

RESTRICTED

(FOR OFFICIAL USE ONLY)

Not to be communicated to anyone outside H.M. Service

ADMIRALTY FLEET ORDERS

ADMIRALTY, S.W.1,
16th December, 1943.

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

A list of these Orders is enclosed.

By Command of Their Lordships,

H. V. Markham

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

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

Head of "P" Branch

P1 MR H. *J. H.*
 MR H. *J. H.*
 MR McG. *J. H.*

P2. *J. H.*

P3. *J. H.*

P4. *J. H.*

ADMIRALTY FLEET ORDERS

No.	Subject.
5938.	35 mm. Cinema Projection Equipment—Fire Precautions Required and Rules for Installation. <i>Issued separately on 9th December, 1943 only to Commanders-in-Chief (in U.C., H.F., Flg Officers), Senior Naval Officers, Commanding Officers, R.N. Bases and Training Establishments, Superintendents of Officers-in-Charge of H.M. Dockyards, and Admiralty Officers in command.</i>
	} Shore Establishments Only.

16th December, 1943.

SECTION 1.—ADMINISTRATION OF THE FLEET, CEREMONIES, FOREIGN PORT REGULATIONS, ETC.

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

5939. Message on Yugoslavia National Day.
 5940. Combined Operations Organisation—Transfer of Personnel Administrative Functions to the Admiralty.
 5941. H.M.S. "Cobra"—Combined Operations Centralised Pay, Drafting and Record Office—Organisation and Responsibilities.
 5942. R.N. Air Section, R.C.A.F. Station, Dartmouth, Halifax, N.S.—Commissioned as Independent Command.
 5943. Japanese Hospital Ships.

SECTION 2.—PERSONNEL, PAY, SERVICES, DISCIPLINE, ETC.

5944. Honours and Awards—United States Navy.
 5945. Honours and Awards—Royal Netherlands Navy.
 5946. Honours and Awards—French Navy.
 5947. Gedge Medal and Prize—Award for 1942.
 5948. Losses of H.M. Ships—Investigation.
 5949. Naval Discipline Act—Jurisdiction on Shore.
 5950. Life Assurance for Officers of the R.N. and R.M.—Extension of Facilities to Reserve, etc., Officers.
 5951. Promotion of Midshipmen of Dominion Navies to the Rank of Acting Sub-Lieutenant.
 5952. W.R.N.S.—Promotion of Third Officers.
 5953. W.R.N.S. Plotters—Advancement. REPORTS.
 5954. Advancement to Second Hand, R.N. Patrol Service.
 5955. Telegraphist Air Gunner, 3rd Class—Confirmation in Ratings.
 5956. Communications Branch—Training and Advancement.
 5957. Communications Branch—Drafting of Ratings.
 5958. V/S and W/T Qualifying Courses, 1944.
 5959. Advancement of Ratings—Completion of Passing Certificates (S.441 and S.442).
 5960. U.S. Naval Personnel in United Kingdom—Movement by Rail.
 5961. Complement Amendment—(Aircraft Carriers).
 5962. Complement Amendment—(Coastal Craft).
 5963. Complement Amendment—("Isles" Class Trawlers).
 5964. Range Practices—Supervision.
 5965. Vision Standard—"Hostilities Only" Ratings—General Instructions.
 5966. Discharge or Temporary Release from Service—Issue of Certificates, etc.
 5967. Royal Fleet Reserve Gratuities—Qualification for during Mobilised Service.
 5968. Admiralty Surgeons and Agents—London Districts, No. 15A and 15B.
 5969. Admiralty Surgeons and Agents.
 5970. Officiating Ministers of Religion.
 5971. Instructional Film "Down in the Mouth" (Serial No. C.1866).
 5972. Instructional Film, "Information Please" (Serial No. C.1888).
 5973. Verification of Balances in Charge of Accountant Officers and Examination of Cash Accounting Procedure at an Uncertain Date—REPORTS.
 5974. Admiralty Salvage Vessels Operating Overseas—Supply of Provisions.
 5975. Clothing Rationing.
 5976. Food and Clothing Rationing—Arrangements for Expectant Mothers.
 5977. White Uniform—Ratings.
 5978. Spirit Ration—Ratings under Age—Notation on Ledgers and Pay Documents and in Mess Books.
 5979. Kit Upkeep Allowance.
 5980. Hotel Accommodation for Junior Officers' Wives and Families whilst on Leave in London.
 5981. Oswald Stoll Mansions, Fulham—Accommodation for Disabled ex-Service Men.

SECTION 2.—PERSONNEL, PAY, SERVICES, DISCIPLINE, ETC.—contd.

5982. War Graves—Reports to Imperial War Graves Commission, Definition and Marking, and Disposal of Title Deeds.
 5983. Navy, Army and Air Force Institutes—Lower Deck Representative for Mediterranean Fleet.
 5984. H.M. Ships "Albatross" and "Ceres"—Disposal of Ships' Fund—H.M.S. "Eagle"—Disposal of Ward Room Mess Surplus.
 5985. Borstal Institutions—Escorts for Men Released from.
 5986. Sports—R.N. and R.M. Sports Control Board—Donations.

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

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

5987. Guns—Q.F., 4-in., Mark XIX—Levers Breech Mechanism—Fitting of Extension Handles.
 5988. Guns—40 mm.—Mounting in D.E.M.S.
 5989. Guns—40 mm. Left, Mark IV and Right, Mark IV and U.S. 40 mm., Left, Mark I, and Right, Mark II—Modification to Cover Rear.
 5990. Guns—Hispano, 20 mm., Marks I, II and II*—Adjustment of Ejector.
 5991. Guns—Machine, 0.303-in. Bren, Marks I and II—Modification of Bipods, Mark I.
 5992. Gun Mountings—2-pdr., Mark XVI—Gun Compensating Balance—Spring—Tube Assembly—Addition of Drain Hole.
 5993. Gun Mountings—2-pdr., Marks VII, VII*, P and R.P.50, Mark VII—Loading Steps—As. and As.—REPORTS.
 5994. Ammunition—9 mm., Ball, of Foreign Manufacture—Use and Restriction—REPORTS.
 5995. Ammunition—Pyrotechnics and Rockets, Signal—Star Shell—All Calibres. Minimum Ranges at which Satisfactory Functioning can be expected.
 5996. Cancelled.
 5997. Small Arms—Lanchester Machine Carbines—Stowage—As. and As.
 5998. Anti-Ship Fire Control—Director Control Towers—Armoured Hoods—Brake for Training Pinion Shaft—As. and As.
 5999. Cancelled.

Torpedo.—(Torpedoes, Tubes, Mines and Minesweeping, Depth Charges, Paravanes, Electrical Equipment, Anti-Gas, Aircraft Torpedoes, etc., and Stores.)

6000. 18-in., Mark XII—XV Blowing Heads—Defect in Kingston Valve.
 6001. Depth Charge Throwers, Mark IV—Failure of Carrier to Return to Loading Position.
 6002. Fuse Release Switches and Short-Circuiting Switches—Fuse Carrier A.P. 9376A.
 6003. S.A. Gear, Type A—Spring Hammers, Mark I, Returned to Makers for Conversion to Mark II*.

Engineer.—(Main and Auxiliary Engines, Boilers, other Machinery in Charge of the Engineer Officer, including Catapults, Coal and Oil Fuel, and Engineering Stores.)

6004. Boiler Tubes, etc.
 6005. Boilers—Use of Chemical Processes for Cleaning.
 6006. Fairbanks Morse Diesel Engines—Models 35-F-14 and 36-A-41—Spare Parts for.
 6007. Hudson Invader Engines—Limitation of R.P.M. and Examination of Oil Pumps.
 6008. General Motors 16-278A and 12-278 Diesel Engines—Crank Pin Bearings.
 6009. Fuel Tank Filling Connections.
 6010. Engine Maintenance Routines.
 6011. Valve Reseating Gear.
 6012. Drain Valves, Piston Sleeve Type—Packing Rings for.

Signals.—(W/T and V/S Apparatus, Radar, D.F., S.R.E., Wa/T and Stores.)

6013. D/F Outfit F.H.3 with Frame Coil S.25B—Fitting-out Information.
 6014. A.C. Supply Outfit D.U.R.—Fitting-out Information.

Naval Aircraft.—(Technical.)

6015. Sparking Plugs for American Aero-Engines—Approved Types.

General.—(Hull, Armour, General Equipment and Fittings, etc., and Orders affecting two or more Departments.)

6016. Steering Arrangements—Fitting of Reid's Steering Gear—As. and As.
 6017. Storm Door and Manholes to Crossbunker Bulkheads—As. and As.
 6018. Access to Compartments situated below the Waterline which are to be Manned at Sea—As. and As.
 6019. Diesel Generators—Main and Emergency—Position of Fuel Tanks and Pumps.
 6020. Connection to Main Suction for Portable Electric Pump—As. and As.

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

General.—(Hull, Armour, General Equipment and Fittings, etc., and Orders affecting two or more Departments.)—contd.

- 6021. Additional Fire and Bilge Pump—As. and As.
- 6022. Life-saving Equipment—Torches and Sleeves for Inflatable Lifebelts.
- 6023. Lewis Guns—Re-siting of—As. and As.
- 6024. Valve Packing—Salvage of.
- 6025. Unsheathed Wooden Vessels on Service in the Mediterranean and Other Stations where the Vessels are Liable to Attack by Boring Worms.
- 6026. Syringes for Motor Boats—Withdrawal of Allowance.
- 6027. Cords, Instrument—Type Q—Omission of Insulation on Metal Braiding.
- 6028. Loading Racks for Mark IV Depth Charge Throwers—Supply Arrangements.
- 6028a. Walrus Aircraft—Stores for Repair of Fuel and Oil Tanks.

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

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

- 6029. Kits of General Service Ratings—Revision.
- 6030. White Uniform—Ratings.
- 6031. Flying Clothing—Wearing of Goggles, Mark VII, with Helmets, Type C.
- 6032. W.R.N.S.—Uniform Kit.
- 6033. W.R.N.S.—Ratings—Badges.
- 6034. Contract and Tender Prices—Confidential Nature of.
- 6035. Mess Gear—Supplies to Civilian-Manned Small Commercial Craft, Government Owned or Requisitioned under T.98 Agreements, Employed on Admiralty Service.
- 6036. Biscuits in 7-lb. Tins.
- 6037. Admiralty Salvage Vessels Operating Overseas—Supply of Provisions.
- 6038. Engine Spares and Replacement Parts—Discounts Applicable to Government Orders.

SECTION 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE

- 6039. Amendments to Books.
- 6040. A.M.S.Is.
- 6041. C.B. 4096 and C.B. 4292 Series—Degrading of Certain Parts to the B.R. Series.
- 6042. Air Publications, etc., Distributed during November, 1943.
- 6043. Major Landing Craft—REPORTS.
- 6044. Fleet Air Arm Squadrons—Office Machinery.
- 6045. Coastal Force Base, Plymouth—Address.
- 6046. Prepaid Registered Envelopes for Private Correspondence.
- 6047. Mail Lost by Enemy Action.
- 6048. Rail Transport Regulations—Renumbering.
- 6049. W.R.N.S.—Form S.161; Rates of Pay.
- 6050. Ministry of Pensions Form B.204.—Revision.
- 6051. B.R. 155/1943—The Diving Manual; B.R. 155A/1943—Handbook for Breathing Apparatus, Pattern 230, and Salvus Self-Contained Breathing Apparatus—Issue.
- 6052. B.R. 268(15)—Naval Electrical Manual, Vol. II., Searchlight Manipulator Sight, Mark II, Rod Control Gear—Restricted Issue.
- 6053. B.R. 347—Establishment of Naval Stores for H.M. Trawlers and Corvettes ("Flower" Class), and Form D.116, List of Particulars—Lists of Errata.
- 6054. B.R. 631—"Warships at a Glance".
- 6055. B.R. 821/43—Handbook for 4-in., Mark XIX, Gun on C.P., Marks XXIII, XXIII* and XXIII** Mountings—Issue.
- 6056. B.R. 827—"A Seaman's Pocket Book".
- 6057. B.R. 834—Light Coastal Craft—Operating in the North Sea and English Channel.
- 6058. Form O.6—Ammunition Labels—Additions.

SECTION 6.—SHORE ESTABLISHMENTS

- 6059. Civilian Non-Industrial Staff—Allowances, etc., on Transfer from one Temporary Station to Another.
- 6060. Non-Industrial Staff on Loan from G.P.O.—Payment of Salary.
- 6061. Weekly Paid Non-Industrial Staff—Pay Statements.
- 6062. Admiralty Industrial Employees—Free or Partly Free Journeys not Allowable During Christmas Leave Period.
- 6063. Fire Guards at Shore Establishments—Issue of Armllets.
- 6064. Workmen Called in on Public Holidays—Time in Lieu.
- 6065. Agreement Workpeople on Passage—Allowance.
- 6066. The Workmen's Compensation (Temporary Increases) Act, 1943—Revised Forms to be Used, etc.
- 6067. Settlement of Outstanding Railway Accounts to 30th September, 1941.
- 5668. Disabled Persons—Interim Scheme for Rehabilitation and Re-Settlement.

(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.

5939.—Message on Yugoslavia National Day

(M/013733/43.—16 Dec. 1943.) *

The following message was sent to H.M. King Peter :—

On the occasion of the Yugoslav National Day I have much pleasure, on behalf of the Board of Admiralty and of the officers and men of the Royal Navy, in sending our sincere good wishes to Your Majesty, and through Your Majesty, to the Yugoslav forces. The great victories of the United Nations in the past year enable us to look forward confidently to the final defeat of the enemy and to the liberation of Yugoslavia and of the other countries which now suffer under Nazi domination.

A. V. Alexander.

The following reply was received :—

By command of His Majesty King Peter II I have the honour to thank you for your telegram on behalf of the Board of Admiralty and of the officers and men of the Royal Navy on the occasion of Yugo Slav National Day. The King was deeply touched by warm wishes and greatly appreciates your kind thought.

Tertu, Yugo Slav Ambassador.

5940.—Combined Operations Organisation—Transfer of Personnel Administrative Functions to the Admiralty

(M. 012680/43.—16 Dec. 1943.)

In pursuance of approved policy, the naval personnel administrative functions hitherto performed within C.O.H.Q. are being transferred to the Admiralty.

2. In view of the rapid expansion in the numbers of C.O. personnel, their special training and the conditions of service peculiar to landing craft, it has been decided temporarily to establish within the Admiralty a new department responsible for initiating and co-ordinating administrative action concerning C.O. personnel, under a Director of Combined Operations Personnel (D.C.O.P.).

3. In future, the attachment of officers and the drafting of ratings previously carried out by C.C.O. will accordingly be transferred to the Admiralty, implemented in the case of ratings and R.M. ranks employed on landing craft through H.M.S. "Copra", the C.O. Central Pay and Drafting Office, the Commanding Officer, H.M.S. "Copra", being directly responsible to the Admiralty for these duties.

(C.A.F.O. 1945/43.)

(C.A.F.O. 2570/43 is cancelled.)

5941.—H.M.S. "Copra"—Combined Operations Centralised Pay, Drafting and Record Office—Organisation and Responsibilities

(M. 012680/43.—16 Dec. 1943.)

The Centralised Pay, Drafting and Record Office in London for all Combined Operations personnel was commissioned on 1st September, 1943, as H.M.S. "Copra". It is not a depot; it has no accommodation or tenders and does not keep any accounts other than pay accounts.

2. The main functions of H.M.S. "Copra," which is under the direct order of the Admiralty except in matters of local administration, are as follows :—

- (a) the drafting of all C.O. naval ratings and R.M. other ranks;
- (b) the keeping of the pay accounts of all C.O. naval and R.M. personnel at home and abroad;
- (c) the maintenance of the records of all C.O. naval ratings and R.M. other ranks at home and abroad.

(Note.—All references to R.M. personnel in this Order are to be taken as applying solely to R.M. personnel employed in landing craft.)

3. The Commanding Officer, H.M.S. "Copra," is the sole drafting authority for C.O. naval ratings and R.M. other ranks. He is directly responsible to the Admiralty for the drafting of men to meet the manning commitments authorised by the Admiralty, and he will keep the Admiralty informed of the drafting situation as related to the known manning commitments.

4. The pay accounts of all C.O. personnel have been centralised in H.M.S. "Copra" because the high degree of mobility of the officers and men concerned makes it impracticable to deal with them satisfactorily in any other way. In order that C.O. personnel should not be handicapped by not having personal access to the ledger on which their pay accounts are kept, it is important that:—

(a) Flotilla and Commanding Officers whose duty it is to pay the personnel under their command should carry out their instructions both diligently and accurately. They have full authority to pay as soon as due, and without previous reference to H.M.S. "Copra" all pay and allowances of any kind covered by their instructions. Previous reference should, however, be made to H.M.S. "Copra" should any considerable amount of back pay become payable. The system and the instructions will be simplified as much as possible.

(b) Accountant officers of bases should familiarise themselves with the system and give Flotilla and Commanding Officers all the assistance and advice in accountant matters which they may require.

5. No pay accounts of C.O. personnel are to be transferred abroad from H.M.S. "Copra" without specific Admiralty approval.

6. The medical history sheets of all C.O. naval and R.M. personnel have been centralised in H.M.S. "Copra." These documents will be sent from H.M.S. "Copra" only when personnel are discharged to hospital or R.N. or R.M. sick quarters. Information regarding other sickness, medical examinations, etc., should be reported and will be recorded in H.M.S. "Copra".

7. All service documents of C.O. personnel are held in the establishment, and H.M.S. "Copra" may therefore be consulted whenever necessary by ships and establishments in which C.O. personnel is serving on individual personnel questions which are being dealt with in accordance with C.A.F.O. 1732/43.

8. H.M.S. "Copra" will maintain an up-to-date record of the whereabouts of all C.O. naval ratings and R.M. ranks, but not of C.O. officers. Private correspondence for ratings and ranks who have left the ship, establishment or craft to which it is addressed, and whose whereabouts are not known, is to be sent under cover to H.M.S. "Copra" for re-direction. Separate instructions as regards C.O. officers will be promulgated shortly.

9. The Commanding Officer, H.M.S. "Copra" may correspond direct with C.O. authorities and establishments in carrying out the foregoing duties. On all questions of principle or matters of importance he is to correspond direct with the Secretary of the Admiralty.

10. The postal address for all communications for H.M.S. "Copra" is:—

G.P.O., Box 456,
Chelsea,

London, S.W.3.

No other form of address is to be used on the envelope; correspondence is not to be addressed to the Commanding Officer or other officer, nor to H.M.S. "Copra," except that correspondence on medical matters concerning medical history sheets is to be addressed to the Medical Officer. The address for signals is H.M.S. "Copra".

11. Local administration of the establishment is carried out by Flag Officer-in-Charge, London, in general accordance with the terms of C.A.F.O. 1732/43.

(C.A.F.O. 1732/43.)

(C.A.F.Os. 2396/42, 2020/43, 2571/43 and A.F.O. 5072/43 are cancelled.)

5942.—R.N. Air Section, R.C.A.F. Station, Dartmouth, Halifax, N.S.—Commissioned as Independent Command

(A. 143/43.—16 Dec. 1943.)

The R.N. Air Section at R.C.A.F. Station, Dartmouth, Halifax, N.S., commissioned on 7th December, 1943, as an independent command, bearing the ship's name H.M.S. "Seaborn" with accounts carried in H.M.S. "Canada".

2. H.M.S. "Seaborn" is administered by Commodore, Halifax, under the general supervision of the Commander-in-Chief, Canadian North West Atlantic.

3. H.M.S. "Seaborn" is to forward correspondence as follows:—

(a) To Commander-in-Chief, Canadian North West Atlantic—on purely local matters, including punishment warrants for approval, reports on flying accidents, and other matters requiring investigation by a Board of Inquiry.

(b) To Commodore, Halifax—on all normal reports and returns affecting personnel.

(c) To Flag Officer, Naval Air Stations—on technical and professional Naval air matters.

4. To avoid confusion with Dartmouth, England, care is to be taken to address all correspondence and parcels intended for the R.N. Air Section as follows:—

The Commanding Officer,

H.M.S. "Seaborn",

c/o G.P.O.

(C.A.F.O. 444/42 and A.F.O. 4202/42 are cancelled.)

5942.—Japanese Hospital Ships

(M. 011845/43.—16 Dec. 1943.)

With reference to A.F.O. 3076/42, the undermentioned vessel has now been recognised by H.M. government as a Japanese hospital ship, in addition to those described in A.F.Os. 419/42, 3076/42, 3731/42, 5994/42, 6361/42 and 555/43. No other Japanese vessels are to be recognised as hospital ships unless further instructions are issued.

2. "Tatibana Maru", G.R.T. 1722, length 76 metres, one funnel, two masts. She will have the normal hospital ship markings described in the Tenth Geneva Convention, 1907. In addition, the vessel will have red crosses painted on both sides of the funnel, both sides of the hull and on the decks forward and aft. These crosses will be illuminated at night.

(A.F.Os. 419/42, 3076/42, 3731/42, 5994/42, 6361/42 and 555/43.)

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

5944.—Honours and Awards—United States Navy

(H. & A. 918/43.—16 Dec. 1943.)

The King has been graciously pleased to approve the following awards for gallantry and fortitude after H.M.S. "Arrow" had caught fire as a result of a heavy air attack in August, 1943:—

Mention in Despatches

Lieutenant (junior grade) Charles Frederick Wortham, U.S.N.

Shipfitter first class Duane William Mortenson, U.S.N., 300-03-49.

Shipfitter second class Walter Eugene Kull, U.S.N., 268-64-54.

Metalsmith first class William Monroe Bone, U.S.N., 382-51-79.

Patternmaker first class Edwin Burdett Harris, U.S.N., 600-11-19.

2. These awards will not be gazetted.

5945.—Honours and Awards—Royal Netherlands Navy

(H. & A. 1055/43.—16 Dec. 1943.)

The King has been graciously pleased to approve the following Honorary Appointment:—

For distinguished services in command of H.N.M.S. "O.24" with the Fourth Submarine Flotilla in the Far East:

Distinguished Service Order

Lieutenant-Commander Wopke Johann De Vries, D.S.C., R.Neth.N.

2. This appointment will not be gazetted.

*5946.—Honours and Awards—French Navy

(H. & A. 1006/43.—16 Dec. 1943.)

The King has been graciously pleased to approve the following Honorary Appointment and Awards:—

For distinguished services in minelaying operations in dangerous waters near the enemy coast while serving in the French submarine "Rubis":

Distinguished Service Order

Capitaine de Corvette Henri Rousselot, D.S.C., F.N.

Distinguished Service Cross

Enseigne de Vaisseau (1) Alex Louis Joseph Etienne Vissian, F.N.

Enseigne de Vaisseau (2) Roger Lamy, F.N.

Distinguished Service Medal

Maitre Electricien Georges Avezon, 2087-40.

S/Maitre Radiotelegraphiste S. Remenant, 2106-40.

Q/Maitre 1e. classe Electricien G. Menez, 2097-40.

S/Maitre Mecanicien L. Bankaert, 2085-40.

S/Maitre Mecanicien V. Feron, 2086-40.

A/Maitre 1e. classe Mecanicien J. Gaillard, 2092-40.

Q/Maitre 1e. classe Mecanicien A. Vallois, 2093-40.

Q/Maitre 1e. classe Timonier J. Sarti, 2127-40.

Mention in Despatches

1er. Maitre Mecanicien J. Dangel, D.S.M., 2078-40.

Maitre Radiotelegraphiste R. Guillament, D.S.M., 2082-40.

Maitre Timonier R. Geoffray, D.S.M., 2104-40.

2. This appointment and the awards will not be gazetted.

5947.—Gedge Medal and Prize—Award for 1942

(C.W. 52188/43.—16 Dec. 1943.)

Paymaster Lieutenant M. Murray, R.N. (H.M.S. "Assegai"), has been awarded the Gedge Medal and Prize for 1942.

A.F.O. 2030/46 5948.—Losses of H.M. Ships—Investigation

(N.L. 19972/43.—16 Dec. 1943.)

The loss of H.M. ships is a serious matter which calls for investigation at the earliest possible moment. Apart from other considerations, there is often important information—for example in regard to operational or structural matters—which can only be obtained by a detailed inquiry at the time of the loss.

2. When one of H.M. ships is lost or meets with a serious accident, a board of inquiry is to be convened by the Commander-in-Chief or Senior Officer concerned at the earliest possible date without reference to the Admiralty. In the event of it not being possible to do so, or if the Commander-in-Chief or Senior Officer considers that no useful purpose would be served, the fact should be reported immediately to the Admiralty. In such cases a thorough investigation by technical officers is desirable.

3. Their Lordships realise that it may often be inconvenient, and may not at the time seem essential, to hold a board of inquiry, but they desire to emphasize that an inquiry should normally be held and, except in the case of small craft, should only be dispensed with in special circumstances.

4. In the conditions obtaining in war-time, it is not Their Lordships' intention to hold courts-martial under Section 92 of the Naval Discipline Act, i.e. for the trial of the surviving officers and crew, where no specific charge is made; but if blame is, *prima facie*, attributable to anyone in connection with the loss, he should, without reference to the Admiralty, be tried on a specific charge under the appropriate section of the Act. In such cases it may be desirable—e.g. on foreign stations—for the trial to be held at once without awaiting the report of a board of inquiry, so as to ensure that enough officers of the requisite seniority are available to form a court-martial and that the necessary witnesses are not dispersed.

5. Should the Commander-in-Chief or Senior Officer consider that the holding of a court-martial is undesirable, the reasons are to be immediately reported to the Admiralty, by letter if no delay will be caused, but otherwise by signal.

(A.F.Os. 3700/40 and 10/43 are cancelled.)

A.F.O. 346/45

5949.—Naval Discipline Act—Jurisdiction on Shore

(N.L. 19751/43; N.L. 12317/42.—16 Dec. 1943.)

The following has been added to the list of places prescribed by the Admiralty under the provisions of Section 46 of the Naval Discipline Act.

(1) Church Army Etheldreda Mission,

Trippett Street,

Hull.

(2) British Sailors' Society Hostel,

Sheerness.

*5950.—Life Assurance for Officers of the R.N. and R.M.—Extension of Facilities to Reserve, etc., Officers

(C.W./D.N.A.15549/43.—16 Dec. 1943.)

The provisions of A.F.O. 1054/37, as modified by A.F.Os. 1813/43 and 2260/43, have been extended to the following personnel, who may apply to enter the Scheme and whose applications are accepted by one of the three Assurance Companies concerned:—

(a) Officers of the R.N.R. and R.N.V.R.

(b) Officers signed on T.124X and T.124T Agreements for the duration of hostilities.

2. Officers of the above-mentioned categories who avail themselves of these facilities will, on termination of appointment with the Royal Navy, be liable to continue payment of premiums direct to the Assurance Companies.

3. With reference to Part III, paragraph (iv) of A.F.O. 1054/37, as pay documents of officers in category (b) above, are not normally sent to the Admiralty on the officers' discharge from their agreements, and in view of the terms of the "Form of Release" on the agreements, the following particulars are to be furnished by Paying Officers to the Director of Navy Accounts (Branch 4) immediately the date of discharge of officers concerned is known in order that payment of premiums by the Admiralty may be stopped:—

A.F.O. 5950/43.

(i) Name of officer.....

(ii) Date of termination of appointment with Royal Navy.....

(iii) Amount of quarterly premium.....

(iv) Date of last premium charge made against his account.....

(A.F.Os. 1054/37, 1813/43, 2260/43.)

5951.—Promotion of Midshipmen of Dominion Navies to the Rank of Acting Sub-Lieutenant

(C.W. 50391/43.—16 Dec. 1943.)

The revised rules laid down in A.F.O. 4160/43 for the promotion of Midshipmen R.N.R. and R.N.V.R. to the rank of Acting Sub-Lieutenant have been accepted by the Naval authorities of the following Dominions as applicable to their personnel serving on loan to the Royal Navy.

South Africa	S.A.N.F. (V).
New Zealand	R.N.Z.N.V.R. and R.N.Z.N.R.
Australia	R.A.N.V.R. and R.A.N.R. (with effect from 1st October, 1943).

2. These rules will not be applicable to Midshipmen of the R.C.N.V.R. who will continue to be promoted under the regulations laid down by the R.C.N. authorities.

(A.F.O. 4160/43.)

5952.—W.R.N.S.—Promotion of Third Officers

(N. 24227/43.—16 Dec. 1943.)

The following amendment is to be made to A.F.O. 1665/43, paragraph 9 :—

For "One of each pair of W.R.N.S. Officers appointed for duty in the office of a Flag Officer-in-Charge or Naval Officer-in-Charge" read "Section Officer in the Office of a Flag Officer-in-Charge or Naval Officer-in-Charge".

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

5953.—W.R.N.S. Plotters—Advancement—REPORTS

(N. 25518/43.—16 Dec. 1943.)

Wren plotters are eligible for advancement by Commanding Officers to Leading Wren Plotter after six months' service on specialised pay, if recommended as efficient, and subject to the completion of six months' continuous V.G. conduct immediately preceding advancement. Ratings already qualified by service and conduct for Leading rate, and whose advancement is not known to have been deliberately withheld may, if recommended, be advanced retrospectively from the date of qualifying.

