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# ADMIRALTY FLEET ORDERS

ADMIRALTY, S.W.1,  
10th December, 1942.

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

A list of these Orders is enclosed.

By Command of their Lordships,

*H. V. Markham*

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

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

Head of "P" Branch 120/3

P 1 *[Signature]*

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P 3 *[Signature]*

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## ADMIRALTY FLEET ORDERS

No. Subject.

10th December, 1942.

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6065. Permanent and Temporary D.G. Installations for H.M. Ships—Cables for.  
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6073. Naval Cinemas—Danger of Fire.  
6074. Uniform for R.A.F. Personnel Attached to Royal Navy.  
6075. W.R.N.S. Badges.  
6076. Medical Equipment for R.M.Ls.  
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6087. Essential Work (General Provisions) Order, 1942—Amendment to Form D.5.  
 6088. Forms M.228A and M.228B—Dental Treatment—Revised Recording—Introduction.  
 6089. O.U. and B.R. Publications—Distribution During November, 1942.  
 6090. B.R. 363(4) and Form D.126(1)—Lists of Errata to the Establishment of Naval Stores and List of Particulars for Submarines.  
 6091. B.R. 375—Establishment of Naval Stores for Fast Minelayers—List of Errata No. 3.  
 6092. O.U. 5292—Block Sketch Cards of British War Vessels—Tracings of Silhouettes.  
 6093. O.U. 6197—Gun Drill for the 4.7-in., Q.F., Mark X\*, Gun on CP(S), Mark XV Mounting, 1930—Disposal of as Obsolete.

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 6097. Recovery of Overpayments from Workmen when Paid Leave Taken Exceeds Paid Leave Earned.  
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*(Orders marked \* have been reprinted for posting on Notice Boards; marked † may be communicated to the Press.)*

## Section 1

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

## 5993.—Message on National Day of Yugo-Slavia, 1st December

(M.013733/41.—10.12.1942.)

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

On behalf of the Board of Admiralty and of the officers and men of the Royal Navy, I desire to send to Your Majesty and to the Royal Yugoslav Forces our sincere good wishes on the occasion of the National Day of Yugoslavia.

Now that the initiative is being wrested from the Axis Powers, the United Nations can look forward with growing confidence to the final overthrow of the common enemy and to the liberation of your great country from the German yoke.

A. V. ALEXANDER.

The following reply was received :—

Please accept my warmest thanks for the greetings sent on the occasion of the Yugo-Slav National Day on behalf of the Board of Admiralty and the officers and men of the Royal Navy.

PETER II R.

## 5994.—Japanese Hospital Ships

(M.4104/42.—10.12.1942.)

With reference to A.F.O. 3076/42, the Japanese Government now state that they have taken up as hospital ships the undernoted vessels which have been accepted by H.M. Government in addition to those described in A.F.Os. 419/42 and 3076/42. No other Japanese ships are to be recognised as hospital ships unless further instructions are issued :—

Mizuho Maru	...	...	8,506 tons, length 140.20 metres, 1 funnel, 2 masts.
Saiberiya Maru	...	...	3,461 tons, length 106.70 metres, 1 funnel, 2 masts.
Kohoku Maru	...	...	2,578 tons, length 86.70 metres, 1 funnel, 2 masts.

2. All three vessels will bear the same markings and illumination as are described in A.F.O. 3076/42.

(A.F.Os. 419/42 and 3076/42.)

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

## \*5995—Honours and Awards—“ London Gazette ” Supplement of 1st December, 1942

(H. & A.—10.12.1942.)

CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD,

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

1st December, 1942.

The KING has been graciously pleased to give orders for the following Appointment to the Most Honourable Order of the Bath, for daring, skill and resolution in taking a Convoy to North Russia in the face of sustained and relentless attacks by enemy aircraft and submarines :—

To be an Additional Member of the Military Division of the Third Class, or Companions, of the said Most Honourable Order

Rear-Admiral Robert Lindsay Burnett, O.B.E.



