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ADMIRALTY FLEET ORDERS

ADMIRALTY, S.W.1,

3rd December, 1942.

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

A list of these Orders is enclosed.

By Command of their Lordships,

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 revised Admiralty Fleet Order Volume, 1941, Instructions, paragraph 10.

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ADMIRALTY FLEET ORDERS

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3rd December, 1942.

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

Section 1

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

5855.—Defence Regulations—Navigation Order No. 20, 1942

(N.L. 15089/42.—3.12.1942.)

The following Order has been issued under Regulation 43 of the Defence (General) Regulations, 1939.

Navigation Order No. 20, 1942

By Command of the Lords Commissioners
of the Admiralty

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

1. No vessel shall anchor, trawl or fish within an area defined by the following limits:—

(a) On the North—

A line drawn 270 degrees from a point on the coast 351 degrees 4.6 cables from the beacon at White Point on the West Coast of Holy Island in the Firth of Clyde as far as the 10 fathom line.

(b) On the South—

A line drawn 270 degrees from a point on the coast 347 degrees 0.7 cables from the above beacon as far as the 10 fathom line.

(c) On the East—

The high water line between (a) and (b).

(d) On the West—

The 10 fathom line between (a) and (b).

2. Navigation Order No. 18, 1942, dated 12th October, 1942, is hereby revoked.

3. This Order shall come into force forthwith and may be cited as "Navigation Order No. 20, 1942".

By Command of their Lordships,

(Signed) H. V. MARKHAM.

Admiralty, S.W.1.

24th November, 1942.

(A.F.O. 5111/42 is cancelled.)

5856.—H.M.S. "Safeguard"—Change of Function

(T.D./D.E.M.S. 1453/42.—3.12.1942.)

H.M.S. "Safeguard" is to become a D.E.M.S. depot. The A.A. Guard will be abolished and will be merged into the general D.E.M.S. service as from 1st December, 1942.

2. H.M.S. "Safeguard" will remain under the general administrative control of the Flag Officer in Charge, Southampton, but the drafting and training of personnel will be the responsibility of the Director of Trade Division, Admiralty.

(A.F.O. 1381/41 is cancelled.)

5857.—Reporting of Aircraft Engaged on Non-operational Flights within the British Isles which are Overdue or have Crashed or have been Compelled to make a Forced Landing.

(A./N.A.D. 1437/42.—3.12.1942.)

A.F.O. 5241/42 is to be amended as follows:—

Paragraph 1, sub-paragraph (iv). *Delete and substitute:—*

“(iv) *Ferry Aircraft.*—Sub-paragraph (i) above will not apply to pilots of ferry aircraft if at their own discretion they request the flying control officer or duty pilot at the station of departure not to be wired out, provided that the flight does not fall within the terms of sub-paragraph (ii) above. Ferry pilots are also absolved from the necessity of notifying their flights one hour before the estimated time of departure when they deem that delay in taking off would be undesirable.”

Paragraph 6. *Add at end:—*

“It is not necessary for ferry pilots to notify their flight one hour before the estimated time of departure (as detailed in paragraph 1, sub-paragraph (ii), above), if they consider that such delay would inconvenience a delivery flight.”

Paragraph 8. *Delete and substitute:—*

“*Routing of telephone calls.*—Whenever possible, all telephonic communications are to be made on the R.A.F. tie-line system and should be prefixed ‘Priority 1 Flying Control’. If delay seems likely to be experienced, G.P.O. lines may be used, in which case the prefix ‘Priority 1’ only should be quoted.”

(A.F.Os. 3042/39—not in annual volume—2476/42 and 5241/42.)

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

***5858.—Honours and Awards—“London Gazette” Supplement of 17th November, 1942**

(H. & A.—3.12.1942.)

CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD,

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

17th November, 1942.

The KING has been graciously pleased to approve the Award of the GEORGE CROSS to:

Lieutenant Dennis Arthur Copperwheat, R.N., H.M.S. “Penelope”.

For great bravery at Malta. During heavy air attacks on Valletta, Lieutenant Copperwheat was sent in charge of a party of men from H.M.S. “Penelope” to scuttle a merchantman, laden with ammunition, which was burning in the harbour. Owing to the fires, it was impossible to place scuttling charges in the holds, and they had to be slung over the side of the ship. As they worked, ammunition was exploding all round them from burning stowages on deck. The ship lay 40 yards from the shore, to which the electric cables for firing the scuttling charges could only just reach. Lieutenant Copperwheat sent his working party to shelter, and stayed himself to fire the charges from a position where he was exposed to the full blast of the explosion, which lifted him bodily. But for his brave action the ship must have blown up, and grave damage would have been done to the harbour.

Moreover, much of the ammunition was saved and some very heavy bombs, part of the cargo, were soon afterwards dropped in Italy.

The KING has been graciously pleased to approve the following Award for great gallantry and undaunted devotion to duty:—

Bar to the George Medal.

Temporary Lieutenant Cyril Rowlands, G.M., R.N.V.R.

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

Bar to the British Empire Medal.

Leading Seaman Norman Luckhurst Smith, B.E.M., C/JX.147942.

For bravery and devotion to duty.

The British Empire Medal (Military Division).

Joiner Fourth Class Herbert Roylance Smith, D/MX.67257.

For courage in trying to save the life of an airman.

ADMIRALTY,

Whitehall, S.W.1.

17th November, 1942.

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

For courage and skill in successful submarine patrols:

To be Companions of the Distinguished Service Order:

Lieutenant-Commander Mervyn Robert George Wingfield, R.N.

Lieutenant Denis John Beckley, R.N.

The Distinguished Service Cross.

Temporary Lieutenant Maurice Herbert Atkinson, R.N.R.

Bar to the Distinguished Service Medal.

Chief Petty Officer Robert John Backhouse, D.S.M., P/J.109709.

The Distinguished Service Medal.

Engine Room Artificer Third Class Richard Jeremiah Power, C/MX.55608.

Petty Officer William Melville Driver, D/J.107466.

Petty Officer Telegraphist Albert Joffre John Herridge, D/JX.135610.

Stoker Petty Officer Eric Walter Wakeling, D/JX.78087.

Temporary Leading Seaman George Hedley Smith, D/JX.126340.

Able Seaman William Paul Avery, P/J.102869.

Telegraphist Isaac Richards Jones, D/JX.127355.

Mention in Despatches.

Lieutenant Robert Henry Hugh Brunner, R.N.

Mr. Thomas William Griffin, D.S.M., Temporary Warrant Engineer, R.N.

Electrical Artificer Second Class Sidney John Tyson Tucker, D/MX.48494.

Leading Stoker Arthur William Adamson, P/KX.91763.

Leading Stoker James Patrick Baxter, C/KX.85382.

Temporary Leading Stoker Harold Stranaghan, D/KX.89193.

Able Seaman Gerald Burkin, P/JX.217429.

Able Seaman Richard Cameron Knights, C/JX.177884.

Able Seaman Raymond Wesley Thrower, P/SSX.20805.

For skill and resource in action against enemy submarines while serving in H.M. South African Ships “Protea” and “Southern Maid” and in H.M. Naval Aircraft:

To be a Companion of the Distinguished Service Order:

Lieutenant Gordon Burn-Wood, S.D.F.

The Distinguished Service Cross.

Lieutenant Leonard John Bangle, S.D.F.

Sub-Lieutenant Alec Woodford Solomon, S.D.F.

Sub-Lieutenant Edward John Raymond Walker, S.D.F.

The Distinguished Service Medal.

Leading Seaman Frank Charles Smith, 71492, S.D.F.

Able Seaman John Gaven, 69780, S.D.F.

Seaman John Dennis Runnalls, 71083, S.D.F.

Seaman Alwyn Richard Frank Coomber, 69781, S.D.F.

Mention in Despatches.

Sub-Lieutenant (A) Dennis John Cook, R.N.

Temporary Sub-Lieutenant (A) Peter Alan Jordan, R.N.V.R.

Sub-Lieutenant Bernard Denny Pickles, S.D.F.
 Petty Officer Edward Ernest Langridge, 69567, S.D.F.
 Stoker Petty Officer Cyril Huddleston Slinger, 70157, S.D.F.
 Able Seaman Harold Martin Sidgwick, 68536.

For gallantry, skill and devotion to duty in air operations in the Middle East:

Bar to the Distinguished Service Cross.

Temporary Sub-Lieutenant (A) Eric Sergeant, D.S.C., R.N.V.R.

The Distinguished Service Cross.

Lieutenant (A) Kevin Hugh Gibney, R.N.
 Temporary Sub-Lieutenant (A) David Ramsey Foster, R.N.V.R.
 Temporary Acting Sub-Lieutenant (A) Norman Charles Manley Cooper, R.N.V.R.
 Temporary Sub-Lieutenant (A) Bernard White, R.N.V.R.

The Distinguished Service Medal.

Acting Petty Officer (A) Frederick William Hazeldine, FAA/FX.77519.

Mention in Despatches.

Lieutenant (A) Francis Alan Swanton, D.S.C., R.N.
 Temporary Sub-Lieutenant (A) David Ramsey Foster, R.N.V.R.

For daring, skill and devotion to duty in action against enemy submarines while serving in H.M.S. "Hyacinth":

To be a Companion of the Distinguished Service Order:

Lieutenant John Ivor Jones, D.S.C., R.N.R.

The Distinguished Service Cross.

Temporary Lieutenant Jack Arthur Pollard, R.N.V.R.
 Temporary Sub-Lieutenant John Rowley, R.N.V.R.

The Distinguished Service Medal.

Acting Temporary Petty Officer Alfred Thomas Copas, C/JX.153598.
 Acting Temporary Leading Seaman Robert Wilkinson, P/7174C, R.N.R.
 Able Seaman James Richardson, C/SSX.16964.
 Able Seaman George Ernest Sharratt, P/JX.159716.
 Officer's Cook John Zammit, E/LX.22804.

Mention in Despatches.

Chief Engine Room Artificer George Henry Gill, C/MX.46016.
 Acting Leading Seaman Andrew Wynne, D/JX.154440.
 Able Seaman Alexander Warwick Briggs, P/JX.143519.

For bravery in action and under fire at Tobruk:

The Distinguished Service Cross.

Lieutenant-Commander Thomas Crawford Pearson, R.N. (Retd.).
 Lieutenant-Commander William Blaxland Ernest Hailstone, R.N.R.
 Lieutenant-Commander Arthur George Brooks, R.N.R.
 Temporary Lieutenant George Edward Edgar Somerset, R.N.V.R.

The Distinguished Service Medal.

Petty Officer Walter Frederick Wilson, C/JX.130258.
 Yeoman of Signals Leslie Charles Deffett Holmes, P/JX.136920.

Mention in Despatches.

Temporary Lieutenant Cyril Lambton Hopson Burn, R.N.V.R.
 Acting Petty Officer Frederick Job Napper, C/JX.127845.
 Officers' Steward Kingsley Roy Pope, C/LX.23043.
 Able Seaman Stanley Green, C/T/DX.2101.
 Able Seaman George Rogers, C/JX.174313.

For bravery and devotion to duty while serving in H.M. Ships "Jackal", "Jervis", "Kipling" and "Lively" in the Mediterranean:

The Distinguished Service Cross

Temporary Surgeon Lieutenant Alexander Drummond Bone, M.B., B.S., M.R.C.S., L.R.C.P., R.N.V.R.

The Distinguished Service Medal

Chief Stoker John Henry Crabb, D/K.62155.
 Chief Stoker Ernest Charles Ricketts, D/K.60164.
 Stoker First Class William Ross, D/KX.100907.

Mention in Despatches (Posthumous)

Lieutenant (E) Peter Gervase Fyers-Turner, D.S.C., R.N.
 Acting Sub-Lieutenant Alan Jack Croft-Baker, R.N.R.
 Chief Engine Room Artificer Richard Bateman Hunt, C/MX.49875.
 Able Seaman Albert George Pratley, D/JX.155503.

Mention in Despatches

Commander Aubrey St. Clair-Ford, D.S.O., R.N.
 Commander Christopher Theodore Jellicoe, D.S.O., D.S.C., R.N.
 Lieutenant-Commander (E) Clifford Ralph Snellgrove, R.N.
 Lieutenant Richard Frederick Wells, D.S.C., R.N.
 Lieutenant Breon George Buckle Bordes, D.S.C., R.N.
 Lieutenant John Campbell Stodart, R.N.
 Midshipman Rajindar Singh, R.I.N.
 Midshipman Narayan Singh, R.I.N.
 Mr. Arthur James Stanton, D.S.C., Gunner (T), R.N.
 Engine Room Artificer Third Class Cecil James Morrison, D/MX.53854.
 Petty Officer Albert James Smith, D/JX.132472.
 Stoker Petty Officer Edgar William Jess Merfield, P/KX.77139.
 Acting Stoker Petty Officer Frank Athul Manning, C/KX.84148.
 Able Seaman Joseph Walter Sullivan, C/JX.235196.
 Able Seaman John Alfred Leach, C/JX.165942.
 Sick Berth Attendant Richard Bentham, D/R.N.A.S.B.R.X.7662.

For seamanship and devotion to duty while towing a burning Merchantman:

The Distinguished Service Cross

Lieutenant-Commander Robert Arthur Dillon Cambridge, R.N.R.

For devotion to duty while serving with a North Russian Convoy:

The Distinguished Service Medal

Chief Yeoman of Signals William John Roskilly, P/J.38550.

For skill in action against enemy aircraft while serving in H.M.S. "Cleveland":

The Distinguished Service Medal

Able Seaman William Ernest Elderfield, P/JX.156415.
 Able Seaman Stanley Bernard Gillham, P/JX.129161.

Mention in Despatches

Able Seaman James Henry Holdsworth, P/JX.263459.

For outstanding devotion to duty during three years arduous service as Commodores of Ocean Convoys:

Mention in Despatches

Vice-Admiral Sir Raymond Fitzmaurice, K.B.E., D.S.O.
 Vice-Admiral Sir Francis Murray Austin, K.B.E., C.B.
 Vice-Admiral Malcolm Lennon Goldsmith, D.S.O.
 Rear-Admiral Ernest William Leir, D.S.O.
 Rear-Admiral Aubrey Thomas Tillard, D.S.O.
 Rear-Admiral Edward Owen Cochrane.
 Rear-Admiral Kenelm Everard Lane Creighton, M.V.O.
 Rear-Admiral Cecil Nugent Reyne.
 Rear-Admiral Errol Manners.
 Rear-Admiral Oswald Henry Dawson.
 Rear-Admiral Edey Kington Boddam-Whetham, D.S.O.
 Rear-Admiral Fischer Burges Watson, D.S.O.

For bravery and resource:

Mention in Despatches

Engineman James Camsey Sumbly, LT/JX.121659.

For good services in Atlantic Convoys :

Mention in Despatches

Chief Petty Officer Telegraphist Stephen Leonard Durston, D/J.35238.

For good services when H.M.S. "Hollyhock" was sunk :

Mention in Despatches

Chief Petty Officer Robert Arthur Frank Preston, P/J.23257.
Able Seaman George Bryan Fawcett, P/JX.149838.

For bravery and devotion to duty :

Mention in Despatches

Temporary Lieutenant Richard Hrafn Newman, R.N.V.R.
Leading Seaman Harry Edward Upton, LT/JX.205243.

For gallant and distinguished service in the Middle East :

Mention in Despatches

Admiral Sir Andrew Browne Cunningham, Bart., G.C.B., D.S.O.
Acting Rear-Admiral George Hector Creswell, D.S.O., D.S.C.
Captain Albert Lawrence Poland, D.S.O., D.S.C., R.N.
Captain Frank Montem Smith, C.B.E., D.S.O., R.D., R.N.R.
Acting Commander Hugh Rowley Mount Nicholl, D.S.O., R.N.
Surgeon Commander David Cook Wilson, V.D., M.B., F.R.C.P., R.N.V.R.
Lieutenant-Commander Julian William Best, D.S.O., R.N.R. (Retd.).
Surgeon Lieutenant (D) Arnold George Kuno Heberlein, L.D.S., R.N.
Probationary Temporary Surgeon Lieutenant David Wilson Wallace, M.B., B.Ch.,
R.N.V.R.
Major (Acting Lieutenant-Colonel) Joseph Thomas Hall, O.B.E., R.M.
Major Cosmo La Roche Salter, R.M.
Lieutenant (Quartermaster) Charles Abner Wickins, R.M.
Temporary Lieutenant Randoll Vaughan Bennett, R.M.
Temporary Lieutenant Richard Thomas Onslow, R.M.
Temporary Lieutenant John Redvers Thompson, R.M.
Temporary Lieutenant Alfred John Jones, R.M.
Colour Sergeant (A/C.S.M.) John Kennedy, Ply.14922.
Colour Sergeant Rupert Davidson, Ply.22686.
Temporary Colour Sergeant Arthur Christopher Fairbrother, Po.X.965.
Temporary Sergeant Ernest Albert Horn, Ply.X.394.
Temporary Lance Sergeant Charles Frederick Scriven, Po.X.1248.
Sick Berth Petty Officer Alfred Charles Halls, R.N.A.S.B.R., C/SBR.4773.
Marine Charles Peter Boosey, Ex.2715.
Marine Sidney James Hazzard, Po.21395.

For gallantry and devotion to duty when H.M.A.S. "Nestor" was lost :

The Distinguished Service Cross.

Surgeon Lieutenant Shane Andrew Clarke Watson, R.A.N.R.

The Distinguished Service Medal.

Stoker Petty Officer Thomas William Ellston, 14753, R.A.N.

Mention in Despatches.

Mr. Frank Clinton Tregurtha, Warrant Telegraphist, R.A.N.
Petty Officer Harry Stewart, 20038, R.A.N.
Stoker Petty Officer Alfred Standford Holdsworth, 19848, R.A.N.
Shipwright Alexander Graham Coole, W.1138, R.A.N.R.

For skill and coolness in action against enemy aircraft in H.M.S. "Genista" :

Mention in Despatches.

Able Seaman Leonard Edward Lyle, C/JX.156243.

The KING has been graciously pleased to grant unrestricted permission for the wearing of the following decorations bestowed by Presidium of the Supreme Council of the U.S.S.R. upon officers and men of the Royal Navy in recognition of their gallantry in bringing armaments to northern ports in the Soviet Union :

Order of the Red Banner.

Commander Maxwell Richmond, O.B.E., R.N.
Commander Richard George Onslow, D.S.O., R.N.
Commander Eric Perceval Hinton, M.V.O., D.S.O., R.N.

Order of the Patriotic War (1st Class).

Chief Petty Officer Cornelius Stephen Collins, D/J.30396.

Order of the Patriotic War (2nd Class).

Able Seaman Henry James Woodward, P/J.104237.

***5859.—Honours and Awards—"London Gazette" Supplement of
24th November, 1942**

(H. & A.—3.12.1942.)

CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD,

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

24th November, 1942,

The KING has been graciously pleased to approve the following award, for gallantry and undaunted devotion to duty :—

Bar to the George Medal

Acting Lieutenant Geoffrey John Cliff, G.M., R.A.N.V.R.

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

Able Seaman Stanley Frederick Canning, P/JX.247647.

For bravery.

Leading Seaman Thomas John Evans, D/JX.165293.

For bravery in rescue work.

ADMIRALTY,

Whitehall, S.W.1,

24th November, 1942.

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

For courage and determination in the Mediterranean :

The Distinguished Service Cross

Temporary Lieutenant-Commander Arthur Esmé Lockington, O.B.E., R.N.R.

The Distinguished Service Medal

Ordinary Seaman Edgar Moss, C/JX.277311.

Ordinary Seaman Angus Saunders Pardy, C/JX.277316.

Mention in Despatches (Posthumous)

Engine Room Artificer Third Class Joseph Stanley Hall, C/MX.52186.

Acting Petty Officer Arthur Edward Stubbins, D/JX.138082.

Mention in Despatches

Sub-Lieutenant Martyn Arthur Jermyn Landon, R.N.R.

Another award for these services will be published in a later Supplement.

For bravery and endurance :

Bar to the Distinguished Service Cross

Temporary Lieutenant Joseph William Hurst, O.B.E., D.S.C., R.N.R.

Mention in Despatches

Temporary Lieutenant John Douglas, R.N.R.

Temporary Lieutenant (E) Hubert George Thompson, R.N.R.

Petty Officer Telegraphist Edmund Maxwell Holroyd, C/JX.219414.

For good services in H.M.S. "Pathfinder" while escorting a Convoy to Malta :

Mention in Despatches

Lieutenant (E) Richard Harvey Mercer, Royal Navy.
Chief Petty Officer Charles Stanislaus Srodzinski, D/JX.145829.
Chief Engine Room Artificer Frederick Robert Hopkins, D/MX.46022.

For good services in a Defensively Equipped Merchant Ship :

Mention in Despatches

Acting Able Seaman Kenneth Parry, D/JX.314921.

The KING has been graciously pleased to grant unrestricted permission for the wearing of the following decoration, bestowed by King George II of the Hellenes, in recognition of services to the Greek Navy :

Distinguished Service Decoration

Acting Captain Geoffrey Thomas Whitehouse, D.S.C., R.N.R. (Retd.).

Amendments (where underlined) to previous Orders of Honours and Awards :

A.F.O. 2207/42 under heading :

Bar to the Distinguished Service Medal

Chief Stoker Wilfred Harry Stockham, D.S.M., B.E.M., P/K.65586.

Petty Officer Frank Gerald Collison, D.S.M., P/JX.131634.

A.F.O. 4700/42 under heading :

Mention in Despatches

Temporary Leading Writer Norman Charles Harvey, D/MX.63396.

A.F.O. 4834/42 under heading :

Conspicuous Gallantry Medal

Chief Motor Mechanic Leslie Charles Thomas Adams, C/MX.68801.

Able Seaman Guy Aundrie Sandford, D/JX.133162.

5860.—Honours and Awards—Royal Netherlands Navy

(H. & A. 161/42.—3.12.1942.)

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

To be a Knight Commander of the Order of the Bath, Military Division

Vice-Admiral Conrad Emile Lambert Helfrich.

To be a Commander of the Order of the British Empire, Military Division

Acting Rear Admiral Johan Jasper Abraham van Staveren.

Captain Leopold Gerard Louis van der Kun, Royal Netherlands Navy.

2. These appointments will not be gazetted.

5861.—Principal Sea Transport Officer, Egypt—Alteration of Title

(C.W. 42530/42.—3.12.1942.)

The sphere of responsibility of the P.S.T.O., Egypt, now extends from Malta to Aden and the Persian Gulf inclusive, and his present title conveys no true idea of his responsibilities.

2. His title has accordingly been altered to that of Principal Sea Transport Officer, Middle East.

***5862—Junior Officers, R.N. and R.M.—Revised Rates of Pay and Allowances**

(C.W. 34620/42.—3.12.1942.)

In the light of war-time conditions, under which the average ages of promotion to Lieutenant in the Naval Service are considerably higher than under peace-time conditions, His Majesty's Government have decided that the basic full pay rates of officers of Lieutenant's rank and below of the following categories shall, as a war-time arrangement, be brought as far as possible into line with Army rates.

2. In consequence of this decision, the following war-time rates of full pay and allowances are issuable as from 1st December, 1942. Accountant Officers, Paymasters, and Cashiers are to issue the revised rates accordingly, subject to the provisions of paragraph 3 below regarding increments :—

A. EXECUTIVE BRANCH, AIR BRANCH, SPECIAL BRANCH (EXCEPT AS SHOWN BELOW) AND ACCOUNTANT BRANCH.

Rank or Relative rank	Daily rate of Pay s. d.
Midshipman	6 10
Acting Sub-Lieutenant (including Acting Paymaster Sub-Lieutenant)	11 0
Sub-Lieutenant	13 0
Lieutenant and Acting Lieutenant, on promotion	16 6
Lieutenant after 3 years	17 6
Lieutenant after 6 years	19 0

B. ENGINEERING BRANCH, ELECTRICAL BRANCH, AND OFFICERS OF OTHER BRANCHES NOW ON ENGINEERING RATES OF PAY.

Relative rank	s. d.
Midshipman	6 10
Acting Sub-Lieutenant	11 0
Sub-Lieutenant not qualified	13 0
Sub-Lieutenant qualified	15 0
Sub-Lieutenant (University entry)	15 0
Lieutenant (Acting) not qualified	16 6
Lieutenant (confirmed or qualified)	19 0
Lieutenant after three years	20 0
Lieutenant after six years	21 6

C. EXECUTIVE OFFICERS TRANSFERRED TO THE R.N. FROM THE R.N.R. UNDER ORDER IN COUNCIL OF 18TH MARCH, 1937.

	s. d.
Sub-Lieutenant	13 0
Probationary Lieutenant, Acting Lieutenant and confirmed Lieutenant, on promotion :—	
Under 27 years of age	16 6
27 and under 30	17 6
Over 30	19 0
Lieutenant after 3 years, or at age of 27, whichever is earlier	17 6
Lieutenant after 6 years, or at age of 30, whichever is earlier	19 0

D. ACCOUNTANT OFFICERS TRANSFERRED TO THE R.N. FROM THE R.N.R. OR R.N.V.R. UNDER ORDERS IN COUNCIL OF 18TH MARCH, 1937 AND 6TH FEBRUARY, 1940.

	s. d.
Paymaster Lieutenant, Probationary or confirmed	16 6
Paymaster Lieutenant after 2 years from date of original transfer	17 6
Paymaster Lieutenant after 4 years from date of original transfer	19 0

E. ROYAL MARINES :—

(i) *Permanent Officers ;*

(ii) *Temporary Officers commissioned on or after 1st December, 1942,*

	s. d.
Second Lieutenant under 20	6 10
Second Lieutenant over 20	9 0
Probationary Lieutenant, for 6 months	11 0
Lieutenant (confirmed), under 4 years from date of entry	13 0
Lieutenant after 4 years from date of entry	16 6
Lieutenant after 7 years from date of entry	17 6
Lieutenant after 10 years from date of entry	19 0

(iii) *Temporary Officers commissioned before the 1st December, 1942 will receive either the above rates or those following, whenever to their advantage :*

Under 21.	s. d.
On entry under the age of 20	6 10
On entry over the age of 20, or on reaching 20	9 0
After 2½ years' service from the age of 21	13 6

<i>Over 21 and under 25.</i>	<i>s. d.</i>
On entry	9 0
After 2½ years' service, or on reaching the age of 25, subject to 1 year's service	13 6
<i>Over 25 and under 30.</i>	
On entry	9 0
After 1 years' service or on reaching the age of 30, subject to 3 months' service	13 6
<i>Over 30.</i>	
On entry	9 0
After 3 months' service	13 6

(iv) *Commissioned Officers promoted from Warrant Rank or from the Ranks under Appendix XII, part 10, Section II (A), paragraph 2, K.R. and A.I.*

	<i>s. d.</i>
Probationary Second Lieutenant and Probationary Lieutenant	12 8
Lieutenant under 4 years from date of promotion to Probationary Second Lieutenant	13 0

3. Existing rules for calculation of increments of pay and their authorisation by the Director of Navy Accounts remain unaltered, including the regulation that for Reserve Officers only mobilised service in the rank counts. Exceptionally, however, Naval Officers of Lieutenant's rank in receipt of the old over-4 year and over-6 year rates on 1st December, 1942, are to be automatically transferred to the new over-3 year and over-6 year rates, respectively, as from 1st December, 1942. Any authorisations issued by the Director of Navy Accounts, at the old over-4 year and over-6 year rates becoming effective after 1st December, 1942, are to be taken as authorising the new over-3 year rates as from 1st December, 1942, and the new over-6 year rates from the date authorised, respectively. Similarly, Royal Marine Officers in receipt of the old over-4, over-8, and over-10 year rates on 1st December, 1942, are to be transferred to the new over-4, over-7, and over-10 year rates, respectively, as from 1st December, 1942. Any authorisations issued by the Director of Navy Accounts at the old over-4 year, over-8 year, and over-10 year rates becoming effective after 1st December, 1942, are to be taken as authorising payment of the new over-4 year and over-10 year rates as from the date authorised, and the new over-7 year rate as from 1st December, 1942.