2. Advancements to Petty Officer Wren Plotter and Chief Wren Plotter are to be made from Command rosters under the usual conditions applicable to other W.R.N.S. roster advancements. In order that roster positions for advancement to Petty Officer Wren Plotter may be maintained, it is essential that advancements to Leading Wren Plotter, particularly of ratings serving overseas, be reported, as soon as they are made, to the Superintendents, W.R.N.S., concerned (for ratings at home) or D.W.R.N.S. (for ratings serving overseas).

*5954.—Advancement to Second Hand, R.N. Patrol Service

(N. 23035/43.—16 Dec. 1943.)

As from the date of this Order, all seaman ratings R.N.P.S. will be required to serve for six months afloat as Leading Seaman before being eligible for further advancement, which will be governed by the following regulations :—

- A rating who has qualified under the existing regulations to sit for the Board of Trade Second Hand's Certificate of Competency must first serve for six months afloat as Leading Seaman, and be recommended as a result of such service;
- A man who enters the Patrol Service holding either a Board of Trade Skipper's or Second Hand's Certificate of Competency will be entered as Seaman for Leading Seaman, and must serve afloat for six months in the latter rate and then, if recommended, be called in to the Patrol Service Central Depot for a Divisional Course, on completion of which he will be advanced to Petty Officer (P.S.) and to Second Hand on successive days.

2. Advancements, in all cases, must be authorised by the Commodore, Patrol Service Central Depot, Lowestoft.

5955.—Telegraphist Air Gunner, 3rd Class—Confirmation in Ratings

(N. 29188/43.—16 Dec. 1943.)

With reference to A.F.O. 4926/43, paragraph 3, it is notified that ratings who held the acting ratings of Leading Airman (Ty.) and T.A.G., 3rd class, on the date of the order, should be confirmed in both ratings to date, 21st October, 1943.

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

5956.—Communications Branch—Training and Advancement

(N. 29901/43.—16 Dec. 1943.)

In order to ensure that V/S and W/T ratings are given the earliest possible opportunity to pass their examinations and also to reduce the large number of V/S and W/T examinations held at sea, the following modifications to A.F.O. 885/43 have been approved :—

Table I. Signal Boy and Boy Telegraphist—*cancel and substitute* :—

"C.S. Boys, on completion of their initial course at H.M.S. "St. George", are to be examined for accelerated advancement to Ordinary Signalman or Ordinary Telegraphist. Those who fail this examination will be considered, on the marks obtained, to have passed for Signal Boy or Boy Telegraphist or to have failed the course completely. For details of examination see Table 3."

Table I. Signalman and Telegraphist (F)—*cancel and substitute* :—

"Hostilities Only ratings, on completion of their initial V/S or W/T course in the training establishment are to be examined for Signalman or Telegraphist respectively.

Those who fail in this examination will be considered on the marks obtained to have passed for Ordinary Signalman or Ordinary Telegraphist or to have failed the course completely. The examination for Trained Operator may be taken at any time after having been rated Ordinary Signalman or Ordinary Telegraphist and ratings who fail in this examination will, if not already passed, be considered, on the marks obtained, to have passed for Signalman or Telegraphist or to have failed the examination completely.

Ratings who are not desirous of being examined for the higher of the two ratings under these rules may, if they so desire, take each examination separately in the normal manner. In order that the above modifications shall not in any way lower the standard of efficiency commanding officers are to be particularly careful to ensure that the rating concerned is in all respects fit to hold the rating before actually advancing him."

Table II. V/S 3 and W/T 3 (B). *Amend to read* :—

"Examinations may be taken at any time after having been rated Signalman or Telegraphist and ratings who fail in this examination will, if not already passed, be considered, according to the marks obtained, to have passed or failed for Trained Operator.

Ratings who are not desirous of being examined for the higher of the two ratings under these rules, may if they so desire, take each examination separately in the normal manner."

(A.F.O. 885/43.)

5957.—Communications Branch—Drafting of Ratings

(N. 20045/43.—16 Dec. 1943.)

With reference to K.R. & A.I., Article 740, clause 1 (j), ratings of the Communications Branch who are drafted to "Depot" are to be discharged as follows :—

1. Ratings of the Portsmouth Port Division

- Radar and Radio Mechanic ratings (with the exception of Fleet Air Arm Radio Mechanic ratings) to R.N. Barracks, Portsmouth, and routed to Portsmouth Town Station, Southern Railway.
- Signal, Telegraphist and Coder ratings to H.M.S. "Mercury" and routed to Petersfield Station, Southern Railway. Captain, H.M. Signal School to be informed of their time of arrival so that transport can be arranged.

Ratings in the above categories, together with C.W. candidates discharged to R.N. Barracks, Portsmouth, are borne on the books of H.M.S. "Mercury", whose accounts are carried in H.M.S. "Victory IV". Service documents should be addressed to Commanding Officer, H.M.S. "Mercury", c/o G.P.O. London, and pay documents to Accountant Officer, H.M.S. "Victory IV", Leydene House, Near Petersfield.

2. Ratings of the Chatham Port Division

Radar ratings and all communications ratings, except Convoy Signal ratings, should be discharged to the Royal Naval Barracks, Chatham, from where they will be distributed as necessary.

3. Ratings of the Devonport Port Division

Signal, Telegraphist and Coder ratings to Royal Naval Barracks, Devonport, for Royal Naval Signal School, Glen Holt, Crownhill, Plymouth, and routed to Keyham Station, Great Western Railway. Radar ratings to Royal Naval Barracks, Devonport.

4. Signal and Telegraphist Ratings, R.N.P.S. (A.F.O. 3791/43)

To Patrol Service Central Depot, Lowestoft.

5. Fleet Air Arm Radio Mechanic Ratings

To Royal Naval Barracks, Lee-on-Solent. If travelling from London they should be routed to Portsmouth Town Station, but from other parts of the country they should be routed to Fareham Station, Southern Railway, if more convenient. Commodore, Royal Naval Barracks, Lee-on-Solent to be informed of their time of arrival in order that transport may be arranged.

6. C.W. Candidates

- (i) C.W. candidates (except R.N.P.S. ratings) recommended for interview by the Admiralty Selection Board for temporary commissions in the Executive or Special Branches of the R.N.V.R., to R.N. Barracks, Portsmouth.
- (ii) R.N.P.S. ratings who are C.W. candidates to R.N.P.S. Depot, Lowestoft (*vide* paragraph 17 of A.F.O. 1163/43).
- (iii) General Service ratings for temporary air commissions, to R.N. Barracks, Portsmouth.
- (iv) C.W. candidates serving with D.E.M.S., to their respective depots on instructions from the Director of Trade Division.

7. Convoy Signal Ratings

Convoy Signal ratings should be discharged to their Convoy Pools for onward drafting in accordance with the above routine.

(K.R. & A.I., Article 740, clause 1 (j).)

(A.F.O. 3791/43 and 1163/43.)

(Paragraph 11 of C.A.F.O. 2104/41 is cancelled.)

(A.F.Os. 3031/43 and 3386/43 are cancelled.)

5358.—V/S and W/T Qualifying Courses, 1944

(N. 28364/43.—16 Dec. 1943.)

The following V/S and W/T Qualifying Courses will be held at H.M. Signal Schools at home.

2. Courses to qualify for No. 2 Rating Higher Standard will be held in H.M.S. "Mercury"; courses to qualify for No. 3 Rating Higher Standard will be held in H.M.S. "Mercury" and at Devonport and Chatham Signal Schools.

3. The duration of the courses will be as follows:—

For W/T 2	...	...	...	9 weeks
For V/S 2	...	...	...	7 weeks
For W/T 3 and V/S 3	...	...	...	6 weeks

4. Basic dates will be as laid down in A.F.O. 885/43, page 9, Note 2 (b).

5. (a) Owing to the acute shortage of Communication Ratings, it is not possible to provide reliefs in order that candidates for these courses may be selected according to their position on the roster. These rosters have, therefore, been abolished and Forms S.1303a are not to be rendered except in the case of recommendations for the granting of V/S 1 and W/T 1.

(b) Commanding Officers of ships refitting in home waters are to take full advantage of the time available to send all ratings who are eligible and are recommended to H.M.S. "Mercury" or the nearest signal school for these courses. H.M.S. "Mercury" or the depot concerned should be informed as much in advance as possible of the intention to send ratings for courses, by letter when the time permits, or by signal. No reply will be made to these letters and signals unless a candidate cannot be accepted.

(c) Ratings are to be lent, "victuals only" for the period of the course, and their History Sheets and Forms S.264 only should accompany them. Ratings sent to H.M.S. "Mercury" should travel to Petersfield Station, their expected time of arrival being reported so that onward transport may be arranged. Ratings must always bring their hammocks with them.

(d) In addition, any ratings who at any time can be spared without relief and who are eligible and recommended for the No. 2 and No. 3 courses, should be dealt with in a similar manner.

6. W/T 2. Commences:—

No. 1	...	24th January, 1944	No. 7	...	31st July, 1944
No. 2	...	28th February, 1944	No. 8	...	4th September, 1944
No. 3	...	27th March, 1944	No. 9	...	2nd October, 1944
No. 4	...	1st May, 1944	No. 10	...	6th November, 1944
No. 5	...	29th May, 1944	No. 11	...	4th December, 1944
No. 6	...	3rd July, 1944			

W/T 3. Commences:—

No. 1	...	3rd January, 1944	No. 10	...	17th July, 1944
No. 2	...	31st January, 1944	No. 11	...	31st July, 1944
No. 3	...	14th February, 1944	No. 12	...	28th August, 1944
No. 4	...	13th March, 1944	No. 13	...	11th September, 1944
No. 5	...	27th March, 1944	No. 14	...	9th October, 1944
No. 6	...	24th April, 1944	No. 15	...	23rd October, 1944
No. 7	...	8th May, 1944	No. 16	...	20th November, 1944
No. 8	...	5th June, 1944	No. 17	...	4th December, 1944
No. 9	...	19th June, 1944			

V/S 2. Commences:—

No. 1	...	3rd January, 1944	No. 5	...	17th July, 1944
No. 2	...	21st February, 1944	No. 6	...	4th September, 1944
No. 3	...	10th April, 1944	No. 7	...	23rd October, 1944
No. 4	...	29th May, 1944	No. 8	...	11th December, 1944

V/S 3. Commences:—

No. 1	...	3rd January, 1944	No. 6	...	31st July, 1944
No. 2	...	14th February, 1944	No. 7	...	11th September, 1944
No. 3	...	27th March, 1944	No. 8	...	23rd October, 1944
No. 4	...	8th May, 1944	No. 9	...	4th December, 1944
No. 5	...	19th June, 1944			

7. Qualifying courses for Convoy Signal Ratings will be held at Chatham Signal School only.

8. The duration of these courses will be as follows:—

For Convoy Yeoman of Signals	...	...	4 weeks
For Convoy Leading Signalmen	...	...	4 weeks

9. Recommendations for these courses are to be forwarded to the Commodore, R.N. Barracks, Chatham, by Commodores of Convoys through the Trade Division, Admiralty.

10.

Convoy Yeoman	Commences	Convoy Ldg. Sig.	Commences
No. 1	...	No. 1	...
No. 2	...	No. 2	...
No. 3	...	No. 3	...
No. 4	...	No. 4	...
No. 5	...	No. 5	...
No. 6	...	No. 6	...

(A.F.O. 885/43.)

5959.—Advancement of Ratings—Completion of Passing Certificates
(S.441 and S.442)

(N. 27467/43.—16 Dec. 1943.)

A considerable number of cases are occurring in which the details required by A.F.O. 6376/42, paragraph 5, last sentence, are being completely omitted from Passing Certificates. A large number of cases are also occurring in which the date of advancement is shown as the date on which the man was actually rated, with no reference to his seniority in the higher rating. As all cases necessitate correspondence in order to ascertain the rating's true seniority, which information has an effect on his eligibility for further advancement, it is important that both the date *from which* and the date *on which* the rating was advanced should be noted. Attention is also called to the fact that where ratings are not advanced, the reason should be stated.

(A.F.O. 6376/42.)

5960.—U.S. Naval Personnel in United Kingdom—Movement by Rail

(N. 29239/43.—16 Dec. 1943.)

As from 1st December, 1943, the Chief of Transportation E.T.O., U.S.A., is effecting all necessary arrangements for the movement, other than by air, of U.S. Naval personnel including Coastguard and Marine Corps, Technicians, civilians and others coming under the jurisdiction of the U.S. Navy.

2. If any movements of U.S. Naval personnel are required from a point where contact cannot easily be established with a representative of the U.S. Army Transportation Corps, the necessary transport arrangements are to be made by the British Naval authority in accordance with A.F.O. 6356/42.

(A.F.Os. 3980/42 and 6356/42.)

5961.—Complement Amendments

Aircraft Carriers

(N. 28616/43.—16 Dec. 1943.)

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

- H.M.S. "Argus" (Admiralty Letter P.M. 5613/39, 10 Nov. 1939).
H.M.S. "Furious" (Admiralty Letter P.M. 357/39, 11 Feb. 1939).
H.M.S. "Illustrious" (Admiralty Letter N. 23627/41, 21 Oct. 1941).
H.M.S. "Formidable" (Admiralty Letter P.M. 7465/40, 9 Sept. 1940).
H.M. Ships "Victorious" and "Indomitable" (Admiralty Letter N./D.P.S. 105/41/M., 21 Mar. 1941).
H.M. Ships "Implacable" and "Indefatigable" (Admiralty Letter N./P.M. 1175/38, 28 Jul. 1941).

Aircraft Carriers (1942 Programme) (Admiralty Letter N./G. 01554/41, 16 Jul. 1942).

Light Fleet Carriers (Admiralty Letter N./D.P.S. 108/42/M., 29 Oct. 1942).

Add "3 A.B. or Ord. Sea.

1 L.T.O. (to be P.O.) } without further substantive
2 S.T. } alteration."

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

Add "3 A.B. or Ord. Sea.

Included in the foregoing

1 L.T.O.

2 S.T."

Amend note (a) to read ' (a) One to be a Petty Officer '.

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

*H.M. Ships of "Tracker" class (Admiralty Letter N./D.P.S. 304/42/M., 25 Jun. 1942). Add "1 A.B. or Ord. Sea.

Included in the foregoing

1 S.T."

* These ships are already allowed 1 L.T.O. (to be a P.O.) and 1 S.T. for aircraft depth charges.

5962.—Complement Amendment
H.M. Coastal Craft

(N. 16642/43.—16 Dec. 1943.)

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

Amend Note (h) to read:—

"(h) (i) In 'B' type M.Ls., fitted with Asdics and employed on the Mediterranean and South Atlantic stations *add* 1 A.B. and without further substantive alteration 3 S.D.

(ii) In 'B' type M.Ls., fitted with Asdics and employed at Trinidad, *add* 1 A.B. and without further substantive alteration 2 S.D.

(iii) In all Coastal Craft fitted with Asdics other than those referred to in (h) (i) and (h) (ii) above, *add* 1 A.B. (S.D.)."

5963.—Complement Amendment

"Isles" Class Trawlers

(N. 29926/43.—16 Dec. 1943.)

The following amendment is to be made to the scheme of complement of A.S. MS/AS and Coastal Escort Trawlers (Admiralty Letter N. 3492/43 of 23 Mar., 1943):—

Insert (n).—Leading Steward.

Notation (n) *against* Seaman or Ord. Smn., Stoker, Signalman or Ord. Sig. and Telegraphist or Ord. Tel.

New note (n) *to read* as follows:—

(n) In "Isles" class whilst employed in the Western Atlantic *add* 3 Seaman or Ord. Smn. 2 Stoker, 1 Leading Steward, 1 Signalman or Ord. Sig., 1 Telegraphist or Ord. Tel.

5964.—Range Practices—Supervision

(N.L./G.D. 01646/43.—16 Dec. 1943.)

A fatal accident with a revolver, while range practices were being carried out under the supervision of an instructor, has been reported.

2. The instructions for the conduct of range practices in general are given in R.N. Handbook of Small Arms Courses (B.R. 161/1939), Addendum No. 1. Chapter III has particular reference to revolver practices and commanding officers' orders for the ranges in their command should be based on it.

3. All range practices are to be carried out under the supervision of an officer.

A.S.D.
900/45.
5965.—Vision Standard—"Hostilities Only" Ratings—General Instructions

(M.D.G. 48408/43.—16 Dec. 1943.)

VISION STANDARD—"HOSTILITIES ONLY" RATINGS
GENERAL INSTRUCTIONS

The standards of vision required on entry of Naval ratings and other ranks Royal Marines for hostilities only are based on those issued by the Ministry of Labour and National Service in M.R.B.J. (Instructions for the Guidance of Medical Boards under the National Service Acts).

For Naval purposes, Standards 2 (L) and 3 (L), to include those men with better vision in their left eyes, are introduced.

These standards are:—

Standard 1.—Unaided vision is not less than 6/6 in one eye and not less than 6/9 in the other.

Standard 2.—Unaided vision is less than in Standard 1 but is either not less than 6/12 in each eye or is not less than 6/6 in the *right* eye, and not less than 6/36 in the *left* eye.

Standard 2 (L).—Unaided vision is less than Standard 1, but is either not less than 6/12 in each eye, or is not less than 6/6 in the *left* eye, and not less than 6/36 in the *right* eye.

Standard 3.—Unaided vision is less than in Standard 2 but vision can be corrected to at least Standard 2.

Standard 3 (L).—Unaided vision is less than Standard 2, but can be corrected to at least Standard 2 (L).

Note.—If a myopia of more than minus 7 in any meridian is found in either eye and there is not more than minus 2 myopia in any meridian in the other eye, he will be placed in Standard 6; if there is a myopia of more than minus 2 in any meridian in the other eye, he will be placed in Standard 7.

Standard 4.—Unaided vision is less than in Standard 2 and vision cannot be corrected to Standard 2 but can be corrected to at least 6/12 in one eye and to at least 6/36 in the other.

Standard 5.—The conditions in Standards 1 to 4 cannot be attained but vision can be corrected to at least 6/24 in each eye.

Standard 6.—Vision in one eye, with or without glasses, is not less than 6/12, and in the other is less than 6/36 with or without glasses, or has been lost or practically lost and investigation as to the cause of the loss is satisfactory.

Standard 7.—Vision is below Standards 1 to 6.

Strabismus.—No man with Strabismus of any degree will be placed in a higher standard of vision than Standard 4, irrespective of his visual acuity. Whether the man will be placed in Standards 4, 5, 6 or 7 will depend on the visual acuity found.

Grading.—Men whose visual acuity is in Standards 1 to 4 will, so far as eyesight is concerned, be placed in Grade I and those whose visual acuity is in Standards 5 and 6 in Grade II. Those whose visual acuity is in Standard 7 will be placed in Grade IV. (Men who are placed in Grade II solely because their visual acuity is in Standard 5 or 6 will be graded II (a) (vision)).

2. It will be noted that :—

(a) Vision standards 1, 2, and 2 (L) are used for ratings in which the constant use of spectacles cannot be permitted.

(b) Vision standards 3, and 3 (L), whilst essentially standards in which spectacles are needed for constant wear, may include men whose vision is just below standard 2 (L) and who do not necessarily require spectacles.

(c) Vision standard 5 includes men with poor corrected distant vision which is due in many cases to the results of past disease or injury.

(d) Vision standard 6 is, in general, a standard implying monocular vision. It may, however, include men who, although they have a serious defect in one eye, yet retain sufficient vision in that eye to be of material practical value.

(e) Spectacles are not permitted for constant wear for men who are required to have vision standards 1, 2 or 2 (L).

3. It is not intended that the lower standards of vision, nor the ratings and type of service shown for these standards should be adhered to rigidly.

A man entered for a particular form of duty at the Recruiting Centres, may be considered on examination after entry, to be better qualified, and visually fit, for another rating or form of service.

For example, a Coder who has vision just below standard 4, need not necessarily be debarred from sea service.

Particularly in the case of standard 5, consideration should be given to :—

(a) The cause of the defective vision whether this is likely to become active and produce further disability under the various conditions of service.

(b) The Near Vision. (This is not tested by the National Service Medical Boards.)

(c) The duties in the service for which the men are required, and their previous occupations.

4. *Colour vision.*—Although the high standard of Colour Vision needed by Seaman and Signaller Branches is not required by other ratings, the importance is stressed of ascertaining that men have adequate colour vision, if their duties will include the recognition of colours. For these men, a true Grade III of Colour Vision is necessary.

In cases considered to be borderline on the findings of the medical tests, a decision as to fitness can often best be reached by arranging a practical test which will involve the maximum colour perception which the man needs for his duties. Such a test might include, for example, the connecting up of coloured leads, or the recognition under practical conditions of coloured markings on instruments, dials, or pipes.

A practical test is not reliable for men who are required to have Grade I Colour Vision.

	Rating	Vision Standard	Colour Vision Grade
<i>Signalmen V/S :—</i>			
General Service	1	I
Local Defence Duties	3	I
<i>Seamen :—</i>			
General Service	2 (L)	I
S/D ratings	4	III
Radar	3	III
<i>(Note.—Radar operators who are drafted to small ships in which they will be required for V/S duties, must have vision standard 2 (L) and Colour Vision Grade I.)</i>			
Harbour Service duties	3 (L)	I
Controlled Minefield	3 (L)	Below III
Local Defence duties	6	Below III
Mine Watcher	3 (L)	Below III
Wiremen (L) and (M/S)	4	III
Wiremen (CM), (CMS) and (J)	6	III
Harbour Defence Operator	6	III
Boom Service	2 (L)	I
<i>(Note.—A proportion of men with vision standard 4 is at present being accepted as Seamen in Boom Service.)</i>			
<i>Stokers :—</i>			
<i>General Service :—</i>			
(a) With no previous experience	2 (L)	III
(b) With previous experience, or special qualifications...	3 (L)	III
(c) With no previous experience, provided spectacles are not needed for constant wear	3 (L)	III
(d) For Diesel and Petrol training	3 (L)	III
Boom Service	4	III
Harbour Service duties	4	III
<i>Artificers and Mechanics :—</i>			
<i>General Service :—</i>			
Engine Room Artificers	3	III
Other Artificers	4	III
Motor Mechanics	3	III
Ordnance Mechanics	4	III
Electrical Mechanics		
Engine Mechanics		
Radio Mechanics		
Air Fitters	} all types	4	III
Air Mechanics			
<i>Shore Service only :—</i>			
All the above ratings	6	III
Special Repair Ratings (D)	6	III

Rating		Vision Standard	Colour Vision Grade
<i>Communication and Miscellaneous Ratings :—</i>			
General Service :—			
Artisans	4	III
Shipwrights ...	...	
Telegraphists ...	...	
Coders ...	...	
Signalmen A/M ...	...	
Signalmen T/P ...	...	
Writers ...	...	
S.B. Attendants ...	...	
Supply Ratings ...	...	
Cooks ...	...	
Stewards ...	...	

(Note.—Telegraphists who are drafted to small ships in which they will be required for V/S duties, must have Vision standard 2 (L) and Colour Vision Grade I.)

Shore Service :—			
All the above ratings ...	...	6	III
<i>Royal Marines :—</i>			
General Service ...	...	2	III
(Note.—A proportion of men with vision standard 3 is at present being accepted for General Service.)			
R.M. Tradesmen ...	...	4	III
R.M. Bandsmen ...	...	
R.M. Engineers ...	...	
Battalion ...	...	6	III

(A.F.O. 1644/42 is cancelled.)

*5966.—Discharge or Temporary Release from Service—Issue of Certificates, etc.

(N. 27047/43.—16 Dec. 1943.)

In order that personnel who are sent on leave while awaiting the satisfactory fitment of an artificial limb may be in a position to purchase civilian clothing, the following addition is to be made to A.F.O. 3679/43 :—

"4a. Form S.1558 is to be issued to personnel sent on leave pending the satisfactory fitment of an artificial limb. The form should read 'The above named is on leave pending discharge.....'. A ration card to cover the period of 7 days should be issued as in paragraph 4."

(A.F.O. 3679/43)

*5967.—Royal Fleet Reserve Gratuities—Qualification for, during Mobilised Service

(N. 18167/43.—16 Dec. 1943.)

Misunderstanding having arisen regarding the position of certain Royal Fleet Reservists with regard to gratuity, and the application of the provisions of A.F.O. 2129/40, attention is drawn to Article 109 (1) of the Royal Fleet Reserve Regulations, under which the special Royal Fleet Reserve gratuity of £50 is payable only to those Reservists who, having completed 17 years' combined Royal Naval and Royal Fleet Reserve qualifying service, are discharged "Surplus to Requirements". Men who complete 17 years' service during the present emergency have no claim to this gratuity.

2. The fact that Reservists are not required to re-enrol in the Reserve during the period of the present emergency (A.F.O. 1502/40) does not affect the gratuity position, which, for those members who fall to be dealt with under the above quoted regulation, is as follows :—

(a) Men who complete 22 years' qualifying service during their mobilised service will be eligible for the award and payment of the normal maximum gratuity of £75, and applications should be made as laid down in A.F.O. 2129/40.

(b) Proportionate Royal Fleet Reserve gratuities will be payable to, or in respect of, men who are invalided, or who die during their mobilised service.

- (c) At the end of the war, when re-enrolment in the Reserve is resumed—
- those who are allowed to re-enrol to complete 22 years' combined service will, on completion of such service, be eligible for the award of the full normal gratuity of £75;
 - those with between 17 and 22 years' combined service who are willing to complete the full period of 22 years but are no longer required will be discharged "Surplus to Requirements" and be granted the gratuity of £50.
 - those who are unwilling to re-enrol will be discharged "Termination of Engagement", and will be ineligible for the award of R.F.R. gratuity.

(C.-in-C., *Nore*, 3537/1814, 27 Jul. 1943.)

(A.F.Os. 1502/40 and 2129/40.)

5968.—Admiralty Surgeons and Agents—London Districts Nos. 15A and 15B

(M.D.G. 59132/43.—16 Dec. 1943.)

With reference to the Surgeons and Agents in the Westminster area (A.F.O. 4784/43), the posts for London Districts Nos. 15A and 15B are temporarily vacant

2. For the time being, therefore, normal procedure in cases of personnel Sick-on-Shore is suspended for the above area. All enquiries regarding such personnel should be made by telegram or, if necessary, by telephone to the Medical Director General (Regent 7481, Extension 40).

5969.—Admiralty Surgeons and Agents

(*New Romney, Ballynahinch and Crossgar, and Pontefract.*)

(C.E. 16385/43; C.E. 16968/43; C.E. 17148/43.—16 Dec. 1943.)

Place	Name	Address	Remarks
New Romney ...	Mr. A. McMillan, L.R.C.P. & S.	Ivy House, New Romney, Kent.	Vice Dr. Winterbottom, serving with H.M. Forces.
Ballynahinch and Crossgar.	Mr. A. R. Hamilton, M.B., B.Ch.	Lisburn Street, Ballynahinch, Co. Down, Northern Ireland.	

(Pontefract)

The Admiralty Surgeon and Agent for Pontefract is the Naval Medical Officer, R.N. Training Unit, Government Training Centre, Baghill Lane, Pontefract. A.F.O. 4784/43 is amended accordingly.

(A.F.O. 4784/43.)

5970.—Officiating Ministers of Religion

(C.E. 59205/43.—16 Dec. 1943.)

The following appointments have been approved :—

<i>Church of England—</i>	
R.N. Training Establishment, King's Road, S.W.10.	Rev. G. J. Halsey, B.Sc., Holy Trinity Vicarage, Brompton Square, S.W.10. (Appointment to date 3rd August, 1943.)
W.R.N.S. Establishment, Crayhurst, Bucks.	Rev. E. H. Leachman, Stoke Goldington Rectory, Bletchley, Bucks. (Appointment to date 15th August, 1943.)
R.N. Establishment, Imperial Hotel, Exmouth.	Rev. P. D. Fox, M.A., The Vicarage, Exmouth, Devon.

Methodist—

H.M.S. "Triphibian" ... Rev. J. S. Walsh,
149, St. Anne's Road East,
St. Anne's-on-Sea, Lanes.

Donibristle and H.M.S.
"Waxwing". Rev. D. B. F. Simpson,*
19, Selvage Place,
Rosyth.
(Appointment to Rosyth cancelled.)

* Also to Baptist and Congregational personnel.

Church of Scotland and the Free Churches—

H.M.S. "Nightjar" ... Rev. W. Roberts,
The Manse,
Inskip, Preston.

H.M.S. "Blackcap" ... Rev. J. H. Cox,
78, Graptonhall Road,
Stockton Heath, Warrington.

Strathlachan and Strachur Rev. J. I. C. Finnie,
The Manse,
Strachur, Argyllshire.

The usual facilities are to be afforded.

5971.—Instructional Film "Down In The Mouth" (Serial No. C1866)

(T.S.D./M.D.G. 58431/43.—16 Dec. 1943.)

With reference to A.F.O. 4251/43, an instructional film entitled "Down In The Mouth" (Serial No. C1866), produced by the Air Ministry, is being distributed without demand as follows:—

		No. of copies	
		35mm.	16mm.
Command Instructional Film Libraries:—			
Scapa	} A.F.O. 4251/43 (paragraph 10 refers)	1	1
Rosyth		1	1
Glasgow		1	1
Liverpool		1	1
Chatham		1	1
Portsmouth		1	1
Devonport		1	1
London		1	1

2. The film deals with oral hygiene in acute gum infections, and also shows the correct method of cleaning the teeth.

3. The running time of the film is approximately 10 minutes, and application for copies on temporary loan should be made to the libraries referred to in paragraph 1 above, in accordance with A.F.O. 4251/43 (paragraph 10).