The KING has been graciously pleased to give orders for the following Appointments to the Most Excellent Order of the British Empire, for coolness and devotion to duty during an enemy air attack :—

*To be Additional Officers of the Military Division of the said Most Excellent Order*  
Temporary Acting Surgeon Lieutenant-Commander Arthur Daunt Bateman, M.R.C.S., L.R.C.P., R.N.V.R.  
Acting Superintending Nursing Sister Muriel Evelyn Cawston, Q.A.R.N.N.S.

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

V.A.D. Nursing Member Fay Caplan.  
V.A.D. Nursing Member Joan Wylie.  
V.A.D. Nursing Member Susan Proudlock Tait.

For bravery and devotion to duty during an enemy air attack.

Engine Room Artificer John Stewart, C/MX.52907.  
Stoker Donald William Rogers, P/SSX.1013.

For bravery at Malta.

ADMIRALTY,

Whitehall,

1st December, 1942.

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

For gallantry, skill and resolution in H.M. Ships escorting an important convoy to North Russia in the face of relentless attack by enemy aircraft and submarines :

*Second Bar to the Distinguished Service Order*

Commander Richard George Onslow, D.S.O., R.N.

*Bar to the Distinguished Service Order*

Captain Charles Thomas Mark Pizey, C.B., D.S.O., R.N.

*To be Companions of the Distinguished Service Order*

Captain Harold Thomas Armstrong, D.S.C., R.N.  
Captain Ian Murray Robertson Campbell, R.N.  
Captain Ian Agnew Patterson Macintyre, C.B.E., R.N.  
Captain Alan Kenneth Scott-Moncrieff, R.N.  
Commander Anthony Paul Colthurst, R.N.  
Lieutenant-Commander Alexander Henry Charles Gordon-Lennox, R.N.  
Lieutenant-Commander Colin Douglas Maud, D.S.C., R.N.  
Lieutenant-Commander Edward Gregson Roper, D.S.C., R.N.  
Lieutenant (A) Patrick Wilfred Villiers Massy, D.S.C., R.N.  
Captain Howard Douglas Gausden, Master.  
Captain Leslie James Mack, Master.

*Second Bar to the Distinguished Service Cross*

Lieutenant Adrian Paul Northey, D.S.C., R.N.

*Bar to the Distinguished Service Cross*

Lieutenant John William Whittle, D.S.C., R.N.V.R.

*The Distinguished Service Cross*

Lieutenant-Commander Ronald de Leighton Brooke, R.N.  
Lieutenant-Commander Richard Henry Courage, O.B.E., R.N.  
Lieutenant-Commander (E) Robert Frederick McArt, R.N.R.  
Paymaster Lieutenant (Temporary Paymaster Lieutenant-Commander) Peter Weekes, R.N.  
Lieutenant Terance Thornton Lewin, R.N.  
Lieutenant Anthony John Guy Lydekker, R.N.  
Lieutenant Peter Maurice Mackay-James, R.N.  
Lieutenant William Donough O'Brien, R.N.  
Lieutenant William Frank Broughton Webb, R.N.  
Temporary Lieutenant Robert Hudson Jameson, R.N.R.  
Temporary Sub-Lieutenant Hugh Douglas Anson-May, R.N.V.R.

Temporary Sub-Lieutenant (A) Ian Peter Garrow, R.N.V.R.  
Temporary ~~Sub~~-Lieutenant (A) Anthony Roger Laurie, R.N.V.R.  
Temporary Acting Sub-Lieutenant (A) Phillip John Williams, R.N.V.R.  
Mr. Bertie Leonard Mitchell, Temporary Gunner, R.N.

*Bar to the Distinguished Service Medal*

Chief Petty Officer (Air Fitter E.) Edward Jeffery Martin, D.S.M., FAA/FX.75957.