4. Responsibility Allowance for permanent Reserve Officers of Lieutenant's rank is reduced from 2s. 6d. a day to 2s. 0d. a day from 1st December, 1942.

5. In order to preserve parity between flying personnel of the Fleet Air Arm and the Royal Air Force, it is necessary to reduce the rates of flying pay for Naval Pilots and Observers as follows from 1st December, 1942:—

Midshipman	from 4s. 6d. to 4s. 0d.
Acting Sub-Lieutenant, Second Lieutenant, R.M., and Probationary Lieutenant, R.M.	from 6s. 0d. to 4s. 0d.

All other rates of flying pay remain unaltered.

(A.F.Os. 200/41, 1474/41 and 4482/42.)
("A" Message 774A is cancelled.)

***5863.—Officers' Marriage Allowance—Definition of Officers' Children**
(C.W. 35930/42.—3.12.1942.)

The clause in paragraph 1 of A.F.O. 403/39 commencing with the words "The term 'children' applies" and ending with the words "will be disregarded", and part of the next clause of that paragraph, from the words "or children over 16" to the words "or in institutions", are cancelled, and the following definition of Officers' children is substituted:—

The term "children" applies in the singular or plural and relates to—

- (i) children under the age of 16,
- (ii) children over the age of 16 who are undergoing full time instruction at an educational establishment or for a trade, profession or vocation within the meaning of Section 11D of the Income Tax Circular (A.F.O. 3898/41) or corresponding subsequent circulars, and
- (iii) children over the age of 16 and below 21, who are mentally or physically infirm and incapable of earning their own living—*subject to the conditions of A.F.O. 4841/42.*

2. Subject to the restrictions stated in paragraph 3, below, Children's Allowance may be allowed to an Officer in respect of children—

- (i) for whom income tax relief is granted to him, or
- (ii) for whom income tax relief would have been granted to him if
 - (a) the Officer was not exempt from income tax, and/or
 - (b) the child did not possess an income in its own right in excess of the current Inland Revenue limit, i.e., the fact that children may possess private incomes, whether earned or unearned, in their own right is disregarded in assessing an Officer's eligibility for Naval Children's Allowance.

3. (a) Notwithstanding that he may be obtaining income tax relief for them, children who do not form part of an Officer's married household or did not form part of an Officer's former married household will not qualify for Children's Allowance, except that children of the marriage born after an Officer has separated from his wife and for whose maintenance the Officer assumes responsibility will qualify for Children's Allowance.

(b) Payment of Naval Children's Allowance will not be made in respect of children who are not maintained by the Officer; and the allowance will be restricted to the amount of maintenance where this is less than the Children's Allowance.

(c) Where a married Officer in receipt of a pension for service in the R.N., R.M., Army, or R.A.F., has been awarded an addition to pension for a child, the amount of such addition will be deducted from any Children's Allowance issuable in respect of the child.

(d) Where a pension has been awarded for a child in respect of its deceased father's services in the R.N., R.M., Army, or R.A.F., the amount of the pension will be deducted from any Children's Allowance issuable in respect of the child.

4. No claims for Children's Allowance may be founded upon the revised definitions in this Order in respect of periods before 1st April, 1942, or in the case of children covered by paragraph 1 (iii) before 14th May, 1942.

5. Pending reprint of Form S.70, paragraph (vii) of that form is to be amended in manuscript as follows, to provide for the information required in future claims for Officers' Children's Allowances:—

(vii) I declare that I am eligible for allowances for children under the Marriage Allowance Regulations in respect of the following, who are maintained by me:—

Full names.	Relation-ship.	Particulars of any Pension Awarded vide A.F.O. 5863/42 Para. 3 (c) or (d).	Date of Birth.			Income Tax Relief.	
			Day.	Month	Yr.	Whether granted.	Reasons if not granted.

Note.—Claim can only be made hereon in respect of children over the age of 16 if they are receiving full-time instruction at an educational establishment, or full-time training for a trade, profession or vocation, within the meaning of Section 11D of the Income Tax Circular—A.F.O. 3898/41—or corresponding subsequent circulars. In such cases the following additional information should be supplied:—

- (a) Name and address of establishment, etc.
- (b) Details of conditions of training, e.g. period, profession.

Claim for children over the age of 16 and below the age of 21, who are physically or mentally infirm and incapable of earning their own living, should be forwarded for consideration as directed by A.F.O. 4841/42.

(A.F.Os. 403/39, 3898/41—(not in annual volume)—521/42 and 4841/42.)

*5864.—Promotion of Reserve Officers to Acting Rank of Lieutenant-Commander under A.F.O. 4240 42

(C.W. 44542/42.—3.12.1942.)

With reference to A.F.O. 4240/42, the following officers have been promoted to the acting rank of Lieutenant-Commander to date 30th November, 1942 :—

Executive Officers, R.N.R.

A. W. McMullan (retd.)... "Bachequero"	C. R. Fraser ... "Stornoway"
(Actg. Lt.-Cdr.)	V. D. H. Bidwell ... "La Malouine"
A. J. Falwasser ... "Gos II"	W. J. Griffiths ... "Whitehorn"
R. E. Brett ... "Seaham"	J. McGlashan ... "Whippingham"
J. E. Woolfenden ... "Hydrangea"	G. E. Geeve ... "Retriever"
C. W. Foster ... "Largs"	(Actg. Ty. Lt.-Cdr.)
H. J. Aldiss ... "Queen of"	P. F. Broadhead ... "St. Nectan"
"Bermuda"	A. G. Palmer ... "Cilicia"
W. L. Smith ... "Aster"	G. H. Hummel ... S.G.B. "5"
E. A. G. Davis ... "President"	D. M. Lambert ... "Aristocrat"
(Actg. Lt.-Cdr.)	E. Prest ... "Chitral"
J. F. Trickey ... "Lairds Isle"	W. L. Lucas ... "Leonian"
E. P. Wathen ... "Edinburgh"	H. E. Keagan ... "Eaglet"
Castle "	(Actg. Ty. Lt.-Cdr.)
N. J. Coe ... "Tribune"	J. D. Pictor ... "St. Tudno"
R. A. H. Lord ... "Carina"	A. H. Dunkerley ... "Sandown"
C. L. Carroll ... "Gos VII"	D. J. R. Davies ... "Shoreham"
E. J. Binfield ... "Rockrose"	(Actg. Ty. Lt.-Cdr.)
A. R. Wheeler ... "Enterprise"	J. A. Sherriff ... "Dunavon"
H. J. Chaloner ... "Asbury"	(Actg. Ty. Lt.-Cdr.)
(Actg. Lt.-Cdr.)	E. R. Pate ... "Cape Argona"
P. A. Read ... "King Sol"	R. T. Wood ... "Glen Usk"
E. A. Vittle ... "Bagshot"	C. E. Kirby ... "Alynbank"
R. E. J. Fox ... "Asbury"	C. H. Homer-Lindsay ... "Boyne"
(L.C.I (L) 161)	L. Milburn ... "Eaglet"
W. Whitfield ... M.L. "194"	G. D. Davies ... "Bungay"
(Actg. Lt.-Cdr.)	A. Flanagan ... "May"
E. C. St. A. Coles ... "Edinburgh"	(Actg. Ty. Lt.-Cdr.)
Castle "	R. N. Mayo ... "Guardian"
J. E. S. R. Taylor ... "Loch Nevis"	J. G. Rankin ... "Dianella"
J. S. Harries ... "Stalker"	D. R. Malcolm ... "Dragon"
C. F. J. Finch ... "Edinburgh"	C. R. H. Tribe ... "Attack"
Castle "	A. K. Bradley ... "Dryad" (Addl.)
T. T. Sheehan ... "Daffodil"	(N.T.J)
J. Green ... "Wildfire"	F. A. Seward ... "Lydiard"
R. C. Powys-Smith ... "Alcantara"	E. R. Crone ... "Brittany"
W. T. Banks ... "Cilicia"	C. H. Metcalfe ... "Douwe Aukes"
C. C. Page ... "Asbury"	H. W. Goulding ... "Victory III"
(Actg. Ty. Lt.-Cdr.)	(Actg. Ty. Lt.-Cdr.)
R. J. Finch ... "Asturias"	J. M. Cunningham ... "Emperor of India"
H. K. Houghton ... "Resource"	J. Carr ... "Helvig"
T. W. F. Bolland ... "Alcantara"	F. Ardern ... "Abelia"
G. B. Medlycott ... "Alcantara"	C. A. Pottinger ... "Saunders"
J. S. Wrake ... "Alcantara"	(Actg. Ty. Lt.-Cdr.)
(Actg. Ty. Lt.-Cdr.)	F. Mugford ... "Rousay"
W. R. Stockdale ... "Carthage"	R. Mowbray ... "Lydd"
(Actg. Ty. Lt.-Cdr.)	J. V. Machin ... "Breda"
H. E. Tourtel ... "Shemara"	J. C. S. Engebretsen ... "Harlech Castle"
R. R. Taylor ... "Coverly"	O. E. Brown ... "Paragon"
E. B. Cutlack ... "Fairfax"	R. S. Norbury ... "Emperor of India"
(Actg. Ty. Lt.-Cdr.)	India "
F. M. Squire ... "Carnarvon"	R. A. Cherry ... "Freesia"
(Actg. Ty. Lt.-Cdr.)	Castle "
A. H. Turner ... "Marshal Soult"	R. W. Trethewey ... "Jonquil"
(M.M.S.7)	W. J. Clucas ... "Roebuck"
P. McDougall ... "Sylvania"	E. A. Davies ... "Goatfell"
M. E. Melbourne ... "Saker II"	J. Hunter ... "Tango"
("Byms II")	H. W. Stanley ... "Asbury"
J. S. Roe ... "St. Tudno"	(L.S.T.4)
(M.M.S.I.)	H. O. Morris ... "Alresford"
H. M. T. Askin ... "Dunlin"	P. S. Green ... "President"
D. McN. McFarlane ... "Westward Ho"	K. W. Richardson ... "Loch Monteith"
A. C. Nicol ... "Spartiate"	(Actg. Ty. Lt.-Cdr.)
A. L. Turner ... "Columbine"	H. M. Flint ... "Spartiate"
B. J. Hampson ... "Fluellin"	(Actg. Ty. Lt.-Cdr.)

Executive Officers, R.N.R.—contd.

T. J. Marshall ... "Lanka"	O. Stanhope ... "Badger"
(Actg. Ty. Lt.-Cdr.)	(Actg. Ty. Lt.-Cdr.)
H. W. Morgan ... "Stag"	H. F. Colson ... "Rooke"
(Actg. Ty. Cdr.)	(Actg. Ty. Lt.-Cdr.)
A. G. Morgan ... "Stag"	J. C. B. Robinson ... "Edinburgh Castle"
W. B. E. Hailstone ... "Eaglet"	R. J. Gluning ... "Antrim"
(Actg. Ty. Lt.-Cdr.)	H. Foskett ... "Calliope"
S. D. Mason ... "Eaglet"	N. T. Lloyd Warren ... "Euphrates"

Executive Officers, R.N.V.R.

J. R. D. Walker ... "Excellent"	H. McL. Duff-Still ... "St. Christopher"
E. N. Wood ... "Atherstone"	(Actg. Ty. Lt.-Cdr.)
C. H. Homan ... "Excellent"	R. J. L. Webb ... "Dido"
W. C. Brooks ... "Nile"	L. H. Mitchell ... "Aggressive"
J. V. Fulton ... "Whaddon"	T. P. K. Kemble ... "Torch II"
J. B. Rigg ... "Monck"	(Actg. Ty. Lt.-Cdr.)
R. E. Blyth ... "Leeds"	T. G. Nelson ... "Osprey"
C. R. Wood ... "Bee"	F. C. Newell ... "Pointz Castle"
G. F. Medlam ... "Hawkins"	R. O. Moore ... "Rowan"
W. Webb ... "Ferret"	R. L. Sutton ... "Claverhouse"
W. N. Kennedy ... "Norfolk"	P. M. Scott ... "Victory V"
R. R. W. Ashby ... "Aggressive"	E. J. Strowlger ... "Cormorant"
J. V. Bullin ... "Irwell"	(Actg. Ty. Lt.-Cdr.)
R. A. A. Robertson ... "Saker"	K. H. Oliver ... "Carnarvon Castle"
F. O. G. Lloyd ... "Shrapnel"	Castle "
(Actg. Ty. Lt.-Cdr.)	J. T. Ridd ... "Marshal Soult"
A. D. Sharp ... "Nimrod"	G. F. Alderson Smith ... "Tenby"
R. S. Harris ... "Yeoman"	R. Turner ... "Marshal Soult"
A. G. J. Matthews ... "Eaglet"	H. R. Ferdinando ... "Hornet"
J. D. C. Ewing ... "Bacchante"	R. A. P. Pinckney ... "Aggressive"
J. Cameron ... "Badger"	(Actg. Ty. Lt.-Cdr.)
J. Christmas ... "President"	J. G. Belsey ... "Renown"
L. S. Bailey ... "Heliopolis"	W. T. S. Brookes ... "Colne"
C. F. Bailey ... "Prometheus"	C. P. Hamilton-Adams ... "Marshal Soult"
C. S. Pirie ... "Hertfordshire"	J. S. Raven ... "Elgin"
L. G. Prowse ... "Badger"	G. Ashton ... "Lochinvar"
N. Warrington Smyth ... "President"	D. P. Richardson ... "Hythe"
J. S. Cambridge ... "Midge"	D. H. G. McCowen ... "Skirmisher II"
(Actg. Ty. Lt.-Cdr.)	(Actg. Ty. Lt.-Cdr.)
G. S. Gaylard ... "King Alfred"	W. F. McAusland ... "Skirmisher"
J. H. L. May ... "Wastwater"	J. F. Dunning ... "Badger"
Marquess of Graham ... "Janus"	A. E. Bird ... "Ophelia"
T. W. Sherrin ... "Sheba"	W. H. Tyce ... "Wildfire"
G. H. Clark ... "Brurey"	J. M. Fraser ... "Ubiquity"
E. Dawson ... "President III"	C. S. R. Shapland ... "Radiant"
E. T. Symons ... "Glen Avon"	D. McNeil ... "Paris"
Joseph Archibald Harris ... "Lucifer"	C. R. E. Childers ... "Amber"
B. J. P. Kelly ... "Ferret"	J. Carmichael ... "Miranda"
W. G. E. D. Rawlinson ... "King Alfred"	L. H. Hill ... "Irwell"
R. J. W. Crowdy ... "King Alfred"	E. H. Frost ... "Renown"
J. W. Holgate ... "Ryde"	P. S. Boyle ... "Rhyl"
J. G. Raven ... "Elgin"	A. C. Clarke ... "Milford King"
F. G. Darnborough ... "Blyth"	J. J. Allen ... "Keadah"
J. S. Truscott ... "Nimrod"	D. C. Gibb ... "Victory"
R. Leigh-Wood ... "Genista"	W. R. Wrench ... "Sheba"
D. W. S. Arnaud ... "St. Christopher"	L. R. Lord ... "Coverley"
(Actg. Ty. Lt.-Cdr.)	R. Barr ... "Claverhouse"
L. A. Ballard ... "Pembroke"	Sir J. H. C. Fayer ... "Boscawen"
Lord Stanley of Alderley ... "Saker"	R. A. P. Bevan ... "Quebec"
E. E. Barnes ... "Claverhouse"	T. Lawrie ... "Quebec"
(Actg. Ty. Lt.-Cdr.)	D. L. Pollock ... "Illustrious"
H. C. Norton ... "St. Tudno"	(Actg. Ty. Lt.-Cdr.)
(Actg. Ty. Lt.-Cdr.)	E. Playne ... "Orlando"
J. K. M. Warde ... "Paris"	K. B. Brown ... "Richard Croft"
L. J. Wyatt ... "Lynx"	H. L. Choppin ... "St. Tudno"
J. L. Barran ... "Edinburgh"	J. D. Russell ... "Rodney"
(Actg. Ty. Lt.-Cdr.)	R. E. Hawkes ... "Mentor II"
I. W. D. Macdougall ... "Bridport"	(Actg. Ty. Lt.-Cdr.)
S. M. Booker ... "Dunkery"	F. K. Butler ... "Staunch"
R. P. Hichens ... "Beehive"	H. T. Kemsley ... "Forte IV"
(Actg. Ty. Lt.-Cdr.)	(Actg. Ty. Lt.-Cdr.)

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(61622)

← V. H. BENNETT
(act Ty Lt.)

King ALFRED

Executive Officers, R.N.V.R.—contd.

J. R. Clarke	"Lancaster"	A. H. Law	"Raleigh"
F. L. Perkins	"St. Tudno"	D. F. Webb	"Boscawen"
Earl of Antrim	"President"	N. W. Gardiner	"Victory"
W. P. Bush	"St. Tudno"	J. C. Newman	"Bacohante"
J. F. Passmore	"Rodney"	P. W. T. Kime	"Cormorant"
H. C. C. Laird	"President"	(Actg. Ty. Lt.-Cdr.)	
A. H. Rendle	"Eaglet"	J. Marryat	"Vernon"
(Actg. Ty. Lt.-Cdr.)		(Actg. Ty. Lt.-Cdr.)	
R. S. Armitage	"Vernon"	F. J. Emuss	"Cormorant"
(Actg. Ty. Lt.-Cdr.)		N. B. E. Smith	"Pembroke"
K. J. Lee	"Paris"	N. H. Hibbs	"Boscawen"
C. R. H. Davenport	"Nimrod"	B. L. Bremridge	"Britannia II"
C. E. Shippam	"Mantis"	A. J. Villiers	"St. Christopher"
L. M. Bates	"Yeoman"	G. J. F. Fitzgerald	"President"
James Collins	"Philoctetes"	(Actg. Ty. Lt.-Cdr.)	
E. J. C. Edwards	"Tana"	R. A. Balfour	"Merlin"
(Actg. Ty. Lt.-Cdr.)		(Actg. Ty. Lt.-Cdr.)	
I. Scott Dalgleish	"President"	T. H. Needham	"Yeoman"

Non-Executive Officers

Air Branch, R.N.V.R.

C. D. G. Nicholson	"Daedalus"	B. A. G. Meads	"Goshawk"
J. Goodyear	"Blackcap"	(Actg. Ty. Lt.-Cdr. (A))	
(Actg. Ty. Lt.-Cdr. (A))		T. Coates	"Kestrel"
A. C. S. Irwin	"President"	(Actg. Ty. Lt.-Cdr. (A))	
(Actg. Ty. Lt.-Cdr. (A))	(N.A.2 S.L.)	G. H. Winn	"Goshawk"
E. G. Johnstone	"Merlin"	(Actg. Ty. Lt.-Cdr. (A))	
(Actg. Ty. Cdr. (A))		E. A. H. Peat	"President"
A. Goodfellow	"President"	(D.P.S.)	
(Actg. Ty. Cdr. (A))	(F.O.Y.E.)	F. C. Furlong	"Daedalus"
O. J. Tapper	"Merlin"	W. D. T. Gairdner	"Merlin"
K. C. Johnson	"Malagas"	(Actg. Ty. Lt.-Cdr. (A))	
(Actg. Ty. Lt.-Cdr. (A))		G. H. G. S. Rayer	"Merlin"
F. Leach	"Dundee"	(Actg. Ty. Lt.-Cdr. (A))	
(Actg. Ty. Lt.-Cdr. (A))		J. B. W. Pugh	"Blackcap"
A. T. Molyneux	"Tern"	(Actg. Ty. Lt.-Cdr. (A))	
(Actg. Ty. Lt.-Cdr. (A))		J. M. Keene-Miller	"Cormorant"
G. V. Oddy	"Vulture"	(Actg. Ty. Lt.-Cdr. (A))	
(Actg. Ty. Lt.-Cdr. (A))		W. B. Caldwell	"Merlin"
E. K. Lee	"Goshawk"	(Actg. Ty. Lt.-Cdr. (A))	
(Actg. Ty. Lt.-Cdr. (A))		A. R. Ramsay	"Owl"
R. G. French	"Vulture"	(Actg. Ty. Lt.-Cdr. (A))	
R. H. Ovey	"Kestrel"	R. P. Mason	"Landrail"
(Actg. Ty. Lt.-Cdr. (A))		A. H. Milward	"Kestrel"
		L. C. G. Galloway	"Merlin"

Engineer Branch

R.N.

A. H. Brown	"Abdiel"	E. H. Allen	C.C.O.H.Q.
(Actg. Ty. Lt.-Cdr. (E))		(Actg. Ty. Lt.-Cdr. (E))	
V. H. C. Pierce	"Lulworth"	C. Taylor	"Manxman"
R. P. Cowey	"Cormorant"	C. K. Clarke	"Wayland"
(Actg. Ty. Lt.-Cdr. (E))		R. S. Bickerton	"Mosquito"
L. R. Ralfs	E. in C. Dept.	O. D. Tannett	"Foxhound"
T. Kehoe	"Suffolk"	P. N. Wilson	"Black Prince"
(Actg. Ty. Lt.-Cdr. (E))		J. Diamond	"Cochrane"
		W. L. Ryan	"Brighton"

R.N.R.

R. C. H. Reed	"Norfolk"	D. K. F. Boswell	"Victory" (NTJ)
V. N. Cutlack	"Caldwell"	(from date of arrival in U.K.)	
J. Bowman	"Paladin"	C. E. A. Vann	"Vivacious"
K. E. Jones	"St. Angelo"	G. Symington	"Marshal Soult"
(Actg. Ty. Lt.-Cdr. (E))		(Actg. Ty. Lt.-Cdr. (E))	
L. R. Jackson	"Skiddaw"	E. F. Partridge	"Newmarket"
C. O. H. Korstvedt	"Europa"	(Actg. Ty. Lt.-Cdr. (E))	
(Actg. Ty. Lt.-Cdr. (E))		A. Skedd	"Brittany"
R. Stirling	"La Cordeliere"	H. T. Larsen	"Solvra"
R. Jonassen	"Eland"		

Engineer Branch—contd.

R.N.V.R.

W. C. Shaw	B.E.O. "Quebec"	W. W. Owen	"Ambitious"
(Actg. Ty. Lt.-Cdr. (E))		(Actg. Ty. Lt.-Cdr. (E))	
J. C. Wheeler	"Saker"		

Air Engineers, R.N.V.R.

V. H. Stephens	R.N.A.S.	E. H. Banfield	R.N.A.S.
(Actg. Ty. Cdr. (A))	"Machrihanish"		"Wingfield"
S. J. Bassett	R.N.A.S.	R. E. G. Manners-Clarke	"Unicorn"
(Actg. Ty. Lt.-Cdr. (A))	"Coinbatore"	(Actg. Ty. Lt.-Cdr. (A))	("Caroline")
A. B. Lavy	R.N.A.R.Y.	E. H. Morgan	"Indomitable"
(Actg. Ty. Lt.-Cdr. (A))	"Donibristle"	(Actg. Ty. Lt.-Cdr. (A))	("Clio")

Electrical Branch, R.N.V.R.

G. Gibb	"President"	W. A. E. Gelder	"Beaver"
(Actg. Ty. El. Lt.-Cdr.)		(Actg. Ty. El. Lt.-Cdr.)	
G. M. E. speedy	"President"	H. R. Robinson	"Paris"
(Actg. Ty. El. Lt.-Cdr.)		(Actg. Ty. El. Lt.-Cdr.)	
E. F. Johnston	"President"	J. W. Barrett	"Orlando"
(Actg. Ty. El. Lt. Cdr.)		B. R. Vickers	"President I"
A. W. A. Dick-Cleland	"Attack"	(Actg. Ty. El. Lt.-Cdr.)	
(Actg. Ty. El. Lt.-Cdr.)		A. J. R. Roger	"Nimrod"
W. S. Dalby	"Stag"	J. E. Goodwin	"Lucifer"
R. P. Hawkey	"Avalon"	(Actg. Ty. El. Lt.-Cdr.)	
(Actg. Ty. El. Lt.-Cdr.)		J. J. N. Kyffin	"Vernon"
G. Henderson	"Eaglet"	(Actg. Ty. El. Lt.-Cdr.)	
T. Rees	"President"	A. F. Linton	"Cormorant"
H. Pickup	"Vernon"	E. H. Johnson	"Nile"
(Actg. Ty. El. Lt.-Cdr.)		J. Sharp	"Sheba"
H. B. Rendle	"Epping"	G. H. R. Martin	"Claverhouse II"
(Actg. Ty. El. Lt.-Cdr.)		(Actg. Ty. El. Lt.-Cdr.)	
J. Smith	"Lucifer"		
(Actg. Ty. El. Lt.-Cdr.)			

Medical Branch, R.N.V.R.