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

5972.—Instructional Film "Information Please" (Serial No. C1888)

(T.S.D. 2487/43.—16 Dec. 1943.)

With reference to A.F.O. 4251/43, an instructional film entitled "Information Please" (Serial No. C1888), produced by the Air Ministry, is being made available for showing to Naval personnel, and copies will be distributed without demand in accordance with paragraph 4 below.

2. The film is designed to show German methods of interrogation of prisoners of war and how valuable information can be obtained by such methods.

3. Whilst Air Force personnel are portrayed in this film, it should be noted that Naval personnel would be subject to similar methods if taken prisoner.

4. The running time of the film is approximately 35 minutes, and copies will be distributed as follows:—

		No. of copies	
		35mm.	16mm.
Command Instructional Film Libraries:—			
Scapa	} A.F.O. 4251/43 (paragraph 10 refers)	2	2
Rosyth		2	2
Glasgow		2	2
Liverpool		2	2
Chatham		2	2
Portsmouth		2	2
Devonport		2	2
London		1	1
Authorities:—			
C.-in-C., Mediterranean		1	1
C.-in-C., Eastern Fleet		1	1
C.-in-C., Levant		1	1
C.-in-C., South Atlantic		1	1
S.B.N.O., Western Atlantic		1	1
F.O., Ceylon		1	1
F.O.C., West Africa		1	1
V.A., Malta		1	1
F.O.C., Royal Indian Navy		1	1
A.C., Iceland (C)		1	1
F.O., East Africa		1	1
S.N.O., Persian Gulf		1	1
S.N.O., Aden		1	1
N.O.I.C., Trinidad		1	1
N.I.D. (for use of Security Lecture Section)		6	3

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

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

A.F.O. **5973.—Verification of Balances in Charge of Accountant Officers and Examination of Cash Accounting Procedure at an Uncertain Date—REPORTS**

(D.N.A. 20923/43.—16 Dec. 1943.)

Reports of the verification of balances in charge of Accountant Officers and examination of cash accounting procedure at an uncertain date appear to be overdue in respect of the undernoted ships.

2. Ships concerned are to report to their Administrative authority the date of the last inspection made in accordance with K.R. & A.I., Article 1105a, and if it be confirmed that the period of six months has been exceeded arrangements are to be made to repair the omission at the earliest practicable date.

3. Administrative authorities concerned are to report to the Admiralty the position in regard to all ships listed hereunder which are in their respective commands.

"Baldur"	A.F.O. "Fernmoor"	"Quebec"
"Birmingham"	"Fossbeck"	"Queen Elizabeth"
"Brittany"	"Fox"	"Roberts"
B.N.L.O., West Africa	"Haitan"	"Royal Ulsterman"
"Bull"	"Kirriemoor"	"Sandhurst"
"Cilicia"	"Leonian"	"Skirmisher"
"Devon City"	"Lucia"	"Stag" (Ismailia)
"Dinosaur"	"Lucifer"	"Stag" (Port Said)
"Engadine"	"Orlando"	"Stag" (Port Sudan)
"Enterprise"	"Oxfordshire"	"Teviotbank"
"Ethiopian"	"Polar Bear"	"Vasna"
"Europa"	"Pursuivant"	"Victorious"
		"Warspite"

5974.—Admiralty Salvage Vessels Operating Overseas—Supply of Provisions

(V. 2/01456/43.—16 Dec. 1943.)

Victualling yards and depots and Accountant Officers are to comply with demands for fresh and dry provisions received from Admiralty salvage vessels operating overseas. Issues are to be made without payment.

2. Particulars of all supplies made to these vessels are to be reported to the Director of Victualling, the supplies being valued at Victualling Rate Book prices or local cost prices, whichever are applicable.

3. Messing items which are not available from Admiralty stocks, will be supplied by N.A.A.F.I. to these vessels on demand, cash being paid by the masters concerned at the time of purchase.

5975.—Clothing Rationing

(V. 21790/42.—16 Dec. 1943.)

The following amendment is to be made to A.F.O. 5817/43 :—

APPENDIX B—

For—(1) Officers, R.N.R., R.N.V.R. and R.M.

Read—(1) Officers, R.N., R.N.R., R.N.V.R. and R.M.

(A.F.O. 5817/43.)

5976.—Food and Clothing Rationing—Arrangements for Expectant Mothers

(V. 1342/43.—16 Dec. 1943.)

See AFO 4694/46
5643/46
" Members of the W.R.N.S., Q.A.R.N.N.S. and V.A.D. who continue in service after diagnosis of pregnancy are eligible for supply of items to supplement their dietary and also for clothing coupons for purchase of baby clothes following the arrangements for civilians as indicated below :—

(1) *Persons victualled in Service messes.*—A certificate on Form R.G. 50 endorsed " Services " should be furnished by the medical officer and should be taken by the person concerned to the nearest food office. The food officer will supply :—

- (a) Ration Book R.B.2 containing coupons for
- (i) Orange juice and
 - (ii) Vitamins A and D tablets or cod liver oil
- (b) A book containing 60 clothing coupons.

The Food Office will also inform the applicant of the address of the nearest distribution centre from which orange juice and vitamins A and D tablets or cod liver oil should be obtained. Supplies of these articles will be made free of charge to Wrens below the rating of Leading Wren. Officers, Leading Wrens and Chief and Petty Officers, W.R.N.S. Nursing Sisters and V.A.D. Nursing Members will be required to pay for the supplies as follows :—

	<i>d.</i>
Orange juice (one bottle lasting nine days)	5
Vitamin tablets (one package lasting six weeks)	10
Cod liver oil (one bottle lasting three weeks)	10

Arrangements are to be made for persons concerned to receive an additional $\frac{1}{2}$ -pint fresh milk daily from Service sources. The cost of this extra milk should be accounted for in the Provision Account as issued to the medical officer.

(2) *Persons not in Service messes, i.e., holding ration books or cards.*—The arrangements are the same as (1) except as follows :—

- (a) The person must take her food ration documents with her when applying at the food office.
- (b) The ration book R.B.2 issued by the food officer will be valid for meat, eggs and milk which can be used by the expectant mother to supplement her ordinary rations which are on a civilian basis. The expectant mother must register with retailers for meat, eggs and milk, using the counterfoils handed to her with the R.B.2 ration book.

2. Officers, W.R.N.S. granted unpaid leave and ratings, W.R.N.S. Nursing Sisters and V.A.D. Nursing members on discharge will be treated exactly as civilians. They will obtain ordinary civilian ration books under the arrangements laid down in A.F.Os. 3679/43 and 4668/43. When applying to the food office they will be required to produce R.B.2 if they have already received one. Where persons have been fed from service sources, counterfoils for meat, eggs and milk, will be inserted.

3. In order to avoid duplicate issue of Ration Book R.B.2 and clothing coupons by the food office, the following procedure should be adopted.

(a) Where the individual has been issued with an RG/50 by the medical officer, medical certificate issued under C.A.F.O. 2651/43 should be endorsed " Issued with RG, 50 ".

(b) Where procedure at (a) has been followed, all requests for discharge under C.A.F.O. 2651/43 are to contain a separate paragraph as follows :—
" I have received Ration Book R.B.2 and Supplementary Clothing Book S.C.1.B.

(Signed
Rank or rating
Date "

(c) The final Certificates of Discharge, Forms S.1558 (ratings) and Certificates of Unpaid Leave (Officers) are to be endorsed in red ink at the time of issue " EM/R.G.50 " if the individuals have already received R.B.2 and S.C.1.B.

(A.F.Os. 3679/43 and 4668/43 and C.A.F.O. 2561/43.)

5977.—White Uniform—Ratings

(V.1/3469/43.—16 Dec. 1943.)

A.F.O. 2823/43 is to be amplified as follows :—

Paragraph 7 (i). *Add* :—

Except under special instructions from Admiralty tropical clothing is not to be supplied to drafts to ships at home, unless it is known that the ships are proceeding abroad.

New paragraph 8.

All gratuitous issues of tropical clothing are to be recorded in Form S.43A, Sailors Pay Book and B.R. 93 will be amended in this respect in due course.

(Manual of Victualling.)

(B.R. 93—Chapter XI, Section 6.)

(A.F.O. 2823/43.)

5978.—Spirit Ration—Ratings under Age—Notation on Ledgers and Pay Documents and in Mess Books

(D.N.A. 20685/43.—16 Dec. 1943.)

With reference to K.R. & A.I., Article 18 2, Clause 6, as amended by K.R. 2/42, the following red ink notation is to be used in future on ledgers and pay documents and in mess books for distinguishing men until they reach the age of 20 years :—

" U.A. till (date previous to 20th birthday) "

2. The above-mentioned regulation will be amended.

(K.R. & A.I., Article 1832)

5979.—Kit Upkeep Allowance

(V.1/5877/43.—16 Dec. 1943.)

Their Lordships view with some concern the increasing number of applications for free issues of articles of kit over and above the free issues already allowed by the Regulations, such as those in compensation for loss of damage due to Service casualty.

2. Kit Upkeep Allowance is not to be regarded as an emolument but is intended to enable ratings to maintain their kits in good order and condition with reasonable care. The rates of the allowance are framed on a liberal basis and are considered to be adequate for the purpose.

(K.R. & A.I., Art. 1600.)

(A.F.O. 3093/43.)

5980.—Hotel Accommodation for Junior Officers Wives and Families whilst on Leave in London

(C.W./D.P.S. 852/43.—16 Dec. 1943.)

The following three hotels have been opened, primarily for the use of Junior Officers, their wives and families, whilst on leave in London:—

Florence Hotel, 19/21 Lancaster Gate, W.2.	Telephone No. : Paddington 1729. Nearest Tube Station : Lancaster Gate, Bayswater.
Montague Hotel, Montague Street, W.C.1. (opposite British Museum)	Telephone No. : Museum 3703. Nearest Tube Station : Holborn Station.
6-8, Clanricarde Gardens, Bayswater, W.2.	Telephone No. : Bayswater 2976. Nearest Tube Station : Nocting Hill Gate.

2. The charges at the first two hotels will be:—

- 8s. 6d. per person for a double room and breakfast.
- 9s. 0d. per person for a single room and breakfast.
- 2s. 6d. for lunch.
- 3s. 6d. for dinner.

Bed and breakfast rate or full pension rate will be quoted as desired.

The charges at Clanricarde Gardens will be:—

- 7s. 6d. bed and breakfast.
- 2s. 6d. lunch.
- 1s. 6d. tea.
- 3s. 0d. dinner.

3. These hotels are being administered by the Residential Hotels Association, and information concerning further accommodation in course of preparation will be promulgated later.

4. The term "Junior Officers" should be interpreted as, Naval Officers up to and including Lieutenants; Royal Marine Officers up to and including Captains; W.R.N.S. Officers up to and including Second Officers. The above include Commissioned Officers from warrant rank and Warrant Officers.

***75981.—Oswald Stoll Mansions, Fulham—Accommodation for Disabled ex-Service Men**

(P.M. 3478/43.—16 Dec. 1943.)

The Sir Oswald Stoll Mansions, Fulham, are designed to accommodate officers and men of the fighting services of the country who were disabled in the war, some of whom may require constant care and treatment, regular in character, mode and time of administration, without requiring the constant or very frequent attendance of a physician or surgeon, or nursing other than that which a wife could give under instruction, and to provide certain specialised treatment as prescribed for continuation after leaving hospital, particulars of which are set out hereafter.

2. The scheme at present provides 138 self-contained residential flats, wherein disabled ex-service officers and men (who are unable to pay other than a nominal sum for the special accommodation provided), live with their families, and for themselves obtain on the spot the medical attention and treatments necessary to their well-being and comfort.

3. The accommodation is intended to preserve unbroken the man's family circle. Each flat includes spacious entrance lobby, two bedrooms, a living room, combined kitchen-scully-bathroom (fitted with a specially low-built wide bath, range, sink, copper and gas cooking stove), pantry, w.c. and coal cupboard, and small private open balcony. Gas points and fittings are provided, the supply being

on the "penny-in-the-slot" principle, for which the tenant pays. The flats are fitted with linoleum and roller blinds, the property of the Foundation, and tenants have the privilege of using, gratis, the wireless service (fitted in each flat and for which the licence is paid by the Foundation) under certain conditions.

4. Application for tenancy will only be considered by the Selection Committee of the Foundation from men whose disablement is of a type which will respond to the treatment provided or who, not requiring the treatment, can otherwise benefit under the scheme.

5. Disabled men able to follow an occupation are not excluded, provided they are approved by the Committee.

6. Covered balconies throughout the buildings give access from the flats to stairways and electric lifts, from which a covered way leads to the Treatment Administrative Building, where a fully qualified staff carry out the prescriptions of a Visiting Physician who pays regular visits and is within easy call in case of emergency. There are also honorary consultant physicians and surgeons appointed. The wives and children of tenants do not participate in the treatment but must make the necessary arrangements with their own doctor.

7. A large clothes drying room with racks is available for the free use of all tenants, and a special room, isolated from the main building, is provided for the washing of offensive bed linen and garments used by the paralysed, thus avoiding discomforts and annoyance to the suffering tenant's household and neighbours.

8. The following Schedule gives a broad and general idea of the types of disablement for the relief of which the treatment is suitable:—

Spinal Affections which keep the tenant on his back and for which he is no longer eligible for treatment as an in-patient at a hospital.

Wounds to the head or spine which have resulted in total paralysis and necessitate catheter treatment. Of these, only a limited number can be admitted.

Partial Paralysis (Hemiplegia) cases. These obtain relief by massage and electrical treatment, thus preventing wasting of muscles and a sluggish circulation.

Rheumatic tenants suffering from trench feet, rheumatic fever, etc., and thereby prevented from walking. For such is provided various baths, diathermy, high-frequency and artificial sun-ray treatment. Under special conditions provision is made to give treatment to tenants in their own apartments.

Shell Shock Cases are admitted only when there is undoubted proof that there is no tendency to develop mental trouble and where chorea (if present) is amenable to treatment.

Limbless Men and those who are Totally Blind are admitted if their physical condition and general circumstances render them eligible.

Persons suffering from Tuberculosis or other Infectious Diseases cannot be admitted, or allowed to remain should any such disease develop after admission. This applies equally to the man and any member of his family ordinarily resident with him.

9. Further particulars may be obtained on application to the Secretary, Sir Oswald Stoll Mansions, Fulham Road, London, S.W.6.

5982.—War Graves—Reports to Imperial War Graves Commission, Definition and Marking, and Disposal of Title Deeds

(N.L. 10167/43.—16 Dec. 1943.)

Registers of service casualties during the war are being compiled by the Imperial War Graves Commission, Wooburn House, Wooburn Green, High Wycombe, Bucks. To enable these registers to be completed in regard to the Naval Forces and the Royal Marines, the officers named in K.R. & A.I., Article 1135, Clause 1 (b), are to forward to the Commission, in duplicate, particulars of all deaths of ratings and Royal Marine ranks from whatever cause, stating full names, rank or rating, official number, decorations, ship, date and cause of death, and name and address of next-of-kin.

2. In addition, as full information as possible regarding the burial of both officers and men, and also of any enemy dead buried under the direction of the Naval Authorities, is to be forwarded to the Commission, in duplicate, by the authorities concerned.

3. *Definition of a war grave.*—A summary of the various categories now eligible for a war grave, so far as the Royal Navy is affected, is given below. Deaths occurring in the conditions indicated on and after 3rd September, 1939, and during the war period will be accepted by the Commission for treatment as war graves :—

- (a) Officers and men of the Armed Forces of the Crown, raised in the United Kingdom, or in any Dominion, Colony, possession or mandated territory, including the Women's Royal Naval Service and Queen Alexandra's Royal Naval Nursing Service.
- (b) Such officers and men dying after discharge from wounds inflicted or accidents occurring while on active service, or from sickness contracted or commencing on, or aggravated by active service.
- (c) Officers and men of the Merchant Navy, fishing fleets and lighthouse and pilotage services, whose deaths are due to enemy action at sea; also all absolutely unidentifiable bodies washed or brought ashore in the United Kingdom.
- (d) Auxiliary Coastguards dying on duty or as a result of injury on duty.
- (e) N.A.A.F.I. personnel :—
 - (i) If enrolled as members of the Services—on the same footing as the Armed Forces.
 - (ii) If not—only those dying overseas or from wounds inflicted overseas
- (f) V.A.D. members under contract serving with the Armed Forces—on the same footing as the Armed Forces.
- (g) Newspaper correspondents on duty in H.M. ships.

4. It is emphasised that the inclusion of the categories stated above in those eligible for a war grave does not confer a right to a Service funeral, or a grant to relatives in aid of funeral expenses, where entitlement to such does not already exist.

5. *Marking of graves.*—The Commission is following the same practice as for the graves of those who fell in the war of 1914–18, namely :—

- (a) Abroad, cemeteries will be formed and uniform headstones of a simple pattern will be erected wherever the forces of the British Commonwealth have been engaged.
- (b) In the United Kingdom, the Commission are prepared to erect the same standard headstone over all war graves, not only those in Service cemeteries or reserved plots in public cemeteries, but also in those cases of single and private burial if the relatives so desire.

6. Headstones cannot, however, be erected now, either at home or abroad, but as a temporary measure, the Commission will, wherever possible, arrange for the graves to be marked by specially designed wooden crosses, by the Shield of David in the case of Jewish graves, or by other appropriate form of memorial.

7. *Disposal of title deeds.*—All deeds of grant, certificates of ownership or other documents of title relating to war graves, which have been or may be issued to Commanding Officers, should be forwarded, under registered cover, to the Commission for safe custody as soon as the retention of the documents locally is no longer required, accompanied by a note of the name and Service particulars of the deceased where that information does not appear in the document itself.

8. In addition to those relating to graves of members of the United Kingdom and Dominion Forces, the above applies also to documents of title relating to the graves of members of Allied and Enemy Forces, and to the graves of members of the United Kingdom, Dominion and Allied Merchant Navies dying from enemy action at sea.

(A.F.Os. 1052/40. 2369/43 and 2835/43 are cancelled.)

*5983.—Navy, Army and Air Force Institutes—Lower Deck Representative for Mediterranean Fleet

(V. 2/8059/43.—16 Dec. 1943.)

Chief Stoker (Pentagon) William Francis Williams, Official Number D/K.306177, H.M.S. "St. Angelo", has been elected Mediterranean Fleet Lower Deck Representative at the Mediterranean Headquarters of the Navy, Army and Air Force Institutes, for the period of 18 months, commencing 1st September, 1943, in succession to Able Seaman Thomas H. Caddey, Official Number C/J.86425.

(A.F.O. 2145/42 is cancelled.)

*5984.—H.M. Ships "Albatross" and "Ceres"—Disposal of Ships' Fund ;

H.M.S. "Eagle"—Disposal of Ward Room Mess Surplus

(P.M. 3463/43.—16 Dec. 1943.)

On the paying off of H.M.S. "Albatross" the ship's fund was closed and the balance distributed as follows :—

	£	s.	d.
Red Cross and P.O.W. Fund	62	2	2
Royal Naval Orphanage	62	2	2
St. Dunstan's	24	16	10
Royal Naval Fund	19	17	6
Lord Mayor's Fund for Air Raid Distress	19	17	6
R.N.B.T.	19	17	6
Royal Naval Maternity Home	19	17	6
Prince of Wales Ear and Eye Hospital, Devonport	19	17	6
Total distributed	£248	8	8

2. The balance of the ship's fund of H.M.S. "Ceres" on paying off, has been disposed of as follows :—

	£	s.	d.
Alexandra Homes, Devonport	20	0	0
Lifeboat Institution	20	0	0
Red Cross Society	24	18	5

3. The credit balance of £7 13s. 8d. of the Ward Room mess surplus of H.M.S. "Eagle" has been given to the First June Appeal for Naval Officers' Charities.

5985.—Borstal Institutions—Escorts for Men Released from

(N.L. 20209/43.—16 Dec. 1943.)

In the case of men released from Borstal Institutions, the rule in K.R. & A.I., Article 5f6, clause 2, that an escort is to be sent to the place of confinement may be waived in those cases where the Governor advises that an escort is unnecessary. When this procedure is adopted, precise instructions, together with railway warrant and meal orders, are to be sent by the Commanding Officer of the ship on whose books the offender is borne to the Governor of the Borstal Institute.

2. Men released from Borstal for whom an escort is sent should not be handcuffed unless the Governor advises it or the man's conduct during the journey renders it necessary.

(K.R. & A.I., Article 556, clause 2.)

5986.—Sports—R.N. and R.M. Sports Control Board—Donations

(N.—16 Dec. 1943.)

(Included in Notice Boards Issue only.)

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

5987.—Guns—Q.F., 4-in., Mark XIX—Lever Breech Mechanism— Fitting of Extension Handles

(A.S. 11753/43.—16 Dec. 1943.)

The following modification is approved :—

<i>Gun</i>	Q.F., 4-in., Mark XIX.
<i>Part affected</i>	Lever, breech mechanism, Marks I, IA, I*, I*A, II and IIA.
<i>Purpose</i>	To improve functioning.
<i>Nature of modification</i>	Fit an extension plate and handle. After modification above Marks are to be advanced to Marks I**, I**A, I***, I***A, II* and II*A respectively.
<i>Drawing</i>	Instructional Print N.O.D. 3121/17.
<i>New parts required</i>	Plate, extension, handle and five fixing screws per lever. Intermediate demands should be forwarded to D.A.S. (Br. A).
<i>By whom to be done</i>	R.N. Armament depots.
<i>Degree of urgency...</i>	Gun in service at first opportunity, those in store before issue.

5988.—Guns—40-mm.—Mounting in D.E.M.S.

(D.N.O. (WO) 248/43.—16 Dec. 1943.)

Single Bofors guns for D.E.M.S., *vide* C.A.F.O. 1136/43 are mounted on two types of mountings :—

(a) The "Army" type, Mark III, mounting.

(b) The "Navy" type, Mark III C.N., which have C.N. after their registered numbers, are fitted with shields, and provided complete with pedestal and ammunition boxes on the platforms.

2. The general layout of the gun position is shown in Drawing D.N.C. 24A/1564.

3. Two 24-round emergency ammunition boxes, Pattern 7100, to Drawing D.N.C. 24A/1550 are fixed on the platforms of the gun mounting, one each side.

4. Three 48-round ready-use lockers, Pattern 7101, to Drawing D.N.C. 24A/1550 are fitted in the gun position.

5. Boxes for the Mark III, and lockers for both types will be provided to match equipments as far as possible, and should be demanded through the local N.S.O. In any case where they are not available they should be manufactured to the drawing quoted.

6. The balance of the ammunition will be stowed in lockers on deck or in the magazine as necessary.

7. The following gives the positions of the emergency ammunition boxes, method of fitting permanent and semi-permanent limit stops, and the necessary modifications for the two types of mounting.

8. *Army type, Mark III.*—(i) The boxes are to be fitted to the platforms as shown in A.F.O. Diagram 369/43 (1).

(ii) Limit stops are to be arranged as in A.F.O. Diagram 369/43 (2).

(iii) Scotchmen are to be fitted for the 200-knot sights as in A.F.O. Diagram 369/43 (3).

(iv) Any of the modifications given in A.F.O. 4297/43 which have not already been done are to be carried out.

9. *Navy type, Mark III C.N.*—(i) The box on the platform behind the trainer is to be moved 14 inches inwards toward the centre line so that the inner edge of the box is 14 inches from centre line.

(ii) The sloping and vertical top parts of the shield are not to be fitted and are to be removed if already fitted as they interfere with loading at low angles

of elevation. The vertical lower piece of the shield should remain as fitted. The stays supporting the shield from the platform are to be removed and the necessary extension to the one leg of each ammunition box fitted as necessary.

(iii) Limit stops are to be arranged as in A.F.O. Diagram 369/43 (4).

(iv) Scotchmen are to be fitted for the 300-knot sights as in A.F.O. Diagram 369/43 (5).

(v) Drain holes 0.5-in. diameter should be drilled as low down as possible in the side of the pedestal.

Note.—Later mountings of this type may embody (i), (ii) and (iv).

10. Limit stops are only designed to withstand normal usage and training by means of the handwheel. The gun must not be swung round against them without use of the training wheel, and gun's crews should be instructed accordingly.

(C.A.F.O. 1136/43 and A.F.O. 4297/43.)

5989.—Guns—Q.F., 40-mm., Left, Mark IV and Right, Mark IV, and U.S. Q.F., 40-mm. Left, Mark I, and Right, Mark II—Modification to Cover Rear

(A.S. 14502/43.—16 Dec. 1943.)

The following modification is approved :—

<i>Gun</i>	Q.F., 40-mm. Left, Mark IV, and Right, Mark IV, and U.S. Q.F., 40-mm.
<i>Part affected</i>	Cover rear.
<i>Purpose</i>	To prevent distortion of hinge pin and fracture of hinge lug.
<i>Nature of modification</i>	Contour of boss for hinge pin altered. Metal removed from bottom of rear cover, and the words "Lower Cover Carefully" stamped on top of rear cover and stamping filled with white paint.
<i>Drawing</i>	Instructional Print N.O.D. 3138/122.
<i>By whom to be done</i>	R.N. Armament Depots.
<i>Degree of urgency...</i>	As opportunity offers.

2. Pending application of this modification, ships' staffs should paint "Lower carefully" in white letters on the top of the rear cover.

3. Mark IV guns manufactured in the future will embody this modification.

5990.—Guns—Hispano, 20 mm., Marks I, II and II*—Adjustment of Ejector.

(C.I.N.O./ADP. 1888/43.—16 Dec. 1943.)

On all occasions of initial fitment or replacement of the ejector in 20 mm. Hispano guns, Marks I, II and II*, a check should be made to ensure straight ejection of the fired cartridge cases; failure to give straight ejection may result in stoppages and damage to the chute.

2. Rest the gun in a level position with the ejection opening clear of any obstruction and remove the breech block return spring. Check that the horns of the ejector are of equal length by engaging and supporting a good dummy round or fired cartridge case on front of breech block, then slide breech block to the rear and magazine carrier forward until the ejector horns engage base of cartridge case.

3. If the horns of the ejector are not of equal length, exchange ejector or stone down the longer horn as necessary.

5991.—Guns—Machine, 0.303-in., Bren, Marks I and II—Modification of Bipods, Mark I

(A.S. 8985/43.—16 Dec. 1943.)

The following modification is approved :—

<i>Gun</i>	0.303-in., Bren, Marks I and II.
<i>Part affected</i>	Bipods, Mark I.
<i>Purpose</i>	To secure inner and outer tubes when catches, leg, bipod, are broken or lost, which may result in loss of lower extending leg.

Nature of modification ... Catch or spring removed from each leg, and two $\frac{3}{8}$ -in. \times $\frac{1}{4}$ -in. mild steel pins inserted through outer and inner tubes in each leg, as shown in A.F.O. Diagram 378/43.

By whom to be done ... R.N. armament depots and Royal Marine units.

Degree of urgency ... As necessary.

2. This modification is only to be carried out when the catches, legs, bipod are damaged beyond local repair or lost, and cannot be readily replaced.

3. The pins required should be provided locally as necessary.

4. 0.303-in. Bren guns, Marks I and II, now being received are fitted with bipods, Mark II, which are of the non-telescopic leg type.

5992.—Gun Mountings—2-pdr., Mark XVI—Gun Compensating Balance-spring—Tube Assembly—Addition of Drain Hole

Coastal Force Bases concerned

(G. 6074/43.—16 Dec. 1943.)

A drain hole is to be drilled in one side of each of the gun-compensating balance-spring tubes fitted to 2-pdr., Mark XVI mountings.

2. The hole is to be 0.25 in. diameter and positioned 0.75 in. from the bottom of the tube.

3. The work is to be carried out by Coastal Force Base staff.

5993.—Gun Mountings—2-pdr., Mark VII, VII*P, and R.P. 50 Mark VII—Loading Steps—As. and As.—Reports

P.S.Os., E.R.Os., Ships and Establishments concerned.

(G. 4341/43.—16 Dec. 1943.)

Trials with loading steps fitted to the rotating platform of a 2-pdr., Mark VII, mounting have shown a marked improvement over the existing loading ramps.

2. The loading steps as shown in A.F.O. Diagram No. 371/43 should be fitted to all 2-pdr., Mark VII, VII*P, and R.P. 50 Mark VII Mountings. Where the mounting is on a raised pedestal and fitted with a loading platform at a similar height all round the mounting, the additional loading steps are not required and Commanding Officers should report accordingly.

3. Ships fitted with short loading ramps secured to the deck are to remove them as top weight compensation on fitting the loading steps. These short loading ramps are no longer to be fitted to new construction ships.

4. The work is to be carried out by ships' staffs assisted as necessary by dockyards and repair establishments, and the Commanding Officers should insert an item in their lists of As. and As. to cover the work involved.

5. The loading steps are within the platform sweep of the mounting and no increase in working radius is involved.

6. Future mountings will be supplied with the steps already fitted.

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

5994.—Ammunition—9 mm. Ball of Foreign Manufacture—Use and Restriction—REPORTS

(A.S. 02594/43.—16 Dec. 1943.)

Trials have shown that 9 mm. ammunition of German or Italian manufacture is usually suitable for firing from the Lanchester machine carbine.

2. It would be judicious to carry out local tests before any large scale use is made of ammunition of this type.

3. (i) Cartridges S.A. 9 mm. ball of Hirtenberg (Belgian) manufacture are not, however, to be used in naval service.