*The Distinguished Service Medal*

Chief Yeoman of Signals Patrick Farrelly, P/JX.134254.  
Chief Engine Room Artificer George Alfred Dimmer, P/MX.47659.  
Petty Officer Stanley James Barrow, P/JX.133108.  
Petty Officer Albert Thomas Edward Powell, D/J.113208.  
Acting Air Artificer 4th Class Ronald Elliott, FAA/FX.75057.  
Acting Air Fitter 4th Class Ronald Mercer, FAA/FX.75635.  
Leading Seaman Henry Thomas Abbott, C/J.97368.  
Leading Seaman Thomas Morris Ferns, X.7343C, R.N.R.  
Leading Seaman Frank Jackson, P/JX.136091.  
Leading Seaman Gerald Rose, P/JX.143407.  
Acting Leading Seaman Leonard Charles George Payne, C/JX.147600.  
Leading Air Fitter (A) William Orchar Foote, FAA/FX.79468.  
Able Seaman John Burrows, D/JX.255365.  
Able Seaman Joseph George Henry Fish, D/JX.254196.  
Able Seaman George Arthur Henry Scrivener, C/JX.125206.  
Able Seaman Thomas William West, P/JX.273276.  
Stoker First Class Edward Wylie, C/KX.89396.  
Sick Berth Attendant Ronald Gordon James Turner, P/MX.69075.  
Ordinary Seaman Hugh Somerville Cassidy, B/V.51, R.A.N.V.R.  
Seaman John Victor Matthew Thomas, X.10065B, R.N.R.

*Mention in Despatches (Posthumous)*

Commander (E) Martin Hoby Hunt, R.N.  
Lieutenant Michael Alastair Mitchell Bruce, D.S.C., R.N.  
Sub-Lieutenant John Michael Longhurst, R.N.R.  
Mr. Frank William Jenkins (Gunner (T)), R.N.  
Chief Yeoman of Signals Frank Henry Isaac Cooper, P/J.87227.  
Chief Stoker Joseph Nelthorpe, P/K.56297.  
Acting Petty Officer Norman McKie, P/SSX.19151.  
Able Seaman Thomas Cyril Fenn, D.S.M., P/JX.130362.

*Mention in Despatches*

Acting Paymaster Commander Harold Hosford Barry, R.N.  
Lieutenant Moses James Lee, D.S.C., R.N.  
Temporary Lieutenant William Lorton Cambridge, R.N.V.R.  
Paymaster Lieutenant Geoffrey Archer Henderson, R.N.  
Temporary Sub-Lieutenant Francis Michael Law, R.N.V.R.  
Chief Petty Officer James Douglas Arthur Rhodes, D/J.60051.  
Chief Petty Officer George William Steell, P/J.98830.  
Chief Yeoman of Signals Archibald Lester Colborne, P/J.69727.  
Chief Engine Room Artificer Robert William Counsell, C/M.2659.  
Chief Engine Room Artificer Thomas Fletcher Fearon, P/M.5186.  
Chief Engine Room Artificer James Osborne Wearne, D/MX.55966.  
Acting Chief Engine Room Artificer William Henry Martyn, P/MX.48409.  
Acting Chief Engine Room Artificer Harold Mapletoft Schofield, D/MX.51495.  
Chief Stoker Joseph Storey Palethorpe, C/K.64952.  
Petty Officer George Edward Burt, D/JX.128566.  
Petty Officer Ernest Timothy Bushell, C/JX.129030.  
Petty Officer Alfred Robert Daniels, D/JX.283329.  
Petty Officer William Hooper, C/J.85655.  
Petty Officer Albert Henry Osborne, D/J.49553.  
Petty Officer George Compton Pert, P/J.112155.  
Petty Officer Charles Edward Thomas Poole, P/J.103898.  
Temporary Acting Petty Officer Francis Devin, D/JX.140447.  
Yeoman of Signals Sydney Driver, C/JX.138242.  
Yeoman of Signals Henry Plaice, C/JX.126107.  
Petty Officer Telegraphist William Henry Page Knight, P/J.27680.  
Stoker Petty Officer Charles Hinde Watson, P/K.66247.



