bench or table, and not less than 1 ft. 6 in. in breadth.

15. *Glass screens.*—Where any person is actually engaged in the manipulation of luminous compound, a suitable adjustable glass screen or other suitable appliance for keeping the face away from the work shall be provided and maintained in sound condition, and so arranged that it occupies a plane between the face and hands of that person.

16. *Brushes and holders.*—Brushes shall not be provided for the application of luminous compound. Suitable holders for applicators or other implements when not in use shall be provided at the benches or tables at which the manipulation of luminous compound is carried on.

17. *Receptacles for paint.*—Suitable receptacles for paint containing luminous compound shall be provided for the use of persons employed in the manipulation of luminous compound and shall be so constructed as to prevent so far as practicable the contamination by such paint of the fingers of such persons.

18. *Sponges.*—Wet sponges or other wet material shall be provided for the purpose of removing waste material containing luminous compound from applicators or other implements. Such sponges or other material shall after use be cleaned in a suitable solvent or in running water.

19. *Storage of luminous compound.*—Luminous compound shall be stored under lock and key in a safe receptacle reserved for that purpose. Effective measures shall be taken to ensure by the suitable placing of the receptacle and otherwise that, while the receptacle contains luminous compound, no person, except rarely in an exceptional emergency, or except for the purpose of introducing, withdrawing or replacing luminous compound, approaches within a minimum distance of 10 feet from the receptacle:

Provided that the minimum distance shall be 3 ft. if either the receptacle or every box or package containing luminous compound within the receptacle has lead lining at least 1 in. thick or iron lining at least 2 in. thick.

20. *Ventilation of storage receptacles.*—The safe receptacle shall be efficiently ventilated before opening if it contains more than the radio-active equivalent of seven milligrammes of radium not in inner containers effectively sealed against emanations.

21. *Removal from receptacle.*—Effective measures shall be taken to ensure that luminous compound is not removed from the safe receptacle except (i) by a responsible person, (ii) in quantities not greater than reasonably necessary, having regard to the amount required for immediate use, and (iii) in a closed bottle or bottles within a covered container having lead lining at least 1 in. thick or iron lining at least 2 in. thick.

22. *Use of containers.*—Luminous compound when not in the safe receptacle and not in actual use shall, so far as reasonably practicable, be kept in a closed bottle or bottles within a covered container having lead lining at least 1 in. thick or iron lining at least 2 in. thick.

23. *Provision of protective clothing.*—Suitable protective clothing shall be provided and maintained in good condition for the use of all persons employed in the processes. Such protective clothing shall include overalls of washable material, so designed as to cover the other clothing at the neck and wrists, and of sufficient length, aprons made of rubber or other waterproof material, with bibs, and suitable hair coverings made of washable material and so designed as to cover the hair, and in the case of persons employed in weighing or measuring luminous compound shall include rubber gloves. The overalls and hair coverings shall be washed or renewed weekly; the aprons and gloves shall be cleansed daily by a wet method.

24. *Storage of protective clothing.*—There shall be provided and maintained in good and clean condition, for the storage of the protective clothing required under the last foregoing Article, suitable accommodation which shall be separate from that provided for the clothing not worn during working hours.

25. *Washing facilities.*—There shall be provided and maintained in good and clean condition for the use of all persons employed in the processes suitable facilities for washing, conveniently accessible and under cover, and including a sufficient supply of clean towels, renewed daily, and of soap and nail brushes, and with either

(a) a trough with smooth impervious surface of such length as to allow at least 2 ft. for every 5 persons, and fitted with a waste pipe without plug and a constant supply of warm water from taps or jets within the trough at intervals of not more than 2 ft., or

(b) for every 5 persons at least one basin (which, if installed after the 1st June, 1942, shall be not less than 20 in. long and 7 in. deep), fitted with a waste pipe and plug or placed in a trough fitted with a waste pipe without plug and having a constant supply of hot and cold water or warm water laid on.

26. *Washing time.*—Before each meal and before the end of the day's work, at least 10 minutes, in addition to the regular meal times, shall be allowed for washing to each person who has been employed in the processes.