(ii) This ammunition can be recognised by the words "HER-AFRICA" and a stencil of a bursting bomb in red on the boxes and/or the following markings on cartons:—

"CARTUCHOS PARA PISTOLA AUTOMATICA 9 MM. PARA BELLUM. FABRICA DE CARTUCHOS DORDRECHT HIRTENBERG."

(iii) All ammunition in packages marked as above should be returned to the nearest naval armament depot at the earliest opportunity and others demanded in lieu.

(iv) Naval armament depots are to report to Director of Armament Supply (Branch B) particulars of stocks of any of this ammunition held or subsequently received. Nil reports are not required.

5995.—Ammunition—Pyrotechnics and Rockets, Signal—Star Shell—All Calibres Minimum Ranges at which satisfactory Functioning can be expected

(G. 012184/42.—16 Dec. 1943.)

Several cases have recently been reported in which the parachutes of star shell have failed resulting in too rapid descent of the star. On some of these occasions enquiry has shown that the shell had been set to burst at so short a range that satisfactory functioning could not be looked for.

2. Two natures of parachute are to be found in shell. The original type and a much stronger type recently introduced and now in production. Shell containing this latter are marked with a *green star* in place of the normal white star.

3. The following table shows for each calibre and for each of the types of parachute the minimum range for correct functioning. If fuzes are set to burst below these ranges parachute failures will be common.

Equipment	Old type parachute		New type (Green Star)	
	Yards		Yards	
Q.F., 5.25-in., Mark I	6,200	2,600
Q.F., 4.7-in., Mark XI	4,200	1,100
Q.F., 4.7-in., Marks IX and XII	1,800	1,000
Q.F., 4.5-in., Marks I, III and IV	3,200	1,000
Q.F., 4-in., Mark XIX	1,000	1,000
Q.F., 4-in., Mark XVI	1,700	1,000
Q.F., 4-in., Mark V	1,000	1,000

5996.—Cancelled

5997.—Small Arms—Lanchester Machine Carbines—Stowage—As. and As.

Ships, P.S.Os., E.R.Os., and Authorities concerned.

(G. 09287/43.—16 Dec. 1943.)

With reference to A.F.O. 2854/43, the following instructions regarding the stowage of Lanchester machine carbines on board H.M. ships are promulgated for information:—

(i) *Carbines.*—Half the existing rifle racks are to be modified in accordance with A.F.O. Diagram 374/43. When so modified racks will accommodate either rifles or carbines. In ships under construction where racks have not been completed and in future new construction all racks should be made to this diagram. Drawing D.N.C. 2A/1055 referred to in paragraph 5 gives full details of the modified rack.

(ii) *Spare carbines.*—These will be issued in lieu of spare parts on the basis of 5 per cent. of the authorised allowance of Lanchester carbines. Stowage for these spares should be arranged in racks in the gunners' store.

(iii) *Magazines for Lanchester carbines.*—These are small but as they are supplied on the basis of nine per carbine, stowage will, in some cases, be required for a considerable number. Arrangements should be made for the stowage in the gunners' store or as convenient.

- (iv) *Webbing equipment*.—The existing stowages should meet the new requirements for rifle and Lanchester equipment.
- (v) *Ammunition*.—The outfit of 9-mm. ammunition for the Lanchester carbine is 300 rounds per gun plus 200 rounds for practice (C.A.F.O. 2623/42 refers). Ammunition will, generally, be issued in Boxes A.S.A. H.29 (contents 2,560 rounds), dimensions 16.9 × 10.75 × 9.35 inches. There will be a considerable reduction chiefly in A.S.A. $\frac{1}{2}$ N, H.3, boxes required for the stowage of 0.303-in. rifle ball and blank. As one box A.S.A. H.29 will stow (approximately) in the space occupied by two A.S.A. $\frac{1}{2}$ N boxes, very little modification, if any, will be necessary to the stowages.

2. The number of Lanchesters now shown in A.F.O. 2854/43 is the interim allowance. Eventually these carbines will be issued in the same proportion as rifles, e.g. battleships (home), 165 rifles and 165 Lanchesters. Stowage should, therefore, be arranged for the full allowance of carbines and spares and, where necessary, additional racks provided. A special allowance of Lanchesters will be supplied for Royal Marines and should be taken into consideration when arranging stowage.

3. The chests and/or cases, Lanchester machine carbine, in which the Lanchesters will be packed for transport when issued, are to be emptied on receipt and returned to the R.N. armament depot or O.C.A.S. from whom received.

4. The Commanding Officers of vessels concerned should enter an item, classification "B", in their lists of As. and As. to cover the work involved in carrying out the modifications and, where necessary, the fitting of additional stowage.

5. Copies of Drawing D.N.C. 2A/1055 showing details of the new rack are being distributed to all P.S.Os. and E.R.Os. Copies may also be obtained on application to the Curator of Drawings, Director of Naval Construction, Admiralty, Bath.

(C.A.F.Os. 2623/42, 531/43 and A.F.O. 2854/43.)

(A.F.O. 3572/43 is cancelled.)

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

5998.—Anti-Ship Fire Control—Director Control Towers—Armoured Hoods—Brake for Training Pinion Shaft—As. and As.

H.M. Ships "Valiant", "Warspite", "Renown", "Revenge", "Ramillies", "Resolution", "Royal Sovereign" and "Malaya" and H.M. Dockyards concerned

(G. 011410/43.—16 Dec. 1943.)

Failures have been reported to the training gear wheels in a 15-in. armoured tower due to failure of the hydraulic pressure and heavy seas causing the tower to take charge.

2. A.F.O. Diagram 373/43 shows a method of locking the training pinion shaft which has been made and fitted in "Queen Elizabeth".

3. Ships with armoured towers to which no similar locking device is fitted should insert the following item in their current lists of alterations and additions, the work to be carried out by ship's staff assisted where necessary by dockyard:—

"To fit brake for training pinion shaft in accordance with A.F.O. Diagram 373/43."

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

5999—Cancelled.

6000—18-in. Marks XII and XV Blowing Heads—Defect in Kingston Valve

(A.S. 17147/43.—16 Dec. 1943.)

Some of the Kingston valves fitted in 18-in. Mark XII and XV blowing heads have the nuts on the inner side of the valve plate, in positions adjacent to the webs of the valve seat, so close to the latter webs that rotational play of the valve is sufficient to allow the nuts to foul.

2. Should this occur as the valve closes after a blow the head is liable to reflow and cause the loss of the torpedo.

3. All 18-in. Mark XII and XV blowing heads on board and at naval air stations are to be examined. If necessary each of the webs of the valve seat should be filed as requisite to give at least $\frac{1}{16}$ -in. clearance between it and the nut in the worse position of the valve plate.

4. This instruction does not apply to Kingston valves in which the clamping ring is secured with flush fitting instrument headed screws.

6001.—Depth Charge Throwers, Mark IV—Failure of Carrier to Return to Loading Position

(A.S. 15734/43.—16 Dec. 1943.)

Carriers of depth charge throwers, Mark IV, will not always return to the loading position after firing, due to the overhang of the carrier, causing excessive friction with the barrel.

2. The carrier will usually go back if slight upward pressure is applied to the outboard side of tray, to re-align the carrier with the barrel, or failing this, it can be pulled back by means of the depth charge securing strap or other means.

6002.—Fuse Release Switches and Short-Circuiting Switches—Fuse Carrier A.P.9376A

(Ships concerned)

(T. 2992/43.—16 Dec. 1943.)

All fuse carriers A.P. 9376A, which are fitted in fuse release switches and short-circuiting switches, should be examined as soon as possible in order to ensure that the metal end clamps are free to slide on the tube when the fuse element melts.

2. Instances have been reported of fuse release switches failing to operate correctly due to the clamps gripping one end of the tube. Owing to faulty manufacture, the half clamps at opposite ends of the carrier were not identical and consequently, incorrect assembly resulted in one end becoming tight and the other excessively slack. In some makes, the half clamps are marked for correct assembly.

(A.G.M. 02107A.—2 Oct. 1943.)

6003.—S.A. Gear, Type A—Spring Hammers, Mark I, Returned to Makers for Conversion to Mark II*

(N.S. 36347/42.—16 Dec. 1943.)

To adjust Minesweeping Base store accounts in respect of Spring Hammers, Mark I, returned to Messrs. George Hattersley & Sons, Ltd., for conversion to Mark II* under contract C.P.4c/99925/42, the following procedure should be adopted:—

- A receipt in duplicate should be obtained from the contractors on S.549 voucher for the Mark I hammers returned for conversion.
- One copy of the receipted S.549 voucher covering the hammers returned should be forwarded to the Superintending Naval Store Officer Portsmouth, to whom invoices for the conversions will be rendered

6004.—Boiler Tubes, etc.

H.M. Ships "Inver", "Roebuck" and "Swift"

(N.S./P. 011315/43.—16 Dec. 1943.)

Particulars of the boilers and tubes fitted are as follows:—
H.M.S. "Inver" (P. 011315/43)

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

H.M.S. "Roebuck" (P. 20663/43.)

Type and No. of boilers ... Three Drum Small tube fitted with Melesco Superheaters. 2 No.
Total No. of tubes fitted ... Generator ... 8996 No.

Row	Extl. Diam.	Thickness	Fitted Length	Total No. of Tubes fitted	Remarks
	in.	W.D.G.	ft. in.		
A	1 $\frac{3}{8}$	128	10 6 $\frac{1}{2}$	288	All tubes are bent.
B	1 $\frac{3}{8}$	128	10 3 $\frac{3}{8}$	284	
C	1 $\frac{1}{2}$	116	10 0 $\frac{3}{4}$	444	
D	1 $\frac{1}{2}$	116	9 11	440	
E	1 $\frac{1}{2}$	116	9 9 $\frac{5}{8}$	444	
EI	1 $\frac{1}{2}$	116	9 8 $\frac{1}{16}$	16	
F	1	104	9 6 $\frac{5}{8}$	500	
G	1	104	9 6 $\frac{1}{2}$	496	
H	1	104	9 6 $\frac{1}{16}$	492	
J	1	104	9 5 $\frac{1}{16}$	488	
K	1	104	9 6 $\frac{1}{8}$	484	
L	1	104	9 6 $\frac{1}{2}$	480	
M	1	104	9 7	476	
N	1	104	9 7 $\frac{7}{8}$	472	
O	1	104	9 9 $\frac{1}{4}$	468	
P	1	104	9 10 $\frac{3}{16}$	464	
Q	1	104	9 11 $\frac{5}{8}$	460	
R	1	104	10 1 $\frac{1}{4}$	456	
S	1	104	10 3	452	
T	1	104	10 5 $\frac{5}{16}$	448	
U	1	104	10 7 $\frac{7}{8}$	444	

H.M.S. "Swift" (N.S. 35423/43.)

Type and No. of Boilers ... Admiralty 3 Drum Small Tube Type, with Melesco Superheaters ... 2 No.
Total No of Tubes fitted ... Generator ... 8996 No.

Row	Extl. Diam.	Thickness	Fitted Length	Total No. of Tubes fitted	Remarks
	in.	W.D.G.	ft. in.		
A	1 $\frac{3}{8}$	128	10 6 $\frac{1}{2}$	288	All tubes are bent.
B	1 $\frac{3}{8}$	128	10 3 $\frac{1}{8}$	284	
C	1 $\frac{1}{2}$	116	10 0 $\frac{3}{4}$	444	
D	1 $\frac{1}{2}$	116	9 10 $\frac{7}{8}$	440	
E	1 $\frac{1}{2}$	116	9 8 $\frac{7}{8}$	444	
EI	1 $\frac{1}{2}$	116	9 7 $\frac{7}{8}$	16	
F	1	104	9 6 $\frac{5}{8}$	500	
G	1	104	9 5 $\frac{3}{4}$	496	
H	1	104	9 5 $\frac{3}{8}$	492	
J	1	104	9 5 $\frac{3}{8}$	488	
K	1	104	9 5 $\frac{1}{2}$	484	
L	1	104	9 5 $\frac{3}{8}$	480	
M	1	104	9 6 $\frac{9}{16}$	476	
N	1	104	9 7 $\frac{7}{16}$	472	
O	1	104	9 8 $\frac{1}{2}$	468	
P	1	104	9 9 $\frac{13}{16}$	464	
Q	1	104	9 11	460	
R	1	104	10 0 $\frac{3}{4}$	456	
S	1	104	10 2 $\frac{11}{16}$	452	
T	1	104	10 4 $\frac{11}{16}$	448	
U	1	104	10 7 $\frac{3}{16}$	444	

Records affected, D.354 and D.682 (Standard copy).
(This Order will not be reprinted.)
(A.F.O. 4089/43)

6005.—Boilers—Use of Chemical Processes for Cleaning

(E.—in—C./N.L. 16515/43.—16 Dec. 1943.)

The use of chemical processes for cleaning boilers and/or removal of deposits of scale or grease, particularly those involving the use of compounds or solutions containing acids is liable to cause serious damage to boilers and machinery.

2. No chemical process, other than those mentioned in paragraph 3 below, is to be employed in connection with the boilers of H.M. ships and fleet shore establishments without prior Admiralty approval.

3. (a) The use of lime or soda for maintaining boiler water in an alkaline condition, *vide* Engineering Manual, Articles 207 and 214.

(b) The use of U.S. Navy boiler compound in those ships for which the U.S. Navy system of feed-water treatment is authorised, *vide* A.F.O. 2519/42.

(c) The use of boiler disencrustant powder or "Snowdrift" zinc fluid for removal of scale deposits in boilers of shore establishments and auxiliary vessels which are fed with shore water.

These substances are standard store articles, *vide* Rate Book for Naval Stores, 1941-42, page 758.

(d) The use of common soda or soda ash for removal of grease by boiling out, *vide* Engineering Manual, Article 200.

(e) The use of the trichlorethylene vapour process for degreasing.

(A.F.O. 2519/42.)

6006.—Fairbanks Morse Diesel Engines, Models 35-F-14 and 36-A-4 $\frac{1}{2}$ —Spare Parts for

Motor Minesweepers 242 to 257

(D. 16727/43.—16 Dec. 1943.)

Spare parts for the Fairbanks Morse Diesel engines, Models 35-F-14 and 36-A-4 $\frac{1}{2}$, fitted in the above-mentioned vessels are now available at the Admiralty Machinery Depot, North Kent Works, Erith, Kent.

2. Demands to replenish "On Board" spares should be forwarded to the Officer-in-Charge, direct.

6007.—Hudson Invader Engines—Limitation of R.P.M. and Examination of Oil Pumps

Minor Landing Craft

(D. 15763/43.—16 Dec. 1943.)

A number of instances of major damage to Hudson Invader engines have been attributed to insufficient running-in when new engines are first brought into service.

2. Engines which are supplied by L.C.M.S.O. for re-engining craft in the United Kingdom or as spare engines will be fitted by the Combined Operations Repair Organisation, with a sealed throttle stop limiting the loaded engine R.P.M. to 1,200, but these will not have been fitted to the engines of new L.C.V.(P) now being received from U.S.A.

3. All new Hudson Invader engines, whether fitted with a throttle stop or not are in no circumstances to be run at R.P.M. exceeding 1,200 until 50 hours' running has been completed.

4. Base Engineer Officers or Flotilla Engineer Officers are to make a notation in the log book authorising 1,200 R.P.M. to be exceeded and the throttle stop, if fitted, to be removed when the prescribed running-in period has been satisfactorily completed.

5. The foregoing restrictions do not apply to reconditioned engines.

6. Several cases of oil pump failure have occurred in Hudson Invader engines due to insufficient end clearance between pump gears and housing.

All bases concerned are to carry out an inspection of the oil pumps on receipt of this order. If the clearance is incorrect, base staffs are to effect the necessary adjustment where facilities exist for this work to be properly carried out. When this is not possible, a demand is to be forwarded to the Admiralty for a replace pump, the demand quoting the official number of the craft and the official number of the engine for which the corrected pump is required. In the case of bases abroad, correction of the clearance should be carried out locally by base staffs.

Correct clearance between pump gears and housing is 0.011 in. A minimum of 0.006 in. and a maximum of 0.016 in. is acceptable.

6008.—General Motors 16-2⁷8A and 12-2⁷8 Diesel Engines—Crank Pin Bearings

"Captains" Class Frigates and Rescue Tugs

(D. 16723/43.—16 Dec. 1943.)

To meet the shortage of spares caused by the rapid wear of big-end bearings, which is normally confined to the top halves only, the unworn bottom shells of these bearings may safely be used in the top halves.

2. If this is found necessary, the following instructions should be observed:—

- (a) After removal of the complete crankpin bearing, the upper half should be used as a template for setting up to drill the oil holes in the bottom half. These oil holes are necessary for conveying the lubricating oil through the shell into the grooves in the foot of the hollow connecting rod.
- (b) The connecting rod cap is fitted with an internal keep or key for securing the lower half of the bearing shell in position. The lower half of the shell should be used as a guide for setting up the machine to cut the necessary keyway in the top half, thus ensuring that the upper half registers accurately in the connecting rod cap after reversing.
- (c) No attempt should be made to take up wear by letting the two halves of the shell together. These bearings are not designed for adjustment (*see* Instruction Manual). After reassembly, care should be taken to inspect the oil supply, using the priming pump, to pistons and bearings.
- (d) After inversion, bearings should be given the usual treatment as regards "running-in on light load" until they have settled down to normal working temperatures. Care is to be taken to ensure that the maximum oil pressure consistent with makers' instructions (12 lb./sq. in. @ 375 r.p.m.) is maintained by adjustment of the relief valve when the engine has reached normal working temperature.
- (e) Bearing shells in which the metal is in a condition unsuitable for use as a bottom half, should be set aside for possible remetalling at a later date.

6009.—Fuel Tank Filling Connections

L.C.A., L.C.S.(M), L.C.M.(1)

(D./D.C.O.M. 363/43.—16 Dec. 1943.)

With the design of petrol filling connection at present fitted in the above-mentioned craft there is danger of petrol reaching the engine room bilges in the event of a "blow back" when filling the tanks, or of overfilling. This has been the cause in two instances of an outbreak of fire in the engine rooms of L.C.M.(1).

2. In order to avoid this danger the design of filling connection should be altered as shown in A.F.O. Diagram No. 370/43. The work should be carried out by Base staffs at the first convenient opportunity. Flexatex hose required should be demanded from L.C.M.S.O., Staines.

3. A similar modification will be incorporated in new construction.

6010.—Engine Maintenance Routines

Landing Craft and Landing Barges

(D./P.D. (Q) 01217/43.—16 Dec. 1943.)

To ensure uniformity of procedure for the maintenance of the engines fitted in the above-mentioned craft maintenance charts for all engines concerned are promulgated in A.F.O. Diagram 372/43 (1-17) for the guidance of all authorities responsible for operation of these craft.

2. It is of the utmost importance that these maintenance routines should be adhered to as failure to do so may seriously reduce the life of the engines. The extent to which these routines can be carried out during the course of actual operations will clearly depend on the circumstances, and should these be such that the operating authority concerned considers it necessary to defer some of the maintenance work this should be carried out at the earliest subsequent opportunity.

3. The maintenance charts have been framed as a general guide to the work required and the intervals at which it should be carried out, but they are not intended to provide detailed information as to how the various operations are to be dealt with. Reference should in all cases be made to the engine manufacturers' instruction books for full detail of each individual operation.

4. The charts for Hall Scott Invader, Scripps-Ford V8, Chrysler Royal and Chrysler Crown engines have been compiled on the assumption that they will be run on unleaded fuel. Should the circumstances in any area necessitate the use of 80 octane leaded pool petrol the intervals between the regular maintenance routines for sparking plugs and top overhaul will probably have to be appreciably reduced, but insufficient experience is available so far to lay down precise periods. The effect of this fuel is likely to be less marked on the Hall Scott Invader engine than on the Scripps-Ford V8 and Chrysler engines.

5. Attention is drawn to the undermentioned A.F.O. Diagram 372/43 (1-17):—

Diagram No.	Title
372/43 (1).	Fowler Sanders. 3 B. auxiliary generator as fitted in L.C.T. (2) and (3).
372/43 (2).	G.M. Diesel Generator 20 kW. set. As fitted in L.C.I. (L).
372/43 (3).	Paxman T.P. Marine Diesel Engine as fitted in L.C.T. (2), (3), (4), L.C.F. (L), L.C.G. (L), L.C.T. (R), L.C.G. (M).
372/43 (4).	Gray Marine Diesel as fitted in L.C.T. (5), L.C.M. (3), L.C.V., L.C.P. (L).
372/43 (5).	G.M. Quad Marine Diesel Engine as fitted in L.C.I. (L).
372/43 (6).	National 3 D Auxiliary Generator Engine as fitted in L.C.T. (2).
372/43 (7).	Lister Auxiliary Generator Engine as fitted in L.C.T. (3), (4), L.C.F. (L), L.C.T. (R), L.C.G. (L).
372/43 (8).	Hill Diesel Generator 20 kW. set as fitted in L.C.T. (5).
372/43 (9).	Sterling "Admiral" Marine Engine.
372/43 (10).	Buda-Navy Diesel as fitted in L.C.M. (3).
372/43 (11).	Hall-Scott and Hudson Invader as fitted in L.C.P. (L), L.C.P. (R), L.C.V., etc.
372/43 (12).	Scripps-Ford V8. as fitted in L.C.A., L.C.S. (M) and L.C.P. (M).
372/43 (13).	Chrysler Crown Marine Petrol Engine as fitted in L.C.M. (1) and L.C.P. (S).
372/43 (14).	Kermath Seawolf as fitted in L.C.P. (L).
372/43 (15).	Hall-Scott Defender as fitted in L.C.T. (1), L.C.I. (S), L.C.S. (L) (2).
372/43 (16).	Buda 20 kW. Diesel Generator Set as fitted in L.C.T. (5).
372/43 (17).	Chrysler Royal Marine Engine as fitted in L.C.P. (R), L.C.V., L.B.V., etc.

(C.C.O., 12 Apr. 1943, No. A.L.B. 3062/43.)

6011.—Valve Reseating Gear

(D./M. 2826/43.—16 Dec. 1943.)

Details of a valve reseating tool shown in A.F.O. Diagram 377/43 are promulgated for general information.

2. A tool to this design has been manufactured by a ship's staff and is reported to have given good service in the refit of valves of moderate size.

(R.A.(D.)H.F., 4 Oct. 1943, No. 840/H.D. 360.)

6012.—Drain Valves, Piston Sleeve Type—Packing Rings for

(D. 12312/43.—16 Dec. 1943.)

The following is a description of a method devised in one of H.M. ships to meet an urgent requirement for packing rings for piston sleeve type drain valves. The apparatus required can be made by ship's staffs and the rings made from scrap pieces of C.A.F. sheeting, which would otherwise be wasted. Rings produced by this method have proved satisfactory in service.

2. The apparatus required consists of a boring jig and mandrel. A.F.O. Diagram No. 379/43 shows details of the gear required for the manufacture of nine rings, $\frac{5}{8}$ in. bore and 1 in. external diameter, nine being the maximum number possible using a standard $\frac{5}{8}$ in. twist drill.

3. The procedure used is as follows:—

- (a) Coat the boring jig internally with dry graphite and fill the space A with 45 discs, $1\frac{1}{8}$ in. diameter, cut from $\frac{1}{16}$ in. C.A.F. sheeting.
- (b) Tighten compression nut B, applying the normal purchase of a $\frac{3}{4}$ in spanner.
- (c) Centre the jig in a lathe and drill the discs with a $\frac{5}{8}$ in. twist drill. The drill must be frequently withdrawn to clear the drillings. Finally smear the drill with a small amount of Belleville grease and run through several times to obtain a highly polished graphited surface.
- (d) Thread the discs on the mandrel C, inserting a greased paper disc after every fifth disc and tighten nut D.
- (e) Place the mandrel in a convenient drain funnel and by easing an adjacent superheated steam drain valve, heat for 10 minutes. Follow up nut D.
- (f) Allow the mandrel to cool to room temperature.
- (g) Turn the rings down to the required diameter, remove them from the mandrel and finally coat them with dry graphite.

(C.-in-C., Med., 29 Aug. 1943, No. 2805/Med., 243/12/1.)

6013.—D/F Outfit FH3 with Frame Coil S25B—Fitting-out Information

(S.D. 04345/43.—16 Dec. 1943.)

A.S.E. Preliminary Specification No. B345/43 has been prepared to show the method of fitting and wiring D/F Outfit FH3 with Frame Coil S25B.

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

3. Copies of the specification have also been forwarded to the Warship Production Superintendents, East Coast of Scotland, North Western, Humber, Southern, London, South Wales, Belfast, Scottish and North Eastern Areas; and to the Warship Electrical Superintendents, Scottish, North Western, North Eastern, South Wales, London, South Western and Northern Ireland Areas. The Principal (Ship) Overseers and Emergency Repair Overseers of all ships approved to be fitted with D/F Outfit FH3 with Frame Coil S25B are therefore to apply to the Warship Production Superintendents of their areas for a copy of A.S.E. Specification No. B345/43 in accordance with the procedure laid down in A.F.O. 790/40.

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

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

6014.—A.C. Supply Outfit DUR —Fitting-out Information

(S.D.04431/43.—16 Dec. 1943.)

A.S.E. Preliminary Specification No. B323/43 has been prepared to show the method of fitting and wiring A.C. Supply Outfit DUR.

2. Copies of the specification have been forwarded to Commanders-in-Chief, Eastern Fleet and Western Approaches; Admirals Superintendent, Chatham, Devonport, Portsmouth, Orkneys, Malta and Rosyth; Flag Officers, East Africa,

West Africa and Ceylon; Flag Officers-in-Charge, Milford Haven and Aden (for Radar Officers); Director Coastal Force Material Division; Commodore, Algiers; Commodore Superintendent, Gibraltar and Simonstown; Commodore-in-Charge, Sheerness and Halifax; Commodore R.I.N., Bombay; Captain-in-Charge, Bermuda; Captains Superintendent, Alexandria and Durban; Naval Officer-in-Charge, Londonderry; Deputy Superintendent, Pembroke; Naval Secretaries, Wellington and Melbourne (for the Officers concerned at Melbourne, Sydney and Fremantle); Commanding Officers H.M. Ships "Fox," "Midge," "Mantis," "Bee Hive," "Wasp," "Aggressive," "Hornet," "Attack," "Bee," "Dartmouth II," "Mosquito" and "Gregeia"; Secretary Naval Board (N.D.A.), Ottawa; Chief Constructors-in-Charge, Corpach and Dunstaffnage, B.A.M.R., Washington.

3. Copies of the specification have also been forwarded to the Warship Production Superintendents, East Coast of Scotland, North Western, Humber, Southern, London, South Wales, Belfast, Scottish and North Eastern Areas; and to the Warship Electrical Superintendents, Scottish, North Western, North Eastern, South Wales, London, South Western and Northern Ireland Areas. The Principal (Ship) Overseers and Emergency Repair Overseers of all ships approved to be fitted with A.C. Supply Outfit DUR are therefore to apply to the Warship Production Superintendents of their areas for a copy of A.S.E. Specification No. B323/43 in accordance with the procedure laid down in A.F.O. 790/40.

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

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

6015.—Sparking Plugs for American Aero-Engines—Approved Types

(E.F.O./A.M.R. 970/43.—16 Dec. 1943.)

A.F.O. 5252/43 is to be amended as follows:—

Paragraph 2. Last line. For "types which are underlined" read "types which are in italics."

(A.F.O. 5252/43.)

6016.—Steering Arrangements—Fitting of Reid's Steering Gear—As. and As.

"B" Class Fairmiles

(D/C.F.M. 4623/43.—16 Dec. 1943.)

The undermentioned "B" Class Fairmiles are to be fitted with Reid's steering gear at the next refit or as opportunity offers:—

M.Ls. 118, 123, 146, 147, 150, 151, 153, 155, 163, 182, 187, 189, 190, 191, 193, 194, 195, 196, 197, 198, 200, 201, 202, 204, 205, 214, 230, 245, 246, 247, 269, 294, 297, 303, 304 and 347.

2. Sets of gear are to be demanded from The Fairmile Marine Co., Ltd., as required, and an item to cover this work is to be inserted in the relevant A. & A. list.

3. The Lockheed steering gear removed is to be returned to C.F.M.S.O., Eling Mill, Totton. The parts are to be labelled.

(C.O. "Hornet," 15 Oct. 1943, No. 8796/7201/M.24.)

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

6017.—Storm Door and Manholes to Crossbunker Bulkheads—As. and As.

Admiralty Design A/S, M/S Trawlers of "Tree", "Dance", "Shakespearean" and "Isles" Classes.

(D./P. 013463/43.—16 Dec. 1943.)

To provide an alternative means of entrance or escape from the crossbunkers in the above-mentioned ships, other than through the bunker leads, the following should be fitted:—

- (i) Non-watertight door, 1 ft. 9 in. square on the top of the transverse bulkhead forming the after end of the crossbunker with rungs on either side leading to the door.

(ii) Manholes should be cut on the top of the bulkhead between the crossbunker and the wing bunkers and rungs fitted thereto.

2. The Commanding Officer, H.M.S. "Marshal Soult" is to insert an item, classification "B", in the class list of As. and As. to these ships to cover the work involved.

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

6018.—Access to Compartments situated Below the Waterline which are to be Manned at Sea—As. and As.