J. B. W. Hayward	"Nemo"	D. W. C. Cox	"President V"
T. McEwan	"Tana"	T. Parker	"Orlando"
R. B. H. Faichney	"Mentor"	F. G. Maitland	"Victory"
(Actg. Surg. Lt.-Cdr.)		E. R. L. Davies	"Dryad"
J. R. H. Peat	"Medway"	W. A. Hutton	"Proserpine"
H. W. Clegg	"Victory"	J. C. Nicholson	"Ferret"
F. G. Ward	"Victory"	G. R. Waterman	"Drake IV"
C. W. B. Woodham	"Nile"	N. V. Birrell	"Nile"
T. T. Hardy	"Excellent"	E. M. Webster	"Port Quebec"
H. K. Childs	"Vernon"	(Actg. Ty. Surg. Lt.-Cdr.)	
J. W. A. Duckworth	"Drake"	W. T. Ellis	"Clio"
J. E. M. Ayoub	"Nile"	J. Barr	"Edinburgh Castle"
R. A. P. Paul	"Pembroke"		
R. I. Bence	"Bristol"	H. O. Paton	"Pembroke"
J. Patterson	"Pembroke"	T. Pearce	"Drake"
T. W. Smailes	"Lanka"	J. R. Forbes	"Excellent II"
D. H. Anderson	"Pembroke"	J. C. G. Abraham	"Duke"
D. A. F. Shaw	"Duke"	R. C. Bennett	"Eskimo"
(Actg. Ty. Surg. Lt.-Cdr.)		L. Jones	"Marshal Soult"
K. Watson-Jones	"Sennen"	T. A. Best	"Birmingham"
F. A. Richards	"Pembroke"	A. B. Burns	"Leigh"
E. G. Ashton	"President V"	W. M. Wilson	R.N. Barracks, Chatham
E. J. Stubbs	"Nile"		
R. L. Parish	"Excellent"	A. M. Gilchrist	"Pembroke"
R. F. Townsend	"Lanka"	R. T. Norman	"Victory"
R. B. D. Wright	"Victory IV"	C. M. T. Adamson	"Drake"
G. N. Carrell	"President"	D. R. S. Howell	"Lanka"
P. L. J. C. Ransome Wallis	"Osprey"	S. A. Bather	"Daedalus II"
H. C. Maingay	"Eaglet"	L. Milton	"Beaver"
A. G. Gathorne-Hardy	"Dragon"	(Actg. Ty. Surg. Lt.-Cdr.)	
(Actg. Ty. Surg. Lt.-Cdr.)			

Dental Branch, R.N.V.R.

J. A. Atkinson	"Medway"	E. V. B. Widdowson	"Asbury"
J. C. B. Jones	"Philoctetes"	K. A. Johnson	"Kestrel"
E. E. H. Sampson	"Vernon"	W. P. McEldowney	"Waxwing"
S. R. Peatfield	"Duke"	A. H. Adcock	"Sheffield"
W. S. Major	"Jackdaw"	S. A. Quarterman	"Edinburgh Castle"
J. C. P. Besford	"Formidable"		
R. L. V. Henderson	"Nimrod"	R. L. Cautley	"Victory"

Accountant Branch

R.N.R.

E. C. Monkhouse ...	"Maine"	H. S. Rousseau ...	"Saker II"
S. G. Bishop ...	"Stag"	C. E. Tarry ...	"Uganda"
G. L. C. Hardinge ...	"Jamaica"	J. P. Bray ...	"Haitan"
J. M. P. Kirkness ...	"Lucifer"	(Actg. Pay. Lt.-Cdr.)	
E. P. F. Fagen ...	"Sheffield"	J. W. R. Parrott...	"Edinburgh"
W. S. Morton ...	"President"		Castle
N. B. Horwood ...	"Malabar"	G. B. Fry ...	"President"

R.N.V.R.

E. O. J. Woodward ...	"Benbow"	W. H. D. Campbell ...	"Pembroke"
(Actg. Pay. Lt.-Cdr.)		C. V. H. Foulkes...	"Orion"
J. White ...	"Grebe"	W. N. K. M. Crawford ...	"Avalon"
A. S. Macmillan ...	"Saker"	D. G. Clark ...	"Foliot"
K. G. D. Leavey ...	"Adventure"	C. I. Poole ...	"Eaglet"
(Actg. Pay. Lt.-Cdr.)		(Actg. Ty. Pay. Lt.-Cdr.)	
C. S. Beer... ..	"Euryalus"	A. F. Wallace ...	"Colombo"
J. Hopkins ...	"Stag"	D. Bruce ...	"Afrikander III"
W. R. Proud ...	"Lucifer"	L. W. Keast ...	"Flora"
A. M. Jacobs ...	"President"	A. H. Marshall ...	"Stag"
G. P. Vollmer ...	"Benbow"	D. H. Harris ...	"Victory"
P. Murray ...	"Baldur"	F. Wain ...	"Bacchante"
E. S. Heath ...	"King George V"	(Actg. Ty. Pay. Lt.-Cdr.)	
J. B. Soutter ...	"Mentor"	D. E. Stevens ...	"Eaglet"
R. C. Ledger ...	"Victory V"	H. F. White ...	"Caroline"
F. E. Gadd ...	"Stag"	A. G. Underwood ...	"Leigh"

Special Branch, R.N.V.R.

F. H. W. Green ...	"Warspite"	J. S. Bennett ...	"Afrikander"
E. P. West ...	"Condor"	(Actg. Ty. Lt.-Cdr.)	
(Actg. Ty. Lt.-Cdr.)		G. Bull ...	"President"
W. H. R. Masters ...	"Landrail"	(Actg. Ty. Lt.-Cdr.)	
S. G. Best ...	"Fencer"	P. L. Chandler ...	"President"
B. Harman ...	"Daedalus"	(Actg. Ty. Lt.-Cdr.)	
R. S. Smith ...	"Afrikander"	H. C. Redgrave ...	"Osprey"
J. P. Ensor ...	"Ukussa"	(Actg. Ty. Lt.-Cdr.)	
(Actg. Ty. Lt.-Cdr.)		C. M. Morrell ...	"President"
P. J. S. Bevan ...	"Tracker"	I. H. Cox ...	"President"
W. D. Hopkins ...	"Nile"	(Actg. Ty. Lt.-Cdr.)	
J. E. Coventry ...	"Afrikander"	H. H. Prince Dimitri ...	"President"
W. R. Westhead ...	"President"	C. F. W. Lang ...	"Proserpine"
(Actg. Ty. Lt.-Cdr.)		(Actg. Ty. Lt.-Cdr.)	
D. Marshall ...	"President"	G. O. Waters ...	"Merlin"
P. R. Bishop ...		(Actg. Ty. Lt.-Cdr.)	
G. E. Hughes ...	"President"	J. F. Bawtree ...	"Osprey"
(Actg. Ty. Lt.-Cdr.)		T. R. W. B. Miller ...	"Lanka"
G. C. Turner ...	"Mercury"	(Actg. Ty. Lt.-Cdr.)	
L. F. Taylor ...	"Cormorant"	J. H. Babington ...	"President"
S. P. Jackson ...	"Afrikander I"	T. C. Spurway ...	"Condor"
G. Tandy ...	"President"	J. G. Nash ...	"President III"
(Actg. Ty. Lt.-Cdr.)		(Actg. Ty. Lt.-Cdr.)	
A. G. Chadd ...	"Nile"	B. Warington Smyth ...	"President"
D. M. Carmichael ...	"Baldur"		

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

(A.F.O. 4240/42.)

5865.—R.N.R. and R.N.V.R. Officers—Grant of Acting Rank of Lieutenant-Commander

(C.W. 25720/42.—3.12.1942.)

With reference to A.F.O. 4240/42, paragraph 4 (b), recommendations are to reach Admiral Commanding Reserves by 15th February and 15th August.

(A.F.O. 4240/42.)

5866.—Special Branch, R.N.V.R.—Wearing of Distinction Cloth

(C.W. 36622/42.—3.12.1942.)

In order to make available for sea appointments executive Officers serving on shore, Special Branch Officers are appointed to undertake general executive duties on shore whenever possible. It has been decided that Special Branch Officers who have been promoted from the lower deck, have undergone the course of training in H.M.S. "King Alfred" and are eligible for the EX.S. symbol under A.F.O. 523/41 shall no longer wear any distinction cloth. Officers transferred from the Executive to the Special Branch on medical grounds and who are employed on general executive duties on shore will similarly wear no distinction cloth.

2. These Officers will still be shown under the Special Branch in the Navy List. They will continue to be regarded as non-executive Officers and will only assume command of ratings actually placed under their command and be given such power of command as their duties require.

3. Officers other than the above will continue to wear the distinction cloth of the Special Branch.

(A.F.O. 523/41—not in annual volume.)

AFO 3253/43 *5867.—Naval and Royal Marine Officers—Increased Uniform Allowances

(C.W. 40855/42.—3.12.1942.)

The standard war-time uniform allowance of £45 for Naval and R.M. Officers has been increased to £55. The higher amount will be paid to Officers who would ordinarily have been eligible for the £45 grant on or after the 1st December, 1942. Pending further instructions the non-standard grants mentioned in A.F.O. 5228/41 remain in force.

2. Payment will be authorised by the Director of Navy Accounts, except in the case of those Naval Establishments which have been specifically authorised to make local payment of the standard rate of uniform allowance. Individual applications for payment are not therefore required.

3. The existing grant of £5 towards the cost of white and/or tropical uniform has been increased to £10 with effect from the 1st December, 1942, and payment of this allowance will be authorised on application to the Director of Navy Accounts. Each application should be duly certified by the Commanding Officer to the effect that the officer concerned was required to provide himself with white and/or tropical outfit on or after the 1st December, 1942, and that this outfit was provided in addition to the ordinary blue or khaki uniform. Officers who have already received the original grant of £5 and who are given, on or after the 1st December, 1942, a further appointment requiring them to provide themselves with white and/or tropical outfit will become eligible for the balance of £5.

4. The special grant of £7 10s. 0d. for white uniform for Skippers and Chief Skippers authorised by A.F.O. 2335/40 is similarly increased to £10 for those Officers who first become eligible for the grant on or after 1st December, 1942. Any Officers of these ranks who have already received the original grant of £7 10s. 0d. and who are given, on or after 1st December, 1942, a further appointment requiring them to provide themselves with white and/or tropical uniform will become eligible for the balance of £2 10s. 0d.

5. Grants for white and/or tropical uniform will be authorised only by the Director of Navy Accounts, and must be applied for.

(A.F.Os. 2335/40 and 5228/41.)

(A.F.O. 5027/41 is cancelled.)

*5868.—Temporary Commissions—Revised Age Limits for Air Branch Commissions

(C.W. 40542/42.—3.12.1942.)

With reference to paragraph 32 of A.F.O. 3970/40, H.O. and reserve ratings may now be recommended for Temporary Air Branch Commissions for Pilot or Observer duties, provided they are not more than 30 years of age at the time the Form C.W.1 (T) is started.

(A.F.O. 3970/40)

(A.F.O. 5624/42 is cancelled.)

5869.—Promotion from Lower Deck to Temporary Commissions—Abolition of Preliminary Selection Boards for Executive and Special Branch Candidates

(C.W. 43637/42.—3.12.1942.)

In order to increase the supply of C.W. candidates for temporary executive and special branch commissions appearing before the Admiralty Selection Board and to reduce administrative work in the Fleet, it has been decided to dispense with Preliminary Selection Boards. C.W. candidates on completion of the necessary sea time, are, on receipt of Admiralty instructions, to be discharged to R.N. Barracks, Portsmouth, for the Admiralty Selection Board if they are considered to have reached the necessary standard.

2. To meet immediate requirements C.W. candidates who, at the date of this Order, have already served three months or more sea time and are recommended should be discharged to Portsmouth for the Admiralty Selection Board without awaiting Admiralty instructions, reliefs being obtained where necessary direct from depots.

3. Candidates who have already passed Preliminary Selection Boards should be discharged to Portsmouth forthwith.

4. C.W. candidates for Temporary Executive and Special Branch commissions serving in the Eastern Fleet, and on the Mediterranean and South Atlantic stations are on completion of sea time to be discharged to H.M.S. "Assegai" for the Selection Board if they are considered to have reached the required standard. Admiralty instructions will not be issued for them. Reliefs should be obtained where necessary from R.A.T.E.

***5870.—Accelerated Promotion**

(C.W. 43988/42.—3.12.1942.)

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

Kite, E.	...	...	"Chesterfield"	...	...	1st June.
Brewster, W. R.	...	...	"Titania"	...	...	1st October.
Richardson, R. W.	...	...	"Blyth"	...	...	1st December.
Jobson, P. A.	...	...	"Hoxa"	...	...	1st December.
Cook, H. F.	...	...	"Titania" addl.	...	...	1st December.
Bull, A. F.	...	...	"Wilton"	...	...	1st December.
Hibbert, A. J.	...	...	"St. Christopher"	...	...	1st December.
Larkin, G. J. W.	...	...	"Titania"	...	...	1st December.
Highston, J. A.	...	...	"Jasmine"	...	...	1st December.
Horne, L. V.	...	...	"St. Christopher" addl. for M.L. 453.	...	...	1st December.
Scrivener, H. J.	...	...	"Jasmine"	...	...	1st December.
Harris, C. R. de B.	...	...	"Pathfinder"	...	...	1st December.
Keir, J. C. M.	...	...	"Boadicia"	...	...	1st December.
Howard, J. B. S.	...	...	"Caldwell"	...	...	1st December.
Burnett, R. A.	...	...	"Mallow"	...	...	1st December.
Bryne, C. L.	...	...	"Titania"	...	...	1st December.

Air (Flying)

Geater, J. R.	...	...	"Bermuda"	...	...	1st November.
Watson, L. C. (D.S.C.)	...	...	"Condor"	...	...	1st December.
Kighorn, G. J.	...	...	"Anson"	...	...	1st December.
Diggens, L. F.	...	...	"Machrinhanish"	...	...	1st December.
Hargreaves, C. F.	...	...	"Merlin" 886 Squadron.	...	...	1st December.
Haworth, R. B.	"Machrinhanish"	1st December.

Air (Technical)

Whaley, F. P.	"Twatt"	1st December.
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Accountant

Le Cocq, B.R.	"Rodney"	1st December.
Perry, J. G.	"St. Angelo"	1st December.

Special

Mills, G. W. B.	...	...	"Mercury II"	...	...	1st November.
Ellis Chris St. J. (G.M.)	...	...	"St. Angelo"	...	...	1st December.
Jenkins, N. M.	...	...	"Nile"	...	...	1st December.
Clements, L.	...	...	"Mercury" addl.	...	...	1st December.

R.A.N.V.R.

McCormick, P. J.	...	...	"Badger" for Olivine"	Kingston	1st August.
Clarkson, D. D.	...	...	"Jasmine"	...	1st December.
Adams, E. J.	...	...	"Northern Isles"	...	1st December.

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

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

5871.—Cancelled.

5872.—Private Ward Accommodation for Officers in E.M.S. Hospitals—Fees

(M.D.G. 59001/42.—3.12.1942.)

Cases are frequently occurring of Officers R.N., R.M., and the Reserves, W.R.N.S., and members of Q.A.R.N.N.S. and Q.A.R.N.N.S. (R), being admitted at their own request or on the direction of Naval authorities, into the Private Wards of Civil Hospitals which are otherwise in the Emergency Hospital Scheme, under the impression that they are entitled to such accommodation at public expense by virtue of their rank.

2. It is pointed out that Private Wards or Private Paying Patients' Accommodation in these hospitals should generally be regarded as outside the Emergency Medical Scheme. Some E.M.S. Hospitals, however, earmark a part of their normal Private Patients' Accommodation for the use of Commissioned Officers and those of similar ranking in the Women's Services in cases where separate accommodation is necessary for the effective treatment of the particular case. In these instances, no charge is made to the patient. Care should therefore be taken in all cases of admission to private or separate accommodation from the general wards to ensure beforehand that the expense for maintenance and treatment will be met under the E.M. Scheme.

No arrangements exist or can be made whereby part of the cost can be payable from Public Funds and part by the patient.

3. Free treatment and accommodation (other than Private Ward) is available within the E.M. Scheme. If, however, a patient elects (subject to K.R. & A.I.) to be treated as a private patient, he or she will be held responsible for the fees of maintenance and treatment. The patient or person acting on behalf of the patient, should in these circumstances sign a Declaration undertaking to pay for any medical or surgical fees and accommodation and nursing costs on the understanding that full hospital treatment is otherwise available at the expense of public funds and they have no claim against the Ministry of Health or the Admiralty in respect of the private treatment as a paying patient.

5873.—Trade Tests—Artificer and Artisan Candidates Unsuccessful in—Payment During Period of Test

(N. 25925/42.—3.12.1942.)

Candidates who are unsuccessful in the trade test are to be paid at a flat rate of 3s. a day for the time necessarily spent away from their home for the purpose of undergoing the test.

2. This Order is to take effect from date of issue.

(A.F.O. 545/37 is cancelled.)

***5874.—Wiremen (L.C.) Branch—Introduction and Advancement**

(N. 13914/42.—3.12.1942.)

A.F.O. 5632/42 is to be amended as follows:—

Delete existing paragraph 5, and substitute—

"5. Pay and kit will be identical with other Wireman Branches rate for rate, but the letters 'LC' will be worn below the appropriate torpedo badges instead of the letter 'L' worn by ratings of the Wireman (L) Branch."

(A.F.O. 5632/42.)

***5875.—Physical and Recreational Training Instructors, 2nd Class—Qualifying Course for Active Service Ratings**

(N. —3.12.1942.)

A qualifying course of four months' duration for Petty Officers and Leading Seamen will commence at the R.N. School of P.R.T. on the 4th January, 1943.

2. Able Seamen passed for Leading Seaman, and within two years of the normal seniority for advancement may also be accepted if recommended; but Able Seamen who qualify will not be eligible for draft to sea as P.R.T. Instructors until rated Acting Leading Seamen. The number of ratings selected will not exceed more than eight from each port.

3. Candidates will be selected by the Superintendent, P.R.T., from the names of volunteers at present held at the R.N. School of P.R.T.

4. The conditions laid down in K.R. & A.I., Appendix XVII, Part 3, No. 68, must be fulfilled in all cases.

5. Non-substantive pay of 9d. per diem for P.R.T. Instructors 2nd Class, and 1s. 3d. per diem for P.R.T. Instructors, 1st class, is payable from the date of qualification.

***5876.—Plain Clothes Gratuity**

(V. 3704/42.—3.12.1942.)

As from 3rd November, 1942, the plain clothes gratuity payable to naval ratings under Article 1602, K.R. & A.I., to men on discharge has been increased from 18s. to £2 15s. 10d. for men not dressed as seamen and £2 19s. 1d. for men dressed as seamen, but two blue and two white uniform suits are to be withdrawn from ratings who under existing regulations would be allowed to retain their uniform on discharge.

2. Men not in possession of civilian clothes may be allowed to proceed to their homes wearing a serge uniform suit, which they should be instructed to return to their depot by post as soon as they have obtained civilian clothing, a stamped addressed label being supplied to them for this purpose.

3. Arrangements should be made by naval hospitals for the withdrawal of the two blue and two white uniform suits of men invalided, before they are sent to their homes, and for the depots to be informed when this has been done. The suits withdrawn should be forwarded to the Accountant Officer (S) of the depots concerned.

4. Depots should also be informed when men have been allowed to proceed home wearing a serge suit which is required to be returned.

5. With reference to A.F.O. 4521a/40, paragraph 3, the plain clothes gratuity payable to mobile ratings of the W.R.N.S. remains unaltered at 18s., pending any other directions.

(K.R. & A.I. Art. 1602.)

(A.F.O. 4521a/40—not in annual volume.)

(A.F.O. 875/42 and Admiralty Messages 634A and 699A are cancelled.)

5877.—National Service Acts—Compliance with Summonses to Attend for Medical Examination or with Enlistment Notices—Deferment Procedure

(N. 27048/41.—3.12.1942.)

Instances have been brought to notice by the Ministry of Labour and National Service where civilian employees of Admiralty establishments have failed to attend for medical examination on being summoned under the National Service Acts or have failed to comply with an enlistment notice issued under the Acts, because they have been ordered to remain at their work by Admiralty officials or Naval authorities under whom they are employed.

2. Failure to attend for statutory medical examination or to report for service when ordered to do so by the Ministry of Labour and National Service places a man or woman in danger of prosecution under the National Service Acts or of liability to arrest as a deserter. Admiralty officials and Naval authorities employing men or women who are subject to the National Service Acts have no authority to instruct them to ignore a summons for medical examination or an enlistment notice and employing authorities are to grant every facility for compliance with those instructions.

3. Attention is directed, however, to A.F.O. 3613/42 under which deferment of service may be granted by the Admiralty to men who have received enlistment notices to report for Naval service. Where in very exceptional circumstances men or women in Admiralty (Industrial) employment are issued with an enlistment notice and their withdrawal from their employment would seriously interfere with work of vital importance in the war effort, any representations which it is desired to make should be addressed to Contract Labour Branch, Admiralty, Bath. If, in the case of a non-industrial employee, it is considered that a summons to medical examination or an enlistment notice has been issued in error, the circumstances should at once be fully reported by signal to Civil Establishments Branch I (Armed Forces Section), Admiralty, London. Unless, however, authority for deferment of service is received from the Admiralty or the Commanding Officer of the New Entry Establishment concerned, as in paragraph 4, the enlistment notice must be promptly complied with.

4. Where deferment of service for a man called up for the Royal Navy is granted by the Admiralty or (on compassionate or medical grounds) by the Commanding Officer of the Royal Navy New Entry Establishment concerned, it must be understood that the man belongs to the Royal Navy as from the date on which he was due to report for service under his enlistment notice (A.F.O. 3613/42, paragraph 1). There is no necessity whatever to communicate with the Ministry of Labour on the matter and the man concerned is to be informed that his enlistment notice still stands but that deferment has been granted under Admiralty authority. The Ministry's interest ceases when the Enlistment Notice is issued. The enlistment notice and 4s. advance of pay should be retained by the man as against the date when he is ultimately required to report for service and the travelling warrant issued by the Ministry of Labour should be cancelled.

(A.F.Os. 536/41 and 3613/42.)

5878.—Civilian Maintenance Personnel at Naval Air Establishments—Authority to Sign Aeroplane Maintenance Form 700—REPORT

(E.F.O./A.M.R. 879/42.—3.12.1942.)

Attention is directed to A.F.O. 5986/42 in Section 6 of this issue.

5879.—Flying Accidents—Claims from Third Parties in Respect of Damage to Property and Personal Injuries

(N.L. 19470/41.—3.12.1942.)

The following amendment is to be made to paragraph 4 of A.F.O. 4847/42 :—

Delete last sentence which reads "The names and addresses of the respective Officers-in-Charge of Works and the limits of their jurisdiction are given in C.B. 04078".

(A.F.O. 4847/42.)

5880.—Burial of Officers and Ratings of Dominion Naval Forces or of Dominion Nationality serving in the Royal Navy, who die in the United Kingdom

(N.L. 13770/42.—3.12.1942.)

The following instructions apply to all members of the Naval Forces of Canada, Australia, New Zealand and South Africa and to nationals of those Dominions and of the Dominion of Newfoundland serving in the Royal Navy :—

- (1) Except where other arrangements are made at the express wish of relatives, every officer and rating whose burial is carried out by the Naval authorities should be buried in a separate grave space. No departure should be made from this procedure except in the event of special emergency.
- (2) Where the burial takes place in a Naval cemetery no difficulty will arise as single grave spaces only are normally used.
- (3) Where the burial takes place in a civil cemetery with a reserved plot in which single grave spaces are not available, and there is no other conveniently adjacent civil cemetery with a reserved plot containing single grave spaces, a single grave space in another part of the cemetery should be acquired.
- (4) If a single grave space cannot be provided under existing arrangements for the burial of Naval personnel in the United Kingdom and separate purchase of a single grave space is necessary, the cost of the provision of such a grave space will be borne by public funds. The cost of a grave space may range, according to locality, from 30s. 0d. to £5 or £6. In many localities a specially low purchase charge is made in the case of grave spaces for Service burials, and full advantage should be taken of this. In no case will the cost of the grave space exceed £6 without prior Admiralty authority.
- (5) The expense of a grave space when provided specially under these instructions will be recoverable from the Imperial War Graves Commission at their Head Office at Woburn House, Woburn Green, High Wycombe, Bucks.
- (6) The above instructions will not apply in the case of burials of the personnel referred to in paragraph 1 above which are carried out by relatives under their own arrangements.
- (7) Except as provided above, this order will not effect the provisions of the existing regulations and instructions regarding the funeral arrangements and funeral expenses of nationals of the Dominions serving in the Royal Navy.

5881.—Officiating Ministers of Religion

(C.E. 59971/42.—3.12.1942.)

The following appointments of Officiating Ministers have been approved :—

Church of England—

Salcombe, Gara Rock and district ... Rev. B. N. Adams, B.A.,
South Allington, Kingsbridge, Devon
R.N. Unit, Draycott Avenue ... Rev. A. T. Bolton, M.A.,
30 Brompton Square, S.W.3

Methodist—

H.M.S. "President III", Eton ... Rev. J. Bonsall,
34, Clarence Road, Windsor

The usual facilities are to be afforded.

†5882.—Admiralty Surgeons and Agents

(C.E. 15491/41.—3.12.1942.)

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

Place	Name	Address	Remarks
Sowerby Bridge, Yorks.	Dr. J. McKelvey, L.R.C.P. & S.	Ryburn Buildings, Sowerby Bridge, Yorks. (Tel. No. : 81457.)	—
Witley, Surrey...	Dr. Elizabeth Bell, L.R.C.P. & S.	Lashams Lea, Witley, Surrey. (Tel. No. : Wormley 212.)	Temporarily, during absence of Dr. Blazeby.

5883.—Travel from Eire to the British Isles—Wives and Families of Naval and R.M. Personnel

(N.L. 20001/42.—3.12.1942.)

Wives and families resident in Eire of Naval or Royal Marine personnel serving ashore in England, Scotland or Wales, who wish to obtain a permit to enable them to join their relatives in the Navy or Royal Marines should apply to the United Kingdom Permit Officer, Merrion Square, Dublin.

2. A permit will not normally be granted, however, until the United Kingdom Permit Office has received a letter from the Commanding Officer of the man concerned to the effect that

- (a) there is no naval objection to the wife joining her husband,
- (b) housing accommodation for the occupation of the wife and family has been obtained.

3. When the wife and/or family is travelling from Eire to :—

- (a) North of Scotland Protected areas, or
- (b) Defence areas in England

they are reminded that as regards sub-paragraph (a) additional Protected Area permits are also required, application for which should be made to the Military Permit Office, Passport and Permit Office, Dartmouth Street, London, S.W.1. In the case of sub-paragraph (b) local police permission to enter the defence area concerned may be required.