Temporary Acting Stoker Petty Officer Frank Henry Swan, C/KX.77892.  
 Petty Officer Steward William James Perry, C/LX.23443.  
 Engine Room Artificer Third Class Edwin Charles Thomas, P/MX.55974.  
 Electrical Artificer Fourth Class George William Bellfield, P/MX.66144.  
 Leading Seaman William Cowie Brooks, P/JX.153414.  
 Leading Seaman Bernard James Farmer, P/JX.153084.  
 Leading Seaman Huia Frederick Charles Hudson, R.N.Z.N.V.R., Wellington, 3452.  
 Leading Seaman James Shepherd, D/J.41392.  
 Able Seaman Walter Ansell, C/LD/X.4526.  
 Able Seaman Ronald Ernest Britton, D/BD/X.1701.  
 Able Seaman Kenneth Davis, D/JX.185066.  
 Able Seaman William Henry Hulley, D/SSX.17693.  
 Able Seaman Norman Rice, C/J.112920.  
 Band Corporal Kenneth Reginald Read Hollier, R.M.B.X.502, R.M.

A further list of such Appointments and Awards as His Majesty may be graciously pleased to approve for services in this action will be published shortly.

For bravery in Burma :

*The Distinguished Service Cross*

Lieutenant William Guthrie Temple Penman, Burma, R.N.V.R.

*Mention in Despatches*

Commodore Cosmo Moray Graham, C.B., R.N.  
 Captain John Ignatius Hallett, D.S.O., R.N.  
 Captain (Acting Major) Duncan Johnston, R.M.  
 Temporary Lieutenant Peter Cave, R.M.  
 Lieutenant John Meiklejohn MacNaughton, Burma R.N.V.R.  
 Marine John Hilton Marriott, Ex.2340, R.M.

For distinguished services :

*The Distinguished Service Medal*

Leading Seaman Joseph Richard Houghton, LT/JX.196094.  
 Leading Seaman Arthur Lawn, LT/JX.225112.  
 Engineman Joseph Fryers, LT/KX.116969.  
 Stoker James Landon Paris, LT/KX.106150.  
 Leading Cook Edward Nash, LT/SR.55761.  
 Telegraphist Frank Richard Mankelov, D/JX.260110.

For bravery at Tobruk :

*The Distinguished Service Medal*

Cook (O) Joseph Borg, E/LX.22499.

For bravery while serving in a Royal Fleet Auxiliary during the passage to Malta of an important Convoy :

*The Distinguished Service Cross*

Captain Robert Tait Duthie, Master.

For skill and endurance :

*Mention in Despatches*

Temporary Surgeon Lieutenant Solle Moss, M.R.C.S., L.R.C.P., R.N.V.R.

For bravery and coolness in a defensively equipped Merchant Ship :

*The Distinguished Service Medal*

Temporary Acting Petty Officer Alfred Jack Bull, P/J.95273.

For bravery in an enemy air attack :

*Commendation*

Temporary Surgeon Lieutenant Ronald Charles Ricketts Gethen, M.R.C.S., L.R.C.P., R.N.V.R.

Sick Berth Chief Petty Officer James William John Peachey, C/M.37962.  
 Petty Officer Cook Elizabeth Turnbull, 4050, W.R.N.S.

The KING has been graciously pleased to grant unrestricted permission to wear the Insignia of the Appointment made by the Queen of the Netherlands, as shown below, for good services to the Dutch Navy :

*Chevalier of the Order of Orange Nassau*

Sub-Lieutenant Walter Leslie Jarvis, R.N.V.R.