H.M. Ships concerned

(D. 019623/43.—16 Dec. 1943.)

Hatches giving access to watertight compartments situated below the waterline which are manned at sea or at high degrees of readiness, or which are in the escape route from these compartments to the datum deck, are to be fitted to facilitate the evacuation of the compartments in an emergency.

2. Such means are normally provided for this purpose, but where this is not the case, one of the following methods is to be adopted:—

- Where the hatch is too heavy to be easily handled from below, an escape manhole is to be fitted to the hatch cover.
- Where the hatch cover is not large enough to permit of an escape manhole it is to be replaced by a bolted plate fitted with an escape manhole.
- Where the hatch is light, or it is necessary to maintain the effective area of the opening, the hatch is to be fitted with clips which can be operated both from above and below, counter balance weights being fitted as necessary.

3. The Commanding Officers of ships concerned are to insert an item, classification "A*," in their lists of As. and As., to cover the work involved, specifying the hatches affected and the proposed means of providing the escape facilities.

(R.A.C., 1st. C.S. 25 Jul. 1943, No. 286/K.397.)

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

6019.—Diesel Generators—Main and Emergency—Position of Fuel Tanks and Pumps

Ships fitted with Diesel generators

(T. 01088/43.—16 Dec. 1943.)

War experience emphasises that the fuel for Diesel generators should be stowed as close as possible to the generators, preferably in the same main W.T. sub-division.

2. This requirement is already met in many ships. Where it is not, the Diesel fuel stowage is to be modified to conform with this requirement. This can be done for example, by:—

- A re-arrangement of oil fuel and Diesel oil filling and suction pipes so as to utilise an adjacent oil fuel tank, if one of suitable size is available.
- Fitting a separate fuel tank in an adjacent compartment, which should be below the W.L.
- Utilising an aviation spirit tank no longer used as such or a motor-boat fuel tank.

3. Where fuel supply pumps are not fitted close to Diesel generators (i.e. in the same compartment, or in a compartment directly below), additional hand-operated pumps should be provided at such positions, taking their suction from the adjacent Diesel oil storage tank.

4. In new construction where no delay in completion is involved, instructions will be issued for each ship.

5. Where applicable in existing ships and in new construction where the work cannot be completed without delaying the ship, an item should be included in the list of As. and As. giving specific proposals for re-arranging the Diesel fuel stowage and supply pumps to meet the requirement. This A. and A. is to be classified "A" for emergency Diesels (i.e. those Diesels not connected to the main supply system) and "B" for main Diesels. No action is required in cases where an emergency Diesel generator and its oil fuel tank form a single unit as in certain upper deck generators.

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

6020.—Connection to Main Suction for Portable Electric Pump—As. and As.

"Town" class destroyers

(D. 15414/43.—16 Dec. 1943.)

Two upper deck connections for the portable electric salvage pump to the main suction situated in the hold are to be provided in "Town" class destroyers in accordance with arrangements shown on Drawing D.N.C. 3/A. 671 (A.F.O. Diagram No. 375/43.).

2. An item, classified "A", to cover the work involved, is to be included in the class list of As. and As. for the ships concerned.

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

6021.—Additional Fire and Bilge Pump—As. and As.

"Tribal" class destroyers.

(D. 020094/43.—16 Dec. 1943.)

It has been approved to fit an additional electrically driven fire and bilge pump in the above-mentioned destroyers. The pump is to be positioned as low down as possible in the ship on the starboard side at the after end of No. 1 boiler room. The pump, which has a capacity of 20 tons per hour with a discharge pressure of 80-lb. per square inch, is to be fitted with 3-in. diameter suction and discharge connections. Piping arrangements are to be on the lines of A.F.O. Diagram No. 376/43. Power supply is to be through a 75-ampere D.P. change-over switch A.P. 2701 located adjacent to the pump, from a junction box connected to the forward switchboard port or starboard side, and from a junction box connected to the after switchboard on the opposite side of the system.

2. When the additional fire and bilge pump is fitted, the existing Downton pump is to be landed.

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

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

6022.—Life-Saving Equipment—Torches and Sleeves for Inflatable Lifebelts

(N.S. 05906/43.—16 Dec. 1943.)

The life-saving torches and sleeves, partial supply of which has already been made to the Fleet, have now been standardised and will be added to the Authorised List of Naval Stores as follows:—

Subhead and item	Pattern number	Description	Classification
F.2.A	16216	Case, torch, life-saving	Permanent
E.12	1128	Sleeve for stowage of torch (for attachment to inflatable lifebelt).	Consumable
F.2.A	16137	Bulb	Consumable
<i>Required to complete:</i>			
F.2.A	*	Battery	Consumable

* One single unit cell of the standard torch battery, Pattern 55.

2. Under present arrangements supply has been authorised to all personnel of Escort Carriers, Destroyers, Corvettes, Fleet Minesweepers and smaller vessels (including Trawlers and Coastal Force Craft) and to 20 per cent. of the complements of Cruisers of Home, Mediterranean and Eastern Fleets.

3. Production will now allow extension of supply to all Naval personnel at sea except D.E.M.S. Naval personnel for whom separate arrangements have been made.

4. The following arrangements are therefore to be made:—

Supply

- All personnel in the Naval service at present serving afloat are to be supplied with life-saving torches.
- All personnel on being appointed or drafted afloat are to be supplied with life-saving torches by the establishments in which borne.

Additional Allowances

In order that torches becoming defective or lost can be replaced immediately, stocks of the articles mentioned in paragraph 1, sufficient to make up a number of completed torches equal to 10 per cent. of the complement are to be held as spare in each seagoing ship.

Accounting

Torches with sleeves, batteries and bulbs complete are to be distributed as a personal issue which should be noted in the pertinent record of kit, e.g. ratings' clothing list. In the case of T.124 ratings the notation should be made on whatever record is kept of other items of kit.

Bulk supplies should be taken on charge in the Naval store account in the usual manner, but should be issued outright, as required, and not entered in the permanent loan account.

Distribution to Ships and Establishments

5. Demands from ships and shore establishments should be forwarded as follows:—

Ships in commission.—Demand on storing yard to complete equipment of personnel not already in possession of torches, plus 10 per cent. spares as in paragraph 4 above.

Shore Establishments.—Demand on storing yard sufficient torches to provide for normal draftings afloat for period of three months.

6. Supply to ships concerned under construction:—

(a) Those completing before April 1st, 1944:—

Warrant yards are to forward to supplying yards or depots demands to provide sufficient torches for full complement plus 10 per cent. spare.

(b) Those completing on or after April 1st, 1944:—

Warrant yards are to forward to supplying yards or depots demands only for the spare torches and components (i.e. a number equivalent to 10 per cent. of the complement). If, on commissioning, it is found that any members of the complement are not in possession of a lifebelt torch, demands as necessary should be forwarded to storing yards.

Construction and Use of the Torch

7. The torch, which as a result of trials is considered the most suitable type for use with the Service inflatable lifebelt, consists of a battery in a metal container joined by a lead to a bulb, the latter being attached to a strong clip. The bulb is clipped to the lifebelt or to the clothing; the battery in its metal container fits into the pocket of a canvas sleeve which is secured to the inflatable lifebelt. To illuminate the bulb a small plug on the lead is plugged into the battery.

Provision of Stocks at Dockyards, etc.

(Superintending) Naval Store Officers only:—

8. Storing yards/depots at home should obtain their requirements from Stroud or Preston (whichever is the nearer).

In regard to yards/depots abroad the following shipments have already been arranged, and further requirements for issue and reserve stocks should be demanded by message quoting this order:—

Yard/base	Quantity torches and sleeves	Yard base	Quantity torches and sleeves
Alexandria ...	10,000	Durban ...	15,000
Malta ...	10,000	Bombay ...	10,000
Gibraltar ...	10,000	Freetown ...	7,000
Ceylon... ..	15,000	Simonstown ...	7,000
Algiers... ..	10,000		

9. Reports are to be forwarded by Superintending Naval Store Officer, Severn Area, and Naval Store Officer, Preston, on the 1st of each month, detailing:—

- (i) The quantities of torches and sleeves in stock and advised.
- (ii) Quantities demanded in accordance with this Order but not yet supplied or reported for freight.

10. The Sea Store Establishments will be amended.

(A.F.O. 611/40.)

(C.A.F.Os. 191/43 and 1173/43 are cancelled.)

6023.—Lewis Guns—Re-siting of—As. and As.

Boom Defence Vessels "Barricade" Class.

(D./B.D. 01024/43.—16 Dec. 1943.)

In order to improve the arc of fire of the Lewis guns in earlier vessels of the "BAR" class the guns are to be re-sited on sponsons each side of the compass platform as shown in A.F.O. Diagram No. 380/43.

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

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

6024.—Valve Packing—Salvage of

(N.S. 35259/43.—16 Dec. 1943.)

Future returns of empty valve cartons should be forwarded to:—

The Mullard Wireless Service Co., Ltd.,
Component Stores,
No. 10 Building,
Waddon Factory Estate,
Waddon,
Surrey.

(A.F.O. 3860/43.)

6025.—Unsheathed Wooden Vessels on Service in the Mediterranean, and other Stations where the Vessels are liable to Attack by Boring Worms

(D. 15417/43.—16 Dec. 1943.)

Examination in dock of the hull of an unsheathed Motor Minesweeper, which has recently returned from the Mediterranean, reveals damage by ship worm, which will necessitate the renewal of some of the bottom planking, occupying a graving dock over an extended period. The vessel examined had been in the water for about nine months between successive dockings.

2. Attention is drawn to A.F.Os. 3282/42 and 3615/43 which refer to docking of unsheathed vessels on hot stations. It is hoped that with increasing facilities it may be found possible to reduce the period between dockings for unsheathed wooden vessels in the Mediterranean.

3. The damage to the planking of the Motor Minesweeper referred to in paragraph 1 is mainly concentrated in the waterline planking, port and starboard, over the middle third of the length of the vessel. It appears to be consequent on the paint, or other covering, being abraded by ships side fenders, leaving the bare soft wood planking open to attack by teredo. Examination suggests that the damage might have been kept under sufficient control to have saved the planking, if the waterline zone had been kept well painted.

4. The following action is promulgated, for the information of Commanding Officers of Ships and Bases concerned, in order to reduce the ravages due to teredo worm, where facilities are not adequate to deal with the considerable amount of docking required.

- (a) Examination of the waterline planking, especially over the middle part of the length of the vessel, should be a frequent and regular routine. Any bare patches of wood should be coated as soon as possible with tar, or some sort of paint having tough and adhesive qualities.
- (b) When the vessel is flying light and circumstances admit she should be lightly careened, first to port, and then to starboard, to bring the light waterline 2ft. or so out of the water. The exposed area should be dried off, carefully examined, and then given a good coat of tar and turpentine, or of a tough, quick drying paint. The careening can be arranged either by putting sided ballast on the deck, or by setting up a strong mast-head tackle between the hounds of the foremast and a bollard on a quay.
- (c) If the examination of the waterline planking discloses traces of teredo attack, the affected areas should be scorched by means of a painters blow lamp, to kill off the worms which are in the planking, and afterwards well coated with tar.

(d) Berthing a vessel in fresh water for not less than five days would kill off any worm which had entered the planking.

5. In the case of copper sheathed vessels the examination referred to in paragraph 4 (a) above should be undertaken, and if the sheathing shows signs of damage or stripping, similar action should be taken with the portion of planking exposed.

(A.F.Os. 3282/42 and 3615/43.)

6026.—Syringes for Motor Boats—Withdrawal of Allowance

(N.S. 31609/43.—16 Dec. 1943.)

The allowance of one brass syringe, pattern 171, or pattern 950, for each motor boat has been withdrawn.

2. Ships in commission and other services concerned should arrange for syringes of the patterns quoted above which have been provided for motor-boats, to be returned to the nearest dockyard or naval store depot. Supply to ships under construction should be cancelled by the warrant yards and supplying yards or depots.

3. The Sea Store Establishments concerned will be amended.

6027.—Cords, Instrument—Type Q—Omission of Insulation on Metal Braiding

(A.C.R.D./A.D.P. 1995/43.—16 Dec. 1943.)

The Type Q instrument cord (Stores Ref. 10H/10353) is a four-way microphone/telephone cord with tinsel conductors and in which the microphone leads are screened by means of a metal braiding.

2. At the plug end of the cord this braiding has been slipped off the microphone leads to afford an earth connection and the empty braiding should be covered by insulating tubing up to the point where the microphone leads emerge.

3. In certain issues of these cords it has been found that the insulating tubing in question is missing.

4. All cords, instrument, Type Q, should be examined as they are taken into use and if necessary a 2-in. length of insulating tubing should be fitted over the braiding.

5. The following item of equipment may be required, and should be demanded from the appropriate R.N. store depot :—

Stores Ref.	Nomenclature	Quantity
5F/2123	Tubing, insulating, Grade E., 2.5 mm.	2 ins.

6028.—Loading Racks for Mark IV Depth Charge Throwers—Supply Arrangements

(T. 1556/43.—16 Dec. 1943.)

In order to ensure their availability when required, and to reduce the amount of work in ship repair establishments, arrangements have been made for the manufacture by contract in bulk quantities, of parbuckle loading racks, for use in conjunction with Mark IV depth charge throwers being fitted in vessels in commission.

2. The classes for which provision has been made are as follows :—

- Sloops
- Fleet minesweepers
- “ Hunt ” Class destroyers
- “ Town ” class destroyers
- Ex U.S. cutters
- “ Q ” and earlier class destroyers
- “ Flower ” class corvettes
- Trawlers.

3. In addition, provision has been made for the manufacture of racks for new construction trawlers. For all other new construction ships concerned, the racks will continue to be shipbuilders supply, as at present.

4. The standard full size rack, which accommodates five charges, will be known as the Mark I. The light type rack, which accommodates two charges, will be known as the Mark II. In both types, half of the total number will be constructed left hand and half right-handed.

5. Supplies are expected to commence in January, 1944.

6. Repair authorities and P.S.Os. concerned are to demand racks as necessary from D.C.W.(S), Bath, stating the service, number, type, handing, full consignment, address and date by which required.

6028a.—Walrus Aircraft—Stores for Repair of Fuel and Oil Tanks

(N.S. Air 1200/43.—16 Dec. 1943.)

The undermentioned items have been introduced for the repair of fuel and oil tanks of Walrus aircraft, and will be allowed to R.N. Air Stations, R.N. Aircraft Repair Yards and Repair Ships in accordance with the following scales :—

Consumable

Ref. No.	Part No.	Description	Den.	R.N. air stations		R.N. aircraft repair yards		Repair ships.
				Class A	Class B	Class A	Class B	Main store
				Main store		Main store		
738	—	<i>Section 26B.</i> Nut, 2 B.A. ...	No.	72	36	600	216	144
744	—	Washer, 2 B.A. ...	„	72	36	600	216	144
745	—	Washer, Lallite ...	„	72	36	600	216	144
2933	—	Washer ...	„	72	36	600	216	144
2934	—	Washer, Dural, 2 B.A.	„	72	36	600	216	144
730	VGS/ 929/A50	Bolt 2 B.A....	„	72	36	600	216	144

2. The following services will be supplied from R.N. Store Depot, Stafford, without demand :—

R.N. Air Station, Piarco.

R.N. Air Station, Hastings, Freetown.

R.N. Air Section, Dartmouth, Halifax.

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

4. Stocks are held at R.N. store depots.

5. Arrangements have been made for the necessary quantities to be despatched to yards abroad to cover the requirements of 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, R.N. air stations, store depots, etc., should be amended in manuscript.

Section 4

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

*6029.—Kits of General Service Ratings—Revision

(V. 4562/43.—16 Dec. 1943.)

The following amendment is to be made to A.F.O. 5781/43, page 66 :—
Under "Optional" and after "2 pairs khaki stockings", insert sub-heading—
"Class III".

(A.F.O. 5781/43.)

6030.—White Uniform—Ratings

(V1/3469/43.—16 Dec. 1943.)

Attention is drawn to A.F.O. 5977/43 in Part 2 of this issue.

6031.—Flying Clothing—Wearing of Goggles, Mark VII, with Helmets, Type C

(A.E.4956/43.—16 Dec. 1943.)

In order to improve the fitting of goggles, Mark VII, when worn with flying helmets, Type C, the latter will be manufactured in future with three goggle strap retainers instead of five, viz.—one on the back seam and one above and slightly to the rear of each ear piece to ensure that the goggle straps are held in the correct position.

2. In order to obtain the same result when wearing helmets of the present pattern, which are fitted with five goggle strap retainers, only the three rear retainers should be used.

6032.—W.R.N.S.—Uniform Kit

(V. 6438/43.—16 Dec. 1943.)

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

To list of categories add "Messengers (whose duties take them on board ships and cyclist messengers only)."
Free Issue—

Delete—"2 shirts, white (4 for Visual Signallers and S/M Attack Teacher Crews.)

5 collars, white (9 for Visual Signallers and S M Attack Teacher Crews)."

Add—"2 shirts, white (4 for Visual Signallers, S M Attack Teacher Crews, Messengers whose duties take them on board ships and Cyclist Messengers).

5 collars, white (9 for Visual Signallers, S M Attack Teacher Crews, Messengers whose duties take them on board ships and Cyclist Messengers)."

Loan Issue—

Delete—" (b) †1 pair Gaiters, web (Gardeners, Groundsmen, Tractor Drivers and Ratings on Aircraft)."

Add—" (b) †1 pair Gaiters, web (Gardeners, Groundsmen, Tractor Drivers, Ratings on Aircraft and Cyclist Messengers)."

(A.F.Os. 328/43 and 1976/43.)

A.X.O 2425/46

*6033.—W.R.N.S. Ratings—Badges

(V. 1/6429/43.—16 Dec. 1943.)

The wearing of substantive and non-substantive badges by W.R.N.S. ratings is governed by the following rules.

Chief Wrens

The rating of Chief Wrens is denoted by their distinctive hat badge and by the three large gilt buttons on their cuffs.

Non-substantive badges are worn on each side of the collar of serge jackets and tropical dresses and on the right cuff of overalls and overall suits. They are not to be worn on short-sleeved overalls.

Petty Officer Wrens and Leading Wrens

Substantive badges are worn on the left arm of overcoats, serge jackets, tropical dresses, tropical shirts, overalls and overall suits. The base of the device is to be 5 ins. from the point of the shoulder.

Non-substantive badges are worn on the right arm of serge jackets, tropical dresses, overalls and overall suits. The badges are worn with the centre of the device midway between the shoulder and elbow.

Wrens

Non-substantive badges are worn on the right arm of serge jackets, tropical dresses, overalls and overall suits. The badges are worn with the centre of the device midway between the shoulder and elbow.

2. Non-substantive badges are *not* worn on overcoats and tropical shirts.

3. A free issue of non-substantive badges is to be made to all ratings on entry, and any substantive or non-substantive badges necessary for wear with the first issue of tropical clothing are to be issued gratuitously. On advancement to a higher rating a first free issue of substantive and non-substantive badges, where the latter differ in type from those of the lower rating is to be made but no free issue of non-substantive badges denoting a higher non-substantive qualification will be made.

4. When ratings transfer from one category to another at their own request, they are to provide themselves with the badges of the new category at their own expense.

5. Good conduct badges are to be worn on the left arm of serge jackets and tropical dresses by P.O. Wrens, Leading Wrens and Wrens entitled to wear them. The badge is to be worn with the line joining the upper points 5 ins. from the shoulder point. All good conduct badges are to be issued on repayment.

6. The badges and distinguishing marks of W.R.N.S. ratings are generally similar in design to those worn by naval ratings, but badges worn with blue uniform have the design in light blue instead of red. Badges bearing pattern numbers lower than 600 are naval pattern "blue on white ground" badges.

7. The only badges at present approved for wear by W.R.N.S. ratings are set out below (Sections 1 and 2) and these ratings are not permitted to wear unauthorised badges including naval ratings' "red" badges. Particulars of any further badges approved for wear by W.R.N.S. ratings will be promulgated by A.F.O.

Section 1 (Description of badges)

Pattern No.		Description	Rating
On blue ground	On white ground		
600A	600B	<i>Hat Badges—Substantive</i> Anchor encircled by one row of embroidery and a laurel wreath, with a crown above; the design embroidered in blue.	Chief Wren
601A	601B	Anchor encircled by two rows of embroidery, with crown above; the design embroidered in blue.	Petty Officer Wren
53 54	} —	Sun Helmet badges	{ Chief Wren P.O. Wren
602A	X.1B	<i>Arm Badges—Substantive</i> Crossed anchors with a crown above, for left arm.	Petty Officer Wren
603A	X.3B	Anchor for left arm	Leading Wren
625A	X.76B	<i>Good Conduct Badge</i> Single chevron	All ratings
610A	X.138B	<i>Badges—Non-Substantive</i> Star with O.S. in centre	Mess Caterer Officer's Steward (including W.R.A. Wine Steward).
611A	X.139B	Star with O.C. in centre	Officer's Cook
612A	X.137B	Star with C in centre	Cook
613A	X.136B	Star with S in centre	Quarters' Assistant Supply (Clothing) Supply (Naval Stores) Supply (Victualling) Supply (F.A.A. Stores)
614A	X.135B	Star with W in centre	Book Corrector Chart Corrector D.G. Recorder Mail Clerk Shorthand Typist Typist Writer (General) (including Librarian) Writer (Pay) Writer (Pay) (D.E.M.S.) Writer (R.M.)

Pattern No.		Description	Rating
On blue ground	On white ground		
<i>Badges—Non-Substantive—contd.</i>			
616A	X.616B	Star with G in centre	Boats' Crew Gardener (Unspecialised) Laundry Maid Maintenance Maintenance (Air) Wrens (N.D.) Messenger (including Hall Porter and Postman) Steward (G) (including P.Os. Messman and Night Porter) General Duties (to include all unspecialised Wrens not shewn above).
617A	617B	Star with M.T. in centre	Motor Driver Despatch Rider
618A	618B	Crossed flags, small, in pairs	Chief Wren, Communications Branch A/M Transcriber Classifier (including Ionospheric Plotter). Coder R T Operator S.D.O. Watch-keeper Switchboard Operator T P Operator Visual Signaller
619A	X.20B	Crossed flags, large, for right arm	Ratings other than Chief Wren in Communications Branch A/M Transcriber Classifier (including Ionospheric Plotter) Coder R/T Operator S.D.O. Watch-keeper Switchboard Operator T/P Operator Visual Signaller
620A	X.60B	Wings, crown above, small, in pairs	Chief Wrens W/T prior to 17 Apr. 1942.
621A	X.64B	Wings only, large, for right arm	Radio Mechanic Radar Operator S.O. (W.T.) W/T
622A	—	Crown with laurel in pairs	Chief Wren, Administrative
623A	—	Crown, for right arm	P.O. Wren, Administrative

Pattern No.		Description	Rating
On blue ground	On white ground		
<i>Badges—Non-Substantive—contd.</i>			
624A	X.624B	Pair of dividers	Bomb-range Marker Plotter
626A	X.145B	Single gun with star above and letter "Q" below.	Q.O. Q.O. (L.C.)
627A	X.134B	Single torpedo with star above ...	Torpedo
†628A	X.330B (with addition of appropriate letter A, E, L or O)	Two-bladed airscrew (horizontal), and the appropriate letter A, E, L or O below.	Air Mechanic (A) Air Mechanic (E) Air Mechanic (L) Air Mechanic (O)
†629A	X.119B	Letter A	
†630A	X.332B	Letter E	
†631A	X.333B	Letter O	
†632A	X.117B	Letter L	
†633A with addition of Letter C	X.157B	Single gun with star above and letter C below.	Gunnery Control rating
†634A	—	Letter Q	
†635A	—	Letter C	
†636A with addition of appropriate letter L or W	X.123B	Crossed torpedoes with a star above and addition of appropriate letter L or W below.	Leading Wren T(L) or T(W)
†637A	†X.637B	Letter W	
†638A	X.46B	Star	

† These badges have been approved but are not yet obtainable from Service sources and a further A.F.O. will be issued as soon as stocks are available.

Section 2. Alphabetical list of categories giving badges authorised

Category	Badge		Description	Remarks
	Blue on blue	Blue on white		
Administrative P.O.	623A	247B	<i>Specialised</i> Crown for right arm	Chief Wrens— 622A
Air Mechanic (L) ...	628A	X.330B	Two-bladed airscrew (horizontal) with addition of letter L, A, E or O.	
Air Mechanic (A) ...	632A	X.117B		
Air Mechanic (E) ...	628A	X.330B		
Air Mechanic (O) ...	629A	X.119B		
A/M Transcriber ...	628A	X.330B		
	630A	X.332B		
	628A	X.330B		
	631A	X.333B		
	619A	X.20B	Crossed flags, large, for right arm.	Chief Wren— 618A and 618B
Bomb Range Marker	624A	X.624B	Pair of dividers.	
Book Corrector ...	614A	X.135B	Star with W in centre.	
Chart Corrector ...	614A	X.135B	Star with W in centre.	
Classifier (including Ionospheric Plotter).	619A	X.20B	Crossed flags, large, for right arm.	Chief Wrens— 618A. and 618B.
Coder	619A	X.20B	Crossed flags, large, for right arm.	Chief Wrens— 618A and 618B.
Cook (O)	611A	X.139B	Star with OC in centre.	
Cook (S)	612A	X.137B	Star with C in centre.	
D.G. Recorder ...	614A	X.135B	Star with W in centre.	
Despatch Rider ...	617A	617B	Star with MT in centre.	
Gunnery Control ...	633A	X.157B	Single gun with star above and letter "C" below.	
			with addition of	
			635A	
Mail Clerk	614A	X.135B	Star with W in centre.	
Mess Caterer	610A	X.138B	Star with OS in centre.	
M/T Duties... ..	617A	617B	Star with MT in centre.	
Plotter	624A	X.624B	Pair of dividers.	
Q.O. (L.C.)	626A	X.145B	Single gun with star above and letter Q below.	
Q.O....			(or	
			633A	
			with addition of	
			634A	
Quarters Assistant	613A	X.136B	Star with S in centre.	
Radio Mechanic ...	621A	X.64B	Wings only, large, for right arm.	
Radar Operator	621A	X.64B	Wings only, large, for right arm.	
R/T Operator	619A	X.20B	Crossed flags, large, for right arm.	Chief Wren— 618A and 618B.
S.D.O. Watchkeeper	619A	X.20B	Crossed flags, large, for right arm.	Chief Wren— 618A and 618B.

Category	Badge		Description	Remarks
	Blue on blue	Blue on white		
			<i>Specialised—contd.</i>	
Shorthand Typist ...	614A	X.135B	Star with W in centre	
S.O. (W.T.) ...	621A	X.64B	Wings only, large, for right arm.	
Supply (Clothing) ...	613A	X.136B	Star with S in centre.	
Supply (Naval Stores)	613A	X.136B	Star with S in centre.	
Supply (Victualling)	613A	X.136B	Star with S in centre.	
Supply (F.A.A. Stores).	613A	X.136B	Star with S in centre.	
Switchboard Operator.	619A	X.20B	Crossed flags, large, for right arm.	Chief Wren—618A and 618B.
Torpedo ...	627A	X.134B	Single torpedo with star above.	Leading Wren T(L) or T(W) 636A and X.123B with addition of letter "L" or "W".
				P.O. Wrens T(L) or T(W) 636A and X.123B with addition of 638A or X.46B and appropriate letter "L" or "W".
T/P Operator ...	619A	X.20B	Crossed flags, large, for right arm.	Chief Wren—618A and 618B.
Typist ...	614A	X.135B	Star with W in centre.	
Visual Signaller ...	619A	X.20B	Crossed flags, large, for right arm.	Chief Wren—618A and 618B.
Writer (General) (including Librarian).	614A	X.135B	Star with W in centre.	
Writer (Pay) ...	614A	X.135B	Star with W in centre.	
Writer (Pay) (D.E.M.S.).	614A	X.135B	Star with W in centre.	
W/T... ..	621A	X.64B	Wings only, large, for right arm.	Chief Wrens prior to 17 Apr. 1942—620A and 60B.
Writer (R.M.) ...	614A	X.135B	Star with W in centre.	
			<i>Unspecialised</i>	
Boats' Crew ...	616A	X.616B	Star with G in centre.	
Gardener ...	616A	X.616B	Star with G in centre.	
Laundry Maid ...	616A	X.616B	Star with G in centre.	
Maintenance ...	616A	X.616B	Star with G in centre.	
Maintenance (Air)	616A	X.616B	Star with G in centre.	
Wrens (N.D.) ...	616A	X.616B	Star with G in centre.	

Category	Badge		Description	Remarks
	Blue on blue	Blue on white		
			<i>Unspecialised—contd.</i>	
Messenger (including Hall Porter and Postman).	616A	X.616B	Star with G in centre.	
Steward (G) (including P.Os Messman and Night Porter).	616A	X.616B	Star with G in centre.	
Steward (O) (including W.R.A.).	610A	X.138B	Star with OS in centre.	
General Duties (to include all Wrens not shewn above).	616A	X.616B	Star with G in centre.	

(A.F.Os. 1303/42, 3165/42, 3810/42, 3811/42, 328/43, 354/43, 1739/43, 3271/43, 4123/43 and 4124/43.)

(A.F.Os. 3084/41, 2938/42, 3441/42, 3924/42, 4990/42, 5702/42, 6075/42, 6204/42, 643/43 and 2784/43 are cancelled.)