4. Before advising their wives and families to apply to the United Kingdom Permit Office, Dublin, personnel should ensure that their Commanding Officers have sent the letter to Dublin in accordance with paragraph 2 above.

5. When parents apply for permits to visit sons being Naval or Royal Marine personnel or their daughters, being members of the W.R.N.S., Q.A.R.N.N.S., or V.A.D., they must produce evidence that such sons or daughters are serving in England, Scotland or Wales.

(A.F.O. 840/41.)

***†5884.—Import of Foodstuffs from Eire by Naval Seamen**

(N.L. 17512/42.—3.12.1942.)

As from the 1st December, 1942, the concessions allowed under paragraph 7 of the Board of Trade Importers Notice No. 106 import licences will not be required for the importation inter alia of :—

- (a) Foodstuffs, the property of British (including Empire) seamen wherever domiciled, other seamen domiciled in the United Kingdom, passengers and R.N. personnel, provided that in the case of

imports from Eire, the total quantity of foodstuffs does not exceed 7-lb, and that no one foodstuff (whether rationed or unrationed) within that quantity exceeds 2-lb.

Naval personnel arriving from ports in Eire and making use of this concession are reminded that the Eire authorities prohibit the export of foodstuffs from Eire except under licence.

- (b) Seamen, passengers and Royal Navy personnel arriving from ports in other countries, including persons on vessels which may call at a port in Eire as part of a normal voyage may, under this concession, import foodstuffs without import licences, provided the total quantity does not exceed 25-lb., and that no one foodstuff (whether rationed or unrationed) within that quantity exceeds 5-lb.

2. Any Customs Duty chargeable on foodstuffs imported under this concession must be paid, if the quantity exceeds the amount ordinarily allowed free of duty. Goods imported under the concession must be duly declared and produced to the Customs Officer at the time of landing, and any quantities of foodstuffs in excess of the limits mentioned above will not be allowed to be imported by Naval personnel and will be subject to seizure by Customs.

3. The quantities of perishable and other foodstuffs which may be imported under this order are subject to the maximum limits mentioned above and are to be carried at the discretion of the Commanding Officer, who will be guided by the stowage facilities available.

(A.F.O. 4104/42 is cancelled.)

***5885.—W.R.N.S.—Rates of Pay of Junior Officers**

(C.W. 42931/42.—3.12.1942.)

A.F.O. 5759/42 is to be amended as follows:—

Delete "revised rates" and substitute "war-time rates".

(A.F.O. 5759/42.)

5886.—W.R.N.S.—Accommodation for Convalescent Wrens at Altachorvie, Lamlash

(M.D.G. 52657/42.—3.12.1942.)

The above Establishment is now used by W.R.N.S. personnel serving at Lamlash.

2. Accommodation will not, in future, be available for convalescent W.R.N.S. ratings from other Establishments.

5887.—W.R.N.S.—Rating Casualties—Reports of

(C.W.(C) 230/42.—3.12.1942.)

The instructions contained in A.F.O. 4505/42 are to be amended as follows:—

The words "as for R.N. ratings" at the end of paragraph 1 (d) are to be deleted.

(A.F.O. 4505/42.)

5888.—W.R.N.S.—Enrolment Form (S.1521)—Amendment

(N. 25636/42.—3.12.1942.)

In future, entrants into the W.R.N.S. are not to be enrolled in a specific category and the Certificate of Approving Officer on the reverse of the Enrolment Form (S.1521) is accordingly being amended to read as follows:—

"I approve this enrolment and appoint her to H.M.S.
(insert ship name of establishment) as Wren Specialised/General (delete as necessary).

Date
Place Signature and Rank of Officer.

Command."

2. Pending reprint of Form S.1521, the necessary amendment is to be made in manuscript.

5889.—Motor Bicycles, etc., used on Official Business—Revised Scheme of Mileage Allowance for Naval and Civil Staff using their own Vehicles

(C.E. 14102/42.—3.12.1942.)

Consequent upon the abolition of the basic petrol ration for motor cycles it is necessary to review the position of staff who use their private vehicles on official business, and the following arrangements will apply as from 1st November, 1942.

2. Where it is necessary for staff to use their motor cycles on official business recommendations may be forwarded through the usual service channels to the Admiralty (D.N.A. (2)), Bath, for the inclusion of their names on the list of "authorised users". Applications should state whether:—

(a) the officer will not get petrol for private purposes; or

(b) the officer will get or intends to apply for petrol for private purposes;

and for those in category (a) must be accompanied by the officer's motor cycle registration book. The make, registration number and horse power of the vehicle should be stated in all applications.

3. No limit of mileage is prescribed below which officers will not be eligible for inclusion in the list of authorised users (except Naval personnel in category (a)), but Heads of Departments and Establishments should bear in mind the necessity to conserve the use of petrol and tyres and recommendations for inclusion in the list of authorised users should be made only where they are satisfied that the use of the vehicle for official business is essential for the effective performance of the officer's duty. This need should constantly be borne in mind, even though a name has been included in the list of authorised users, and every effort made to ensure that no journey is made by a private motor vehicle if it would be practicable to use public means of conveyance.

4. A category (a) authorised user will not be required to license his vehicle but will be issued with an O.H.M.S. certificate by the Director of Navy Accounts who will retain the registration book while the certificate is in force. This certificate should be displayed on the vehicle instead of an excise licence and is valid for official journeys only. It will require renewal annually. Category (b) users will continue to license their vehicles.

5. All users must effect adequate insurance, including third party insurance as at present, but the question of insurable liability being accepted as a charge to public funds for category (a) Naval users, as for similar car users (see A.F.O. 3103/42), will be dealt with in a separate Admiralty Fleet Order to be issued shortly. Insurance against damage to or loss of the motor cycle is not insisted on, but it should be clearly understood that the Admiralty cannot accept liability for damage sustained by the vehicle. Insurance policies or insurance certificates should be examined by the senior officer recommending the inclusion of an applicant's name in the list of authorised users, and a statement that this has been done should accompany the recommendation. Care should be taken to ensure that the policy covers the use of the motor cycle on official business.

6. No change will be made in the rate of mileage allowance for motor cycles (with or without sidecar), which will continue to be 2½d. a mile, except for point to point journeys exceeding 125 miles, for which the rate will be 1½d. a mile, but a lower rate for Naval category (a) users will apply. Such long journeys should, however, be authorised only in very exceptional circumstances. No allowance will be payable for an official passenger carried in the sidecar of a motor cycle combination.

7. Motor assisted bicycles, pedal assisted motor cycles and vehicles of similar types will be dealt with under the foregoing provisions except that the rate of mileage allowance will be limited to 1½d. a mile.

8. Tri-cars will be dealt with as motor cars under the provisions of A.F.Os. 2743/42, 3103/42 and 3221/42, except that the annual allowance for authorised users (where payable) will be restricted to £12.

9. Following the restrictions on the use of petrol a greater use of pedal bicycles is expected, and their use in lieu of motor cars or motor cycles should be encouraged wherever possible. Mileage allowance for journeys on official business at the rate of 1d. a mile may be paid, but this allowance should be restricted to journeys of at least two miles out and the same back.

10. Where it is necessary for an officer to bring any vehicle dealt with above to his place of duty before an official journey is started, the home to duty mileage may be included in the official mileage, and if the officer has a season ticket for the journey payment may be made in full. Where the officer does not hold a season ticket the payment for the home to duty portion of the journey should be abated by 1½d. a mile or by the amount of the mileage rate, whichever is the less. A category (b) authorised user can only be allowed to count such journeys as official journeys for mileage allowance purposes if his private ration of petrol does not cover such home to duty travel.

(H.D.R., Art. 1163 (12) and (13), and Appendix IV B.)
(A.F.Os. 2743/42 and 3221/42.)

5890.—Salvage Awards Offered by Receivers of Wreck—Delegation of Authority to Sanction Acceptance

(S./D.N.A. 14464/42.—3.12.1942.)

It has been decided to delegate to Flag Officers and Naval Officers-in-Charge the authority to grant permission under K.R. & A.I., Article 903 (1), for the acceptance of salvage awards offered by Receivers of Wreck, in respect of salvaged cargo, stores or ships' equipment. In granting this permission the following conditions must be observed:—

- Permission is not to be granted where the aforesaid salvaged property is owned by or entirely at the risk of the Crown (including the Government War Risks Insurance Office). It will usually be found that the Receiver of Wreck, before making the offer, has confirmed that the ownership and insurance of the salvaged property are private or not entirely at Government risk.
- Permission is not to be granted without Admiralty approval where the awards would be payable from Lease-Lend or from Russian funds.
- Awards sanctioned are, if over £20 in amount in any one case, to be taken on charge by the Accountant Officer and reported to the Director of Navy Accounts for distribution in accordance with K.R. & A.I., Article 903 (2); if within a limit of £20 they are to be distributed by the authority sanctioning acceptance among those entitled to share in accordance with the scale of distribution shown in the Order in Council of 18th December, 1936, printed in the Appendix to the Navy List unless the circumstances of the salvage justify a special apportionment. Where, however, the award is so small that distribution is not worth while the distributing authority may empower the Commanding Officer to pay the award at his discretion either to a suitable charity or to the ship's fund.
- Any cases, except under (a) above, where permission has been withheld are to be referred to the Admiralty for covering approval.
- Where permission is granted, the awards tendered by the Receivers of Wreck are to be accepted without question as to the amount of any such award.

2. K.R. & A.I. will be amended.
(K.R. & A.I., Article 903.)
(A.F.O. 1901/42 is cancelled.)

5891.—Post Office Savings Bank—Loss of Deposit Books

(D.N.A.—3.12.1942.)

When it is necessary for Naval personnel to request the Post Office Savings Bank to issue new Deposit Books to replace those lost, the application is to be in the following form:—

The Controller,
Post Office Savings Bank,
Harrogate, Yorkshire.

Having lost my Post Office Savings Bank Book through enemy action on194.....I request that I may be supplied with a new one.

Details are as follows:—

Full name.....
(Block letters)
Rating..... Port Division..... Official No.....
Bank Book No..... Office of Issue.....
(if known) (if known)
Last Deposit:—Amount £..... Date..... Made in H.M.S.....
(or at..... Post Office)
Last Withdrawal:—Amount £..... Date..... Made in H.M.S.....
(or at..... Post Office)
Estimated Balance £.....
Other information which may assist:—

Signature

Address to which new book is to be sent:—

Date.....194.....
Duplicate signature
for reference.....

2. Senior Officers are to arrange for the local printing of forms as above where it is considered that there are likely to be sufficient applications to justify that course.

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

5892.—Gun Mountings—4-in. Twin, Mark XIX—Sight Pinions Ships, Dockyards and Repair Establishments concerned

(G. 5878/42.—3.12.1942.)

With reference to A.F.O. 2882/42, authorising the fitting of stiffening to the above mountings, paragraph 6a states that the depth of mesh of the sight pinion is to be examined at the same time and if necessary oversize pinions are to be made and fitted.

2. To overcome the difficulty of manufacturing these pinions in localities where suitable facilities are not available, arrangements have been made to keep a stock of oversize pinions of selected sizes at the Admiralty Gun Mounting Store, Coventry. Delivery of the pinions to Coventry from the manufacturers will take place shortly.

3. The oversize pinions, in pairs, have been manufactured to cater for increases in distance between the centre line of gun trunnions and centre line of pinion shaft of 0.1 in., 0.08 in., 0.06 in., 0.04 in., 0.02 in. and 0.01 in., the original plan dimension being 18.375 ins. The following identification lettering has been adopted to differentiate between the various sizes:—

- 0.10 in. increase in distance between C/Ls pinions marked A
- 0.08 in. increase in distance between C/Ls pinions marked B
- 0.06 in. increase in distance between C/Ls pinions marked C
- 0.04 in. increase in distance between C/Ls pinions marked D
- 0.02 in. increase in distance between C/Ls pinions marked E
- 0.01 in. increase in distance between C/Ls pinions marked F

4. The table indicates the size of oversize pinion required to meet selected possible carriage distortions.

Distance between C/L trunnion and C/L sight pinion.	Clearance between tip of pinion teeth and bottom of rack.	Oversize pinion required.	Overall diameter of oversize pinion.
inches. 18.475	inches. 0.110	A	inches. 2.075
18.455	0.090	B	2.035
18.435	0.070	C	1.995
18.415	0.050	D	1.955
18.395	0.030	E	1.915
18.385	0.020	F	1.895
18.375	0.010	Normal	1.875

5. When it is considered necessary to fit an oversize pinion in accordance with paragraph 6a of A.F.O. 2882/42, the repair establishment concerned should demand an oversize pinion of the nearest stock size from the A.G.M.O., Gun Mounting Store, Wharf Road, Smith Street, Coventry, quoting the registered number of the mounting for which it is required.

6. It should be noted that when considering the oversize pinion required, it is preferable to measure the distance between centres, where this can be arranged, than to rely on "leads" of the clearance at the bottom of the rack teeth in view of the possibility of the teeth having been damaged.

7. It must be clearly understood that a certain amount of fitting work will be necessary when the oversize pinions are received as they have been designed to meet specific cases only and are not intended to be suitable for immediate installation and use.

8. With a view to reducing the number of local purchase orders being placed with the sight manufacturers, arrangements have also been made to keep a small stock of the following items of sight details for these mountings at the Gun Mounting Store, Coventry, in addition to the oversize pinions:—

- (a) Normal standard sight pinions (N. 10939/2 and 3).
- (b) Sight arcs (N. 5265).
- (c) Sight pinion shafts (N. 10939/1).
- (d) Ball bearings for sight pinion shaft (N.10939/4).
- (e) Worm wheel segments (N. 5259A/1).

Delivery of these items to the Gun Mounting Store will commence shortly.

9. Establishments requiring any of the above items for repair of sights should demand them direct from Coventry. It should be noted that the stocks of all the above items, including the oversize pinions, are not large and items should not be obtained unless actually required. Local stocks are not to be accumulated at the expense of Coventry.

10. When demanding any of the above items, the registered number of the mounting for which they are required should be stated.

(A.F.O. 2882/42.)

5893.—Gun Mountings, 2-pdr., Mark XV—Depression Control Rails

"D" Type M.G.Bs.

(G. 6162/42.—3.12.1942.)

In "D" Type M.G.Bs. 605, 606, 607, 609, 610, 612 and 616 at present fitted with 2-pdr., Mark XV mounting the existing depression control rail has been found unsuitable. An improved design of rail can be obtained on application to The Fairmile Marine Co., through the R.A.C.F.; the work involved is to be carried out by Base Staffs.

5894.—Gun Mountings, 2-pdr., Mark VIII*—300-Knot Sights

Ships concerned

(G. 03039/42.—3.12.1942.)

For identification of the different designs of 300-knot sighting gear and foresights fitted on 2-pdr., Mark VIII* mountings, it should be noted that:—

(a) A.F.O. Diagrams 322/42 (1-2) (G.R. 5987 and G.R. 6086) are applicable to 2-pdr., Mark VIII* mountings manufactured in Canada, the Reg. Nos. of which are prefixed by "CAN". The sight testing board for these sights is shown in A.F.O. Diagram 322/42 (3) (G.R. 5988).

(b) The arrangement of the 300-knot sighting gear and sight testing board for 2-pdr., Mark VIII mountings manufactured in the United Kingdom was issued in C.A.F.O. 1900/41. (Diagram 399/41 (1 and 3).)

2. To enable ships' stocks of component Canadian foresights and spares to be replaced by the standard 300-knot foresights shown in C.A.F.O. Diagram 399/41, Sheet 2 (C.A.F.O. 1900/41), adaptor plates are being supplied with each Canadian mounting for fitting to the existing foresight brackets as shown in the diagrams referred to in paragraph 1(a) above.

3. A modification will have to be made to the supporting stays of Canadian foresights when the standard 300-knot United Kingdom foresight is finally fitted.

4. When the 300-knot United Kingdom foresights and adaptor plates are fitted to Canadian mountings, they should continue to be sight tested in accordance with A.F.O. Diagram 322/42 (3) (G.R. 5988).

5. When the replacement of the Canadian 300-knot sight is necessary (vide paragraph 2 above) the work should be carried out by ships' staffs.

(C.A.F.O. 1900/41, C.A.F.O. Diagram 399/41—not in annual volume.)

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

5895.—Guns, Q.F., 4-in., Mark XVI*—Screws Securing Breech Ring—Replacement by Hexagonal-headed Screws

(A.S. 11352/41.—3.12.1942.)

The following modification is to be carried out:—

Gun	...	...	Q.F., 4-in., Mark XVI*.
Part affected	...	...	Breech ring.
Purpose	...	...	To render the screw securing breech ring more easily removable.
Nature of modification	...	...	Replace the present pattern screw, which has a slotted head for a screwdriver, by a hexagonal-headed screw.
Drawing	...	...	A.F.O. Diagram 318/42.
By whom to be done	...	...	Armament supply department. New screws are to be manufactured locally and fitted only when barrels are exchanged.
Degree of urgency	...	...	Guns in store and in service to be modified only when new barrels are next fitted.

5896.—Guns, Q.F., 4-in., Mark XIX—Lever, Shaft, Firing, Rear, Mark I—Modification

(A.S. 16049/42.—3.12.1942.)

The following modification is to be carried out:—

<i>Gun</i>	Q.F., 4-in., Mark XIX.
<i>Part affected</i>	Levers, shaft firing, rear, Mark I.
<i>Purpose of modification</i>	To enable levers, shaft firing, rear, Mark I, to be used with new pattern Marks I* or II levers breech mechanism.
<i>Nature of modification</i>	Stud on the lever to be shortened from 0.45-in. to 0.35-in. and Mark advanced to Mark II.
<i>By whom to be done</i>	Armament Supply Department.
<i>Degree of urgency</i>	Component levers of guns in service are to be modified if Mark I* or II levers breech mechanism are fitted. Levers in store to be modified before issue.
	Mark II, levers, shaft firing, rear, can be used with Marks I, I* or II levers breech mechanism.

5397.—Guns, Q.F., 3-in., 20-cwt., Marks I and IC to IE—Modification to Plunger, Firing to Permit Use of Firing Lanyard

(A.S. 14711/42.—3.12.1942.)

The following modification is to be carried out:—

<i>Gun</i>	Q.F., 3-in., 20 cwt., Marks I and IC to IE.
<i>Part affected</i>	Plunger, firing, Mark I (component and spare).
<i>Purpose</i>	To permit use of a firing lanyard as an alternative method of firing.
<i>Nature of modification</i>	Fitting a lanyard eye to the firing plunger. A star is to be added to the Mark of firing plunger after modification.
<i>Instructional print</i>	N.O.D. 2145/30.
<i>By whom to be done</i>	Armament Supply Department. The lanyard eyes should be provided locally. After modification lanyards, firing, No. 9, Mark II, without loop to be supplied in the proportion of one per gun.
	Naval Proportion Book, will be amended.
<i>Degree of urgency</i>	Submarines—without delay. Other vessels—as soon as possible. Stock—before issue.

5898.—Guns, Q.F., 2-pdr., Mark XIV—Firing Handles—Modification

(A.S./G. 2826/42.—3.12.1942.)

The knurling of O.Q.F., 2-pdr., Mark XIV firing handles, authorised in A.F.O. 5519/41, is to be to a minimum depth of $\frac{1}{16}$ -in.

2. Handles which have been knurled are to be reknurled, if necessary, to a minimum depth of $\frac{1}{16}$ -in.

3. This modification is to be done by Armament Supply Department to guns in service, as opportunities offer.

(A.F.O. 5519/41—not in annual volume.)

5899.—Guns, Machine, Bren, 0.303-in.—Holdalls—Introduction

(A.S. 11576/42.—3.12.1942.)

A holdall for Bren machine guns has been introduced into Naval service.

2. The holdall, which will contain all the spare parts and tools, is to be supplied to ships, in lieu of Chests, 0.303-in. Bren, in the proportion of one per gun. The chest will be used for transport purposes only, and should be returned to the nearest R.N.A.D.

3. H.M. ships and establishments are to land any Chests, Bren, 0.303-in. M.G., now on board at the nearest R.N. Armament Depot, and demand Holdalls, Bren, 0.303-in., M.G., in lieu. Intermediate demands for Holdalls should be rendered to D.A.S. (Branch A), Bath.

The Naval Proportion Book will be amended.

5900.—Guns, Machine, 0.303-in., Lewis—Defective 47-round Magazines

(A.S./G.7946/42.—3.12.1942.)

It has been found that some 47 round magazines for 0.303-in. Lewis guns, made by the Savage Arms Corporation are defective.

2. The defect consists of distortion of the scroll of the aluminium centre block, apparently caused when riveting during manufacture.

3. All such magazines held in H.M. Ships or Establishments should be examined and tested by ensuring that a round of ammunition will travel freely throughout the length of the scroll in the aluminium centre block.

4. Should the round fail to travel freely, the magazine should be returned to the nearest R.N. Armament Depot for repair.

5. The magazines concerned are stamped S.A. Co. with broad arrow in letter C.

6. Defective magazines received by O.C.A.S. should be forwarded to the nearest main armament depot for repair.

5901.—Guns, Vickers 0.303-in. G.O., No. 1, Mark I, Type A—Introduction for Ships' Use

(A.S. 17293/42.—3.12.1942.)

The following amendment is to be made to A.F.O. Diagram 294/42:—

The 0.105 dimension on Section A.A. is to be *deleted* and the words "Drill Point" *substituted*.

(A.F.O. 5401/42.)

5902.—0.50-in. Browning Guns in Aircraft, Type M.G. 53-2—Introduction of Stop Cartridge, Rear, Right-Hand for Left-Hand Feed Guns

(G. 6438/42.—3.12.1942.)

A new type of stop cartridge, rear, right-hand, has been introduced for left-hand feed, 0.50-in., Browning aircraft guns, Type M.G. 53-2. This stop incorporates a spring-loaded pawl aligning cartridge which engages with the cannellure of the cartridge case when the latter is fed over and prevents any forward movement of the cartridge when engaged by the transporter. It will be seen that the new type of cartridge stop is designed to overcome the stoppage caused by loose bullets or short rounds.

2. The new type of cartridge stop is only suitable for left-hand feed guns, as if assembled to a right-hand feed gun it would foul the transporter. Right-hand feed guns retain the old type of cartridge stop.

3. Wherever possible, M.G. 53-2 guns will be fitted with the new type of cartridge stop before issue from R.N. Armament Depots. Where this is not possible, the cartridge stop may be found attached to guns in new aircraft. If this is so, the old type of cartridge stop should be removed from the left-hand feed guns and the new type assembled in its place.

5903.—Machine Guns for Naval Aircraft—Log Books—Form S.302—Introduction
(G. 5816/42.—3.12.1942.)

A.F.O. 5657/42 is to be amended as follows:—

Paragraph 2 (a). Delete the words "on receipt of this order" appearing after "R.N.A.R.Y's".

Paragraph 5. Amend line 5 to read "will apply from receipt of this order".

Appendix I to A.F.O. 5657/42, paragraph 2, line 2. Amend to read "is responsible for the custody of this log book; that it is correctly compiled and is".

Appendix I to A.F.O. 5657/42, paragraph 5 (v). Amend to read "Modifications to the gun or components. Also data of recoil calibration of 20-mm. H.S. guns, and completion of alignment of all fixed guns".

Appendix I to A.F.O. 5657/42, paragraph 7. Amend penultimate sentence to read "No log will, however, be sent with the gun after repair, since the gun will be sentenced fully 'A for use in Naval aircraft' by the Inspecting Officer".

(A.F.O. 5657/42.)

5904.—Machine Guns for Ground Use—Maintenance

(G. 5816/42.—3.12.1942.)

Paragraph 2 of A.F.O. 5656/42 is to be amended to read as follows:—

"2. Machine guns which have been used and maintained as ground guns are not, except in extreme emergency, to be installed in Naval aircraft, without prior repair overhaul at an Armament Depot and subsequently being inspected and sentenced 'A for use in Naval aircraft' by a representative of the Chief Inspector of Naval Ordnance."

(A.F.O. 5656/42.)

5905.—Machine Belting, Q.F., 2-pdr., Marks II*C and VIII Guns, Mark I—Modification of Buffer

(C.I.N.O.—3.12.1942.)

In order to prevent any possibility of 2-pdr. cartridges being overbelted owing to the base of the cartridge case not positioning itself in the recess of the buffer, the following modification is to be made to the buffer:—

The buffer is to be removed from the machine by knocking out its securing pin and the bevelled edge is to be machined off on the end of the buffer as shown on A.F.O. Diagram 317/42.

N.B.—Particular care is to be taken not to remove any metal from the face of the buffer at the bottom of the bevelled edge, as this would affect the positioning of the rounds in the belt.

2. The modification is to be carried out by ships' staff, base staff and armament supply department.

5906.—Ammunition—20 mm. Oerlikon, Fuzes No. 254

Ships concerned

(G. 014678/42.—3.12.1942.)

Attention is drawn to A.F.O. P. 552/42, which states that steps should be taken to see that fuzes are screwed tightly into Oerlikon shell before the rounds are loaded into magazines.

5907.—Shells, Magnesium, 5.5-in. and Mortars—Withdrawal

(A.S. 11282/42.—3.12.1942.)

All Shells, Magnesium 5.5-in. and Mortars 5.5-in. are to be withdrawn. Stocks of shells in Naval armament depots should be disposed of by dumping and the mortars should be scrapped.

5908.—Cordite—Landing—Destruction

(A.S. 16351/42.—3.12.1942.)

All cartridges containing cordite of the following lot and sub-lots on board sea-going ships are to be landed before 31st January, 1943.