The KING has been graciously pleased to grant unrestricted permission for the wearing of the following decoration bestowed by General de Gaulle for services as Liaison Officer in a Free French Ship :

*Croix de Guerre*

Temporary Lieutenant Eric Philip Patrick D'Arcy Walton, R.N.V.R.

**\*5996.—Honours and Awards—Free French Navy**

(H. & A. 718/42.—10.12.1942.)

The King has been graciously pleased to approve the following awards for gallant services during the Raid on Dieppe on 19th August, 1942 :—

*Distinguished Service Medal.*

Quartier Maître Andre Roland.

*Mention in Despatches.*

Enseigne de Vaisseau 1 ère Classe Y. Boju.

Enseigne de Vaisseau Pierre Chanliau.

Officier des Equipages 2 ième Classe Max Ibarlucia.

2. These awards will not be gazetted.

**5997.—Honours and Awards—Polish Navy**

(H. & A. 718/42.—10.12.1942.)

The King has been graciously pleased to approve the following award for gallant services during the Raid on Dieppe on 19th August, 1942 :—

*Distinguished Service Cross*

Commander Romuald Tyminski, Polish Navy.

2. This award will not be gazetted.

**5998.—Fighter Directing Officers—Responsibility, Qualification and Appointment**

(C.W. 38945/42.—10.12.1942.)

The Senior Fighter Directing Officer of the ship is responsible to the Commanding Officer for the aircraft plot and fighter direction arrangements of the ship, excepting those arrangements solely affecting gunnery target indication. The Senior Fighter Directing Officer is to work in close collaboration with the Gunnery Officer and Target Indicating Officer in all ships, and in the case of carriers, also with Commander (Flying) and Commander (Air Staff). The Senior F.D.O. is to pay particular attention to the training of the personnel affected, in their fighter direction and aircraft plot duties.

2. Officers of all branches who have undergone the full ten weeks course of training in Fighter Directing at the Fighter Direction Centre will after six months service on Fighter Directing duties be eligible for designation as confirmed Fighter Directing Officers provided their Commanding Officers consider them to be fully efficient at their duties. The symbol (F) will be shown against their names in the Navy List.

3. Officers qualified and considered suitable will be granted confirmation by their Commanding Officers without reference to the Admiralty but the grant of confirmation should be reported to the Admiralty ; this report should be accompanied by a report on Form S.206. Where a Commanding Officer is not prepared to confirm an officer otherwise qualified he is to report the reasons to the Admiralty.

4. Officers who have been employed on Fighter Direction duties in an aircraft carrier for at least six months, but who have not been through the full course of training at the Fighter Direction Centre, may be recommended by signal to the Admiralty for special consideration if they are considered fully efficient at their duties. As occasion serves, other officers who have not done the full course will be given a special course at the Fighter Direction Centre, which will qualify them as confirmed Fighter Directing Officers. Officers who have served as Instructors on the permanent staff of the Fighter Direction Centre will be considered as confirmed.

5. Every opportunity should be taken by officers employed on these duties to visit the Fighter Direction Centre. Whenever possible officers selected for new and important appointments will be given refresher courses.





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regretted.



6. In future, Fighter Directing Officers will be appointed as follows :—

(a) Carriers and Auxiliary Carriers :—

(i) Senior Officer "as Fighter Directing Officer".

(ii) Other Officers "as Deputy F.D.O. and for Aircraft Plot Duties".

(b) Other ships, "for Aircraft Plot and Fighter Directing Duties".

7. Officers appointed for these duties may be employed on such general ship duties appropriate to their rank and branch as Commanding Officers may consider desirable but such duties must not interfere with their Fighter Directing and Aircraft Plot duties. Such duties as Aircraft Recognition Officer, Assistant Intelligence Officer or the training of look outs would be particularly suitable. It is essential that Executive Officers employed on Fighter Directing duties should be given every opportunity to qualify for a Watchkeeping Certificate if they have not already obtained one.