6034.—Contract and Tender Prices—Confidential Nature of

(C.P. 10C/111610/43.—16 Dec. 1943.)

Tender prices are confidential and must not as a general rule be communicated outside the departments dealing with the tenders.

2. Accepted tender or negotiated prices, i.e. contract prices, are also confidential, and in order to minimise the risk of disclosure to unauthorised persons should be communicated only to those persons who are directly concerned and *who must receive the information for the performance of their official duties*. This will apply to tenders before acceptance if it is essential for particulars of prices to be communicated outside the departments concerned. In that event the fact that the tender prices are confidential should be specially emphasised.

6035.—Mess Gear—Supplies to Civilian-Manned Small Commercial Craft, Government Owned or Requisitioned under T.98 Agreements, Employed on Admiralty Service

(V. 2119/43.—16 Dec. 1943.)

Supplies of mess gear from Service stocks may be made to the above-mentioned vessels under the following conditions:—

(a) *First outfits*.—Whenever a vessel is requisitioned and fitted out for service by the Director of Sea Transport under Form T.98 agreement (bare boat basis—Government demise) an initial outfit of essential items of mess gear may be supplied if not taken over with the vessel. Government-owned vessels, particularly new craft, will normally already be provided with an initial outfit, but where necessary essential items may be supplied.

(b) *Replacements*.—Free replacements of consumable items (e.g. crockery and glassware) may be made on demand, but free replacements of permanent stores (e.g. cooking utensils, cutlery) should normally be made only on return of the articles requiring replacement. If articles are lost free replacement is only to be made if a satisfactory explanation of the loss is given.

(c) *Demands*.—For vessels under management demands should be forwarded to the appropriate Victualling Yards through the Managers who are to countersign the demands and certify as to their reasonableness. For vessels not under management demands should be forwarded to the Victualling Yard through the Admiralty Authority under whose

orders they are working, and this officer is to countersign the demands and furnish the required certificate thereon. The demands should specify whether the stores are required for the initial outfit, additional to the initial outfit or in replacement, and this information should also be shown by the supplying yard on the issue vouchers (Forms V.120).

2. The articles supplied are to be added to the inventory of equipment and stores which is kept for each vessel in accordance with paragraph 8 of the "Terms and conditions of management relating to small commercial craft employed on Government Service". Where vessels are under management the managers will be responsible for ensuring the safe custody of the gear and for seeing that the inventories are supplemented or amended as necessary and that they are checked periodically. In other cases, the Admiralty Authority under which the vessel is working will be responsible.

3. One copy of the supply note in respect of all issues made from a Victualling Yard to vessels under management is to be forwarded by the Yard to Director of Sea Transport in order that a check may be made with the periodical returns which are furnished to the Director of Sea Transport by the managers concerned.

4. For vessels not under management a copy of each supply note should be forwarded by the Victualling Yard to the Admiralty authority by whom the demand is countersigned.

5. The foregoing arrangements do not apply to vessels manned by Yard Craft personnel or to vessels requisitioned under agreements other than Form T.98.

6036.—Biscuits in 7-lb. Tins

Small Craft

(V. 6259/43.—16 Dec. 1943.)

Cabin biscuit in 7-lb. tins will shortly be available at H.M. victualling yards and depots at home for issue to minor landing craft, barges and other small craft.

2. Supplies are limited and demands should only be forwarded to meet requirements of vessels with complements not exceeding twelve.

6037.—Admiralty Salvage Vessels Operating Overseas—Supply of Provisions

(V. 2/01456/43.—16 Dec. 1943.)

Attention is drawn to A.F.O. 5974/43 in Section 2 of this issue.

6038.—Engine Spares and Replacement Parts—Discounts Applicable to Government Orders

(C.P. 55064/43.—16 Dec. 1943.)

An agreement has been entered into by the Ministry of Supply and the Internal Combustion Engine Manufacturers Association for supply by members of the Association to Government Departments of engine spares not sold with or as an initial supply for engines replacement parts, at a discount of 10 per cent. from lowest commercial price—this arrangement to apply to orders placed before the end of December, 1943, which have not yet been paid for.

2. Latest schedule of discounts (including the 10 per cent. discount referred to above) allowed by some of the firms who are parties to the above agreement is given below:—

<i>Firm.</i>	<i>Lowest Commercial Prices.</i>	<i>Discount for Government Orders.</i>
Ailsa Craig, Ltd. ...	List prices, plus 40 per cent., less 20 per cent.	List prices, plus 40 per cent., less 20 per cent., less 10 per cent.
Allen, W. H. ...	List prices, plus 27½ per cent., less 20 per cent.	List prices, less 7½ per cent.
British Auxiliaries ...	List prices	List prices, less 10 per cent. (except bought out).

<i>Firm</i>	<i>Lowest Commercial Prices.</i>	<i>Discount for Government Orders.</i>
Coventry Climax ...	List prices, less 25 per cent.	List prices, less 25 per cent., less 10 per cent.
Davey Paxman ...	List prices, plus 10 per cent. to 45 per cent., less 33½ per cent.	List prices, plus 10 per cent. to 45 per cent., less 33½ per cent., less 10 per cent.*
Gleniffer Engines ...	List prices, less 15 per cent.	List prices, less 15 per cent., less 10 per cent.
McLaren, J. & H. ...	List prices, plus 20 per cent., less 15 per cent.	List prices, plus 20 per cent., less 15 per cent., less 10 per cent.
National Gas— to 31.9.43 ...	List prices, plus 27½ per cent., less 20 per cent.	List prices, plus 27½ per cent., less 20 per cent., less 10 per cent.
from 1.10.43 ...	List prices, plus 33½ per cent., less 20 per cent.	List prices, plus 33½ per cent., less 20 per cent., less 10 per cent.
(Firm's List 485D now supersedes List 485C.)		
Perkins ...	List prices	To 31.3.43— List prices, less 50 per cent. From 1.4.43— Nett prices. (as arranged by M.A.P.)
Petters ...	List prices	List prices, less 33½ per cent. (as arranged by M.A.P.)
Ruston & Hornsby	List prices, less 25 per cent.	List prices, less 25 per cent., less 10 per cent.
Stuart ...	List prices, less 20 per cent.	Same, i.e. list prices, less 20 per cent.
Tangyes ...	List prices, less 25 per cent.	List prices, less 25 per cent., less 10 per cent.

* After allowing the 10 per cent. discount from their lowest commercial prices, the net discounts from Messrs. Davey Paxman's list prices for Government orders are as follows:—

<i>List No.</i>	<i>Spares for.</i>	<i>Discount from List Prices. Ex Works, Packing and Delivery extra.</i>	<i>Including packing and Delivery to Destination.</i>
1136	"6RX5" Type "Paxman-Ricardo" vertical Diesel engines.	35 per cent.	32½ per cent.
1089A	"Paxman-Ricardo" high speed Diesel engines—		
	Cylinder liners	35 per cent.	32½ per cent.
	Pistons, complete		
	Rings, gudgeon pins and circlips		
	Fuel injection pumps, complete ...	27½ per cent.	25 per cent.
	Cylinder head gaskets		
	Cylinder head cover joints		
	Exhaust flange joints	15 per cent.	12½ per cent.
	"RW" Mark III joints		
	All other parts		

3. Information regarding other firms concerned will be issued when details are available.

4. In addition to the above, Messrs. Lister, who are not a party to the agreement, allow a discount from their list prices of 10 per cent. for Government orders.

(A.F.O. 4627/43 is cancelled.)

Section 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE

6039.—Amendments to Books

(E.F.O.—16 Dec. 1943.)

The undermentioned amendments (A.F.Os. P.700-720/43) to B.R. and O.U. books are available for issue from the R.N. Store Depot, Elveden Road, Park Royal, N.W.10, in accordance with A.F.O. 1268/39, paragraph 3.

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

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

A.F.O. *P.700/43.—A.P. (N) I—Amendment No. 13.

*P.701/43.—B.R. 378 (G)—Martlet IV A.S.E.—Amendment No. 8.

*P.702/43.—B.R. 378 (X)—Kingfisher A.S.E.—Amendment No. 10.

P.703/43.—B.R.980 (E) (formerly O.U. 6090 (E))—R.T. No. 431 for 2-pdr. Guns—Amendment.

P.704/43.—O.U. 5428—Handbook of Torpedo Gyroscope—Amendment.

P.705/43.—O.U. 6341 (1)—Descriptive Introduction to 18-in. L.C., Mark II and 21-in. L.C., Marks I and II-II* Light Close Fit Torpedo Tubes Mounted in M.T.Bs., etc.—Amendment No. 4.

P.706/43.—B.R. 161/1939—Royal Naval Handbook of Small Arm Courses for His Majesty's Fleet—Amendment No. 2.

P.707/43.—B.R. 161/39 (1)—Addendum No. 1 to Royal Naval Handbook of Small Arm Courses for H.M. Fleet, 1939—Amendment No. 2.

P.708/43.—B.R. 243/40—Drill for 2-pdr. Q.F., Mark II* C Pom-Pom Guns on H.A., Mark II*C Mountings, 1940—Amendment No. 7.

P.709/43.—B.R. 245—Handbook of the 2-pdr. Q.F. Gun, Mark II*C on H.A., Mark II*C Mounting, 1940—Amendment No. 9.

P.710/43.—B.R. 258 (41)—Handbook and Drill Book for the 2-pdr. Q.F., Mark VIII Gun on the Single, Mark VIII* Mounting, 1941—Amendment No. 9.

P.711/43.—B.R. 647—Drill for 2-pdr., Mark VIII Guns on Mark VII Mounting, 1942—Amendment No. 3.

P.712/43.—B.R. 648—Drill for 2-pdr., Mark VIII Guns on Marks VIA and VA Mountings, 1942—Amendment No. 2.

P.713/43.—B.R. 669—Instructions for the Conduct of Cash Duties, 1932—Amendments.

P.714/43.—B.R. 778—Handbook and Drill for the 2-pdr. Q.F., Mark VIII Gun on Single, Mark XVI Mounting, Powered, 1943—Amendment No. 1.

P.715/43.—B.R. 785—Handbook for 2-pdr. Q.F., Mark VIII Gun on Marks VIA and VA Mountings, 1943—Amendment No. 3.

P.716/43.—B.R. 826—Drill for the Fuzekeeping Clock and Fire Control Box, 1943—Amendment No. 3.

P.717/43.—B.R. 833—Handbook for the 4-in. Q.F. "A", Marks V, V*, 4-in. Q.F., Marks V**, V*** and VC Guns on High Angle, Marks III, III*, III** and IV Mountings, 1943—Amendment No. 1.

A.F.O. P.718/43.—B.R. 859—Regulations for Maintenance of 21-in., VIII-VIII** Torpedoes (excluding certain Periodical Routines for the 21-in. VIII** Torpedoes)—Amendment No. 1.

P.719/43.—O.U. 6319—Explosive Regulations for Controlled Mining Bases—Amendment No. 2.

P.720/43.—O.U. 6341 (3)—Regulations for Maintenance of 18-in. L.C., Mark II Torpedo Tubes—Amendment No. 6

* *Exceptionally, A.F.Os. P.700, P.701 and P.702 will be distributed without demand by the Superintending Naval Store Officer, R.N. Store Depot, 191a, Askew Road, Shepherds Bush, W., who holds the stock of the parent book.*

(A.F.O. 5913/43.)

6040.—A.M.S.Is.

(E.F.O.—16 Dec. 1943.)

Admiralty Merchant Shipping Instructions Nos. 300-305/43 are being issued concurrently with this issue of A.F.Os.

(A.F.O. 5914/43.)

6041.—C.B.4036 and C.B.4232 Series—De-grading of Certain Parts to the B.R. Series

(N.I.D.8350/43.—16 Dec. 1943.)

A.F.O. 5661/43, paragraph 1 (g), is to be amended as follows:—

For "C.B.4096J(4) B.R.876J(4) (Restricted)" where it appears for the second time, i.e. after C.B.4096J(30) (1), read "C.B.4096J(41) B.R.876J(41) (Restricted)."

(A.F.O. 5661/43.)

6042.—Air Publications, etc., Distributed During November, 1943

(N.S. Air 9397/43.—16 Dec. 1943.)

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

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

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

*Airframes and Engines**Air Publication No.**Description*

1451B.—Vol. II, Part 1—Pegasus II L3 Engine—Leaflet No. Z.59.

1451D.—Vol. II, Part 1—Pegasus III, VI and XXX Engines—Leaflets Nos. Z.50, Z.51.

1451D.—Vol. III, Part 1—Pegasus III, VI and XXX Engines—Amendment Lists Nos. 16, 17.

1451F.—Vol. II, Part 1—Pegasus XX Engine—Leaflet No. Z.45.

1451G.—Vol. II, Part 1—Pegasus XXII Engine—Leaflets Nos. C.18 (A.L. 1), H.7, Z.43.

1451H.—Vol. II, Part 1—Pegasus XVIII Engine—Leaflets Nos. H.7, Z.36.

1491A.—Vol. II, Part 1—Mercury VIS Engine—Leaflets Nos. F.3, Z.60.

1491B.—Vol. II, Part 1—Mercury VIII and IX Engines—Leaflet No. Z.50.

1491C.—Vol. II, Part 1—Mercury XII Engine—Leaflet No. Z.38.

Airframes and Engines—contd.

- | Air Publication No. | Description |
|---------------------|---|
| 1491D. | —Vol. II, Part 1—Mercury XV, XX and XXX Engines—Leaflet No. Z.33 |
| 1500. | —Vol. I—Gipsy Major Engine—Amendment List No. 5. |
| 1500. | —Vol. II, Part 1—Gipsy Major Engine—Leaflet No. Z.26. |
| 1511B. | —Vol. II, Part 1—Tiger VI Engine—Leaflet No. Z.24. |
| 1511D. | —Vol. II, Part 1—Tiger VIII Engine—Leaflet No. Z.18. |
| 1515A. | —Vol. II, Part 1—Walrus I Aircraft—Leaflets Nos. B.10, Z.57. |
| 1515B. | —Vol. II, Part 1—Walrus II Aircraft—Leaflets Nos. B.5, Z.3, (A.L. 1), Z.10 (A.L. 1), Z.13 (A.L. 1), Z.14. |
| 1517. | —Vol. II, Part 1—Swordfish Aircraft—Leaflets Nos. Z.65 (A.L. 1), Z.69, Z.70. |
| 1517. | —Vol. III, Part 1, 3rd Edition—Swordfish Aircraft—Initial Distribution. |
| 1525. | —Vol. II, Part 1—Anson Aircraft—Leaflet Nos. A.8, C.19 (A.L. 1), Z.74 (A.L. 1). |
| 1526A. | —Vol. II, Part 1—Cheetah IX Engine—Leaflet No. Z.28. |
| 1526B. | —Vol. II, Part 1—Cheetah X Engine—Leaflet No. Z.20. |
| 1530A. | —Vol. II, Part 1—Blenheim I Aircraft—Leaflets Nos. M.22, P.29, Z.58. |
| 1530B. | —Vol. II, Part 1—Blenheim IV Aircraft—Leaflets Nos. M.27, P.15, Z.49. |
| 1530A. | —Vol. II, Part 3—Blenheim I Aircraft—Amendment List No. 14. |
| 1530B. | —Vol. II, Part 3—Blenheim IV Aircraft—Amendment List No. 12. |
| 1530B. | —Vol. III, Part 1—Blenheim IV Aircraft—Initial Distribution with Amendment Lists Nos. 1-7. |
| 1564A. | —Vol. II, Part 1—Hurricane IA and IB and Sea Hurricane IA and IB Aircraft—Leaflets Nos. C.13 (A.L. 1), C.16, D.10, M.20 (A.L. 1), M.25, Z.76. |
| 1564B. | —Vol. I—Hurricane IIA, IIB, IIC Aircraft—Amendment List No. 37. |
| 1564B. | —Vol. II, Part 1—Hurricane IIA, IIB, IIC Aircraft—Leaflets Nos. C.6 (A.L. 1), M.6 (A.L. 1), M.11, Q.12, Z.55, Z.63. |
| 1565B. | —Vol. II, Part 1—Spitfire IIA and IIB Aircraft—Leaflet No. M.7 (A.L. 2). |
| 1565E. | —Vol. II, Part 1—Spitfire VA, VB, VC Aircraft—Leaflets No. C.5 (A.L. 1), H.7, M.2 (A.L. 2), J.6 (A.L. 1). |
| 1570A. | —Vol. II, Part 1—Skua I Aircraft—Leaflet No. Z.33. |
| 1571A. | —Vol. II, Part 1—Roc I Aircraft—Leaflet No. Z.33. |
| 1580A. | —Vol. II, Part 1—Beaufort I Aircraft—Leaflets Nos. H.1, Q.4, Z.15, Z.76. |
| 1580A and B. | —Vol. III, Part 1—Beaufort I Aircraft—Amendment List No.21. |
| 1582C. | —Vol. II, Part 1—Lysander III, IIIA, III (TT), and IIIA (TT) Aircraft—Leaflets Nos. M.15, M.16. |
| 1588A. | —Vol. II, Part 2—Botha Aircraft—Amendment List No. 1 introducing issue No. 4. |
| 1590B. | —Vol. II, Part 1—Merlin II, III and V Engines—Leaflets Nos. Z.18, Z.19, Z.20. |
| 1590C. | —Vol. II, Part 1—Merlin IV Engine—Leaflet No. Z.17. |
| 1590D and M. | —Vol. II, Part 1—Merlin VIII and XXX Engines—Leaflet No. Z.18. |
| 1590E. | —Vol. II, Part 1—Merlin X Engine—Leaflets Nos. Z.9 (A.L. 2), Z.16, Z.17, Z.18. |
| 1590E. | —Vol. III, Part 1—Merlin X Engine—Amendment List No. 4. |
| 1590F. | —Vol. II, Part 1—Merlin XII Engine—Leaflet No. Z.15. |
| 1590G and N. | —Vol. II, Part 1—Merlin XX and XXI Engines—Leaflets Nos. G.7, Z.7 (A.L. 2), Z.8 (A.L. 1), Z.10 (A.L. 1), Z.14, Z.15, Z.16. |
| 1590J and L. | —Vol. I—Merlin 45, etc., Engine—Amendment List No. 8 and slips re A.L. 7. |
| 1590J and L. | —Vol. II, Part 1—Merlin 45, etc., Engine—Leaflets Nos. M.13 (A.L. 1), Z.1 (A.L. 2), Z.9 (A.L. 1), Z.11, Z.12, Z.13. |
| 1590K. | —Vol. I—Merlin 60 Engine—Amendment List No. 5. |
| 1592C. | —Vol. II, Part 1—Defiant T.T. Aircraft—Leaflet No. Z.11. |
| 1593A. | —Vol. II, Part 1—Gipsy Queen I Engine—Leaflet No. Z.18. |
| 1593A. | —Vol. III—Gipsy Queen I Engine—Amendment List No. 12. |
| 1593B. | —Vol. II, Part 1—Gipsy Queen II Engine—Leaflet No. Z.13. |
| 1593C. | —Vol. II, Part 1—Gipsy Queen III Engine—Leaflet No. Z.10. |
| 1596A. | —Vol. II, Part 1—Oxford I and II Aircraft—Leaflet No. Z.76. |
| 1665A. | —Vol. II, Part 1—Albacore I Aircraft—Leaflet No. Z.46. |
| 1669A. | —Vol. II, Part 1—Master I Aircraft—Leaflets Nos. F.10, Z.57, Z.60. |

Airframes and Engines

- | Air Publication No. | Description |
|---------------------|--|
| 1669B. | —Vol. III, Part 1—Master II Aircraft—Amendment List No. 1. |
| 1707A. | —Vol. I—Taurus II, Mods. I and XII Engine—Amendment List No. 7. |
| 1707A. | —Vol. II, Part 1—Taurus II, Mods. I and XII Engine—Leaflet No. Z.33. |
| 1708A and B. | —Vol. III, Part 1—Taurus II, Mods. I and XII, Taurus VI, Mods. L and XVI Engine—Amendment List No. 9. |
| 1707B. | —Vol. II, Part 1—Taurus VI, Mods. L and XVI Engine—Leaflet No. Z.33. |
| 1708A. | —Vol. II, Part 1—Proctor I and II Aircraft—Leaflet No. K.2. |
| 1708C. | —Vol. II, Part 1—Proctor III Aircraft—Leaflets Nos. K.1, Q.2, Z.23. |
| 1717A. | —Vol. III, Part 1—Cyclone R.1820-G, G.R. 1820-G and 9R-1820-G. 100—Amendment List No. 11. |
| 1721B. | —Vol. I—Beaufighter II Aircraft—Amendment List No. 21. |
| 1721B. | —Vol. II, Part 1—Beaufighter II Aircraft—Leaflet No. Z.61. |
| 1728D. | —Vol. II, Part 1—Hercules Engine—Leaflets Nos. C.2 (A.L. 1, 2), C.3, C.3 (A.L. 1), C.8 (A.L. 1), C.11, D.2, D.16, J.3 (A.L. 1), C.8, D.1, M.9, M.10, P.5, Z.5 (A.L. 1), Z.9. |
| 1763A. | —Vol. II, Part 1—Dominie I Aircraft—Leaflet No. Z.15 (A.L. 1). |
| 1792A. | —Vol. II, Part 1—Gipsy VI-1 Engine—Leaflet No. Z.11. |
| 1792A. | —Vol. III—Gipsy VI-1 Engine—Amendment List No. 6. |
| 1847C. | —Vol. III, Part 1—(Provisional)—C.7 Twin Wasp Series Engine—Amendment List to Front Title Cover. |
| 2018A. | —Vol. II, Part 1—Barracuda I Aircraft—Leaflets Nos. A.6, B.8, B.13 C.8, M.10, M.11, Q.4 (A.L. 1), Z.21 (A.L. 1), Z.23. |
| 2018B. | —Vol. II, Part 1—Barracuda II Aircraft—Leaflets Nos. A.6, B.7, B.21, C.8, D.1, M.9, M.10, P.5, Z.5 (A.L. 1), Z.9. |
| 2018A and B. | —Vol. II, Part 3—Barracuda Aircraft—Amendment List No. 6. |
| 2018A and B. | —Vol. III, Part 1—Barracuda Aircraft—Amendment List No. 7. |
| 2031A. | —Vol. II, Part 1—Martlet I Aircraft—Leaflets Nos. J.7, Z.23. |
| 2031B. | —Vol. II, Part 1—Martlet II Aircraft—Leaflet No. Z.22. |
| 2031C. | —Vol. II, Part 1—Martlet III Aircraft—Leaflets Nos. C.2, J.4, Z.13. |
| 2031D. | —Pilot's Notes—Martlet IV Aircraft—Amendment List No. 2. |
| 2031D. | —Vol. II, Part 1—Martlet IV Aircraft—Leaflet No. Z.16. |
| 2031E. | —Vol. II, Part 1—Martlet V Aircraft—Leaflets Nos. Q.1, Z.6, Z.7, Z.8. |
| 2031E. | —Vol. III, Part 1 (Provisional)—Martlet V Aircraft—Additional Distribution. |
| 2102A. | —Provisional Pilot's Notes—Firefly I Aircraft—Amendment List No. 2. |
| 2102A. | —Vol. III, Part 1—Firefly I Aircraft—Amendment List No. 1. |
| 2208A. | —Provisional Pilot's Notes—Firebrand A/C, Sabre III Engine—Amendment List No. 2. |
| 2209A. | —Vol. II, Part 1—Sea Otter Aircraft—Leaflets Nos. Z.5 (A.L. 1), Z.10. |
| 2209A. | —Vol. III, Part 1—Sea Otter Aircraft—Amendment List No. 2. |
| 2233A. | —Vol. II, Part 1—Griffon II Power Plant, Mark II, Engine—Leaflets Nos. Z.7, Z.8. |
| 2234A. | —Vol. II, Part 1—Griffon II Engine—Leaflet No. Z.7. |
| 2280A. | —Vol. II, Part 1—Seafire IB Aircraft—Leaflets Nos. M.3, Z.22. |
| 2280B. | —Vol. II, Part 1—Seafire IIC Aircraft—Leaflet Nos. B.8, C.2, Z.21. |
| 2280A and B. | —Vol. III—Seafire IB and IIC Aircraft—Amendment List No. 1. |
| 2280A, B and C. | —Vol. II, Part 2—Seafire Aircraft—Naval Rev. Edition. |
| 2281A. | —Vol. I—Martinet I Aircraft—Amendment List No. 12. |
| 2281A. | —Vol. III, Part 1—Martinet I Aircraft—Amendment List No. 3. |
| 2342A. | —Vol. II, Part 1—Seamew Aircraft—Leaflets Nos. Z.4, Z.5. |
| 2351A. | —Vol. I—Pilot's Notes—Corsair Aircraft—Amendment. |
| 2380A. | —Vol. II, Part 1—Tarpon Aircraft—Leaflets Nos. Z.1 (A.L. 1), Z.7. |
| 2382A. | —Vol. I—Provisional Pilot's Notes for Hellcat A/C—Amendment List No. 2. |
| 2382A. | —Vol. II, Part 1—Hellcat Aircraft—Initial Distribution with Leaflet Nos. Z.1, Z.2, Z.3. |
| | Provisional Pilot's Notes to Seamew Aircraft—Amendment List No. 1 to Page 1. Amendment List to Page 2. |
| | Provisional Pilot's Notes to Martlet V Aircraft—Amendment List No. 2. |
| | Second Spare Parts List for F.M.-1 Aircraft—Initial Distribution. |
| | Hellcat, F 6, F.3, Airframe Spare Parts Schedule—Initial Distribution. |
| | Reliant Publications.—T.O. 01-50, K.A.1; T.O. 01-50, K.A.2; T.O. 01-50, K.A.3; T.O. 01-50, K.A.4—Initial Distribution. |

- | <i>Air Publication No.</i> | <i>Description</i> |
|----------------------------|--|
| | Parts Catalogue S.G.V.770C.—1 (Ranger Engine for Seamew Aircraft)—Initial Distribution. |
| 6004. | Ground Handling Notes—Barracuda I and II Aircraft—Amendment List No. 4. |
| 6005. | Ground Handling Notes—Beaufighter Aircraft—Amendment List No. 2. |
| 6009. | Ground Handling Notes—Defiant I and II, Defiant T.T.I. and II Aircraft—Amendment List No. 1. |
| 6011. | Ground Handling Notes—Firefly Aircraft—Amendment List No. 2. |
| 6015. | Ground Handling Notes—Martinet Aircraft—Amendment List No. 3. |
| 6016. | Ground Handling Notes—Master I, II, III Aircraft—Amendment List No. 5. |
| 6017. | Ground Handling Notes—Mosquito I, II, III, IV, Aircraft—Amendment List No. 6. |
| 6025. | Ground Handling Notes—Fulmar I and II Aircraft—Amendment List No. 1. |
| 6031. | Ground Handling Notes—Oxford I and II Aircraft—Amendment List No. 4. |
| 6035. | Ground Handling Notes—Kingfisher I Aircraft—Amendment List No. 2. |
| 6040. | Ground Handling Notes—Kittyhawk Aircraft—Amendment List No. 1. |
| 6043. | Ground Handling Notes—Hampden I Aircraft—Amendment List No. 3. |
| 6055. | Ground Handling Notes—Proctor Aircraft—Amendment List No. 3. |
| 6068. | Ground Handling Notes—Argus Aircraft—Amendment List No. 2. |
| 6070. | Ground Handling Notes—Welkin Aircraft—Amendment List No. 1. |
| 6076. | Ground Handling Notes—Tarpon Aircraft—Amendment List No. 1. |
| 6079. | Ground Handling Notes—Helleat Aircraft—Amendment List No. 1. |

General Publications

- A.P. (N) 1.—Establishment of Air Publications, O.U.s., B.R.s. for Naval Air Services—Amendment List No. 12.
- 970.—Vol. I.—Design Requirements for Aeroplanes for the R.A.F.—Amendment List No. 23.
- 1086.—Vol. I, Part 2D—Ground Equipment—Revised Edition.
- 1086.—Vol. I, Part 3A—Wireless, Telephone and Telegraph Stores—Sub-Division 12 replaces Amendment List No. 30; Sub-Division 18 cancels Amendment List No. 34.
- 1086.—Vol. I, Part 3E—Aircraft Generators and Motors, Turbinlites—Initial Distribution.
- 1086.—Vol. I, Part 5B—Armament Mountings, Firing Gear, Filling Machines and Special Tools—Amendment List No. 3.
- 1086.—Vol. I, Part 9A—Clothing—Amendment List No. 1.
- 1086.—Vol. I, Part 13B—Paints, Chemicals, Cleaning Materials, Disinfectants, Fuel and Oil—Amendment List No. 3.
- 1086C.—Vol. I, Book 3—Vocabulary of American Equipment for R.A.F.—Initial Distribution.
- 1086C.—Vol. I, Book 7—Vocabulary of American Equipment for R.A.F.—Initial Distribution.
- 1095.—Vol. II, Part 1—Electrical Equipment Manual—Leaflets Nos. C.18, M.29, N.16 (A.L. 1), N.17.
- 1095A.—Vol. I—Electrical Equipment Manual (General) Airborne—Initial Distribution.
- 1095B.—Vol. I—Electrical Equipment Armament—Amendment Lists Nos. 6, 7.
- 1095H.—Vol. I—Electrical Equipment Manual, Meters and Testing Apparatus—Initial Distribution with G. Labels.
- 1095M.—Vol. I—Electrical Equipment Manual—Marine Craft—Amendment List No. 8.
- 1098.—Vol. I—R.A.F. Flying Training Manual—Proposed Amendment.
- 1180A.—Vol. I—Equipment and Personnel Dropping Apparatus—Amendment List No. 3.
- 1181.—Vol. II, Part 1—Starting Systems for Aero-Engines—Leaflets No. C.10, D.8, Z.15.
- 1182.—Vol. II, Part 1—Safety Equipment Manual—Leaflet No. M.6.