Lot No.	Size	Lot No.	Size
RNC.30C 1/43 ...	S.C. 100	RNC.1104C 1/43 ...	S.C.109
RNC.142C 1/43 ...	S.C. 103	RNC.1121C 1/43 ...	S.C. 280
RNC.239C 1/43 ...	S.C. 103	RNC.1327C 1/43 ...	S.C. 103
RNC.254C 1/43 ...	S.C. 122	RNC.1384C 1/43 ...	S.C. 109
RNC.294C 1/43 ...	S.C. 103	RNC.1413C 1/43 ...	H.S.C.T. 124-058
RNC.438C 1/43 ...	S.C. 140	RNC.1422C 1/43 ...	S.C. 109
RNC.441C 1/43 ...	S.C. 205	RNC.1471C 1/43 ...	S.C. 109
RNC.551C 1/43 ...	S.C. 103	RNC.1546C 1/43 ...	S.C. 109
RNC.589C 1/43 ...	S.C. 109	RNC.1554C 1/43 ...	S.C. 109
RNC.663C 1/43 ...	H.S.C.T. 124-058	RNC.1572C 1/43 ...	S.C. 205
RNC.668C 1/43 ...	S.C. 122	RNC.1581C 1/43 ...	S.C. 205
RNC.672C 1/43 ...	S.C. 280	RNC.1622C 1/43 ...	S.C. 109
RNC.692C 1/43 ...	S.C. 280	RNC.1686C 1/43 ...	S.C. 109
RNC.840C 1/43 ...	S.C. 280	RNC.1761C 1/43 ...	S.C. 103
RNC.862C 1/43 ...	S.C. 280	RNC.3074RC 1/43...	S.C.T. & S.C.
RNC.870C 1/43 ...	S.C. 280	RNC.3077RC 1/43...	S.C.T. & S.C.
RNC.894C 1/43 ...	S.C. 103	RNC.3090RC 1/43...	S.C.T. & S.S.C.
RNC.947C 1/43 ...	S.C. 103	RNC.3135RC 1/43...	S.C.T. & S.S.C.
RNC.1081C 1/43 ...	S.C. 103	RNC.3147RC 1/43...	S.C.T. & S.C.
RNC.1095C 1/43 ...	S.C. 103	MD.537 ...	M.D.

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

3. In regard to sub-lots quoted above bearing the suffix "R" particular care is to be taken that any cordite of the same sub-lots but with the "R" omitted, is landed at the same time.

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

5909.—Torpedoes, 21-in. VIII-VIII and IX-IX**—Fitment of Stronger Spring in N.R. Valve of Injection and Pilot Fuel Leads**

(A.S. 9832/42.—3.12.1942.)

Experience has shown that under the severe conditions of vibration to which torpedoes may be subject in the tubes of destroyers, leakage of fuel may occur past the non-return valve in the injection fuel supply lead of 21-in. IX-IX** torpedoes.

2. The loading of the valve is, therefore, to be increased by the fitment of a stronger pattern spring in lieu of existing spring, St. No. 4623 and 21-in. IX-IX** torpedoes on board ships and vessels are to be modified as necessary by ships' or vessels' staffs immediately supplies of the strengthened springs are received.

3. Trials have established that the stronger spring can also be fitted in the injection fuel leads of 21-in. VIII-VIII** and pilot fuel leads of 21-in. VIII*-VIII** and 21-in. Mark IX*-IX** without detrimental effect on performance, and the change of spring in these leads is to be effected when the supply position of springs, St. No. 8945 permits.

The fitment of the stronger spring in the non-return valve in the injection fuel, 21-in. Mark IX*-IX** is, however, the primary consideration.

4. Existing springs, St. No. 4623 removed from valves are to be returned to the nearest torpedo depot as opportunity offers.

5. The strengthened pattern spring will be accounted for as follows, viz:—

Section IV

Springs, non-return valve, St. No. 8945

and will be added to the contents of chests, complete spare gear, 21-in. VIII-VIII** and IX-IX** and chests, tools and spare gear, 21-in. VIII-VIII** and IX-IX** in the proportion of two per chest.

6. Demands for the quantity of Springs, St. No. 8945 required for modification of torpedoes and to complete chests on board are to be forwarded to the nearest torpedo depot and supply will be made on receipt from manufacture.

7. Labels of chests and torpedo store accounts are to be amended as necessary.

8. A corresponding T.D.I. has been issued to torpedo depots.

5910.—21-in. Marks II-V Torpedoes—Fuel in Balance Chamber

(T. 08163/42.—3.12.1942.)

Cases have occurred of fuel being discovered in the balance chambers of 21-in. Mark IV torpedoes during Routines XRT and A. This necessitates parting the torpedo and removal of the balance chamber door and depth gear in order to clean out the fuel, as well as the otherwise probably unnecessary renewal of the H.V. diaphragm and B.C. door washer.

2. In the absence of any other apparent cause, the presence of fuel in the balance chamber may be accounted for by the fuel bottle having previously been emptied by removing the plug and strainer at the bottom of the bottle.

3. The fuel bottle in 21-in. Marks II-V torpedoes is always to be emptied by removing the filling plug of the bottle and turning the torpedo. If desired, the water bottle may be emptied in a similar manner at the same time.

4. The maintenance regulations will be amended in due course.

5911.—18-in., Mark VII****, Mark VIII Type, and Mark IX, Torpedoes—Use of Heavy Torpoyl and Oil, T.L.S.

18-in., Mark XI and XII Type Torpedoes—Substitution of Oil, T.L.U., for Oil, T.L.C.

(T. 08203/42.—3.12.1942.)

The headings of A.F.Os. 5168/42 and 5169/42 respectively, are to be amended as above.

2. The headings of the Appendix to each of these A.F.Os. are to be amended as follows :—

A.F.O. 5168/42—Delete "in Mark VIII* torpedoes".

A.F.O. 5169/42—Delete "in Mark XII torpedoes".

(A.F.Os. 5168/42 and 5169/42.)

5912.—Gyroscopes, A.R.K. Type—Modification

(A.S. 1610/41.—3.12.1942.)

A.F.O. 547/42 is to be amended as follows :—

Paragraph 11.

For "5501 to 5625 (approximately). Correct Reg. No. will be promulgated later." read "5501 to 5632 inclusive."

(A.F.O. 547/42.)

5913.—Anti-Gas Respirators, Civilian—Packing for Transit to Ministry of Home Security Regional Stores

(A.S. 15837/42.—3.12.1942.)

Reports have been received that respirators, General, Civilian, Grade "A," surrendered by personnel on enlistment, are received at Ministry of Home Security Regional Stores in a damaged condition due to rough usage and improper packing.

2. In view of the present rubber situation, respirators should be carefully handled and adequately packed before return to Regional Stores.

3. To facilitate work at Regional Stores a note should be enclosed in each carton detailing quantity packed.

(A.F.O. 134/40—not in annual volume.)

5914.—Torpedo Stores—Cylinders I.R. Gear, Pistols

(A.S. 17050/42.—3.12.1942.)

With reference to C.A.F.O. 524/42, the following items are to be withdrawn from the contents of "Cylinders I.R. gear, pistols (St. No. T.342 type) :—

Pieces, patch, St. No. 6466

Pieces, patch, St. No. 6467

Pieces, patch, St. No. 6468

Pieces, patch, St. No. 6469

Pieces, patch, St. No. 6470

Pieces, patch, St. No. 6471

Pieces, patch, St. No. 6472

Pieces, patch, St. No. 6468A

Pieces, patch, St. No. 6469A

Pieces, patch, St. No. 6470A

Pieces, patch, St. No. 6471A

Pieces, patch, St. No. 6472A

2. Ships and vessels concerned are to return Pieces, patch, at present carried in cylinders on board, to the nearest torpedo depot.

3. Labels of cylinders and torpedo store accounts are to be amended as necessary.

(C.A.F.O. 524/42.)

5915.—Naval Stores for Torpedo Purposes—Withdrawal of Certain Allowances

Capital ships and cruisers

(N.S. 010892/42.—3.12.1942.)

The allowances to capital ships and cruisers of naval stores for torpedo purposes have been under review and it has been decided to withdraw the allowances of the items shown in the appendix to this order from the ships indicated therein.

2. Ships concerned are to return to the nearest dockyard or base any items which are no longer allowed.

3. B.R. 359, Establishment of Naval Stores for Electrical and Torpedo Purposes, will be amended.

APPENDIX

Items for which the allowances in B.R.359—Establishment of Naval Stores for Electrical and Torpedo Purposes—have been withdrawn for the ships indicated.

A—H.M. Ships "Nelson," "Rodney," "Renown," and all cruisers except those included in Note B.

B—"King George V," "Royal Sovereign," "Queen Elizabeth" and "Kent" classes; H.M. Ships "Curacoa," "Carlisle," "Caledon," "Colombo" and "Delhi."

Pat-tern.	Description.	Ships from which existing allowance has been withdrawn. (For explanation of letters see above).	Remarks.
	<i>B.8</i>		
4209	Tester, true static depth, for testing all Marks of 18-in. and 21-in. torpedoes.	B	
2520A	Gauges, hydraulic and high pressure air service. Pressure, 4,000 lb. per sq. in.	B	
2535	Gauges, for testing air pressure in torpedoes. Pressure, 3,500 lb. per sq. in.	B	
2015A	Charging pipes, flexible, for charging torpedoes. 4,000 lb. per sq. in., 20 ft.	B	
1068A	Crutches, for 18-in. torpedoes ...	A and B	Two crutches, Pattern 1068A and two pedestals, Pattern 1069, to be retained by "King George V" class for carrying out oscillator tests on paravanes.
1078B	Crutches, for 21-in. torpedoes ...	B	
1069	Pedestals, for 18-in. torpedoes ...	A and B	
1082	Pedestals, for 21-in. torpedoes ...	B	
1351	Trolley, transporting, light description for bodies of 21-in. torpedoes.	B	

Pat-tern.	Description.	Ships from which existing allowance has been <i>withdrawn</i> . (For explanation of letters see above.)	Remarks.
	<i>B.10</i>		
5097	Yokes, for transporting 18-in. and 21-in. warhead boxes.	B	
1059	Clips, steel, for use with Pattern 1061 rings.	B	
1061	Rings, band steel, fitted with strops for use with Pattern 1496 slings.	B	
1057	Lever and band, for turning 18-in. torpedoes.	A and B	
1038	Lever and band, for turning 21-in. torpedoes.	B	
1496	Slings, steel band, for transporting 21-in. torpedoes.	B	
1060	Clips, steel, for use with slings for 18-in. torpedoes.	A and B	
4982	Strops, ribbon, for transporting 18-in. torpedoes.	A and B	To be allowed in peace time only, for assisting in the recovery of 18-in. aircraft torpedoes.
4983	Strops, ribbon, for transporting 21-in. torpedoes (short type).	B	
4985	Strops, ribbon, for transporting 21-in. torpedoes (long type).	B	
500	Tanks, steel, for cleaning internal parts of torpedoes.	B	
501	Tanks, steel, for cleaning internal parts of torpedoes.	B	
2890	Steelyard, to weigh from 1 to 800 lb.	B	
	<i>B.11</i>		
4348	Vices, Parkinson's, 3¼-in. model, size No. 5.	B	
	<i>E.2</i>		
46	Trolley (lightened type), for transporting warheads, ammunition, etc.	B	
	<i>E.A</i>		
812 } 2098 } 2090 }	Boxes, for torpedo indicating lights ...	B	
	<i>F.1.B</i>		
	<i>Apparatus Torpedo Control</i>		
	Spare parts for Barr & Stroud's instruments:—		
3083	Commutators, for torpedo order instrument transmitter.	B	
3084	Commutators, for torpedo order instrument gong.	B	
	<i>F.1.C</i>		
—	Spares, for torpedo control box, Type D	B	
4049	Radiomir sights, for torpedo deflection sights.	B	
4608 } 4609 }	Sights, torpedo, deflection, Marks III or Mark III*.	B	1 to be allowed to "Royal Sovereign" and "Queen Elizabeth" classes, for instructional purposes.
1604	Sight, bar, for Pattern 4608 ...	B	
3341	Telescopes, torpedo deflection sight ...	B	
	<i>F.2.A</i>		
4653A	Apparatus, for examination of internal parts of torpedoes.	B	
7888	Lamp, fitting for ...	B	

(C.A.F.O. 2270/41.)

5916.—Speed-Time-Distance Indicator—Introduction

(N.S. 014192/42.—3.12.1942.)

A speed-time-distance indicator, based on the principle of the slide rule, has been introduced and will be supplied as a Naval store item under Subhead F.3A. Pattern No. 1435 has been allocated. Simple instructions for working are printed on the indicator.

2. Purchase has been arranged from Messrs. A. G. Thornton, Ltd., on contract dated 10th September, 1942—C.P.52843/42 of 2,000 indicators, and delivery is now being made to Superintending Naval Store Officers—Chatham (800), Portsmouth (400), Devonport (400), and Rosyth (400)—at the rate of 50 per week.

3. Allowances are as follows:—

<i>Major war vessels—</i>	<i>No. per ship.</i>
Capital ships and aircraft carriers	3
Cruisers and fast minelayers	2
Armed merchant cruisers and other auxiliary vessels classified as major war vessels.	1
Flotilla leaders and destroyers and below	1
<i>Minor war vessels—</i>	
All vessels fitted with asdics	1

4. Demands from ships in commission should be rendered to the nearest storing yard or depot. Supply to ships of new construction should be arranged by the storing yards in the usual manner.

5. The Authorised List of Naval Stores and the Sea Store Establishments will be amended.

5917.—Distiller Pumps—Fitting for use as Emergency Fire and Bilge Pumps—As. and As.

Destroyers and Fast Minelayers

(D. 15320/42.—3.12.1942.)

To enable distiller circulating pumps fitted in destroyers to be used as fire and bilge pumps in emergency, the following alterations are to be carried out at the next convenient opportunity:—

- (a) A screw down valve with No. 4 hose connection, is to be fitted on the suction side of the pump, and a No. 4 to No. 2 Nunan and Stove adaptor is also to be supplied for use with the flexible hoses already provided in the Establishment of Stores. In certain destroyers fitted for service in arctic waters a No. 4 hose connection and a suitable hose are already provided for use as emergency supply from the main circulating system to the distiller pump, and this item will not therefore apply.
- (b) A strainer, with a connection suitable for attachment to the free end of the hose and of area not less than three times that of the hose, is also to be provided.
- (c) A screw-down valve with No. 2 hose connection is to be fitted on the discharge side of the distiller, between the distiller and the spring-loaded discharge valve.

2. These fittings are intended for use in emergency only, and great care must be taken that the supply of feed water to the evaporator does not become contaminated by oily bilge water, as this might have a serious effect on the purity of the boiler feed water.

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

5918.—Trunks for W/T Feeders—As. and As.

"D" Class (Fairmile) M.G.Bs., M.T.Bs. and R.M.Ls.

(S.D. 838/42.—3.12.1942.)

It has been reported that in certain "D" Class M.G.Bs. and M.T.Bs. the W/T trunk is inaccessible for examination of the deck insulator, as it is completely surrounded by the platform for the 0.5-in. turret, boxes for stowage of gun telephones and the 0.5-in. R.U. lockers.

2. The deck insulator and trunk is accordingly to be fitted at a position in line with the fore end of the chart room on the starboard side. This position will provide a lead in at the fore end of the W/T office in proximity to the T.W.12 instruments, instead of crossing the R.D.F. leads as at present.

3. In R.M.Ls., the W/T trunk is to be moved to a position abreast the hatchway to the mess deck, starboard side, the deck insulator leading into the galley and thence by a small wooden trunk to the W/T office.

4. R.A.C.F. is requested to raise the necessary alteration and addition item for vessels concerned.

5. The above modifications are being incorporated in all future boats.

5919.—R.D.F., Type 243 and Type 243M—Fitting-out Information

(S.D. 1313/42.—3.12.1942.)

A.S.E. Preliminary Specification No. B.157/42, has been prepared to show the method of fitting and wiring type 243 and type 243M R.D.F. Installations.

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

3. Copies of the Specification have also been forwarded to the Warship Production Superintendents, Scottish, East-Scotland, Belfast, South Wales, North-Eastern, North-Western, Humber, Southern and Thames areas. The Principal (Ship) Overseers and Emergency Repair Overseers of all ships approved to be fitted with R.D.F. Installations, type 243 and type 243M, are therefore to apply to the Warship Production Superintendents of their areas for a copy of A.S.E. Specification No. B.157/42, in accordance with the procedure laid down in A.F.O. 790/40.

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

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

5920.—R.D.F. Types 271 and 273, Direction Indicators (Outfit JA) and Gyro Verticals (Stabilised Aerial Outfit AUH)

(S.D. 1297/42.—3.12.1942)

On replacing the Direction Indicator or the Gyro Vertical, it may be found that the new instrument does not function satisfactorily owing to stiffness in the bearings. This effect is caused by long standing in store, and if the instruments are run from two to three hours the bearings should become freed and the instrument should work satisfactorily. Instruments should, therefore, not be rejected as unsatisfactory until they have had at least two hours running.

2. It is of the utmost importance that these instruments should not be subjected to any form of jarring or vibration because of the delicate nature of the bearings.

(C.A.F.O. 2227/41.)

5921.—Close Range Fire Distribution—Ardente Hailing Equipment—Type 431

(S.D./G. 014035/42.—3.12.1942.)

A.F.O. 1280/42 is to be amplified as follows:—

Add "Armed Merchant Cruisers" to the heading.

In paragraph 2 after "Hawkins Class Cruisers" add "Armed Merchant Cruisers."

(A.F.O. 1280/42.)

Cancelled by 5922.—Mechanical Semaphores—Landing of

AFO 7078/46.

(S.D. 898/42.—3.12.1942.)

With reference to A.F.O. 5045/42, the mechanical semaphores in twin-screw minesweepers ("Aberdare" class) are also to be landed and returned to the nearest storing yard.

(A.F.O. 5045/42.)

5923.—Echo Sounding Set, Type 762—Introduction of modified Commutator Brush-Boxes for Motors, Patterns A.992 and A.1922

(N.S. 33352/42.—3.12.1942.)

Experience has shown that the commutator brush gear at present provided on low-voltage motors, Patterns A.992 and A.1922, fitted in Type 762 recorders is liable to failure through overheating and deformation of the brush springs with consequent loss of power and faulty governing.

2. A new type of brush box providing individual support for the brush springs together with a "pig-tail" connection to the brush will be incorporated in new production to overcome this defect, and is interchangeable with the present type.

3. Coastal Force Bases and other authorities concerned are to demand the necessary quantities of new type brush boxes from the Naval Store Officer, Walcot Street, Bath, and to fit them in boats attached and in existing motors, Patterns A.992 and A.1922 held as spares.

4. In carrying out the conversion new brushes Pattern A.904B should also be fitted where necessary.

5. This Order is not applicable to commercial type M.S. XIIC boat sets.

5924.—Echo Sounding Gear Types 762, 763, 763A—Introduction of Modified Recorders

(N.S. 31643/42.—3.12.1942.)

A modified construction of Recorders, Pattern Nos. A.989, A.1920, A.1927, has been introduced to facilitate production, and will be distinguishable by the addition of Suffix "B" to the pattern number.

2. Glass scales, Pattern A.990, are not suitable for use with new recorders, which may be identified by a sliding cover for the chart paper tank, and a new scale, Pattern A.990B, has been introduced to suit these recorders.

3. Some recorders of the later type have been released as the original pattern, and in consequence some difficulty in fitting glass scales may be encountered.

4. Where such instances occur, arrangements should be made for the pattern number on the recorder to be corrected by the addition of Suffix "B" and Scale Pattern No. A.990B, demanded if necessary.

5. Pertinent Establishment Lists will be amended.

5925.—Echo Sounding Recorders—Increased Allowance of Glass Scales

(N.S. 31393/42.—3.12.1942.)

In view of considerably increased mortality of glass scales in echo sounding recorders, occasioned by gun blast and shocks etc., the existing spares allowance is to be augmented as follows:—

(a) Ships allowance

For types 758N/P/Q—Scales, Pattern A.936 from one to two } Establishment
For types 761/P—Scale, Pattern A.984 from one to two ... } List A/S 38.

(b) Base spares allowance for type 753-761 etc.

Pattern A.936 from four to six ... } Establishment
Pattern A.984 from four to six ... } List A/S 61.

2. Demands should be made on the Naval Store Officer, Bath, who will supply as stocks permit.

3. The use of rubber buffers, Pattern A.978, must still continue.

4. The Establishment Lists will be amended.

5926.—Asdic Installations—Establishment Lists—Errata

(N.S. 017832/42.—3.12.1942.)

Lists of Errata to Asdic Establishment Lists as detailed hereunder have been prepared and copies will be distributed in due course to all Services concerned by the Naval Store Officer, R.N. Store Depot, Walcot Street, Bath :—

Errata No.	Dated	Establishment List No.	Dated	A/S types
2	7.10.42	A/S 19	11.7.39	124
1	16.10.42	A/S 32	5.8.41	132
1	7.10.42	A/S 33	3.1.42	133 and 133A
1	16.10.42	A/S 45	29.9.41	134 and 134A
1	16.10.42	A/S 45 (Supplement) ...	29.9.41	134 and 134A

5927.—Pads, Rubber, Pattern 267—Supply to Submarines

(N.S. 33175/42.—3.12.1942.)

The use of pads, rubber, Pattern 267 is to be extended to submarines for A/S purposes, and an allowance of one pair for each submarine will be included in the pertinent A/S establishments.

(A.F.O. 5072/42.)

5928.—Naval Aircraft—Maintenance of Oxygen, Mark VC, Cylinders

(Stores Ref. 6D/483)

(A.M.R. 2850/42.—3.12.1942.)

It has been found that there is a possibility of rust developing on the hemispherical ends and under the wire winding of cylinders, oxygen Mark VC (Stores Ref. 6D/483), Serial Numbers as detailed below, manufactured by the Chesterfield Tube Co., Ltd.

101/41 to 71500/41

101/42 to 31438/42

2. Holders are to examine carefully all cylinders (Stores Ref. 6D/483) at present held within the above mentioned range, for signs of rusting; those installed in aircraft are to be removed at the next major inspection for this purpose. The following action is then to be taken :—

- Cylinders showing appreciable signs of rusting on the hemispherical ends are to be wire brushed and the paint reconditioned.
- Cylinders in which rust shows through the wire winding are to be returned labelled "Returned to the nearest R.N. Store Depot in accordance with A.F.O. 5928/42" for removal of the wire, cleaning, wire winding and repainting. Cylinders treated in this manner will be marked on the neck collar with the letters "R.W."

3. Further experience may indicate the advisability of withdrawing those of the above mentioned cylinders still in service two years after the date of manufacture (except those dealt with in accordance with paragraph 2 (b)) for examination with a view to rewinding them, in which case further instructions on this matter will be issued in due course.

4. It is emphasised that the risk of any of these cylinders bursting in normal use is negligible.

5. Demands for replacement cylinders in respect of those returned under paragraph 2 (b) above, are to be submitted to the nearest R.N. Store Depot, quoting this Order as the authority.

5929.—Naval Aircraft—Procedure for Reporting Defects

(A.M.R. 539/42.—3.12.1942.)

The general instructions on the investigations and reporting of defects in Naval aircraft and airborne equipment have been consolidated in Naval Aircraft Maintenance Instructions, Chapter II, Section V, Articles 121-134, dated 19th August, 1942.

2. Defects must be reported with minimum delay, so that remedial action may be taken as soon as possible. If a full report cannot be forwarded within ten days, a preliminary report giving full details of the symptoms and nature of the failure is to be forwarded.

3. When a serious defect is discovered, e.g. a possible structural weakness, or if for any other reason the Commanding Officer considers that the Service as a whole should be warned of the defect, a report is to be made forthwith by signal to the administrative authority, repeated Admiralty. The administrative authority is to promulgate any necessary warning to ships and stations under his command, and to the Admiralty, and, if the flying capabilities of the aircraft are affected, to the Ministry of Aircraft Production. (M.A.P.)

4. After reporting the defect as in paragraph 3 above, the Commanding Officer concerned is to initiate an inspection of a representative number of aircraft of similar type, if held, to determine whether the defect is general or is an isolated case and is to report the result in a further signal.

5. Unless contrary instructions are given, all defects in airframes, aero-engines, electrical, armament, other than those referred to in paragraph 12 below, and other airborne equipment, are to be reported on Form A.21 including the following :—

- External conditions causing or apt to cause failure.
- Naval Stores items (8/II) comprising fire control gear, fire and safe units, rear seat units, gun mountings (except those included in Section 7C of the R.A.F. vocabulary of stores), gun sight bulbs, airframe parts of the ammunition feed arrangements, bomb sights, bomb carriers and bomb release gear.
- Radio equipment, instruments and electrical equipment. In the case of radio equipment, paragraph 1 (b) of Form A.21 is to be amended to read "W/T Set—Type, Mark and Serial Number".

6. An examination is to be made of the appropriate airframe, engine or power plant log book, and the numbers of all modifications incorporated which have any connection with the defect are to be reported in paragraph 8 of Form 21. "Z" leaflets of Vol. 2, Part 2, of the appropriate air publication and Admiralty advanced technical leaflets (A.T.Ls.) are guides to which modifications are relevant.

7. Defective parts of small size and likely to facilitate the investigation into the defect should be forwarded with the Form A.21.

8. When A.21 action is involved the defective part is not to be returned to a R.N. store depot. In such cases the demand for a replacement part is to state that the defective part is retained for Form A.21 action.

9. Broken parts of an aero engine or foreign matter found in it or its accessories are at once to be put in a linen envelope which is to be sealed, clearly labelled and securely attached to a prominent part of the engine or accessory so that subsequent investigation may not be delayed through lack of relevant data.

10. When a defective engine is sent to a contractor or R.N. aircraft repair yard it is to be labelled with R.A.F. Form 1758, endorsed with the reference number of the unit and date of Form A.21, and giving a brief report of the reason why the engine is returned.

11. Procedure for reporting defects on Form A.21 is as follows :—

- Mark the form "Secret" or "Confidential" as appropriate.
- The forms are to be sent to the administrative authority who will complete and forward to the Admiralty as directed on the form.

12. This Order does not apply generally to defects in Naval Armament Items (Vote 9) comprising guns, belt feed mechanisms, gun sights and signal pistols, which are to be reported on Form A.1148(h); ammunition, pyrotechnics, bombs and their fusing components which are to be reported on Form S.1148(i) or in manuscript as laid down in N.M.E.R., Chapter XVI; both Forms S.1138(h) and S.1138(i) should be rendered for the same failure if any doubt exists as to whether the occurrence was due to the gun or ammunition; and if any electrical mechanism, or aircraft part is, or may be involved, Form A.21 is to be forwarded in addition as in paragraph 5 above. Reference should be made to A.P.1086, Part 5, and A.F.O. 4314/41, in cases where doubt exists as to the category for armament items.

13. A.F.O. 2476/42, paragraph II (ii) is to be amended to read :—

"Rendering Form A.21 (dealing with defects or failures) in accordance with A.F.O. 5929/42."

(A.F.Os. 4314/41 and 2476/42.)

(C.A.F.O. 314/40—not in annual volume; A.F.Os. 4628/40, 638/41 (not in annual volume), 3988/41, 591/42, 685/42, 686/42 and 2410/42 are cancelled.)