27. *Supervision.*—A responsible person shall be appointed by the occupier to exercise special supervision with regard to the requirements of this Order and to assist in enforcing the observance of them. The name of the person so appointed shall be kept posted up in the factory in a position where it may be conveniently read by the persons employed.

28. *Medical examinations and suspensions.*—(a) Every person employed in the processes shall be examined by the Surgeon (i) within 7 days after the date on which he commences to be employed in the processes in the factory, unless he has been examined by the Surgeon for the purposes of this Order within the 3 months preceding that date and (ii) at intervals of not more than 3 months so long as such employment continues. Due notice of every such examination shall be given to all concerned and the Surgeon shall have power of suspension as respects any such person examined by him.

(b) Except where special reason to the contrary is shown to the satisfaction of the Inspector for the district the person employed shall be so examined at the factory, and the occupier of the factory shall provide reasonable facilities for such examination.

(c) The occupier shall afford to the Surgeon reasonable facilities to inspect any process in which a person requiring to be examined under this Article is or is proposed to be employed.

(d) A Health Register containing the names of all persons who are or who have since the commencement of this Order been employed in the processes in the factory shall be kept in a form approved by the Chief Inspector.

(e) No person after suspension shall be employed in the processes without written sanction by the Surgeon, entered in or attached to the Health Register.

29. *Posting of Abstract of Order.*—A printed copy of this Order, or an abstract thereof in such form as may be approved by the Minister of Labour and National Service, shall be kept posted up in the factory in a position where it may be conveniently read by the persons employed in the processes.

#### Part III.—Duties of other persons.

30. *Use of appliances.*—Where any means or appliance for securing health or safety is provided under this Order for the use of any person he shall use the means or appliance.

31. *Brushes.*—No person shall use a brush for the application of luminous compound.

32. *Wet method.*—No person shall remove waste material containing luminous compound from applicators or other implements otherwise than by a wet method, and no person shall remove luminous compound from the surface of any other article or from glass tubing otherwise than by a wet method or under efficient exhaust draught.

33. *Prohibited articles.*—No person shall introduce prohibited articles into any room in which persons are employed in the processes.

34. *Protective clothing.*—Every person shall when employed in the processes wear the protective clothing provided for his use under Article 23 of this Order, shall take care to avoid so far as practicable contamination of the person or clothing (including the protective clothing) by luminous compound, and shall on ceasing work in the processes deposit the protective clothing in the accommodation provided for such clothing under Article 24.

35. *Other precautions.*—No person who has been employed in the processes shall partake of food or drink or make use of tobacco or cosmetics or make use of a sanitary convenience or leave the factory unless that person has, since last actually engaged in the processes, removed the protective clothing and deposited it in the accommodation provided for such clothing under Article 24 and then washed the hands and arms and cleaned the finger nails.

36. *Medical examinations.*—Every person employed in the processes shall submit himself for examination by the Surgeon at the appointed times in pursuance of Article 28.

37. *Work after suspension.*—No person after suspension shall without written sanction from the Surgeon, entered in or attached to the Health Register, work in any process involving the manipulation of luminous compound, or undertake the examination of articles subsequent to luminising.

Signed by order of the Minister of Labour and National Service this first day of April, 1942.

T. W. Phillips,

Secretary of the Ministry of Labour  
and National Service.

### STATUTORY RULES AND ORDERS

1943 No. 1053

### EMERGENCY POWERS (DEFENCE)

#### Factories

THE FACTORIES (LUMINISING) (HEALTH AND SAFETY PROVISIONS) (AMENDMENT) ORDER, 1943, DATED JULY 14, 1943, MADE BY THE MINISTER OF LABOUR AND NATIONAL SERVICE UNDER REGULATION 60 OF THE DEFENCE (GENERAL) REGULATIONS, 1939.

The Minister of Labour and National Service by virtue of the powers conferred on him by Regulation 60 of the Defence (General) Regulations, 1939, and of all other powers enabling him in that behalf hereby makes the following Order:—

#### Short title, citation, commencement and interpretation

1.—(1) This Order may be cited as the Factories (Luminising) (Health and Safety Provisions) (Amendment) Order, 1943, and, except as otherwise provided, shall come into force on the 29th August, 1943, and this Order and the principal Order (a) may be cited together as the Factories (Luminising) (Health and Safety Provisions) Orders, 1942 and 1943.