#### 5999.—Naval Control Service Officers—Entertaining Allowance

(C.W. 43313/42.—10.12.1942.)

It has been approved for the Senior Naval Control Service Officer at each port to receive a special entertaining allowance on the following scale :—

	s.	d.
If a Captain ...	5	0
If a Commander ...	2	6
	2	0

*Cancelled 27/4/46*

2. In no case shall the rate of Entertaining Allowance to the Naval Control Service Officer exceed that payable to the Naval Officer-in-Charge of the port. Exceptional cases will however be considered on their merits.

2. Detailed accounting instructions will be issued in due course.

4. This Order is to take effect from 1st November 1942.

#### 6000.—Commission and Promotion of R.N.V.R. Officers during the War

(C.W. 34620/42.—10.12.1942.)

With reference to A.F.O. 5862/42, the following revised rules for the promotion of R.N.V.R. officers of all branches and Temporary R.N. (E) officers will apply as from the 1st December, 1942.

2. *Promotion from Midshipman to Acting Sub-Lieutenant and from Probationary Midshipman to Probationary Acting Sub-Lieutenant.*—Officers will be promoted to Acting Sub-Lieutenant or Probationary Acting Sub-Lieutenant provided they have :—

(a) attained the age of 20, and

(b) been recommended by their Commanding Officers or in the case of Midshipmen (A) only

(c) irrespective of age, been recommended by their Commanding Officer after not less than six months' service from date of completing either the advanced flying course at a Service Flying Training School or Part II of the Naval Observer's Course or equivalent stage of flying training in the U.S.A.

3. *Promotion from Acting Sub-Lieutenant or Probationary Acting Sub-Lieutenant to Sub-Lieutenant.*—Officers of all branches of the R.N.V.R. and Temporary R.N. (E) officers will be promoted to Sub-Lieutenant irrespective of age provided they :—

(a) have served six months as Acting Sub-Lieutenant or Probationary Acting Sub-Lieutenant, and

(b) are recommended by their Commanding Officers.

4. The above rules will apply to officers already serving as such as well as to officers appointed on or after the 1st December, 1942.

5. In future ratings promoted from the Lower Deck will, if under 20, be promoted to Midshipman or if over 20, to Acting Sub-Lieutenant or relative rank. Candidates entered direct from civil life as officers will normally, if under 20, be appointed as Probationary Temporary Midshipman in their appropriate branch or if over 20 as Probationary Temporary Acting Sub-Lieutenant. They will be eligible

for confirmation after three months' service if recommended by their Commanding Officer or in the case of Air Engineer Officers, on the grant of a certificate of competency:

6. Promotions to Acting Sub-Lieutenant and Sub-Lieutenant will continue to be made and promulgated by the Admiralty unless previous notification is made by Commanding Officers that officers otherwise qualified are not recommended (see A.F.Os. 4583/42 and 5245/42). Officers who under these revised rules are already eligible for promotion to Sub-Lieutenant will be promoted with seniority of the 1st December, 1942, unless the Admiralty has been informed that they are not recommended.

7. *Promotion from Sub-Lieutenant to Lieutenant.*—Officers serving as such prior to the 1st December, 1942, will continue to be promoted to Lieutenant under the existing rules laid down in A.F.Os. 3054/39, 846/40 and 3237/41 as amended by A.F.Os. 2731/42, 2732/42 and 3963/42.

Officers appointed on or after the 1st December, 1942, will, regardless of age, be eligible for promotion to Lieutenant under the following rules :—

(a) *Executive Branch.*—Officers must :—

(i) have served for two years in the confirmed rank of Sub-Lieutenant,

(ii) possess a Naval Watchkeeping Certificate,

(iii) be recommended by Commanding Officer as being in all respects suitable for promotion.

(b) *Air, Accountant, Electrical and Special Branch.*—Officers must :—

(i) have served for at least two years in the confirmed rank of Sub-Lieutenant,

(ii) be recommended by Commanding Officer as being in all respects suitable for promotion.