5930.—Aero-Engines—Abbreviated Reports on Certain Defects

(A.M.R. 2598/42.—3.12.1942.)

In order to reduce clerical work and save paper, the system of reporting defects in aero-engines is to be modified.

2. Certain defects will be classified as well-known and certain engines as becoming obsolete as shown in Appendix I. Additions will be made to the list in the light of future experience.

3. These classified defects or defects in obsolescent engines are no longer to be reported on individual Forms A.21. They are, however, to be reported monthly in an abbreviated report, giving the following information for each defect:—

Date.

Aircraft, make and number.

Engine, maker and number.

Nature of defect.

Hours run since last overhaul or new.

Hours run since defective part was last inspected.

All such defects reported from the same ship or Naval Air Station should be included on the same sheet. A specimen return is shown in Appendix II. No special report forms are required.

4. Reports are to be rendered monthly in triplicate to the Administrative Authority, who is to forward two copies to the Admiralty (D.A.M.R.).

APPENDIX I

Failures to be Reported by Abbreviated Reports

All types of engine—

Connecting rods bent due to hydraulicing.

Failures directly attributable to bad maintenance, e.g. locking devices omitted.

Gipsy Queen—

Rocker bracket holding down bolts—fractured.

Kestrel 30—

Main bearing or big end bearing failures, except when special circumstances warrant a report on Form A.21.

Coolant leaks.

Camshaft bearing studs—fractured.

Merlin—all marks (up to and including Merlin 46, except Merlin 32—

Big end or main bearing failures, except when Modifications 174, 266 and 283 are incorporated, or when boost control cut-out has been operated, or if special circumstances warrant a report on Form A.21.

Coolant leaks when single piece cylinder blocks are fitted.

Flame trap failures, if Modification 184 is not fitted.

Generator or vacuum pump drives, if Modification 201 is not fitted.

Gudgeon pin circlip failures, if Modification 324 is not fitted.

Inclined drive bevel wheel locking tabs, pre-Modification 387.

Magnets drive failures, if Modification 196 or 325 is not fitted.

Pistons fractured on the skirts or at the lands.

Piston ring failures, if Modification 288 is not fitted.

Wear on coolant pump thrust pad when Modification 278 is not embodied.

Coolant rail windows cracked.

Cylinder holding-down studs pulled.

Pegasus III—

Big end bearing failures.

Pegasus III, VI or 30—

Cylinder holding down nuts and/or studs slacking back.

Induction elbow flanges—fractured.

Rocker box attachment fittings—fractured.

Tie rod and trunnion—fractured.

Loose spark plug adaptors.

Cylinder holding down studs sheared.

Perseus XII—

Big end bearing failures, except when a special report on A.21 is indicated.

Cylinder holding down nuts and/or studs slacking back.

Impellor ball bearing failures.

Sleeve seizures.

Taurus II—

Maneton bolt failures.

Maneton strap failures.

Big end bearing failures, except when a special report on A.21 is indicated.

Junk head ring seizures.

Sleeve crank failures following overheating and seizure.

Tiger VI—

All defects (engine obsolescent).

APPENDIX II

Specimen Return

From (ship or station)

To (administrative authority)

Subject: report on aero-engine defects in a/c with A.F.O. 5930/42 for October, 1942.

Date.	Aircraft.	Engine.	Defect.	Hours since last overhaul.	Hours since last inspection.
5th	Hurricane IB X.1234.	Merlin III 98765/123456.	Coolant leak in "A" block.	144-30	1-10 since daily inspection.
17th	Swordfish V.2345.	Pegasus 30 24680/864202.	Loose spark plug adaptor No. 5 cylinder.	118	16-10 since last 30-hour inspection.

(A.F.O. 5929/42.)

5931.—Electrical Serviceability of Aircraft

(A.M.R. 963/42.—3.12.1942.)

Attention is directed to the following instructions:—

- A.P., 1095, Volume I, Section III, Chapter 4. Insulation resistance standards of aircraft electrical installations to be obtained in dry atmospheric conditions. (2 Megohms.)
- A.P., 1095, Volume II, Part 1, Leaflet, H.11—W. Lower minimum insulation standard for dispersed aircraft. (200,000 ohms.)
- A.P., 1095, Volume II, Part 1, Leaflet, H.14—W. Very low insulation standard for aircraft required for urgent operations.

2. Whilst every endeavour must be made to obtain the high insulation readings specified in paragraph 1(a) above, under certain dispersed conditions much lower readings even than 1(b) are to be expected and must be accepted. In these circumstances a resistance of 25,000 ohms. to earth of the whole aircraft electrical installation is a safe minimum figure.

3. When deciding on the electrical serviceability of an aircraft the following factors must be considered:—

- The atmospheric conditions—(temperature, rain, humidity, condensation, etc.).
- The time the aircraft has been exposed to the weather.
- Whether the low insulation is general throughout the aircraft or is confined to one circuit.

4. The test of the whole aircraft electrical installation should be carried out by removing the earth lamps in the Type C or F Jettison switches (if fitted), disconnecting both battery leads and testing between the two joined battery leads and the frame of the aircraft.

If, for example, the reading is 25,000 ohms, a test after isolating individual circuits one by one should show a progressively higher reading, and thus indicate that the low insulation is due to general dampness, and not to a fault in any particular circuit.

5. Although the Maintenance Schedules order insulation tests at the 30-hour inspections only, whenever an aircraft is exposed to wet weather or bad conditions for more than a week, the earth lamp test referred to in H.14—W (paragraph 1), should be carried out as a precautionary measure, to prevent serious trouble developing. If insulation figures are lower than standard given in 1(b), weekly insulation tests should be made and recorded. Faults will then be revealed by a sudden drop in the insulation figures, and can be corrected before they become serious.

6. The electrical officer should be consulted in all cases when the electrical efficiency of aircraft is in doubt, or when aircraft are flown with lower insulation figures than specified in 1(a) and 1(b).

7. After a major inspection all aircraft must reach the highest insulation standard (1(a)).

5932.—Coffman Starter Breech Mounting Plates—Interchangeability

(A.M.R. 945/42.—3.12.1942.)

Through an oversight on the part of the makers, mounting plates Part No. K.911 and K.911A for Coffman breeches, Marks V and VI bear the same part number as those for the smaller breeches, Marks I and II. These plates are identical except for the clearance hole for receiving the piston, which in the case of the Mark V and VI breeches, needs to be slightly larger than the existing hole in the plates made for the earlier marks of breech.

2. A number of plates having the small clearance hole have been issued as spares to the Service.

3. All such plates are to be modified locally by boring out the piston clearance hole to 1.811 in. + .004 in. diameter.

— 0

4. A further aspect of this de-standardisation of existing plates is that plates K.911 already incorporated in earlier deliveries of breeches, Mark I and II, will not be useable on the Marks V and VI in the event of any of these breeches being broken down for spares. If it is found that the piston aperture in Part Nos. K.911 or K.911A is too small for use on the Marks V and VI breech, the part can be made suitable by opening up the hole as in paragraph 3.

5. All future supplies of this part will be to the revised standard.

5933.—Propellers—Metal Blades—All Types

(A.M.R. 960/42.—3.12.1942.)

It has come to notice that damaged metal propeller blades, bent beyond the "cold" working limits, have been "cold" straightened by Services to facilitate packing.

2. It will be appreciated that this is dangerous as it is possible for a badly bent blade to be straightened to an extent that it may again become within the "cold" working limits. The repairers in such cases have no evidence that the blades have previously been "cold" straightened and it is possible for such blades to be returned to service when they should have been annealed or re-heat treated.

3. When, because of acute bending, it is not possible to pack the blades or propeller in the appropriate transit cases, the blades roots are to be suitably protected with felt or other available material to prevent damage and the propeller components transported uncased.

5934.—Refits and Repairs

Corvettes and smaller ships

(D./O.D. 1122/42.—3.12.1942.)

Instances have occurred of Corvettes and smaller ships having returned to service in an unsatisfactory condition after refit or repairs owing to important defects not having been made good or only partially remedied. It has

been established that these circumstances resulted primarily from the inadequate manner in which the defect lists for the ships concerned were prepared and the late date at which certain of the defects were revealed and supplementary defect lists forwarded to the refitting authorities. In this connection attention is invited to C.A.F.O. 380/42, paragraphs 2 and 3, and C.A.F.O. 1456/42.

2. While it is emphasised that the preparation and prompt rendering of comprehensive, accurate and clearly worded defect lists is primarily the responsibility of the Ship's officers, administrative authorities and—particularly in the case of ships from foreign stations—the appropriate base maintenance staff are to give ships officers every assistance in this matter. On the completion of a vessel the maintenance officers are to verify that the ships' officers are satisfied that all defects, etc., have been carried out and that the vessel is fit for service.

3. In accordance with K.R. and A.I., Article 706 it is the responsibility of the Dockyard authorities or repair overseers to ensure that so far as practicable all defects reported through the medium of the defect lists are satisfactorily remedied. It is not, however, a part of their duty to search for defects not so reported either prior to or after the ship is taken in hand.

4. The Flag or Naval Officer in Charge of the port at which the refit or repairs are undertaken and his administrative staff are responsible that after refit the ship leaves the refitting port in a state of seagoing and fighting efficiency.

(F.O.I.C., Tyne, 7.6.42. No. 146/R.20d.)

(C.A.F.Os. 778/40, 380/42, 1456/42 and 2151/42.)

5935.—Fitting of Bilge Keels—As. and As.

Motor Minesweepers "Oderin," "Emberley," "Marticot" and "Merashen"

(D./M./S. 0596/42.—3.12.1942.)

In order to limit rolling of these vessels, bilge keels 10 inches deep for a length of 50 feet amidships, are to be fitted as shown on drawing D.N.C. 29/A/612.

2. Commanding Officers are to insert an item, Classification A, in their next lists of As. and As. to cover this work.

(Captain M/S, Humber, 15.9.42.)

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

5936.—Lengthening of Funnel and Fitting "Resolution" Type Cowl—As. and As.

"Tree," "Dance," "Shakespeare" and "Isles" Classes of Trawlers

(D. 016758/42.—3.12.1942.)

For all vessels of the above-mentioned classes the funnel is to be increased to a total length of 21 ft. 6 in. above the casing top, and a "Resolution" type cowl, as required by A.F.O. 2925/42, is to be fitted in addition. The method of lengthening the funnel is shown in A.F.O. Diagram 319/42. The length of the plates inserted is to be arranged to suit the existing length of funnel.

2. An item, classification "B", is to be included in the next lists of As. and As. for the vessels concerned to cover this work.

(C.-in-C., Plymouth, 4.8.42, No. 2190/M.264.)

(A.F.O. 2925/42.)

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

5937.—Towing Arrangements

Ocean Escort Trawlers

(D./N.S. 24247/41.—3.12.1942.)

Converted Trawlers

Reports have been received from various vessels that it is not practicable to tow directly by a steel wire hawser made fast to the bollards by wire strop and senhouse slip owing to the excessive chafing of the wire.

2. In future the tow should be made by using a half or a whole length of the ship's chain cable.

3. The method of securing is to be on the lines of A.F.O. Diagram 321/42 and the necessary shackles, thimbles, and slip are to be demanded to suit the size of cable.

(F.O.-in-C., Belfast, 18.8.42, No. 1475/2581/01/884.)

5938.—Carley Floats—Access Ladders for

(P. 14164/42.—3.12.1942.)

Jacob's Ladders and loose hand-grip ropes are to be fitted to all life floats on the lines indicated on A.F.O. Diagram 320/42 (D.N.C. 28B/A/395), to assist survivors in climbing into the floats.

2. Generally two ladders and the associated hand ropes are fixed to each float but this number may be increased on the larger floats, Pattern 17 and 18, at the discretion of the Commanding Officer of the ship. The ladders should be secured to suit varying stowage and securing arrangements.

3. For floats in service, the work is to be carried out by ship's staff.

4. Floats should be issued from store with 2 in No. ladders, the fixing to the floats being carried out by the ship's staff.

5939.—L.C.V.—Operating Conditions for

(M./D.N.E.(C.O.) 3604/42.—3.12.1942.)

L.C.V. are designed for operation in fairly sheltered waters. Their stability is satisfactory under these conditions when carrying their designed load of one Bren Gun Carrier (3½-tons) or its equivalent.

2. Irrespective of the load carried, however, the craft is liable to become unstable if the hold is flooded. It is therefore essential that the hold be kept free of water, and whenever water is taken on board, e.g., when embarking vehicles, this water is to be pumped out and the ramp door closed before leaving the beach.

3. Ramp doors should be inspected from time to time to ensure that they are watertight. Bilge pumps should be maintained in good working order.

4. Failure to observe these precautions may lead to serious accidents.

5940.—D.G. Equipment—Compass Corrector Coils—Testing Prior to Sailing After Refit, etc.

H.M. Ships, Yard Officers, Emergency Repair Overseers and Administrative Authorities

(S.D.G.—3.12.1942.)

Instances have occurred of compass corrector coils having been disconnected during refit, etc., and not properly re-connected prior to sailing.

2. It is desired to draw attention to the importance of checking compass corrector coils whenever these have been disconnected, whether by Yard Officers, E.R.Os. or by ships' staffs.

3. When Yard Officers or E.R.Os. have authorised the disconnection of compass corrector coils for any reason, they are to satisfy themselves that the coils have been properly re-connected and the circuits tested before the ship sails.

4. Should compass corrector coils be disconnected at any time by ships' staffs the Commanding Officer is to ensure that they are efficiently re-connected.

5. Instructions for testing compass corrector coils are laid down in A.F.Os. 1874/41 and 4144/42.

6. Whenever possible the advice of the local D.G. authority and of the local Compass Adjusting Officers is to be sought.

(A.F.Os. 1811/41—not in annual volume—1874/41 and 4144/42.)

5941.—Fire Extinguishers as First Aid Fire Appliances—Allowance
Fast Minelayers, Cruisers and larger vessels.

(N.S. 010664/42.—3.12.1942.)

Fire extinguishers, Pattern 4724, referred to in paragraph 4 of A.F.O. 1425/42, should not be supplied to new construction ships for use filled with water as first aid fire appliances.

2. Any extinguishers, Pattern 4724, supplied to ships of new construction of the above classes in excess of the existing allowances, if suitable for filling with Pyrene liquid should be returned to the nearest dockyard.

(A.F.Os. 1425/42 and 2291/42.)

5942.—Test Harness and Controller for Hurricane and Seafire Squadrons Equipped with T.R.1304 W/T Sets

(N.S. 02025/42.—3.12.1942.)

The following items have been introduced :—

Reference 10H/13111, Connectors, type 848

Reference 10A/13388, Junction Box Assembly, type 20

Reference 10L/65, Control Unit, type 150.

2. These items will be allowed as spares to Ships and Services in accordance with the following scales :—

Ships See B.R.378 (H) and B.R.378 (J)

Shore Establishments See Admiralty Letter A/N.S.Air
5725/41 of 9th November,
1942.

R.N. Air Stations, Class "A", "B"
and "C", holding or servicing
aircraft fitted with T.R. 1304 W/T
sets. } 2 sets

R.N. Aircraft Repair Yards ... 1 set.

3. Supply to R.N. Air Stations, Hastings, Freetown and R.N. Aircraft Repair Yards, Nairobi and Wingfield, will be made from R.N. Store Depot, Stafford, without demand. Other Services concerned should forward demands to their respective R.N. Store Depots at home or Storing Yards abroad, quoting this order as authority to supply. Supply to new Services will be made with their initial outfit of stores.

4. The connectors and control units are expected to be available in January 1943, and the junction boxes in April 1943.

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

6. Aircraft Stores Establishments will be amended in due course, meanwhile all existing establishments held by H.M. Dockyards and R.N. Air Stations, Store Depots, etc., should be amended in manuscript.

5943.—Naval Aircraft—Fulmar—Thompson Sub-Machine Guns

(G./N.A.D. 591/42.—3.12.1942.)

Thompson sub-machine guns supplied for use in Fulmar aircraft may be fitted with either of two types of "Fore Grip".

2. One is a horizontal piece of furniture running parallel with the barrel having its sling swivel on the underside. The other has a "vertical" fore grip with the sling swivel on the right hand side.

3. The latter type, having a "vertical" fore grip, is preferable for use in the air.

4. Ships and stations may exchange Thompson sub-machine guns with horizontal fore grips which have been supplied for use in aircraft, for guns with vertical fore grips.

5. Exchange will be effected at the nearest Naval Armament Depot. Demands must state clearly which type of gun is required, and quote this A.F.O.

5944.—Martlet Aircraft—Cores and Caps Valve, Schröder, for Oleo Leg Valves and Propeller Hydraulic Accumulators

(N.S./A.M. 6133/42.—3.12.1942.)

Investigations have been carried out to obtain a more satisfactory type of Schröder valve for use in the oleos of Martlet aircraft and it has been decided that Schröder valve cores, Type No. 1939H, shall be used. These cores can be identified by a small "H" stamped on the head of the valve pin.

2. These cores are also suitable for use in the air valve of the hydraulic accumulator fitted in the propeller control system of Martlet IV aircraft.

3. It is important that Schröder valve caps, Type No. 7612, should always be fitted and securely tightened with a spanner on the hexagon provided, to ensure that any slight leakage past the valve core is arrested by the valve cap.

4. When releasing the air pressure, the valve pin should not be depressed more than 1/16 inch to avoid the rush of air destroying the valve seat.

(A.F.O. 3747/41 is cancelled.)

5945.—Cranes, Aircraft—Operation in Cold Weather

(D. 12045/42.—3.12.1942.)

Reports from ships operating in arctic conditions show that difficulty is often experienced in the operation of the aircraft recovery arrangements of the seaplane cranes and the armatures of magnetic brakes.

2. The low temperatures experienced causes the grease inside the compensator barrel and on the various exposed portions of the pawl actuating system and magnetic brakes to freeze and make the mechanism unworkable.

3. The following measures should overcome these difficulties:—

(i) Where it is found that the rods of the pawl lifting gear become distorted they are to be replaced by larger tubes, arranged with as direct a lead as possible, the amount of cranking in the rods being reduced to a minimum. Under conditions where any part of the pawl lifting gear is seized, excessive effort is not to be applied to the lever work, but the seized part is to be freed.

(ii) Canvas screens are to be rigged across the front and sides of the crane to prevent spray from freezing on the mechanism of the compensating barrel.

(iii) Fit two Pattern 19566 500-watt portable heaters or Pattern 514A water tight non-luminous radiators inside the canvas screen to maintain the lubricants above freezing point.

4. This work is to be carried out by ships' staffs if opportunity offers. When the ship refits they are to be treated as defects and carried out by the refitting authorities.

5. When carrying out the item described in paragraph 76 of O.U.6339, the grease is to be removed from the compensator barrel spring which is then to be lightly covered with a thin coating of Cooper's No. 4 grease to prevent rusting only.

6. Attention is invited to recent amendments to O.U.6339.

7. This order is to be quoted as the authority for demanding any stores to carry out the above modifications.

(A.F.Os. 563/38, 3629/39—not in annual volume—1710/41 and 3254/42.)

5946.—Bolts for Swordfish Airframes—Substitution of A.G.S. Bolts

(N.S. Air 11328/42.—3.12.1942.)

Requirements of certain bolts for Swordfish airframes under Section 26A will in future be met by the supply of suitable equivalents under Section 28, A.G.S., which should be cut to the desired lengths by the using service.

2. Existing stocks of the Section 26A bolts, however, will continue to be issued until they are exhausted.

3. The necessary amendments will be embodied in the Aircraft Stores Establishments.

4. The following statement indicates the special bolts and their A.G.S. equivalents:—

Special Bolts Section 26A		Equivalent A.G.S. Bolts Sect. 28		Special Bolts Section 26A		Equivalent A.G.S. Bolts Sect. 28	
Ref. No.	Part No.	A.G.S. Ref.	Part No.	Ref. No.	Part No.	A.G.S. Ref.	Part No.
26A/2224	FS.89/M.21	7013	6A/1B	26A/26794	FS.89/H.37	7278	2A.15/7C
26A/10	FS.89/M.22	7001	6A/2B	26A/2186	FS.89/H.38	7279	2A.15/8C
26A/4358	FS.89/M.23	7016	6A/3B	26A/4398	FS.89/H.39	7280	2A.15/9C
26A/7242	FS.89/M.24	7379	6A/4B	26A/2190	FS.89/H.43	7291	2A.15/3E
26A/4360	FS.89/M.25	6988	6A/5B	26A/8094	FS.89/H.44	7292	2A.15/4E
26A/11756	FS.89/M.26	7380	6A/6B	26A/2192	FS.89/H.45	7066	2A.15/5E
26A/3068	FS.89/M.28	7172	6A/8B	26A/11374	FS.89/H.46	7067	2A.15/6E
26A/3636	FS.89/M.31	6998	6A/1C	26A/2194	FS.89/H.47	6959	2A.15/7E
26A/2228	FS.89/M.32	7030	6A/2C	26A/4402	FS.89/H.48	7293	2A.15/8E
26A/2230	FS.89/M.33	6993	6A/3C	26A/2200	FS.89/H.54	7302	2A.15/3G
26A/4366	FS.89/M.34	6989	6A/4C	26A/2202	FS.89/H.55	7071	2A.15/5G
26A/10982	FS.89/M.35	7075	6A/5C	26A/2204	FS.89/H.56	7407	6A/6G
26A/3574	FS.89/M.36	7029	6A/6C	26A/2206	FS.89/H.57	NIV	6A/7G
26A/2044	FS.89/M.37	7014	6A/7C	26A/4430	FS.89/H.58	NIV	6A/8G
26A/2234	FS.89/M.38	7076	6A/8C	26A/2208	FS.89/H.59	NIV	6A/9G
26A/6	FS.89/M.39	6999	6A/9C	26A/6644	FS.89/H.66	7417	6A/6J
26A/17606	FS.89/M.41	7240	6A/1E	26A/2212	FS.89/H.67	7609	6A/7J
26A/16614	FS.89/M.42	7031	6A/2E	26A/30264	FS.89/H.87	NIV	6A/7N
26A/11166	FS.89/M.43	7000	6A/3E	26A/20760	FS.89/H.310	7077	6A/10C
26A/15982	FS.89/M.44	7082	6A/4E	26A/11748	FS.89/H.311	7110	6A/11C
26A/4380	FS.89/M.45	7126	6A/5E	26A/20764	FS.89/H.314	7176	6A/14C
26A/4382	FS.89/M.46	7143	6A/6E	26A/34134	FS.89/H.316	7173	6A/16C
26A/12170	FS.89/M.47	7083	6A/7E	26A/8084	FS.89/H.319	7114	6A/19C
26A/12	FS.89/M.49	7085	6A/9E	26A/8086	FS.89/H.320	NIV	6A/20C
26A/35366	FS.89/M.52	7405	6A/2G	26A/2184	FS.89/H.322	7153	6A/22C
26A/14181	FS.89/M.54	7406	6A/4G	26A/4404	FS.89/H.410	7124	6A/10E
26A/24214	FS.89/M.55	NIV	6A/5G	26A/358	FS.89/H.411	7032	6A/11E
26A/13898	FS.89/M.56	7407	6A/6G	26A/29152	FS.89/H.412	7086	6A/12E
26A/33279	FS.89/M.57	NIV	6A/7G	26A/17588	FS.89/H.413	7087	6A/13E
26A/13900	FS.89/M.68	NIV	6A/SJ	26A/4408	FS.89/H.414	7125	6A/14E
26A/39508	FS.89/M.86	NIV	6A/6N	26A/12726	FS.89/H.415	7088	6A/15E
26A/22544	FS.89/M.210	7669	6A/10B	26A/2198	FS.89/H.416	7005	6A/16E
26A/2042	FS.89/M.214	7261	6A/14B	26A/8102	FS.89/H.417	7109	6A/17E
26A/38841	FS.89/M.219	NIV	6A/19B	26A/4414	FS.89/H.418	7180	6A/18E
26A/13474	FS.89/M.225	NIV	6A/25B	26A/15250	FS.89/H.419	7089	6A/19E
26A/10228	FS.89/M.310	7077	6A/10C	26A/12730	FS.89/H.420	7396	6A/20E
26A/4374	FS.89/M.311	7110	6A/11C	26A/4418	FS.89/H.422	7090	6A/22E
26A/13476	FS.89/M.312	7078	6A/12C	26A/13236	FS.89/H.423	7033	6A/23E
26A/19210	FS.89/M.313	6990	6A/13C	26A/8108	FS.89/H.424	7179	6A/24E
26A/4376	FS.89/M.314	7176	6A/14C	26A/4420	FS.89/H.425	7091	6A/25E
26A/8	FS.89/M.315	7177	6A/15C	26A/29542	FS.89/H.426	7023	6A/26E
26A/13230	FS.89/M.317	7150	6A/17C	26A/4422	FS.89/H.427	7397	6A/27E
26A/2012	FS.89/M.318	7151	6A/18C	26A/15500	FS.89/H.430	7092	6A/30E
26A/2014	FS.89/M.319	7114	6A/19C	26A/13238	FS.89/H.432	7178	6A/32E
26A/25282	FS.89/M.320	7638	6A/20C	26A/13246	FS.89/H.433	NIV	6A/33E
26A/24206	FS.89/M.321	7659	6A/21C	26A/13904	FS.89/H.434	NIV	6A/34E
26A/20746	FS.89/M.323	7393	6A/23C	26A/8120	FS.89/H.510	7095	6A/10G
26A/17604	FS.89/M.324	7254	6A/24C	26A/4434	FS.89/H.511	7096	6A/11G
26A/17850	FS.89/M.330	NIV	6A.1/30C	26A/4436	FS.89/H.512	7182	6A/12G
26A/19220	FS.89/M.331	NIV	6A.1/31C	26A/12734	FS.89/H.513	7181	6A/13G
26A/4	FS.89/M.410	7124	6A.1/10E	26A/4438	FS.89/H.514	7408	6A/14G
26A/358	FS.89/M.411	7032	6A.1/11E	26A/8126	FS.89/H.515	NIV	6A/15G
26A/29142	FS.89/M.412	7036	6A.1/12E	26A/26822	FS.89/H.516	7645	6A/16G
26A/17642	FS.89/M.413	7087	6A.1/13E	26A/8130	FS.89/H.518	7409	6A/18G
26A/20754	FS.89/M.414	7125	6A.1/14E	26A/28310	FS.89/H.519	NIV	6A/19G
26A/10146	FS.89/M.415	7088	6A.1/15E	26A/8134	FS.89/H.522	7251	6A/22G
26A/16626	FS.89/M.416	7005	6A.1/16E	26A/13478	FS.89/H.528	7097	6A/28G
26A/25296	FS.89/M.417	7109	6A.1/17E	26A/13480	FS.89/H.529	7185	6A/29G
26A/8076	FS.89/M.418	7180	6A.1/18E	26A/10526	FS.89/H.610	7418	6A/10J
26A/13897	FS.89/M.421	NIV	6A.1/21E	26A/26828	FS.89/H.611	NIV	6A/11J
26A/39472	FS.89/M.422	7090	6A.1/22E	26A/29164	FS.89/H.612	NIV	6A/12J
26A/17864	FS.89/M.423	7033	6A.1/23E	26A/29166	FS.89/H.614	7419	6A/14J
26A/2246	FS.89/M.425	7091	6A.1/25E	26A/2216	FS.89/H.616	NIV	6A/16J
26A/17614	FS.89/M.426	7023	6A.1/26E	26A/28316	FS.89/H.618	7420	6A/18J
26A/16632	FS.89/M.510	7095	6A.1/10G	26A/10530	FS.89/H.623	NIV	6A/23J
26A/31657	FS.89/M.524	NIV	6A.1/24G	26A/2218	FS.89/H.624	NIV	6A/24J
26A/2248	FS.89/M.630	NIV	6A.1/30J	26A/8138	FS.89/H.625	7422	6A/25J
26A/17026	FS.89/M.824	7445	6A.1/24N	26A/2220	FS.89/H.627	NIV	6A/27J
26A/4388	FS.89/H.33	7063	2A.15/3C	26A/26834	FS.89/H.628	NIV	6A/28J
26A/4390	FS.89/H.34	7064	2A.15/4C	26A/30260	FS.89/H.713	7431	6A/13L
26A/4392	FS.89/H.35	7065	2A.15/5C	26A/30868	FS.89/H.715	NIV	6A/15L
26A/4396	FS.89/H.36	7141	2A.15/6C	26A/10538	FS.89/H.915	NIV	6A/15P

5947.—Airframes—Checking of, in the Absence of Standard Checking Lists and Airframe Inventories

(N.S/A.M. 6752/42.—3.12.1942.)