(2) In this Order the expression "principal Order" means the Factories (Luminising) (Health and Safety Provisions) Order, 1942.

2.—(1) The principal Order shall have effect as if there were inserted after Article 8 the following Article:—

#### "Intervals in continuous employment"

8a.—(1) No person shall be employed in the processes if that person has for the immediately preceding twelve months been continuously so employed, whether in one or more factories and whether under one or more employers, and for the purposes of this Article employment shall be deemed to be continuous unless interrupted by an interval of at least three months.

(2) If in any proceedings against an employer in respect of a contravention of the provisions of this Article it is shown that the contravention occurred only by reason of time during which a person was employed in the processes by another employer it shall be a defence in those proceedings for



the employer to prove that he did not know and could not with reasonable diligence have ascertained that the person was so employed by the other employer and the time during which he was so employed."

(2) This Article shall come into force on the 2nd January, 1944.

*Amendment of principal Order as to medical examinations*

3. Paragraph (a) of Article 28 of the principal Order (which relates to periodical medical examinations) shall have effect as though for the expression "3 months" in both places where that expression occurs there were substituted the words "one month."

4.—(1) The principal Order shall have effect as if there were inserted after Article 37 the following Article:—

*"Hours of work and continuity of employment*

38. No person shall work in the processes at a time when his employment in the processes would involve a contravention of Article 8 or Article 8a of this Order."

(a) S.R.O. 1942 No. 703.

(2) This Article shall, in so far as it relates to Article 8a of the principal Order, come into force on the 2nd January, 1944.

Signed by order of the Minister of Labour and National Service this fourteenth day of July, 1943.

*T. W. Phillips,*

Secretary of the Ministry of Labour  
and National Service.

*(A.F.O. 3063/42 is cancelled.)*

**5937.—War Bonus, Revised Rates of—Non-Industrial Staffs, Aged 21 and Over**

(C.E. 59296 '43.—9 Dec. 1943.)

As from the 1st November, 1943, the following amounts of bonus are payable to whole-time non-industrial Civil Servants aged 21 and over (including those serving in Eire and other United Kingdom based staff serving abroad), whose remuneration does not exceed £850 per annum:—

(i) *Staff in receipt of annual salaries.*

Men	... ..	£49 11s. 0d. per annum.
Women	... ..	£40 9s. 0d. per annum.

(ii) *Staff on Weekly Rates of Pay.*

Men	... ..	19s. per week.
Women	... ..	15s. 6d. per week.

2. To obviate anomalies in the case of salaries in excess of £850 per annum, the amount and incidence of the war bonus should be adjusted so as to ensure that no officer receives less in pay and bonus together than he would have received if his salary had been at the rate of £850 per annum.

3. The over-riding maximum overtime rates of the Clerical Class are now those based on inclusive salaries of £399 11s. 0d. (Men) and £320 9s. 0d. (Women).

4. The new rates of bonus should be brought into overtime calculations as from the first overtime week (or, where applicable, the first consecutive four-weekly period) commencing after the 28th November, 1943, or as soon as possible after that date, but in any case not later than the first overtime week (or the first four-weekly period) commencing after the 12th December, 1943. Overtime claims already paid in respect of periods between these two dates should not be re-calculated to include the new bonus.

5. The new rate of bonus, 19s. per week, should be paid to Admiralty Civil Police as prescribed by A.F.O. 5548/43.

6. Except as provided above, the rates of bonus and the rules governing payment contained in A.F.O.'s 3012/43 and 4380/43 remain unchanged.

*(A.F.O.'s. 3012/43 and 4380/43 and 5548/43.)*

**5937a.—Passports—Necessity for Filling In Application Forms Correctly**

(N.L./N.I.D. 8549/43.—9 Dec. 1943.)

Attention is drawn to A.F.O. 5852/43 in Section 2 of this issue.