General Publications

- 1186.—Vol. II, Part 1—R.A.F. Signal Manual, Part IV (Instruments)—Leaflet No. E.90.
- 1242.—Vol. II, Part 1—R.A.F. Armament Training Manual, Part 1 (Machine Guns, Small Arms, etc.)—Leaflet No. Z.9.
- 1243.—Vol. II, Part 1—R.A.F. Armament Training Manual, Part 2 (Bombs, Sights, etc.)—Leaflet No. Z.7.
- 1275.—Vol. I—Instrument Manual—Amendment List No. 2.
- 1275.—Vol. II, Part 1—Instrument Manual—Leaflets Nos. A.11, B.42, O.7.
- 1275A.—Vol. I—Instrument Manual, General Instruments—Amendment Lists Nos. 3, 4.
- 1355.—Vol. II, Part 1—Photographic Equipment Manual—Leaflets Nos. B.42, A.66.
- 1374.—Vol. II, Part 1—Aero-Engine Ignition Equipment—Leaflets Nos. R.1, X.19 (A.L. 2), Z.18 (A.L. 1), Z.19 (A.L. 1), Z.20 (A.L. 1), Z.26 (A.L. 1), Z.27 (A.L. 2), Z.28 (A.L. 1), Z.33.
- 1374.—Vol. III, Part 1S—Simms—Amendment List No. 4.
- 1464.—Vol. II, Part 1—Engineering Manual for the R.A.F.—Leaflets Nos. A.30, B.96, D.199.
- 1464A.—Vol. I, Part 3—Engineering Manual for the R.A.F., General Principles, Workshop Lay-out and Practices—Amendment Lists Nos. 60, 61, 65, 66, 67, 68, 69, 70, 71.
- 1480A.—Vol. I—Recognition Handbook of British Aircraft—Amendment Lists Nos. 104, 105.
- 1507A.—Vol. II, Part 1—A.B.C. Auxiliary Power Unit, Type II—Leaflet No. Z.6.
- 1519.—Vol. I—Air Pump Units—Amendment List No. 8.
- 1519.—Vol. II, Part 1—Air Pump Units—Leaflet Nos. C.3, Z.12.
- 1519.—Vol. II, Part 3—Air Pump Units—Amendment List No. 5.
- 1538.—Vol. II, Part 1—Adjustable and Variable Pitch Airscrews—Leaflets Nos. M.1, J.1, S.1.
- 1641C.—Vol. II, Part 3—Browning .303 in. Aircraft, Mark II, Guns—Amendment List No. 18.
- 1641P.—Vol. I, Chapter 8, Section 1—Small Arms—Amendment List No. 6.
- 1641P.—Vol. II, Part 3—Small Arms—Amendment List No. 6.
- 1659A.—Vol. II, Part 1—Frazer Nash Gun Turrets—Leaflet No. A.2.
- 1661E.—Vol. I—Pyrotechnics—Amendment Lists Nos. 81, 87.
- 1664.—Vol. I—Bomb Carriers—Amendment List No. 36.
- 1664.—Vol. II, Part 3—Bomb Carriers—Amendment List No. 48.
- 1664D.—Vol. I—American Bomb Winches—Amendment List No. 6.
- 1670.—Vol. II, Part 1—Technical Vehicles—Leaflet No. H.6.
- 1717D.—Vol. III—Cyclone 205A—Amendment List Nos. 9, 10.
- 1730A.—Vol. I—Bomb Sights—Amendment List No. 21.
- 1730A.—Vol. II, Part 1—Bomb Sights—Leaflet H.1.
- 1766Q.—Vol. I—Airborne Radio Installation—Amendment List No. 2.
- 1803.—Vol. I—Aeroplane Hydraulic Equipment—Amendment List No. 22.
- 1803.—Vol. II, Part 1—Aeroplane Hydraulic Equipment—Leaflet No. Z.6.
- 1803.—Vol. II, Part 3—Aeroplane Hydraulic Equipment—Amendment List No. 1.
- 1837.—Vol. III—Schedule of Spare Parts 100 H.P. Marine Engine—Amendment List No. 2.
- 1907.—Vol. I—W.E.S. for a Beaufighter II Fighter Squadron—Amendment List No. 5.
- 1949.—W.E.S. for R.D.F. (Airborne) Installations, including Testing Equipment—Amendment List No. 2.
- 1976.—Vol. I—Performance and Table of Foreign Service Aircraft—Amendment List No. 51.
- 2058A.—Vol. I—Provisional Ammunition Memoranda—Leaflets Nos. H.7, K.3, K.4.
- 2112B.—Vol. I, Part 1—Holley Aircraft Carburettors (U.S.A.)—Initial Distribution.
- 2121B.—Vol. II, Part 1—Hamilton Standard Airscrews—U.S. Air Corps Technical Orders—Leaflets Nos. 8 (A.L. 1), 17, 18.
- 2240.—Vol. II, Part 1—Aero-Engine Accessory Gear Boxes and Drives—Leaflet No. 5.
- 2241.—Vol. III, Section 2—Aero-Engine Fuel Pumps—Amendment List No. 1.

General Publications—contd.

- 2308.—Vol. I—Technical Notes for Rolls Royce and Packard Merlin Aero-Engines—Technical Notes Nos. C.11, C.12, C.13, C.14, E.7, K.20, K.21, P.6.
 2308.—Vol. II, Part I—Technical Notes for Rolls Royce and Packard Merlin Aero-Engines—Technical Note No. Z.6.
 2337.—Vol. I, Section 1—Fixed Gun Sighting Allowance for Angle Off—Amendment List No. 5.
 2337.—Vol. I, Section 2—Fixed Gun Sighting Allowance for Angle Off—Amendment List No. 4, Chapter 4.
 3023.—Vol. I, 1st Edition—Theory Notes for Radio Mechanics—Initial Distribution.

Appendices "A"

- 1131.—Beaufort I Aircraft—Amendment List No. 163, Non-availability 162.
 1189.—Spitfire V Aircraft—Amendment Lists Nos. 93-102 inclusive.
 1218.—Boston III Aircraft—Initial Distribution with Amendment Lists Nos. 1-4 inclusive.
 1256.—Blenheim IV Aircraft—Amendment List No. 29.
 1277.—Beaufighter II Aircraft—Amendment List No. 73.
 1280.—Seafire IB Aircraft—Amendment Lists No. 28.
 1308.—Seafire IIC Aircraft—Amendment Lists Nos. 26, 27.
 1311.—Firefly Aircraft—Amendment Lists Nos. 27, 30, 31.
 1355.—Anson I Aircraft—Amendment List No. 2.
 1367.—Walrus Aircraft—Amendment List No. 8.
 1394.—Firefly, Mark II Aircraft—Amendment Lists Nos. 18, 19, 15 and slips *re* 12, 13, 16.
 3073.—Martlet V—Amendment List No. 4A.
 3079.—Hellcat I—Amendment List No. 3A.
 1417.—B.C. (Seamew)—Initial Distribution.
 1441.—B.C. (Reliant)—Initial Distribution.

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

- 377A.—Swordfish Aircraft—Initial Distribution.
 378.—General—Amendment Lists Nos. 21 (P.597/43), 22 (P.598/43), 23 (P.599/43), 24 (P.632/43), 25 (P.662/43).
 378A.—Swordfish Aircraft—Amendment Lists Nos. 16 (P.599/43), 17 (P.643/43), 18 (P.644/43).
 378B.—Barracuda Aircraft—Amendment Lists Nos.15 (P.599/43), 16(P.620/43).
 378C.—Firefly Aircraft—Amendment List No. 3 (P.599/43).
 378E.—Albacore Aircraft—Amendment Lists Nos. 17 (P.596/43), 18 (P.599/43), 19 (P.642/43).
 378F.—Fulmar Aircraft—Amendment List No. 3 (P.599/43).
 378G.—Martlet IV Aircraft—Amendment Lists Nos. 6 (P.599/43), 7 (P.621/43).
 378H.—Sea Hurricane Aircraft—Amendment List No. 1 (P.599/43).
 378J.—Seafire Aircraft—Amendment List Nos. 8 (P.599/43), 9 (P.638/43).
 378X.—Kingfisher Aircraft—Amendment Lists Nos. 7 (P.599/43), 8 (P.619/43), 9 (P.630/43).
 378Z.—Walrus Aircraft—Amendment Lists Nos. 15 (P.599/43), 16 (P.641/43).
 380B.—Barracuda Aircraft—Amendment List No. 4 (P.640/43).
 380C.—Firefly Aircraft—Initial Distribution.

S.A.T.C.L.

- 537.—Havoc I Aircraft—Amendment List No. 1.
 615.—Beaufighter IIF Aircraft—Amendment List No. 1.
 692.—Boston III (Turbinlite)—Initial Distribution.
 727.—Proctor I Aircraft—Initial Distribution.

Air Diagrams

- 2588.—Ignition System, Sabre II—Amendment List No. 1.
 2633.—Sheet 1, July, 1943—Representative Merlin Cooling System—Initial Distribution.
 3605.—Sheet 1, June, 1943—Barracuda I and II Hydraulic System—Initial Distribution.

Miscellaneous

- R.A.E. Instruction Leaflet No. ARM.135, Attachment No. 8 (Spray Baffle) for Carrier Bomb Light Series, Type EM—Initial Distribution.
 Provisional List of Stores for M.A.C. Ships—Revised copy.
 Radio Homing Equipment Manual, Z.B.3 Homing Decode Cards—Initial Distribution.
 Synthetic Training Committee Paper No. 41—Initial Distribution.
 Tee Emm, November, 1943, No. 8—Initial Distribution.
 A.M. Pamphlet No. 136—Initial Distribution.
 List of Part Numbers assigned to all Models Grumman Planes—Initial Distribution.
 Draft Leaflet to Vol. II, A.P. 1355, Modification on Wiring Diagram for F.46 Camera—Initial Distribution.
 Provisional Air Publication No. 124—Initial Distribution.
 Revised Provisional List of Stores for M.A.C. Ships—Initial Distribution.

6013.—Major Landing Craft—REPORTS

(D.C.O.M. 142/43.—16 Dec. 1943.)

In order that an accurate record may be kept of the state of the hull and machinery of all major landing craft, reports are to be rendered as follows:—

(1) Craft in flotillas

(a) The Flotilla Officer is to complete and forward to the Admiralty (D.C.O.M.) through the Administrative Authority Form S.1677 (Form S.1678 in the case of L.C.I. (L)) not later than the 7th of each month. This form is to include all craft in the flotilla, arrangements being made to get the necessary information from any craft that are temporarily detached or under repair.

(b) Form S.1675 (Form S.1676 in the case of L.C.I. (L)) has been designed so that the Flotilla Officer can obtain particulars necessary for completing forms in accordance with paragraph (1a). This form may be forwarded by Commanding Officers of craft as often as the Flotilla Officer considers desirable.

(2) Craft not attached to flotillas

Form S.1675 (Form S.1676 in the case of L.C.I. (L)) is to be forwarded by the Commanding Officer to the Admiralty (D.C.O.M.) through the Administrative Authority on the 1st of each month.

(3) Reports of engine overhauls

Whenever a 1,000 hour overhaul on a main engine or a 3,000 hour overhaul on an auxiliary generator engine is carried out in place on board a craft, the Base Engineer Officer or Flotilla Engineer Officer in charge of the work is to forward a report on Form S.1679 to the Admiralty (D.C.O.M.) through the Administrative Authority.

(4) Report on the replacement of machinery

Whenever a replacement main or auxiliary engine or gearbox is fitted Form S.1680 is to be completed and forwarded in duplicate without delay to the Admiralty (D.C.O.M.) through the Administrative Authority by the Base Engineer Officer or Flotilla Engineer Officer responsible for the work. This ensures that a brief history of the engine is available for the repair depot and particulars of the replacement machinery is known.

(5) Supply of forms

Particulars of the forms, which will be printed in pads of 50, are shown at the end of this Order. First supply to all craft and flotillas will be made without demand as soon as they become available, after which supplies should be demanded by the Administrative Authority on the Superintending Naval Store Officer, R.N. Store Depot, Elveden Road, Park Royal, N.W.10, as required. Until the issue of new forms is made M.L.C. Forms 31, 32, 33, 34, 37 and 38 may be used in lieu or these forms copied and duplicated locally.

D.C.O.M. 142/43.

Craft Number	Engine Number (F)	Major Main and Auxiliary Engine Defects Developed (G)	Running Hours (H)	(K) Action taken.

DEFECTS WHICH NECESSITATE DOCKYARD ASSISTANCE

Craft Number	(L) Nature of Defect

.....
Signature of Flotilla Officer.

S.1679 (Established November, 1943).

Main and Auxiliary Engines Overhaul Report.

For:—Paxman—1,000 hours overhaul
 Gray Marine—1,000 hours overhaul
 G.M. Diesels—1,000 hours overhaul
 Auxiliary Generator Engines—3,000 hours overhaul

} Complete items where applicable.

Craft No..... Date.....

Engine Make : Engine No. : Hours run since installed :

Item	Engine Part	Condition when Dismantled
1	Timing Gear Wheels and Bearings	
2	Carbon Deposit	
3	Injectors	
4	Timing of Fuel Injection Pumps	
5	Water Circulating Pumps	
6	Inlet and Exhaust Valves	
7	Valve Seats in Heads	
8	Valve Guides	
9	Valve Operating Gear	
10	Cylinder Liners	
11	Bibby Coupling Springs	
12	Clearance on Centre Thrust Bearing	
13	Pistons	
14	Carbon Deposit on Underside of Piston	
15	Piston Rings	
16	Piston Pins	
17	Big Ends (Paxman:—Indicate any Journal Bearings which were White Metal lined).	(a) JOURNAL BEARINGS (b) CENTRE ROD BEARINGS
		1
		2
		3
		4
		5
		6
18	Small End Bushes	

D.C.O.M. 142/43.

Item	Engine Part	Condition when Dismantled
19	Governor	
20	Crankshaft Journals	
21	Blower Clearances	
22	Air Boxes and Liner Holes	
23	Lubricating Oil Pump	
24	Main Bearings	1
		2
		3
		4
		5
		6
		7

NEW PARTS USED

Item No.	Description of Part Used	Quantity.
	The above Parts have been demanded on S134d Serial No.....	

Remarks :-

.....
E.Os. Signature.....
Flotilla.

S. 1680 (Established November, 1943).

Landing Craft Engine or Gearbox Replacement Report

To be Completed in duplicate and forwarded to Admiralty (D.C.O.M.) through the Administrative Authority whenever an Engine or Gearbox is returned.

Date of Despatch :		Method of Despatch :	
(A)	Type and Number of Craft	Type :	
		Number :	
(B)	Make and Serial Number of Defective Engine or Gearbox and its Position in Craft	Make :	
		Number :	
		Position :	
(C)	Total Number of Running Hours since installed in Craft		
(D)	Running Hours at which Lubricating Oil was last changed		
(E)	Date and Running Hours of last Top Overhaul		
(F)	Serial Number of Replacement Engine or Gearbox fitted		

THE FOLLOWING PARTICULARS TO BE GIVEN IF KNOWN

(G)	Nature of Defect or Reason for Removal	
(H)	Considered Cause of Defect	
(J)	Particulars of Events which led up to Failure	

Signature.....

D.C.O.M. 142/43.

6044.—Fleet Air Arm Squadrons—Office Machinery

(Sta. 20613/43.—16 Dec. 1943.)

The following is the approved establishment of office machinery to Fleet Air Arm squadrons :—

Typewriters.—One typewriter is allowed to each squadron, and on formation, demands should be forwarded to the Keeper of Stationery and Printing, Admiralty, for supply.

Duplicators.—These will not be supplied to individual squadrons, except those accommodated at R.A.F. stations or on detached duties. To provide for these squadrons a pool is maintained by the Flag Officer, Naval Air Stations, who is responsible for the allocation to the squadron concerned.

The duplication work of squadrons accommodated at R.N. Air Stations is to be carried out on the machines at the station. Similar arrangements are to be made for squadrons attached to aircraft carriers. For this purpose an additional machine will be provided to each station and the establishment for aircraft carriers has been increased to two.

2. Demands for the commissioning outfits of rubber stamps and stationery are to be forwarded to the Keeper of Stationery and Printing in advance of requirements.

(A.F.O. 2973/40—not in annual volume—is cancelled.)

6045.—Coastal Force Base, Plymouth—Address

(M.3273/43.—16 Dec. 1943.)

The address of Coastal Force Base, Plymouth, is :—

Coastal Force Base,
No. 13 Wharf,
H.M. Dockyard,
Devonport.

6046.—Prepaid Registered Envelopes for Private Correspondence

(M. 2590/43.—16 Dec. 1943.)

The following information concerning registered envelopes for private correspondence are promulgated for information and guidance :—

- (a) Registered envelopes bearing a 3d. medallion to cover the registration fee are available and can be obtained by H.M. ships and naval establishments on demand from the Controller, Post Office, Stores Department, on Form S.1328d. Registration envelopes bearing a 5½d. medallion to cover a registration fee of 3d. and 2½d. postage can be purchased at local post offices, and this type should be used by Home Shore Establishments not entitled to free postage.
- (b) Compensation is limited to £5 for loss or damage in respect of registered letters despatched by ships in Home Waters and to £2 for loss only in respect of registered letters despatched by ships outside Home Waters.
- (c) Compensation is payable in accordance with Post Office regulations when one of the envelopes mentioned under (a) is used. If in any instance the registered letter envelopes bearing a 3d. medallion are not available on board a sea-going ship a strong envelope must be used and postage stamps, value 3d., affixed in payment of the registration fee. Should postage stamps also be unavailable on board the cover must be marked "stamps not available", the registration fee being collected on board and brought to account.
- (d) If it is desired to send remittances of more than £5 (Home Waters) or £2 (outside Home Waters), the Remittance List is available. Whatever the amount to be sent, this method of remitting money affords a safeguard against financial loss resulting from enemy action which is not provided by the despatch of bank notes or cash in a registered letter. The Post Office regulations referred to in (c) exclude compensation if the registered letter concerned is lost or damaged through enemy action.

6047.—Mail Lost by Enemy Action

(M. 012919/43.—16 Dec. 1943.)

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

Admiralty special bags were not involved in this loss.

Parcel and letter mail posted in U.K. between 1st and 11th October, 1943, addressed to :—

Commander-in-Chief, Eastern Fleet.
F.O.C., Royal Indian Navy.
Cdre. Commanding Eastern Fleet Destroyer Flotillas.
C.-in-C., Netherland Forces in East.
C.O.I.S., Eastern Fleet.
R.A.N.A.S., Indian Ocean.
Naval Authorities at :—Addu Atoll, Basra, Bombay, Ceylon, Colombo, Calcutta, Cochin, Delhi, Karachi, Madras, Seychelles.
Capt. (D), 11th Destroyer Flotilla.
Capt. (S), 4th Submarine Flotilla.
MA/STU 21.
MTMU 5.
Admiralty Floating Docks 23 and 26.
H. M. and Allied Ships, Naval Parties and R.M. Detachments operating under the Eastern Fleet Command.

6048.—Rail Transport Regulations—Renumbering

(Sta. 20746/43.—16 Dec. 1943.)

With reference to A.F.O. 5661/43, the "Rail Transport Regulations" are in future to be accounted for as B.R.1010, and not B.R.777, as printed in B.R.1 (Catalogue of books of reference) which will be amended accordingly on reprint.
(A.F.O. 5661/43.)

6049.—W.R.N.S.—Form S.161—Rates of Pay

(N. 28905/43.—16 Dec. 1943.)

The award of higher specialised or unspecialised rates of pay to W.R.N.S. ratings should be reported on Form S.161 in the space provided for New Substantive Rating and Progressive Rate.

2. Where practicable, retrospective effect should be given to this order in all cases where the award of the appropriate higher rate of pay has not hitherto been reported.

(A.F.Os. 2026/42, 5666/43 and 5838/43.)

6050.—Ministry of Pensions Form B.204—Revision

(Sta. 20324/43.—16 Dec. 1943.)

Ministry of Pensions Form B.204, Supplement to the Invaliding Medical Report, has been revised, and old editions are obsolete.

2. The revised form will be issued on demands addressed to the Superintending Naval Store Officer, R.N. Store Depot, Elveden Road, Park Royal, London, N.W.10. Such demands should be restricted to six months' estimated requirements.

6051.—B.R. 155/1943—The Diving Manual; B.R. 155A/1943, Handbook for Breathing Apparatus, Pattern 230, and Salvus Self-contained Breathing Apparatus—Issue

(G. 8422/43.—16 Dec. 1943.)

The above-mentioned books are now available and copies will be issued to all concerned by the R.N. Store Depot, Elveden Road, Park Royal, N.W.10.

2. B.R. 155/1943, which is a revision of *The Diving Manual* (B.R. 155/1936.) and incorporates B.R. 155A/1938—*Instructions concerning the use and Periodical*

A 70. 5630/44.

Test of Breathing Apparatus, Pattern 230, and B.R. 155(1)/1939, Particulars of the "Salvus" Self-contained Breathing Apparatus, A.N.S. Type, will be issued to ships carrying divers, and establishments concerned.

3. B.R. 155A/1943, which is a reprint of parts of Chapter IX of B.R. 155/1943, will be issued to ships and establishments supplied with the breathing apparatus, but to whom B.R. 155 is not allowed.

4. The Fleet establishment of the new publications is as follows:—

B.R. 155A/1943

	Copies
Flag Officers	1
Battle Ships and Battle Cruisers	6
Cruisers	5
A.A. Ships	5
Fleet Carriers	6
Light Fleet Carriers	5
Escort Carriers (H.M.S. "Argus" only)	5
Seaplane Carriers	5
Submarine Depot Ships	5
Destroyer Depot Ships	5
Repair Ships	5

B.R. 155

Armed Merchant Cruisers	5
Escort Carriers (except H.M.S. "Argus")	5
Auxiliary A.A. Ships	2
Auxiliary Minesweepers (large)	2
Auxiliary Seaplane Carriers	2
Sloops	2
Netlayers	2
Fleet Minesweepers	2
Frigates—"River" Class	3
Surveying Vessels	2
Flotilla Leaders	3
Destroyers	2
Corvettes	2
"Bangor" Class Minesweepers	2
Royal Fleet Auxiliaries	4
Trawlers	1
Motor Minesweepers	1
Tugs	1
Cable Ships	1
Eagle Ships	2
A.S. Yachts	1
Controlled Minelayers	1
Shallow Draught Gunboats ("Insect" and "Seabird" Classes, "Scorpion" and later	1
Boom Working Vessels	1
Boom Gate Vessels	1
61½-ft. Motor Fishing Vessels	1
52½-ft. Harbour Service Vessels	1
S.O.L.S.U. H.M.S. "Monck"	50
Captain, Major Landing Craft	80
C.O. H.M.S. "Quebec"	2
C.O., H.M.S. "Northney"	2
C.O., H.M.S. "Helder"	2
C.O., H.M.S. "Dartmouth III"	2
C.O., H.M.S. "Westcliff"	2
Captains M.L., Clyde, Brightlingsea, Brixham and Portsmouth	1 each
Coastal Force Bases	2 each
(Except H.M.S. "Attack" and "St. Christopher")	
H.M.S. "Attack" and "St. Christopher"	4 each

5. On receipt of B.R. 155/1943 and B.R. 155A/1943, copies of B.R. 155/1936, B.R. 155A/1938 and B.R. 155(1)/1939 should be disposed of in accordance with B.R.1—Books of Reference and I.D. Catalogue.

6052.—B.R. 268(15)—Naval Electrical Manual, Vol. II, Searchlight Manipulator Sight, Mark II, Rod Control Gear—Restricted Issue

(T. 2794/43.—16 Dec. 1943.)

As the gear dealt with in B.R. 268(15) is not being fitted in new ships, no further issue of this book will be made in accordance with the establishment laid down in Form B.R. 1.

2. Ships and establishments who may still require this book should state on demands the purpose for which the book is required.

6053.—B.R. 347—Establishment of Naval Stores for H.M. Trawlers and Corvettes ("Flower" Class) and Form D.116, List of Particulars—Lists of Errata

(N.S. 25735/43.—16 Dec. 1943.)

Lists of Errata No. 1 to the Establishment of Naval Stores for H.M. Trawlers and Corvettes ("Flower" Class) (B.R.347) and List of Errata No. 3 to the List of Particulars (Form D.116) have been prepared and will be distributed in due course.

2. Three copies of the List of Errata to Form D.116 will be required to complete each copy of the List of Particulars already supplied to ships under construction and these should be supplied without demand by the appropriate Warrant Yard. The distribution to Warrant Yards is based on the number of ships of new construction allocated thereto. Ships' officers, etc., concerned with preparing the lists should not therefore demand the lists of errata from R.N. Store Depot, Park Royal.

3. One copy of List of Errata No. 1 will be supplied with each copy of the establishment issued from Park Royal. Similarly, each copy of Form D.116, List of Particulars (1942 reprint) when supplied from Park Royal (normally to Warrant Yards only) will be accompanied by three copies of Lists of Errata No. 3 to that form. (Earlier amendments are incorporated in the 1942 Reprint.)

6054.—B.R. 631—"Warships at a Glance"

(Sta./T.S.D. 674/43.—16 Dec. 1943.)

B.R. 631—"Warships at a Glance"—is now obsolete and no further issues will be made. The publication is to be deleted from B.R.1—Catalogue of Books of Reference and A.P.(N)1—Establishment of Air Publications.

(A.F.O. 3712/42 is cancelled.)

6055.—B.R. 821/43—Handbook for 4-in., Mark XIX, Gun on C.P., Marks XXIII, XXIII* and XXIII Mountings—Issue**

(G. 3127/43.—16 Dec. 1943.)