When it becomes necessary to check the equipment in airframes of types, either British or American, which have not been provided with airframe inventories and for which standard checking lists have not been published, Column 7 of the pertinent Appendix "A" is to be used in lieu, and the forms A.23 amended to read:—

Complete to Col. 7 of Appendix "A" Serial No.
 Amendment List No.
 Less Items, Nos.
 Plus Items

If, however, temporary transfer checking lists or R.A.F. transfer checking lists appropriate to the type have been issued, these, and not the Appendix "A", are to be used on all occasions when the use of the transfer checking list is authorised.

(R.A.N.A.S. No. 7204/603/26, 17.10.42.)

5948.—Bombs—Precautions When Involved in Crash Landings

(G./N.L. 14120/42.—3.12.1942.)

The necessity for strict attention to drill to render safe any bombs brought back by aircraft is referred to in N.M.E.R. (Article 250 *et seq.*)

In the circumstances of an aircraft being involved in a landing accident it may be impossible, however, to carry out the normal procedure and it is important that all personnel concerned should be aware of the dangers if serious accidents are to be avoided.

2. In principle all bombs involved in any accident should be treated as "unexploded bombs" until they have been examined and dealt with by a competent person, and the organisation for dealing with aircraft which have been involved in an accident should provide for rendering bombs safe.

3. No considerations of urgency to clear the flight deck (or landing ground) should be allowed to override the necessity for eliminating the risk of a further, and probably more serious accident which may result from the neglect of a bomb that has or can become armed in consequence of an accident.

4. The organisation for dealing with fires should reduce the risk of bombs "cooking off", but the possibility that "cook off" may occur must also be taken into consideration. The probable time for "cook off" of bombs subjected to intense heat has been found by trial to be 2½ minutes for a thin cased A.S. bomb, increasing to 4½-5½ minutes for bombs with thicker bodies.

(N.M. and E.R. Article 250 *et seq.*)

(A.F.O. 1815/42.)

5949.—Redundant Material ex Windscreens for 12-ft. U.K. IV Rangefinders

(N.S. 34160/42.—3.12.1942.)

The material shown in the appendix hereto has been rendered redundant in consequence of the cancellation of 19 windscreens for 12-ft. U.K. IV Rangefinders on 3-man mountings which were ordered from the Westinghouse Brake and Signal Co., Ltd., under contract dated 22nd March, 1940, C.P. 29665/40/F.417, amended 23rd November, 1940, C.P. 82550/40/F.417.

2. The material has been delivered to the R.N. Store Depot, Stanley Mills, Stroud, Glos. in accordance with Admiralty Letter dated 7th Septem-

ber, 1942, C.P. 82550/40/F.417, and is available for utilisation for any purpose which may arise. Demands for any materials required should be forwarded to the Superintending Naval Store Officer, Stroud.

APPENDIX

Redundant Material

Quantity	Description	Part No.
139 ft.	... 7/8 o/d × 14 G. Solid drawn steel tube ...	—
1,430 ft.	... 1 1/16 in. o/d × 3/4 in. i/d Solid drawn steel tube ...	—
165 ft.	... 1 1/2 in. × 1 1/2 in. × 3/16 in. P.B. or D.M. angle S.E. & R.	—
19 No.	... M.S. channel roller tracks ...	B.73147
76 No.	... Brass split pins, 1 3/8 in. × 1/8 in. ...	—
15 No.	... Leather half boots, Govt. Dept. No. T.G.3 ...	C.72238
38 No.	... Brass split pins, 1 1/2 in. × 1/8 in. ...	—
38 No.	... Brass split pins, 1 in. × 1/8 in. ...	—
57 No.	... Steel eyebolts and nuts ...	Pc.20062
19 No.	... Angle rings ...	B.73145/1
19 Sets	... Vertical plating comp. ...	C.72229/1
38 No.	... Standard tee pieces, 3/4 in. MS., steam quality ...	B.73162/1
92 1/2 yards	... 1/2 in. Leather lace ...	—
78 No.	... Cast G.M. plates ...	C.72232
65 No.	... Cast G.M. cranks ...	B.73167
76 No.	... Cast alum. covers ...	B.73148
90 No.	... Cast G.M. plates ...	B.73169
19 No.	... Cast G.M. crossherds ...	B.73170/1
20 No.	... Cast G.M. crossherds ...	B.73170/2
99 No.	... Cast P.B. eyebolts ...	B.73170/3
123 No.	... Cast P.B. eyebolts ...	B.73162/4
40 No.	... Cast G.M. brackets ...	C.72235/2
38 machined 4 stampings	... M.S. compensator cranks ...	B.73180
245 & 228	... Felt rollers ...	B.73150/4
220 No.	... Ball bearings, S.K.F., Series R.L.S.7 ...	—
85 & 76	... Langite gaskets ...	B.73149
157 No.	... Cirelets, PB. BSS.384 ...	B.73150/5

5950.—Electric Cables, Patterns 13993 and 13994—Introduction of

(N.S. 33560/42.—3.12.1942.)

The following electric cables, multicore, varnished cambric insulated, lead alloy sheathed, have been introduced for use in connection with the D.G. circuits of H.M. ships, and have been added to the Rate Book of Naval Stores under Subhead F, Item 1C, Part I, page 1178 (page 2 of Electric Cable Demands).

Pat-tern.	No. of cores,	No. and dia. (ins.) of wires in conductor	Dia. over conductor.	Nominal Sectional Area.	Current carrying capacity per core.	Radial thickness of insulant.	Dia. over taped core.	Dia. over laid up cores.	Radial thickness of insulant over laid up cores.	Dia. of insulant over laid up cores.	Radial thickness of lead Alloy Sheath.	Dia. over lead Alloy Sheath.	Max. conductor resistance per 1,000 yds. at 60° F.
13993	7	19/·083	0·415	0·1	140	0·035	0·485	1·455	0·020	1·495	0·090	1·675	0·2427
13994	14	19/·052	0·260	0·04	63	0·035	0·330	1·457	0·020	1·497	0·090	1·677	0·6184

2. The necessary provision for these cables will be made at Admiralty.

5951.—Coir, Sisal and Manila Cordage—Minimum Breaking Loads

(N.S./N.L. 17747/42.—3.12.1942.)

A recent report from sea indicates that the relative breaking strains of coir, sisal and manila cordage, may not be generally appreciated. The following table, showing sizes of each with their minimum breaking loads, is appended for information:—

Circumference	Minimum Breaking Loads in Cwts.			
	Coir	Sisal		Manila
		White	Tarred	
in.				
1	—	3	2½	—
1½	—	6	5½	—
2	—	—	—	3½
2½	—	—	—	7½
3	—	9	8	10
3½	—	14	10	14
4	4	20	16	20
4½	—	27	22	27
5	7	35	29	35
5½	—	45	36	45
6	11	55	45	55
6½	—	67	54	67
7	15	80	64	80
7½	—	88	—	95
8	20	102	81	105
8½	—	117	—	120
9	27	133	106	135
9½	—	150	—	150
10	34	169	134	170
10½	—	180	—	190
11	42	200	165	205
11½	—	220	—	225
12	—	242	200	245
12½	—	260	—	270
13	60	280	224	290
13½	—	329	—	340
14	80	381	305	390
14½	—	438	—	445
15	105	498	398	500
15½	—	522	—	565
16	132	585	486	630
16½	—	652	—	700
17	162	722	600	770
17½	195	874	726	925
18	234	1,040	864	1,100
18½	272	1,220	1,014	1,285
19	313	1,415	1,176	1,480
19½	362	1,625	1,350	1,700
20	—	1,850	1,536	—

The cordage shown is hawser-laid, 3 strand.

2. It should be observed that the use of pure manila cordage is now restricted as shown in paragraph 2 (a) and (b) of A.F.O. 4793/42. In the main white sails has been substituted for manila in manufacture, but a small quantity of blended cordage, at present consisting of 50 per cent. each of sisal and manila, is being provided for specified services, as shown in paragraph 7 of the A.F.O.

(A.F.O. 4793/42.)

5952.—Kettles, Electric—Allowance—As. and As.

Submarines of "Swordfish" and "1940 'S'" Classes

(N.S. 26220/42.—3.12.1942.)

The allowance of electric kettles to submarines of "Swordfish" and "1940 'S'" classes has been increased from one to two per vessel. Kettle, Pattern 7041, will be required for "Sturgeon," and Pattern 7040 for the remaining submarines of "Swordfish" class and for "1940 'S'" class.

2. Submarines concerned, in commission, should forward demands to storing yards through their depot ships for the additional kettle accordingly. Supply to submarines of new construction should be made by storing yards in the usual manner.

3. A circuit and socket should be provided in both the E.R.As. mess and P.Os. mess in order that the kettle can be used in either mess. In the case of contract-built submarines, the necessary arrangements should be made with the shipbuilders by the Overseers.

4. For submarines in commission, the work involved should be carried out by ships' staffs, and an item, Classification "B", should be included in the next list of As. and As.

5. B.R. 363—Establishment of Naval Stores for Submarines of "Oberon" and later classes—will be amended.

(Chatham Yard Letter, 28.7.42, No. 3255.)

5953.—Naval Stores—Revised Allowances

"Algerine" Class Minesweepers

(N.S. 11086/42.—3.12.1942.)

The allowances of certain naval stores to "Algerine" Class Minesweepers have been revised as shown in the appendix to this order.

2. Ships concerned in commission should demand the canvas hoses and special adaptor for the 70 ton portable pump from their storing yards if supply has not already been made. Stores held in excess of the revised allowances should be returned to the nearest Dockyard or Base.

3. Supply to ships of new construction should be made to the revised allowances.

4. B.R. 368—Establishment of Naval Stores for Sloops, Minesweepers, etc.—will be amended.

APPENDIX

Pattern	Description	Denomination	Present Allowance	Revised Allowance	Remarks
	Naval Stores for Executive purposes				
	B.8				
	Hose, canvas, unlined with A.S.B.J. connections for 70-ton portable pump:—				
	No. 4 size × 20 ft.		No allowance shown specially for 70-ton portable pumps.	1 for each 70-ton portable pump.	
	No. 4 size × 40 ft.	Length				2 for each 70-ton portable pump.
	B.9				
	Adaptor, special, with swing bolt coupling one end and No. 3 size connection the other.	No.	Nil	1 for each 70-ton portable pump.	

Pattern	Description	Denom-ination	Present Allowance	Revised Allowance	Remarks
25A	Lanterns, steaming, complete.	No.	3 (including 1 spare) plus 2 when employed on special towing duties.	2 plus 1 when employed on special towing duties.	
	<i>Naval Stores for Engineering purposes</i>				
	<i>B.8</i>				
6	Jacks, hydraulic, Tangye's, 5-ton.	No.	2	Nil	
391	Machine, punching, hand lever.	No.	1	Nil	
392	Machine, shearing, hand ...	No.	1	Nil	
	<i>B.11</i>				
5	Posts, drilling, small ...	No.	2	1	
1112	Tongs, crucible ...	Pairs	1	Nil	
C. 882	Planes, jack ...	No.	1	Nil	
C. 820	Planes, smoothing ...	No.	1	Nil	
109	Callipers, internal and external.	Pairs	3	1	
109B	Callipers, internal ...	Pairs	3	1	
3884	Dividers, spring 5 ...	Pairs	2	1	
	<i>F.I.C.</i>				
	Machines, drilling, portable, electric, small.	No.	1	Nil	
	<i>Naval Stores for Electrical purposes</i>				
	<i>F.2A</i>				
8023	Lanterns, navigation, steaming.	No.	2—Two in addition when employed on special towing duties.	2—One in addition when employed on special towing duties.	
	<i>F.2B</i>				
614	Reflector, yard arm ...	No.	3	2	Includes provision for fog light.
	<i>Naval Stores for Gunnery purposes</i>				
	<i>F.1B</i>				
9233	Fuze plate for 4-in. H.A. guns.	—	—	—	The allowances, which are dependent on the fitting of a single gun unit system, are not applicable to these vessels.
9234	Gear for ...	—	—	—	
9235	Casings, complete with levers, etc.	—	—	—	
9236	Calculators, deflection, hand	—	—	—	
10043	Discs, wind deflection calculator.	No.	1	Nil	

5954.—Drum Control Gear Inertia Weights

Swordfish and Albacore Aircraft
(N.S. Air 5624/41.—3.12.1942.)

All Torpedo Drum control wheels required to operate torpedoes, Mark XII, in Swordfish and Albacore aircraft should be fitted with twenty weights, type A, Ref. 11B/56, and not with eight as originally provided.

2. Demands in respect of any aircraft not so fitted should be forwarded to the appropriate R.N. Store Depots.

Section 4

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

5955.—Officers' Clothing—Ties, Black Rayon (Evening Wear)—Issuing Price

(V. 5547/42.—3.12.1942.)

Owing to shortage of silk a black rayon tie (evening wear) is being purchased and supplies are now available. Issuing price lists of officers' clothing should be amplified as follows:—

A.F.O. 514/42. Appendix I. Officers' clothing.

Ties, black rayon (evening wear) ... each £0 1s. 3d.

A.F.O. 3292/42. Under "Officers' Clothing" add:—

"Ties, black rayon (evening wear) ... each £0 0s. 11d."

(*A.F.Os. 514/42 and 3292/42.*)

*5956.—Petty Officer Wiremen—Badges

(V. 1530/40.—3.12.1942.)

The non-substantive badge of Petty Officer Wiremen is similar to that worn by Leading Torpedo Men (Low Power), but with the letter "L" below.

2. The pattern numbers and descriptions of the badges are as shown below; the current issuing prices are given in *A.F.O. 3292/42.*

Pattern	Description	Color
125A with 117A	Crossed Torpedoes with star above, star and letter "L" below.	Red
125B with 117B	Crossed Torpedoes with star above, star and letter "L" below.	Blue

(*A.F.Os. 2903/39, 711/40—(not in annual volume) and 3292/42.*)

*5957.—Wireman (M/S) Branch—Badges

(V. 1530/40.—3.12.1942.)

Non-substantive badges have been approved for wear by ratings of the Wireman (M/S) Branch, as shown below:—

Petty Officer Wireman (M/S) ... Existing badge for Leading Torpedo Man (Low Power), (Patterns 125A and 125B), with letters "MS" below.

Leading Wireman (M/S) ... Existing badge for Leading Torpedo Man, (Patterns 123A and 123B), with letters "MS" below.

Wireman (M/S) ... Existing badge for Seaman Torpedo Man, (Patterns 134A and 134B), with letters "MS" below.

2. The issuing prices for the torpedo badges described above are given in *A.F.O. 3292/42*, and prices and pattern numbers for the letters "MS" will be promulgated as soon as stocks are available.

3. A first issue of two red and three blue badges and letters may be made gratuitously to any of the men now serving who were not given badges with their initial free kit. Future entrants are to be given the necessary badges with their initial free outfit in the usual way. Replacements will be provided by the men out of kit upkeep allowance.

(*A.F.Os. 865/42 and 3292/42.*)

*5958.—Cap Ribbons

(V. 4073/42.—3.12.1942.)

The issue in the Fleet of cap ribbons lettered with ships' names or with special lettering of any kind has been discontinued for the period of the war and only ribbons lettered "H.M.S." will be supplied from the victualling yards and depots.

2. The scale of issue will be two ribbons on entry to men dressed as seamen and one on being supplied with a sun helmet. The issue of one cap ribbon on a change of ship or establishment will be discontinued.

3. No cap ribbons bearing the names of sea-going ships are to be worn on shore.

4. Until 31st March, 1943, ribbons lettered other than "H.M.S." may continue to be worn *except on shore*, but after that date only ribbons lettered "H.M.S." may be worn by any rating, afloat or ashore.

5. The utmost economy in the use of cap ribbons is necessary and replacements should be reduced to a minimum.

(K.R. & A.I. Article, 1868, C.7.)

(A.F.O. 3916/41.)

(A.F.O. 4678/42 is cancelled.)

5959.—Provisions—Completion with before Sailing

Small ships fitting out and refitting

(V. 4473/42.—3.12.1942.)

It has been represented that the smaller classes of H.M. Ships on arrival at their working-up stations after fitting out or refitting are frequently inadequately stored with provisions.

2. Whenever practicable H.M. Ships should complete fully with provisions before leaving their fitting-out or refitting ports.

(Commodore, *Western Isles*, 21886/100, 25.8.42.)

5960.—Jars, Rum, Vinegar and Lime Juice—Drawing of Corks

(V. 5469/42.—3.12.1942.)

The removal of corks found to have been forced into many of the rum, vinegar and lime juice jars returned to victualling yards is entailing the expenditure of much time and labour.

2. When jars are opened every care is to be taken to secure a clean extraction of the cork and to avoid forcing it into the jar.

Section 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE

5961.—Amendments to Books

(E.F.O.—3.12.1942.)

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

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

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

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

A.F.O.P.552/42.—B.R. 274/41—Handbook and Drill for the 20 mm. Oerlikon Machine Gun, etc.—Amendment No. 2.

P.553/42.—B.R. 317(7) Mining Drill Book—Amendment No. 2.

P.554/42.—B.R. 616—Drill for 5-in. U.S. 51, Calibre Mark VIII, Gun, on 0.5-in., Mark XV. Mounting—Amendment.

A.F.O.P.555/42.—B.R. 626—Drill for 4-in., Mark XVI*, Q.F. S/A Guns, etc.—Amendment.

P.556/42.—O.U. 5449—Regulations for Maintenance of 21-in., Mark II-V, Torpedoes—Amendment.

P.557/42.—O.U. 5450—Regulations for Maintenance of 21-in., Mark IV*, etc., Torpedoes in Submarines—Amendment.

P.558/42.—O.U. 5504—Regulations for Maintenance of 21-in., etc., N A B Torpedoes—Amendment No. 47.

P.559/42.—O.U. 6090K—Range Table No. 544 for 4-in. Guns—Amendment.

P.560/42.—O.U. 6090K—Range Table No. 545 for 4-in. Guns—Amendment.

P.561/42.—O.U. 6090Y—Range Table No. 415 for 14-in. Guns—Amendment.
(A.F.O. 5836/42.)

5962.—A.M.S.Is.

(E.F.O.—3.12.1942.)

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

(A.F.O. 5837/42.)

5963.—Air Publications—Demands for Amendment Lists, Leaflets, etc.

(N.S. Air 18/42.—3.12.1942.)

Lists are published monthly in A.F.Os., of the Air Publications, Amendment Lists, and Leaflets, issued from R.N. Store Depot, Shepherds Bush, during the preceding month, and instruction is usually included to the effect that amendment lists, etc., required *but not received*, should be demanded from Shepherds Bush.

2. It has been found that certain services demand amendment lists, quoting the A.F.O. as authority, without verifying what quantities have already been received, and in consequence a large amount of unnecessary work is caused at Shepherds Bush.

3. Ships and services should not forward demands for amendment lists, etc., in future without first ensuring that the quantities demanded are actually required.

4. If any lists are received in excess of requirement, they should be returned to the Superintending Naval Store Officer, Shepherds Bush, who should, in future, also be informed of the actual number of amendment lists required.

5964.—Coastal Force Material Supply Officer—Change of Address

(M. 4099/42.—3/12/1942.)

As from Monday, 7th December, 1942, the new address of the Coastal Force Material Supply Officer will be :—

Downend House,

Fareham, Hants.

The telephone numbers are unchanged—Fareham 3206 (two lines), Portsmouth Dockyard Extension 2961 (1 line).

5965.—Mails Lost through Enemy Action

(M. 013882/42.—3.12.1942.)

Non-confidential mail for the following authorities and ships has been lost as the result of enemy action. Duplicates of such correspondence should be forwarded as necessary.

Letter Mail.

Posted between 12th and 15th October, 1942.

Commander-in-Chief, Eastern Fleet.

Commander-in-Chief, South Atlantic.

Commander-in-Chief, Netherlands Forces in East.

Vice-Admiral Commanding, 3rd Battle Squadron.

Rear-Admiral, Eastern Fleet Aircraft Carriers.

Rear-Admiral, 4th Cruiser Squadron.

Rear-Admiral, Training Establishments, Durban.

Rear-Admiral, Naval Air Stations, Eastern Theatre.
 Rear-Admiral, Naval Air Stations, Indian Ocean.
 Commodore, Naval Air Stations, Ceylon.
 Commodore, Durban.
 Flag Officers, Ceylon and East Africa.
 Senior Naval Officers, Capetown, Durban and Simonstown.
 Naval Officers-in-Charge, Addu Atoll, Aden, Dar-es-Salaam,
 Diego Suarez, Massawa, Mauritius, Port Elizabeth,
 Port Sudan and Seychelles.
 Superintending Sea Transport Officers, Capetown and Durban.
 Captain (D), 7th Destroyer Flotilla.
 M.T.M., Unit II.
 7th R.M. Battalion.
 R.M. Detachment 320.
 H.M. Ships and Establishments, and Ships of the Allied Navies
 on South Atlantic and Eastern Fleet Stations.

Parcel Mail.

Posted between 12th and 15th October, 1942.

Addressed to:—

Commander-in-Chief, Eastern Fleet.
 Senior Naval Officers, Durban, Port Elizabeth and Simonstown.
 Naval Officers-in-Charge, Ceylon, Durban, Madagascar, Massawa,
 Port Reitz and Port Sudan.
 Wireless Station, Ascension Island.
 7th Battalion R.M.
 R.M. Detachment 350.
 H.M. Establishments "Afrikander I", "Afrikander IV",
 "Assegai", "Good Hope", "Malagas", and H.M.
 Ships and Ships of the Allied Navies serving in
 South Atlantic and Eastern Fleets.

Posted between 14th and 15th October, 1942.

Commander-in-Chief, Mediterranean.
 Rear-Admiral Commanding, 15th Cruiser Squadron.
 Flag Officer, Red Sea.
 Senior Naval Officer, Alexandria.
 Naval Officers-in-Charge, Haifa and Syrian Ports.
 Force Overt.
 H.M. Ships and Establishments, and Ships of the Allied Navies,
 on the Mediterranean Station.

2. The following secret and confidential items which were despatched from the Admiralty on 9th October, 1942, were also involved in this loss of mail. The references quoted cannot be identified, and it is therefore not possible to notify the senders separately.

Addressee	Reference
Commander-in-Chief, South Atlantic	296/68/42
Staff Officer (I), Capetown	Z27/27
Naval Armament Supply Officer, Colombo... ..	NB/Dibben
Naval Armament Supply Officer, Trincomalee	CLD6/10
Deputy Armament Supply Officer, s.s. "Prome"	NB/Warton

5966.—Mails Lost through Enemy Action

(M. 014593/42.—3.12.1942.)

Non-confidential correspondence posted in the United Kingdom between 22nd and 29th September, 1942, for the undermentioned ships and authorities has been lost as the result of enemy action. Duplicates should be forwarded as necessary.

Letter Mail.

Addressed to:—

Naval Officer-in-Charge, St. John's, Newfoundland.
 M.A.S.T.U., No. 11.
 H.M. Ships "Avalon IV", "Empire Salvage".
 M.Ls. 470, 479, 481, 482, 484, 485, 486, 487.

Parcel Mail.

Addressed to:—

Naval Officer-in-Charge, St. John's, Newfoundland.
 H.M. M.Ls. 481, 482, 486.

5967.—Mails Lost Through Enemy Action

(M. 014592/42.—3.12.1942.)

Non-confidential correspondence posted in the United Kingdom between the 15th and 16th September, 1942, for the undermentioned ships and authorities has been lost as the result of enemy action. Duplicates should be forwarded as necessary.

Letter Mail.

Addressed to: Chief of Naval Staff, Ottawa.

Naval Officer-in-Charge, St. John's, Newfoundland.
 Fleet Mail Officer, Halifax.
 British Fleet Mail Officer, New York.
 Captain Superintendent, Naval Dockyard, Halifax.
 Senior Naval Officer, Esquimaux.
 H.M. Ships "Avalon IV", "Canada", "Captor II",
 "Protector", "Saker II", "Stadacona".
 H.M. ships and H.M. Canadian ships operating from or refitting
 in North America.

Parcel Mail.

Addressed to: H.M. ships "Canada", "Georgetown", "Mansfield", "Montgomery", "Salisbury", "Stadacona", "Walker", "Wanderer", "Witherington".
 H.M.C.S. "Prince Henry".
 H.Nor.M.S. "Lincoln".
 H.M.M.L. "484".