The above-mentioned handbook is now in the press. Copies will be issued, without demand, from the R.N. Store Depot, Park Royal, N.W.10, as soon as supplies are available, as follows:—

	Copies
F.Os. and N.O. i/c Ports, Home and Abroad	1
H.M. Ships—	
Frigates, "River" Class only	2
Corvettes, "Castle" Class only	1
A/S Trawlers, "Military" Class only	1
Rescue Ship "Goodwin"	1
French Ship "La Capricieuse"	1
Gunnery Schools—	
H.M.S. "Excellent"	20
Chatham	15
Devonport	10
Durban, H.M.S. "Assegai"	15
Dockyards—	
Portsmouth	5
Devonport	5
Chatham	5
Rosyth	3

Dockyards—contd.		Copies
Orkneys		1
Pembroke		2
Malta		4
Gibraltar		3
Alexandria		2
Bermuda		3
Simonstown		3
Durban		2
Ceylon		2
Kilindini		2
Naval Ordnance Inspecting Officers		As necessary
Armament Supply Officers		
Fitting Out Gun Mounting Overseers		
Fitting Out Gunnery Officers		
Patrol Service Central Depot, Lowestoft	6	
Gun Mounting Engineer Officer, H.M.S. "Dunluce Castle"	1	
C.O., H.M.S. "Western Isles"	1	
R.N. College, Greenwich	1	
R.A. College, Woolwich	1	
Naval Staff Library	2	
Ministry of Supply	5	For— A.1 C.E.A.D. S.O.B. C.S.A.D. S. of E., Shoeburyness.
Canadian Authorities	12	Washington, U.S.A.
B.A.D.	1	
B.A.M.R.	1	
B.A.S.R.	1	
D.N.O.(W.)	1	
B.A.T.M., Ottawa, Canada	1	
Australian Authorities	500	For Base Staffs, Training Establishments and D.E.M.Ss.
Zew Zealand Authorities	35	

Distributing Authority	Copies	For D.E.M.S.		
		Base Staff	Training Centres	D.E.M. Ships
Aberdeen	17	1	1	15
Ardrossan	1	1 Ayr	—	—
Aultbea	1	1	—	—
Avonmouth	1	1	—	—
Barrow	4	1 Barrow	1	—
Barry	1	1 Workington	1	—
Campbeltown	2	1	—	—
Cardiff	87	6 Cardiff	Bristol 3	75
		1 Port Talbot	"Flying Fox" 2	—
Dartmouth	1	1	—	—
Dundee	2	1	1	—
Falmouth	12	1	1	10
Glasgow	80	2	3	75
Grimsby	26	1 Grimsby	1	—
		2 Hull	2	20
Greenock	6	1	2	—
		1 Faslane	2 (Norwegian)	—
Harwich	1	1 Ipswich	—	—
Iceland (C)	1	1 Reykjavik	—	—

Distributing Authority	Copies	For D.E.M.S.		
		Base Staff	Training Centres	D.E.M. Ships
Leith and Granton	40	2 Leith	2	35
		1 Grangemouth	—	—
Liverpool	83	2	Liverpool 2	75
		1 Manchester	Wellesley 2	—
London	56	2	1	—
		1 Tilbury	3	50
Londonderry	1	1	—	—
Methil	1	1	—	—
Milford Haven	4	2	1	—
Newhaven	1	1 Shoreham	1 "Glendower"	—
Newport	1	1	—	—
N. Ireland	19	2 Belfast	2	15 Belfast
Oban	1	1 Mallaig	—	—
Orkneys and Shetland	7	1 Lyness	1	5
		1 Devonport	1	5
Plymouth	11	1 Brixham	1	—
		1 Penzance	1	—
Southampton	16	1 Southampton	2	10
Southend	1	1	"Safeguard" 3	—
Sunderland	2	1	—	—
Swansea	2	1	—	—
Tees	3	1 Middlesbrough	1	—
		1 Hartlepool	—	—
		2 Newcastle	2	50
Tyne	57	—	"Satellite" 2	—
Gibraltar	3	1 S. Shields	—	—
		1	2	—
		2 Algiers	4	—
Algiers	12	1 Oban	—	—
		1 Bougie	—	—
		1 Bone	—	—
		1 Augusta	—	—
		1 Taranto	—	—
		1 Brindisi	—	—
Malta	23	1	2	20
		1 Alexandria	1	—
		2 Port Said	3	100
Alexandria	113	1 Massawa	—	—
		1 Port Sudan	—	—
		1 Benghazi	—	—
		1 Tripoli	—	—
		1 Port Tewfik	1	—
Aden	10	1 Aden	—	—
		2 Abadan	2	5
Durban	2	1	1	—
		2 Bombay	2	100
		1 Karachi	1	—
		1 Madras	1	—
Bombay	113	1 Calcutta	1	—
		1 Khormashahr	1	—
		1 Basra	—	—
		2 Simonstown	2	50
Capetown	57	1 Capetown	—	—
		1 Port Elizabeth	—	—
		1 East London	—	—

Distributing Authority.	Copies	For D.E.M.S.		
		Bass Staff	Training Centres	D.E.M. Ships
Freetown... ..	20	2 1 Lagos 1 Takoradi	1	15
Colombo	54	2	2	50
Trinidad	14	2	2	10
Bermuda	4	2	2	—
Kingston (Ja.)	2	2	—	—
Aruba	2	2	—	—
Curacao	11	1	—	10
Buenos Aires	1	1	—	—
Murmansk	1	1	—	—
Archangel	1	1	—	—
New York	83	2 1 Boston 1 Baltimore 1 Galveston 1 Norfolk (Va.) 1 Savannah 1 Philadelphia	—	75

Maritime Regiments, R.A.—

	Copies
C.O., No. 1 Regiment, Lochhead Works, Lochwennock, Renfrewshire ...	2
C.O., No. 2 Regiment, British Legion, High Street, Leslie ...	2
C.O., No. 3 Regiment, Rasby House, Preston, N. Shields ...	2
C.O., No. 4 Regiment, All-a-Taut House, 51, Alexander Road, Southport, Lancs.	2
C.O., No. 5 Regiment, Kyneton House, Thornbury, Near Bristol ...	2
C.O., No. 8 Regiment, New York	4
C.O., No. 9 Regiment, Middle East Forces	2
C.O., No. 10 Regiment, Bombay	6
C.O., No. 11 Regiment, Capetown	2
C.O., No. 1 (Ind.) Troop, Sydney, N.S.W.	4

2. D.E.M.S. Staff Officers are to issue one copy to D.E.M. Ships fitted with the gun.

3. This handbook supersedes B.R. 821—Preliminary Pamphlet for the 4-in., Mark XIX, Gun on C.P., Mark XXIII Mounting—all copies of which should be disposed of on receipt of the new edition.

†6056.—B.R. 827—“A Seaman's Pocket Book”

(T.S.D. 217/43.—16 Dec. 1943.)

The above book has been prepared to provide new-entry, Hostility-only seamen, Naval Airmen and University Naval Division entries with the gratuitous issue of a book containing the seamanship knowledge required of them during training and their first six months at sea.

2. Chapter VIII of the book—Ship Safety—is also being issued separately as B.R. 827A, and is intended for the use of new entries other than seamen, i.e., all those who do not receive a copy of the “Seaman's Pocket Book” on kitting up.

3. The Seamanship Manual, Volume I, remains the standard book of reference for the Navy, and will continue to be issued to continuous service ratings.

4. Demands, on a six-monthly basis, should now be made on R.N. Store Depot, Elveden Road, Park Royal, London, N.W.10.

5. Issue to Sea Cadet Units will be made without demand on a basis of 20 per cent. of complement.

6057.—B.R. 834—Light Coastal Craft—(Operating in the North Sea and English Channel)

(T.S.D. 80/43.—16 Dec. 1943.)

This handbook gives recognition features of British Light Craft and enemy “E” and “R” Boats.

2. It is to be issued on a limited basis and will be supplied without demand (except ships mentioned in paragraph 4), from the R.N. Store Depot, Elveden Road, Park Royal, N.W.10.

3. Distribution.—

Flag Officers (South and East Coasts)	1 copy
Flag Officers and Naval Officers-in-Charge on Shore (South and East Coasts).	1 copy
Loan Libraries	1 copy
Aircraft Carriers (Fleet) at Home	4 copies
Aircraft Carriers (Excort) at Home	2 copies
Coastal Force Bases (South and East Coasts)	4 copies
S.O. Force “J”	2 copies
Following Naval Air Stations—	
Arbroath	} 4 copies each.
Piarco	
Crail	
Yeovilton	
Henstridge	
No. 841 Squadron	
Establishments—	
H.M.S. “Excellent”	} 4 copies each.
H.M.S. “Vernon”	

4. Copies will be available for escort vessels on South and East Coasts, such H.M. Ships will be supplied on demand.

6058.—Form O.6—Ammunition Labels—Additions

(A.S./Sta.20364/43.—16 Dec. 1943.)

Serial No.	Description	Where used	Page in Form O-6	Sta. No.
N.902	Fuzes, Percussion D.A. :— 6-No. 246	In recess on lid of cylinder	29	20364/43

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

(A.F.O. 97/43.)

Section 6.—SHORE ESTABLISHMENTS

6059.—Civilian Non-Industrial Staff—Allowances, etc., on Transfer from one Temporary Station to Another

(C.E. 8427/43.—16 Dec. 1943.)

Married officers who have been granted removal expenses to unfurnished accommodation, or those who have occupied furnished accommodation with their families at a temporary war-time station to which they have been transferred, will be eligible for allowances as stated below if transferred to another temporary station in the United Kingdom for a prolonged period:—

(a) *If transferred to a Billeting Area.*

- (i) Where the family is not immediately able to join the officer at the new station, free billeting or a cash allowance of 21s. a week in lieu will be granted.
- (ii) While the officer's family remains at the first temporary station, any cash allowance paid in respect of excess rent, storage charges, or continuing commitments at the permanent station may be paid in addition to (i), subject to review every 3 months, but in no case will payment be continued if it is possible for the officer to obtain reasonable family accommodation at the new station, or for the family to return to the permanent station, the house there being available even though the furniture may be in store or at the first temporary station.
- (iii) When joined by his family at the new station, the rules laid down in A.F.O. 821/41 will apply but in addition an allowance within 21s. a week may be allowed to meet any continuing and unavoidable commitments for rent at the first temporary station for a period not exceeding 3 months from the date when the family moves.

Note.—Refund of cost of removal to new station will be made only in cases where it can be certified that so far as can be foreseen the officer will remain at his new station for the duration of the war.

- (iv) Where the officer sends his family back to the permanent station, the cost of removal from the first temporary station or from store will be refunded under terms of A.F.O. 3363/43 and the officer will be eligible for free billeting or cash allowance of 21s. a week in lieu while serving at the second temporary station and maintaining his family at his permanent station.

(b) *If transferred to other than a Billeting Area.*

- (i) Where the family is not immediately able to join the officer at the new station, subsistence allowance at long-term rates will be payable and the rule at (a) (ii) above will also apply.
- (ii) When joined by family at new station, subsistence allowance will cease to be payable (unless the family joins the officer within the initial 28 days in which event payment will continue to be made to the end of 28 days) and the rules laid down in A.F.O. 820/41, Part II, paragraph 3, will then apply. In addition an allowance within 21s. a week may be allowed as provided in (a) (iii) above for continuing commitments, etc.
- (iii) Removal of furniture as provided in (a) (iv) above, and the officer will be eligible for subsistence allowance at long-term rates while serving at the temporary station and maintaining his family at his permanent station.

Note.—In assessing the allowance of up to 21s. a week payable under A.F.Os. 820/41 and 821/41 when the family joins the officer at the new station, the excess cost of accommodation will be based on the officer's rental liability at his permanent station and not on the rent of the accommodation occupied at the first temporary station. Where, however, an officer is sent to the first temporary station from abroad or from a station where he occupied an official residence, not being entitled to house allowance, the excess cost at the new station will be based on the scale of ordinary rental liability laid down in Home Dockyard Regulations, Appendix IV A, paragraph 3.

Where house allowance is payable the gross amount of house allowance will be the basis of assessment. If, however, the last permanent station was in the United Kingdom and the rent actually paid there exceeded house allowance, the higher figure will be taken.

2. Unmarried officers who have unavoidable, and continuing rent commitments at the first temporary station may be granted from the end of the initial 28 days subsistence allowance or first fortnight's free billeting an allowance within 21s. a week to meet such commitments for a period not exceeding 3 months from the date of the officer's transfer.

3. Where the officer has moved his furniture to unfurnished accommodation at the first temporary station and is joined by his family at the second temporary station, the cost of removal to store in the vicinity of his first temporary station may be refunded, in addition to fares (3rd class) of his family, but storage charges will be included with any continuing commitments at the permanent station for the purpose of calculating any allowance within 21s. a week. If the officer moves his furniture to store in the vicinity of his second temporary station, the terms of A.F.O. 2580/42 will apply, i.e., he may be granted one-third of the cost of removal to store at the new station, the balance being refunded when unfurnished accommodation has been secured.

4. The above rules will be followed where officers have more than two temporary moves.

5. Miscellaneous allowance as laid down in A.F.O. 3440/41 may be paid to officers who move the whole of their furniture from unfurnished accommodation at the first temporary station to unfurnished accommodation at the second temporary station and also to those officers who move their homes back to their permanent stations, provided they occupied unfurnished accommodation at the first temporary station, and in cases where the furniture was in store, provided the unfurnished accommodation occupied is other than that which he formerly occupied at the permanent station. One half of the miscellaneous allowance may be paid in respect of each subsequent temporary transfer, e.g., from a second to a third temporary station where the officer moves the whole of his furniture from unfurnished accommodation to other such accommodation. Officers who occupy single rooms are not regarded as householders for this purpose and will be eligible for a grant of £2 only on both second or subsequent temporary transfers. The miscellaneous allowance grant is not payable in respect of a first transfer to a temporary station.

6. The provisions of paragraph 5 may be applied to removals which have taken place since 1st January, 1943, but otherwise the arrangements above will take effect from the date of the order.

7. An officer who marries and set up an establishment at his temporary war-time station will on transfer to another temporary war-time station be dealt with under the rules applicable to a first temporary transfer from a permanent station.

8. An officer transferred from a temporary war-time station in the United Kingdom to a station abroad who leaves his family at the temporary station may continue to receive, for a period not exceeding three months from date of transfer, the allowance within the limit of 21s. a week in respect of continuing liabilities, etc., for which he is eligible.

9. Officers transferred from a temporary station to another establishment or department in the vicinity of their permanent station will be dealt with under the rules applicable to return to normal headquarters.

10. Where an officer on loan from another Government Department is transferred temporarily to an establishment or department in the vicinity of his normal headquarters town, the transfer will be dealt with as a return to permanent station. Should the officer decide to leave his family at the previous station, billeting terms only will be granted if his permanent station is in a reception area. If an officer prefers to travel daily between the previous station and the permanent station, his home there not being available, excess daily travelling expenses over those normally incurred may be paid within lodging or billeting allowance limits as may be appropriate.

A.F.Os. 820/41, 821/41, 3440/41, 2200/42, 2580/42, and 3363/43.)

(A.F.Os. 2671/41 and 3439/41 are cancelled.)

5. Where supplementary allowances are being paid, the workman should be medically examined after two months' absence, unless it is otherwise clear that total incapacity continues, in accordance with paragraph 9 of the Circular.

6. Any question of doubt or difficulty should be referred to the Admiralty for instructions. A supply of the necessary forms may be obtained on application to the Naval Store Officer, R.N. Store Depot, Elveden Road, Park Royal, London, N.W.10.

Treasury Circular T.C. No. 21/43, dated 3rd December, 1943.

Explanatory Memorandum.

Form of Application.

Form of Declaration prescribed by the Secretary of State.

Form of Periodic Declaration prescribed by the Secretary of State.

Form D.—W.C.A.5.

Form D.—W.C.A.6.

Treasury Chambers,
Great George Street, S.W.1.

3rd December, 1943

T.C. No. 21/43
P/3/3260/2

The Workmen's Compensation (Temporary Increases) Act, 1943

Sir,

I am directed by the Lords Commissioners of His Majesty's Treasury to draw your attention to the terms of the Workmen's Compensation (Temporary Increases) Act, 1943, which has effect from the 29th November, 1943 to the 31st December, 1946.

2. Section 1 of the Act amends the provisions respecting the payment of supplementary allowances under the Workmen's Compensation (Supplementary Allowances) Act, 1940, in cases of accidents which occurred not earlier than 1st January, 1924.

3. The supplementary allowances will now be, subject to the overriding maxima set out in paragraph 4 below, as follows :—

(a) *Where the weekly payment of compensation is at the rate appropriate to total incapacity.*—(i) A supplementary allowance of five shillings a week in the case of a week falling within the first thirteen weeks in respect of which the workman is entitled to a weekly payment of compensation, and ten shillings a week thereafter ;

(ii) In the case of a male workman who has a wife who was married to him at the date of the accident, a supplementary allowance in respect of her of five shillings a week for the first thirteen weeks and ten shillings thereafter ; and

(iii) In the case of a male workman who has children born within nine months of the accident under the age of fifteen a supplementary allowance at the rate of five shillings a week for each such child. If a child is receiving full-time instruction in a school when he attains the age of fifteen the allowance may be continued until the date on which he ceases to receive full-time instruction or the 31st July following the child's sixteenth birthday, whichever is earlier.

(b) *Where the weekly payment of compensation is at a rate less than that appropriate to total incapacity.*

Supplementary allowances bearing the same proportion to those detailed at (a) (i), (ii) and (iii) above as the weekly payment of compensation bears to the total incapacity rate.

4. The existing overriding maximum remains operative, *i.e.* the total of the weekly payment and all the supplementary allowances must not exceed seven-eighths of the pre-injury average weekly earnings (calculated in like manner as for ascertaining the weekly payment) in a case of total incapacity, or seven-eighths of the difference between such pre-injury average weekly earnings and the amount which the workman is earning or able to earn after the injury in a case of partial incapacity.

There is now however an additional overriding maximum to be observed. This operates upon the total amount of the weekly payment of compensation and the supplementary allowances payable under (i) and (ii) of paragraph 3(a). It

applies whether or not supplementary allowances are payable in respect of children as well. The total amount of the weekly payment and the allowances under (i) and (ii) must not exceed, subject to the qualification which follows, two-thirds of the workman's pre-injury average weekly earnings in a case of total incapacity, or two-thirds of the difference between his pre-injury average weekly earnings (calculated as explained above) and the amount which he is earning or able to earn after the injury in a case of partial incapacity. This provision is subject to the qualification that it shall not operate to bring the amount payable below the amount which would have been payable if a single supplementary allowance not exceeding five shillings a week were substituted for the allowances at (i) and (ii) above, *i.e.* in effect that no workman shall be worse off than if the Workmen's Compensation (Supplementary Allowances) Act, 1940, had remained in force without amendment.

5. Revised versions of the documents referred to in paragraph 4 of T.C. No. 15/40 and T.C. No. 7/41 are enclosed herewith, *viz.* :—

(a) the explanatory memorandum ;

(b) the form of declaration prescribed by the Secretary of State for use when a claim is first made ;

(c) the form on which the workman may state whether he wishes to claim supplementary allowances in respect of a wife or children ;

(d) the form of periodic declaration prescribed by the Secretary of State ;

(e) form D—W.C.A.5 ; and

(f) form D—W.C.A.6.

Further copies of these forms can be obtained from the Stationery Office, Shepherdess Walk, N.1.

6. All workmen in receipt of compensation in respect of an accident which has occurred not earlier than 1st January, 1924, should be sent as soon as practicable a copy of the revised explanatory memorandum. In the case of a male workman, unless his record shows that he was not married at the date of the accident, he should be given also the forms specified at (b) and (c) of the preceding paragraph, the latter being adapted by the deletion of the reference to children's allowance. Where a wife's allowance is claimed, adjustment of the remaining allowances must await the completion of the prescribed form of declaration. In other cases adjustment of the allowances may be made forthwith.

7. In new cases the workman should be given the forms specified at (a), (b), (c) and (e) of paragraph 5 above. Periodic declarations should be obtained from him as provided in Treasury Circular 7/41.

8. The workman's declaration as regards marriage will ordinarily be accepted without verification, but if the Department has any reason to doubt the correctness of the statement, the workman should be asked to produce a marriage certificate.

9. In view of the increased rates payable after three months, My Lords consider it desirable that all workmen in receipt of compensation should be examined by a doctor acting on behalf of the employing Department after two months' absence from work, unless the Department is otherwise satisfied that the total incapacity continues.

10. A further communication in regard to the Scheme framed under Section 31 of the Workmen's Compensation Act, 1925, is being addressed to the Departments concerned.

11. The attention of those Departments who have authority to make payments under the Workmen's Compensation Acts in respect of death is called to Section 2 of the new Act which varies the amounts prescribed by Section 8 of the Workmen's Compensation Act, 1925.

12. Receipt of this circular should be acknowledged on the slip enclosed. Any question of doubt should be referred to this Department.

I am,

Your obedient Servant,

J. A. BARLOW

(A copy of this Circular has been sent to the Staff Side Secretary of the Whitley Council.)

Memorandum on the Workmen's Compensation (Supplementary Allowances) Act, 1940, and the Workmen's Compensation (Temporary Increases) Act, 1943

(The brief summary below is for information only and it must not be regarded as overriding in any way the provisions of the Workmen's Compensation Acts or the Schemes framed thereunder.)

As from the 29th November, 1943 the maximum supplementary allowances payable in addition to the weekly payment of compensation to which a workman may be entitled under the Workmen's Compensation Act, 1925, in respect of an accident which occurred not earlier than the 1st January, 1924, will be as follows:—

- (a) 5s. a week for the first thirteen weeks, and 10s. a week thereafter;
- (b) to a male workman who has a wife to whom he was married before the accident, 5s. in respect of her for the first thirteen weeks and 10s. thereafter; and
- (c) to a male workman who has children born not later than nine months after the accident, 5s. a week in respect of each of them up to the age of 15 or, if at that age they are receiving full-time instruction at school, up to the date such instruction ceases or the 31st July after the child's sixteenth birthday, whichever is earlier.

The maximum supplementary allowances will be paid where the workman is in receipt of compensation at the rate which would be payable to him for total incapacity. Where a workman is entitled to a weekly payment at any lower rate in respect of partial incapacity, the supplementary allowances will bear the same proportion to the rates given in the preceding paragraph as the weekly payment of compensation to the workman bears to the amount which would be payable to him for total incapacity.

The total amount of the weekly payment of compensation and the supplementary allowances under (a) and (b) above must not exceed (1) in a case of total incapacity two-thirds of the pre-injury average weekly earnings (as reassessed from time to time under the Workmen's Compensation Act, 1943 or earlier Acts) on which the compensation is calculated, or (2) in a case of partial incapacity two-thirds of the difference between such pre-injury average weekly earnings and the average weekly amount which the workman is earning or is able to earn after the injury. This is subject to the proviso that the total supplementary allowance under these heads will not be less than it would have been if the Act of 1940 had not been amended.

The total amount of the weekly payment of compensation and the supplementary allowances under (a) and (b) above plus those in respect of children under (c) above must not exceed (1) in a case of total incapacity seven-eighths of such pre-injury average weekly earnings, or (2) in a case of partial incapacity, seven-eighths of the difference between such pre-injury average weekly earnings and the average weekly amount which the workman is earning or is able to earn after the accident.

Workmen who have accepted the Government Scheme of compensation will be paid supplementary allowances as above except that the amount of Hurt Pay payable under Clause 2 of the Scheme will be either at the rate of Hurt Pay provided by the Scheme without supplementary allowances or at the Workmen's Compensation Act rate of compensation, plus supplementary allowances, whichever is the greater.

Form of Application

Workmen's Compensation (Supplementary Allowances) Act, 1940, and the Workmen's Compensation (Temporary Increases) Act, 1943

- * (a) I do not claim any supplementary allowances in respect of a wife or of a child or children under the above Acts;
- * (b) I claim supplementary allowances in respect of my wife under the above Acts;
- * (c) I claim supplementary allowances in respect of a child or children under the above Acts.

* Strike out whichever of these is inapplicable.

(Signature in full)

(If a claim is made under (b) or (c) above, this form should be accompanied by a declaration on the prescribed form. (c) should be struck out if supplementary allowance in respect of a child or children has already been claimed.)

Workmen's Compensation (Supplementary Allowances) Act, 1940, Section 3(1) and

Workmen's Compensation (Temporary Increases) Act, 1943, Section 3(2)

Form prescribed by the Secretary of State for
DECLARATION BY A WORKMAN CLAIMING
SUPPLEMENTARY ALLOWANCES

Name and Address of Employer.....

- 1. Surname of workman
- 2. Full Christian names of workman.....
- 3. Full Address of workman.....

4. Have you a wife, now alive and who was married to you at the time of the accident, in respect of whom you are claiming a supplementary allowance? If so, give the following particulars:—

Christian Names	Surname at the time of your marriage to her	Date of Marriage	Town or place where married

5. Give the following particulars of any child* or children coming within the definition as set out below, now alive and under 15 years of age, or if over 15, receiving full-time instruction in a school, in respect of whom you are claiming allowances:—

Surname	Christian Names	Date of birth			Place of birth	If 15 years of age or over, name of school at which child is receiving full-time instruction
		Day	Month	Year		
.....
.....
.....
.....
.....
.....
.....

*For the purposes of the above Acts, "child" means, in relation to a male workman entitled to a weekly payment,—

- (a) any legitimate or illegitimate child born to him not later than nine months after the accident giving rise to compensation;
- (b) any stepchild, being a legitimate child whose mother was married to him before the accident; and
- (c) any child adopted before the accident by him or by him and his wife jointly, in pursuance of an adoption order made under the Adoption of Children Act, 1926, or the Adoption of Children (Scotland) Act, 1930, or the Adoption of Children Act (Northern Ireland), 1929.

6. Are you receiving or claiming weekly compensation under the Workmen's Compensation Acts for another injury (accident or disease) from any other employer (or employer's insurer)? If so, state the name and address of the other employer, and the amounts of the weekly compensation and supplementary allowances which you receive from such employer (or insurer).....

I DECLARE that all the information given above is true and correct.

Signature of workman†.....

Date.....

WARNING: Any person knowingly making a false statement or false representation for the purpose of obtaining a supplementary allowance is liable to a fine of £20 or three months' imprisonment or both.

† Where the workman is unable owing to illness or other reasonable cause himself to sign the declaration, the wife or other representative of the workman should inform the employer (or his insurer) of the reason why he is unable to sign it and should complete the form so far as practicable.

Workmen's Compensation (Supplementary Allowances) Act, 1940, Section 3(1)
and

Workmen's Compensation (Temporary Increases) Act, 1943, Section 3(2)

Form prescribed by the Secretary of State for

PERIODIC DECLARATION BY A WORKMAN ON ANY SUBSEQUENT OCCASION WHEN SUPPLEMENTARY ALLOWANCES ARE DUE

1. Surname of workman
2. Full Christian names of workman.....
3. Full Address of workman.....
4. Name of employer on whose behalf the Declaration is required.....

I, The above-mentioned Workman, declare that:—

- (a) my wife in respect of whom supplementary allowances are being paid is still alive and has not ceased to be my lawful wife;
- (b) the child or children in respect of whom supplementary allowances are being paid is or are still alive and has not or have not attained the age of 15, or having attained the age of 15, is or are still receiving full-time instruction in a school.

If a child under 15 years of age at the time the claim was made has since attained that age and is still receiving full-time instruction in a school, state name of school

I further declare* that I am not receiving or claiming weekly compensation under the Act from any other employer (or employer's insurer).

Signature of workman†.....

Date.....

*If the workman is receiving or claiming weekly compensation under the Workmen's Compensation Acts from any other employer (or his insurer) not mentioned in any previous declaration, strike out this paragraph and give the name and address of such employer and the amounts of any weekly compensation and supplementary allowances received or claimed from him.....

† Where the workman is unable owing to illness or other reasonable cause himself to sign the declaration, the wife or other representative of the workman should inform the employer (or his insurer) of the reason why he is unable to sign it and should complete the form so far as practicable.

Form D—W.C.A.5

Notice to be given to an officer as soon as he is awarded a supplementary allowance or allowances under the Workmen's Compensation (Supplementary Allowances) Act, 1940, or the Workmen's Compensation (Temporary Increases) Act, 1943, or under the Scheme for Government employees framed under the Workmen's Compensation Acts.

Sir,

I am to inform you that you will be asked periodically to make a declaration that you are still entitled to the supplementary allowance/allowances which has/have been awarded to you under the above Act(s)/Scheme.

In order to avoid any overpayment being made, you should report to as soon as possible, without waiting for the despatch of the declaration form—

- (a) if you receive weekly compensation under the Workmen's Compensation Acts from any other employer (or employer's insurer), giving the amount of the compensation and the date from which it has been paid;
- (b) if any person in respect of whom a supplementary allowance is paid to you (i.e. your wife or one of your children) should die, giving the date of death and in the case of a child the full name.

I am,

Your Obedient Servant,

Form D—W.C.A.6

Notice to be given to the recipient of a supplementary allowance or allowances under the Workmen's Compensation (Supplementary Allowances) Act, 1940, or the Workmen's Compensation (Temporary Increases) Act, 1943, or under the Scheme for Government employees framed under the Workmen's Compensation Acts when the periodic declaration form is sent to him.

Sir,

If you are in a position to do so, you are requested to sign the enclosed form of declaration and return it as soon as possible to

If you are not in a position to do so you should report at once to the officer above-mentioned as follows—

- (a) If you are receiving compensation from any other employer (or employer's insurer), giving the amount of such compensation and the date from which it has been received;
- (b) if any person in respect of whom a supplementary allowance is being paid to you (i.e. your wife or one of your children) has died, giving the date of death and in the case of a child the full name;
- (c) if any child in respect of whom a supplementary allowance is payable has attained the age of 15, giving the child's full name and the date of attainment of age 15. If the child is still receiving full-time instruction at school this should be stated with the name and address of the school.

You will in future be asked to sign a similar declaration every 3 months. In order, however, to avoid any overpayment being made, you should report at once to the officer above-mentioned, without waiting for the despatch of the next declaration form—

- (a) if you receive weekly compensation under the Workmen's Compensation Acts from any other employer (or employer's insurer), giving the amount of the compensation and the date from which it has been received;
- (b) if any person in respect of whom a supplementary allowance is being paid to you (i.e. your wife or one of your children) should die, giving the date of death and in the case of a child the full name.

I am,

Your Obedient Servant,

(A.F.O. 3540/40, 2335/41 and 5932/43.)

6067.—Settlement of Outstanding Railway Accounts to 30th September, 1941

(D.N.A./M.F. 307/43.—16 Dec. 1943.)

A comprehensive settlement with the railway companies is under consideration to cover all outstanding amounts for carriage of stores, etc., by goods or passenger train up to 30th September, 1941.

2 No further payments should be made in respect of such accounts locally and any at present held by dockyards or other establishments, etc., together with any correspondence in connection therewith, should be forwarded to the Director of Navy Accounts (Branch 7) Foxhill Hutments, Bath. Future letters from railway companies relating to accounts for this period should be similarly disposed of.

6068.—Disabled Persons—Interim Scheme for Rehabilitation and Resettlement

(L. 11732/43.—16 Dec. 1943.)

With a view to the maximum utilisation of national resources of industrial man-power, and as an interim measure pending the completion of a rehabilitation scheme on the lines of the ("Tomlinson") Report on the Rehabilitation and Resettlement of Disabled Persons (Cmd. No. 6415), the Ministry of Labour have developed an "Interim Scheme" for the training and resettlement in industry of men and women (over 16 years of age) who have been disabled, whether by war injury, industrial accident, or otherwise. (Disablement, in this sense, includes "partial disablement", but cases of the more serious kinds of disablement may fall outside the scope of the scheme at present.)

2. Training of disabled persons under the Interim Scheme—which may be for munitions work or for other occupations—will be carried out either by the Ministry of Labour and National Service, at Government Training Centres including such special establishments as the new Egham Centre, or at technical colleges, etc., or in selected employers' works; weekly allowances will be paid by the Ministry during the training period, and arrangements for accommodation will be made.

3. All official action, such as interviewing applicants in hospital, placing of trainees, etc., is taken by the Ministry of Labour and National Service, but Officers-in-Charge of Admiralty Establishments, Naval Medical Officers, and Welfare Officers, should be aware of the purpose and scope of the scheme, so that the attention of the local officers of the Ministry can be solicited in suitable cases.

4. Further details of the scheme, including fully descriptive pamphlets, may be obtained, if desired, from Local Offices of the Ministry of Labour and National Service.