5968.—Distinction in Signals of Nationality of Warships

(M. 011879/42.—3.12.1942.)

With reference to A.F.O. 3449/42, it should be noted that it is the responsibility of the originator to indicate in all signals the nationality of Allied, U.S. or Dominion Warships.

(A.F.O. 3449/42.)

5969.—Medical Libraries for Destroyers, etc.

(M.D.G. 34002/42.—3.12.1942.)

A small library of essential medical textbooks is to be issued to destroyers and other small vessels in which a Medical Officer is borne.

2. The library consists of the following works:—

Tropical Diseases (Manson Bahr).
 An Index of Treatment (Sir Robert Hutchinson).
 Synopsis of Surgery (Hey Groves).
 Venereal Disease (E. T. Burke).

3. Medical Officers of the above-named classes of vessels should demand a library from the nearest Service Afloat Medical Depot.

5970.—Geographical Handbooks—Issue of

(N.I.D. 2314/41.—3.12.1942.)

The following Geographical Handbooks are now being produced and, when available, will be issued, on the stations concerned, in accordance with the basis of distribution given in paragraph 1 of A.F.O. 3938/42:—

B.R. No.	Area dealt with by Handbook.	Stations on which allowed.
B.R. 515	French Equatorial Africa	South Atlantic.
B.R. 516	Greece, Vol. I	Mediterranean.
B.R. 516A	Greece, Vol. II	
B.R. 517	Italy, Vol. I	Mediterranean and North Atlantic.
B.R. 517A	Italy, Vol. II	

B.R. No.	Area dealt with by Handbook.	Stations on which allowed.
B.R. 518 ...	Netherlands, East Indies, Vol. I ...	Eastern, New Zealand and Australian.
B.R. 518A ...	Netherlands East Indies, Vol. II ...	
B.R. 519 ...	Pacific Islands, Vol. I ...	
B.R. 519A ...	Pacific Islands, Vol. II ...	
B.R. 520 ...	Spitsbergen ...	Home.
B.R. 521 ...	Belgium and Luxembourg ...	

2. B.Rs. 500 to 507 inclusive in this series, have been distributed so far.

(A.F.O. 3938/42.)

5971.—B.R. 228/42—Smoke Floats, Instructions for use by Merchant Ships—Issue
(T. 05969/42.—3.12.1942.)

Copies of the above book will shortly be issued by the Naval Store Officer, R.N. Store Depot, Edgware Road, Cricklewood, N.W.2, to all concerned without demand in accordance with the following distribution:—

Flag Officers ...	2
Battleships and battle cruisers ...	3
Cruisers, aircraft carriers ...	3
Destroyer depot ships ...	6
Submarine depot ships ...	2
Flotilla Leaders, repair ships ...	3
Destroyers ...	2
Sloops ...	2
Corvettes ...	2
Monitors ...	2
Minelayers ...	2
Armed merchant cruisers ...	3
Merchant ships ...	1 copy each

(To be issued by D.E.M.S. Staff Officer).

Torpedo Schools

"Vernon" ...	10
"Defiance" ...	10
Chatham ...	10
Marlborough ...	10
Durban ...	10
Anti gas schools ...	75 each
Coastal force bases ...	6
Depot ships for coastal forces ...	3
The Admiral Superintendent, Malta ...	10
The Naval Secretary, Royal Canadian Naval Service H.Q., Ottawa.	200
The Secretary, The Naval Board, Melbourne ...	300
The Naval Secretary, The Naval Board, Wellington ...	100
The Commodore-in-Charge, Bermuda ...	40
The Naval Officer-in-Charge, Jamaica ...	100
The Senior British Naval Officer, Curacao ...	50

The D.E.M.S. Staff Officers:—

Thames Area (200), Southampton (100), Devonport (100), Falmouth (100), Cardiff (300), Liverpool (500), Belfast (100), West Coast of Scotland (500), Lyness (20), Aberdeen (50), Dundee (50), Leith (200), Tyne Area (300), Sunderland (100), Middlesbrough (100), Hull (250), Gibraltar (50), Freetown (100), Simonstown (250), Port Said (250), Aden (25), Abadan (25), Aruba (50), Bombay (250), Colombo (100), Trinidad (100), New York (300), Buenos Aires (50), Reykjavik (25), Murmansk (25).

The Commanding Officers:—

H.M.S. "Glendower" (4), H.M.S. "Wellesley" (4), H.M.S. "Safeguard" (4), H.M.S. "Chrysanthemum" (4), H.M.S. "Flying Fox" (4).

The Officers-in-Charge, D.E.M.S. Training Centres:—

Cardiff (4), Liverpool (4), Manchester (2), Belfast (3), Glasgow (4), Greenock (2), Leith (4), Newcastle (4), Middlesbrough (2), Sunderland (2), Hull (4), Grimsby (2).

2. B.R. 228, 1934 edition, will be superseded on the issue of the above book.

5972.—B.R. 332A—"Establishment of Naval Stores for Flotilla Leaders and Destroyers" and Form D.117B—"List of Particulars"—Lists of Errata No. 9
(N.S. 30013/42.—3.12.1942.)

Lists of Errata No. 9 to the Establishment of Naval Stores for Flotilla Leaders and Destroyers (except "Hunt" Class) (B.R. 332A) and to the List of Particulars (Form D. 117B) have been prepared and copies will be distributed from the R.N. Store Depot, Park Royal on the usual basis.

2. *Park Royal only*—Each Establishment (B.R. 332A) when issued should be accompanied by one copy of Lists of Errata Nos. 6, 7, 8 and 9. Similarly, each copy of Form D. 117B (1941 Reprint) requires three copies of List of Errata No. 9 to that form.

5973.—B.R. 373—Establishment of Naval Stores for "Hunt" Class Destroyers—List of Errata No. 4

(N.S. 30059/42.—3.12.1942.)

List of Errata No. 4 to B.R. 373—Establishment of Naval Stores for "Hunt" Class Destroyers—has been prepared, and copies will be distributed from R.N. Store Depot, Park Royal. Copies of the corresponding List of Errata (No. 9) to Form D.117B—List of Particulars—will also be provided for ships of this class, and for the storing yards.

2. *Park Royal only*.—One copy of List of Errata No. 4 should be supplied with each copy of the establishment (1941 Reprint) issued from Park Royal. (Amendments promulgated in Lists of Errata Nos. 1, 2 and 3 are incorporated in this reprint.)

5974.—Form O.1—Introduction of New Printed Voucher Forms

(A.S./Sta. 18548/42.—3.12.1942.)

New printed Voucher Forms (O.2 series) have been introduced for the under* mentioned guns, and should be added to Form O.1, page 1, viz. :—

O.2 (k)—Guns, machine, Colt Browning, 0.5-in.	} O.Q.F.
O.2 (m) (Outside)	
O.2 (m) (Inside)	

2-pdr., Mark XIV.

2. These forms are made up in pads of 60 sheets each and demands should be addressed to Naval Store Officer, R.N. Store Depot, Elveden Road, Park Royal, N.W.10, for supply when available.

5975.—Form O.6—Ammunition Labels—Additions

(A.S./Sta. 19059/42.—3.12.1942.)

Serial No.	Description.	Where used.	Page in Form O.6 (October, 1941 revision).	Sta. No.
N:826	6 Cartridges, Q.F. 4-in., Mark IV gun, 2 lb. 14 oz. 4 dr. Cordite NAQ } 042 Nfq }	Recess on lid batten.	9	19059/42.

2. Demands should be made as necessary, addressed to:—

Naval Armament Supply Officer,
Finchfield House,
Wolverhampton.

5976.—Form O.447 (S.1415)—Introduction

(A.S./Sta. 16663/42.—3.12.1942.)

The following new form has been added to Lists of Forms (O.1 and S.1) :—

O.447 } 21-in., Mark XI Torpedo—A.Y.
S.1415 } Gyroscope Diagram Form.

2. Initial distribution in pads of 100 will be made to depots concerned from R.N. Store Depot, Park Royal, without demand.

5977.—Form S.1246Z—History Sheets for Radio Mechanics (A.R.) and (A.W.) and W.R.N.S. (A.R.M.) and (A.W.M.)

(A.M./A.M.R. 256/42.—3.12.1942.)

Form S.1246Z, History Sheet for Radio Mechanics (A.R.) and (A.W.) and W.R.N.S. (A.R.M.) and (A.W.M.) has been introduced.

2. The history sheet is to be completed, as far as possible, for all ratings concerned, whether newly entered or transferred from Air Fitter (D/F), (L), or (W/T) and including all ratings undergoing their initial technical training at the various schools.

3. The history sheet is designed to assist Commanding Officers to make the best use of the ratings' training, which is at present specialised in certain types of equipment. Particulars of any special qualifications or of special equipment on which the rating has been employed should always be entered in the appropriate section.

4. Completion of the history sheet, for those Radio Mechanics (A.R.) and (A.W.) and W.R.N.S. (A.R.M.) and (A.W.M.) now qualified and serving will be undertaken by the Commodore, R.N. Barracks, Lee-on-Solent, who will forward them to the appropriate ships or establishments. For future ratings and ratings now undergoing training in H.M.S. "Ariel" and at the training colleges, the history sheet will be started and attached to the ratings' Service Certificate on joining H.M.S. "Ariel."

5978.—Form S.1521—W.R.N.S. Enrolment Form—Amendment

(E.F.O./N. 25656/42.—3.12.1942.)

Attention is drawn to A.F.O. 5888/42 in Section 2 of this issue.

Section 6.—SHORE ESTABLISHMENTS***5979.—Honours and Awards—Gallantry in Air Attack**

(H. & A. 605/42.—3.12.1942.)

The KING has been graciously pleased to approve the following appointments and awards for gallantry in carrying out essential work after the arrival of an important convoy at Malta in March and April, 1942, in spite of continual air attacks :—

George Medal

Walter Kenney, Superintendent of Police, H.M. Dockyard, Malta. ("Gazette" Supplement, 6th November, 1942.)

To be a Member of the Order of the British Empire

Pius Muscat Azzopardi, Temporary Local Clerk, Sea Transport Office, Malta. ("Gazette" Supplement, 20th November, 1942.)

Samuel Albert Murphy, Senior Pilot, H.M. Tug "Ancient." ("Gazette" Supplement, 27th October, 1942.)

British Empire Medal

David Archer, Special Coast Watcher, Malta. ("Gazette" Supplement, 6th November, 1942.)

Hartas Crispin Brignall, Inspector of Engine Fitters, Engineering Department, Malta. ("Gazette" Supplement, 6th November, 1942.)

Thomas William Emery, Mate of Yard Craft, H.M. Tug "Ancient." ("Gazette" Supplement, 10th November, 1942.)

Walter Nitsch, Mechanic Examiner 1st Class, Naval Ordnance Inspection Department, Malta. ("Gazette" Supplement, 6th November, 1942.)

Leslie John Robbins, Inspector of Engine Fitters, Engineering Department, Malta. ("Gazette" Supplement, 6th November, 1942.)

Sydney James Howard Squire, Inspector of Founders, Engineering Department, Malta. ("Gazette" Supplement, 6th November, 1942.)

James Sims, Police Constable 74, H.M. Dockyard Police Force and Fire Brigade, Malta. ("Gazette" Supplement, 6th November, 1942.)

Posthumous Commendation

John Peter Walton, Police Sergeant, H.M. Dockyard Police Force and Fire Brigade, Malta. ("Gazette" Supplement, 6th November, 1942.)

Commendation

Joseph Agius, Fuelling Assistant, Naval Store, Malta. ("Gazette" Supplement, 6th November, 1942.)

Harold William Beane, Inspector of Electrical Fitters, Electrical Engineering Department, Malta. ("Gazette" Supplement, 6th November, 1942.)

Harry Brain, 2nd Engineer Officer, R.F.A. "Boxol." ("Gazette" Supplement, 10th November, 1942.)

William Arthur Dean Bromley, Acting 1st Class Master of Yard Craft, H.M. Tug "Ancient." ("Gazette" Supplement, 10th November, 1942.)

Pacifico Calleja, Coxswain No. 445, N.A.V. Crossbow, Naval Armament Depot. ("Gazette" Supplement, 6th November, 1942.)

John Cassar, Boy Labourer, 485, Engineering Department, Malta. ("Gazette" Supplement, 6th November, 1942.)

Percy Henry Pearce, Chargeman of Fitters, R.N. Torpedo Depot, Malta. ("Gazette" Supplement, 6th November, 1942.)

Gaetano Pisani, Skilled Labourer 461, Engineering Department, Malta. ("Gazette" Supplement, 6th November, 1942.)

Kenneth Cecil Powis, Chargeman of Electrical Fitters, Department of Electrical Engineering, Malta. ("Gazette" Supplement, 6th November, 1942.)

Ernest Ross, 1st Class Master of Yard Craft, H.M. Tug "Robust." ("Gazette" Supplement, 10th November, 1942.)

Joseph Saliba, Storehouseman, Naval Armament Depot, Malta. ("Gazette" Supplement, 6th November, 1942.)

Francis Vella, Chargeman of Engine Fitters 332, Engineering Department, Malta. ("Gazette" Supplement, 6th November, 1942.)

Francis Wellard, Chargeman of Engine Fitters, 1975, Engineering Department, Malta. ("Gazette" Supplement, 6th November, 1942.)

Edward Roland Young, Foreman of Laboratory, Naval Armament Depot, Malta. ("Gazette" Supplement, 6th November, 1942.)

5980.—National Service Acts—Compliance with Summonses to Attend for Medical Examination or with Enlistment Notices—Deferment Procedure

(E.F.O./N.27048/41.—3.12.1942.)

Attention is directed to A.F.O. 5877/42 in Section 2 of this issue.

5981.—Motor Bicycles, etc., used on Official Business—Revised Scheme of Mileage Allowance for Naval and Civil Staff using their own Vehicles

(C.E. 14102/42.—3.12.1942.)

Attention is drawn to A.F.O. 5889/42 in Section 2 of this issue.

5982.—Admiralty Industrial Employees—Free or partly free journeys not allowable during Christmas leave period

(L. 13580/42.—3.12.1942.)

Heads of Establishments are reminded that on account of travel restrictions neither of the free or partly free journeys which may be allowable to an industrial employee under the terms of the first part of A.F.O. 4822/42 may be allowed during the Christmas leave period.

(A.F.Os. 2577/42 and 4822/42).

5983.—Medical Examination of Industrial Employees

(L. 16106/42.—3.12.1942.)

As a temporary arrangement and during the continuance of hostilities, the medical examination of workpeople which is carried out in connection with transfer to the hired list, will be dispensed with, except in those cases where the result of the medical examination carried out in connection with the first entries indicates the desirability of a second medical examination.

2. This question will be reviewed on the return to normal conditions after the war.

(A.F.O. 1742/37—not in Annual Volume.)

5984.—Civil Service War Distress Fund—Accounting Procedure, etc.

(C.E. 15687/42.—3.12.1942.)

Accounting Procedure.—A.F.O. 2104/41 provided that the normal accounting procedure for remittances of deductions from pay should be modified in the case of the Civil Service War Distress Fund in order to enable payments to be made monthly to the Fund, and emergency advances to be made direct to local representatives of the Fund as need arose. It has been decided that these modifications should now be discontinued and accordingly, as from the earliest date convenient to Cashiers and Paying Officers, the accounting arrangements should be brought into conformity with the normal procedure set out in Article 69 of the Instructions for the Conduct of Cash Duties, 1932. No further action should therefore be taken on sub-paragraphs (a) and (b) of paragraph 8 and paragraphs 9 to 14 inclusive of A.F.O. 2104/41, after that date.

2. *Postage Facilities.*—Arrangements have been made for the payment of an annual amount to the Post Office in respect of the postage of the Civil Service War Distress Fund. In consideration of this payment, Establishments are authorised to grant official postage facilities to local representatives of the Fund.

3. *Notification of "missing" staff.*—With reference to paragraph 7 of A.F.O. 2104/41 and paragraph 5 of A.F.O. 4693/41, relating to the notification of fatal casualties, Establishments should forward to the Admiralty (C.E. Branch II) a form of notification in respect of any member of their staff who has been reported by the Service Department as missing, at the expiration of one month after the receipt of the report in the case of unmarried Service officers, and at the expiration of three months in the case of married officers and all other ranks. Where, however, the Establishment is informed that death has been presumed before the expiration of the period indicated, the notification of the presumed fatality should be forwarded forthwith.

4. *Notification of certain fatal casualties.*—Appendix A of A.F.O. 2104/41 provided for the notification of fatal casualties from any cause which might be attributable to enemy action. The policy of the Fund is to make their own decision on the question whether a particular fatality is to be regarded as attributable to enemy action or otherwise. Notifications should therefore be made in borderline cases, even where the casualty has not been regarded as attributable to the war for the purpose of a war pension.

5. *Notifications of cases of permanent disablement.*—Establishments were requested (see A.F.O. 4693/41, paragraph 6), to notify all cases of permanent or

temporary non-industrial staff whose services are terminated as a result of disablement due to the war. In making these notifications it is requested that the following information may be furnished:—

- (1) Name of officer.
- (2) Grade or rank.
- (3) Established or unestablished?
- (4) Date of birth.
- (5) Department and branch of department in which officer was employed.
- (6) Amount of salary at date of retirement.
- (7) Private address, or last known private address.

(A.F.Os. 1239/41. A.F.Os. 2104/41 and 4693/41—not in annual volume.)

5985.—Civilian Dental Mechanics—Rates of Pay

(L. 3646/42.—3.12.1942.)

The following revised rates of pay have been approved for the three grades of Civilian Dental Mechanics employed in Admiralty Establishments:—

Civilian Dental Mechanics

On entry, a *basic* rate of 54s. 6d. a week (probationary), rising to 59s. 6d. a week after 6 months' satisfactory service, and thereafter by two annual increments of 2s. 6d. a week to a maximum of 64s. 6d.

Senior Dental Mechanics

At Laboratories where fewer than five Dental Mechanics are employed, the Senior Mechanic will receive a minimum *basic* rate of 64s. 6d. a week, rising by four annual increments of 2s. 6d. a week to 74s. 6d.

Chief Dental Mechanics

At Laboratories where five or more Dental Mechanics are employed, the complement will include one Chief Dental Mechanic and one Senior Dental Mechanic.

Chief Dental Mechanics will receive a minimum *basic* rate of 74s. 6d. a week, rising by four annual increments of 2s. 6d. a week to 84s. 6d.

Admiralty Industrial Bonus (at present 35s. 6d. a week) will be payable in addition to the new basic rates.

2. These rates of pay are for a 47-hour week. Overtime payments should be made in accordance with A.F.O. 5347/41.

3. Existing Dental Mechanic staff should enter the revised scales at the point corresponding to their position in the old scales (as nearly as possible), i.e., full credit should be given for all service in the grade, and incremental dates are to remain unchanged.

4. The above arrangements will be operative as from the beginning of the first full pay period following the date of this order.

(A.F.Os. 4730/40, 1017/41, 1864/41 and 5347/41.)

**5986.—Civilian Maintenance Personnel at Naval Air Establishments—
Authority to sign Aeroplane Maintenance Form 700—REPORT**

(A.M.R. 879/42.—3.12.1942.)

Civilian employees at Naval air stations, sections and aircraft repair yards may sign aeroplane maintenance Form 700 only if they are authorised to do so under the following regulations.

2. *To sign as tradesman.*—The Commanding Officer or Officer-in-Charge may authorise a civilian to sign Form 700 as tradesman for a specific type of aircraft when he is satisfied that the civilian is qualified to carry out the inspection "before flight" concerned with his trade on that type, a certificate being issued accordingly.

(i) In order to qualify to sign as a tradesman a civilian employee :—

- (a) must not be under 21 years of age.
- (b) must be examined by an Air Engineer Officer or Specialist Technical Officer, detailed by the Commanding Officer or Officer-in-Charge. The candidate should be conversant with the maintenance schedules, dismantling and assembly, and testing of the components within his trade contained in relevant Air Publications.
- (c) must have had such practical experience as, in the opinion of the Commanding Officer or Officer-in-Charge, will enable him to perform satisfactorily the duties for which the certificate is required.

(ii) The names, trades, dates of entry into a Naval Establishment and ages of all civilian employees, together with the type or types so authorised, are to be reported to the administrative authority.

3. To sign as N.C.O.—The Commanding Officer or Officer-in-Charge may recommend to the Administrative Authority that a civilian should be authorised to sign Form 700 as an N.C.O. in a particular category (e.g. airframes, aero engines, etc.) for a specified type or types of aircraft, when he is satisfied that the civilian is qualified to carry out the inspection "before flight" within his category on those types.

(i) In order to qualify to sign as an N.C.O. a civilian employee

- (a) must not be under 21 years of age.
- (b) must be examined by a Board of at least two Officers nominated by the Administrative Authority. The candidate should be conversant with all the Air Publications applicable to the types for which he is being examined.
- (c) must have had such practical experience as in the opinion of the Board will enable him to perform satisfactorily the duties for which the certificate is required.

(ii) If he is successful, a certificate to that effect, together with a short statement of his previous experience, signed by the members of the Board, is to be sent in duplicate to the Administrative Authority who, if he approves, is to endorse and return them to the Commanding Officer or Officer-in-Charge of the Establishment where the man is employed, one copy being for retention by the man.

4. On transfer from one Establishment to another, any authorisation previously granted to a civilian is to remain in force unless cancelled.

5. This Order is to come into force as soon as practicable, the date being reported to the Admiralty by the Administrative Authority.

(A.F.O. 4045/39—not in annual volume—is cancelled.)

5987.—War Risk Allowance—Payment to Workpeople Employed Afloat

(L. 5573/42.—3.12.1942.)

With effect from 8th November, 1942, War Risk Allowance is to be payable, subject to the same terms and conditions as laid down in A.F.O. 1879/40 for workpeople employed in the open sea on duties (including repairs or trials) in H.M. ships, repair ships or store ships, to such workpeople as may be embarked for duty in any other type of vessel.

2. As from 8th November, 1942, also, the rates laid down in the Order quoted are to be doubled, i.e., 6s. 8d. a day will be payable to adult grades and 3s. 4d. a day to boys embarked for duty in any vessel, subject to the conditions referred to.

(A.F.O. 1879/40.)

5988.—Admiralty Civil Police—Deferment of Call-up

(U.S.B. 274/42.—3.12.1942.)

The arrangements for securing for members of the Admiralty Civil Police deferment of call-up to the armed forces as set out in A.F.O. 3584/42 have now been altered to the extent that deferment of call-up cannot be obtained for a temporary member of the Admiralty Civil Police who is under 30 years of age at the date of his registration.

2. No entry should, therefore, be made of men who were born on the 23rd June, 1910 or later unless it is clear that they have no liability to call-up under the National Service (Armed Forces) Acts.

(A.F.O. 536/41.—A.F.Os. 2675/41, 4898/41—not in annual volume—and 3584/42.)

5989.—Police Truncheons

(N.S./C.P. 76285/42.—3.12.1942.)

A stock of police truncheons is being provided at Sheerness, and requirements should be demanded from the Naval Store Officer at that yard.

These truncheons are dealt with under subhead E, item 12.

5990.—Typewriting Manuals for Use in Admiralty Service

(U.S.B. 1225/42.—3.12.1942.)

Manuals have been prepared for the use of typists in Government service.

The first is a guide to Admiralty practice and procedure which it is intended to standardise.

The second is "Aids to Typewriting Proficiency", designed to assist those typists for whom Government training classes have not been arranged. This Manual will be of considerable assistance to typists who are sitting for the R.S.A. Civil Service Proficiency Examinations.

2. Every typist is to have a copy of the first manual but the supply of the second is limited and will be issued at the rate of one copy for each group of typists. Issues will be made to isolated typists as far as supplies permit, preference being given to those who are sitting for the January Proficiency Examination.

3. Indents are to be forwarded to Head of Common Services, Under Secretary's Office, Empire Hotel, Bath, for the books required, stating the full postal address of the office, the number of typists in the office or group, indicating the number taking the January examination.

4. These books remain the property of the Admiralty and are not to be taken from the office. On vacating her appointment, the typist will hand the books over to her successor, or if none is appointed, the books are to be returned to Head of Common Services.

5991.—Semi-Automatic Welding Machine

(D./C.P. 80681/42.—3.12.1942.)

Messrs. Murex Welding Processes, Ltd., have introduced a semi-automatic welding machine known as the "Murex Deck Welder."

2. The machine is for use on down-hand butt welds employing Messrs. Murex Fastex No. 2 electrodes of $\frac{5}{16}$ in. diameter and larger, and welding current 550 amperes alternating current.

3. Particulars of the machine and operating instructions can be obtained direct from Messrs. Murex Processes, Ltd.

4. Care is necessary to ensure that the welding gap is kept clean and dry.

5. The machine may be used for suitable mild steel plating work $\frac{1}{4}$ in to $\frac{5}{8}$ in. thick.

6. Since the employment of this machine promises considerable economy in labour and material, it is desirable that its use should be developed where applicable.

5992.—Demurrage Charges—Revised Procedure

(N.S. 479/42.—3.12.1942.)

Claims for demurrage for the months of November and December, 1941, and January and February and March, 1942, are to be settled by the payment of two thirds of the charges shown in the claims received from the railway companies.

2. Payment will be made by the Director of Navy Accounts in accordance with the special statements relating to this period which have been presented by the railway companies' headquarters.

3. Reports should be forwarded to the Director of Navy Accounts, giving full particulars of any payments made by yards, depots, Fleet Establishments, etc., to the railway companies for demurrage in the period mentioned in paragraph 1 so that refunds may be obtained if allowance has not already been made in the special statements furnished by the railway authorities.

4. As from 1st April, 1942, the rendering of demurrage accounts by the railway companies in respect of Government traffic will cease and payment will be made by the Director of Navy Accounts to each railway company for the present and each subsequent year during the period of Government control of a commuted sum for demurrage equal to two thirds of the total sum shown in the account rendered by the company for the 12 months ended 31st March, 1942. The whole arrangement is to be subject to review should there be any material change in the circumstances.

5. Reports should be forwarded to the Director of Navy Accounts giving full particulars of any payments made by yards, depots, Fleet Establishments, etc., to the railway companies in respect of demurrage, subsequent to the 31st March, 1942, so that credit may be taken when the commuted sum is settled.

6. Claims for demurrage should not in future be rendered to yards, depots, Fleet Establishments, etc., by the goods agents at individual railway stations, but if any are received they should be returned to the railway companies endorsed "Covered by commutation arrangements between Admiralty and Railways".

(A.F.O. 5602/41.)