(c) *Engineering Branch.*—Temporary R.N.(E) and R.N.V.R.(E) officers must :—

(i) have served for at least two years in the confirmed rank of Sub-Lieutenant (E), R.N. and/or R.N.V.R.,

(ii) be recommended by Commanding Officer as being in all respects suitable for promotion.

8. The above rules as regards promotion to Lieutenant are designed to produce the required proportion of Lieutenants in the Royal Navy. If and when the requirements for Lieutenants can be met on the basis of a longer period of qualifying service as Sub-Lieutenant this will be lengthened.

9. Officers will still be eligible to be recommended for accelerated promotion to Lieutenant under A.F.O. 425/42 and acting and probationary time may be included for calculating the period of qualifying service laid down. Commanders-in-Chief abroad may continue to make provisional promotions to Lieutenant in accordance with A.F.O. 4958/42.

10. (a) The Naval Watchkeeping Certificate is to be worded as follows :—

"(Rank)..... (Name)..... is competent to take charge of a Watch at sea as a Lieutenant, and to perform efficiently the duties of that rank."

(b) Where a Commanding Officer does not feel justified in awarding the Full Naval Watchkeeping Certificate, as shown above, a restricted certificate may be awarded by the addition of a paragraph to the following effect :—

"2. This Certificate is granted for (insert class of vessels) only."

(c) Where the additional paragraph referred to above is added, the Certificate will not be regarded as a full Naval Watchkeeping Certificate and the notation (W/K) will not appear against the Officer's name in the Navy List.

(d) Copies of Watchkeeping Certificates awarded are to be forwarded at the time of the award to the Admiral Commanding Reserves or with the application for promotion, if at the time of the award the Officer is due for promotion.

11. Where officers have not had an opportunity of qualifying for a Naval Watchkeeping Certificate owing to the exigencies of the service, this requirement for promotion may be dispensed with if they are certified by their Commanding Officers as competent to carry out, in an efficient manner, the duties upon which they are employed. In such cases Officers without Watchkeeping Certificates will be promoted to Acting Lieutenant only.

12. In view of the fact that officers entered for General Engine Room Duties in the Fleet will in future be entered in the rank of Midshipman (E) or Acting Sub-Lieutenant (E), transfers to temporary R.N. commissions in accordance with



A.F.O. 2329/40 will be made on the award of an Engine Room Watchkeeping Certificate even though the officer has not yet been promoted to Sub-Lieutenant. In such cases the officer will be transferred to Acting Sub-Lieutenant (E), R.N. with original seniority as Acting Sub-Lieutenant (E), R.N.V.R.

13. Recommendations for promotions and confirmations and reports of provisional promotions under A.F.O. 4958/42 should continue to be sent in original to Admiral Commanding Reserves, except in the case of R.N.V.R.(A), R.N.R.(E) and R.N.V.R. (E) officers, the reports on whom should be sent to the Secretary of the Admiralty (C.W. Branch).

14. This Order applies to officers of the R.N.Z.N.V.R., but not at present to Officers serving in other Dominion Reserves on loan to the R.N.

(A.F.Os. 3054/39, 846/40, 2329/40, 3237/41, 425/42, 2731/42, 2732/42, 3963/42, 4583/42, 4958/42, 5245/42 and 5862/42.)

(Admiralty Message 775A is cancelled.)

#### 6001.—Ordnance Officers and Ordnance Artificers—Courses of Instruction

(G. 7501/42.—10.12.1942.)

The following arrangements have been made for classes to undergo the course of instruction in Special Breech Mechanisms in accordance with O.U. 5362A/37. Course 37, viz. :—

	Where joining	Date
Class 1	Priddy's Hard	11. 1.43
	Woolwich Arsenal	14. 1.43
	Complete	5. 3.43
Class 2	Priddy's Hard	15. 3.43
	Woolwich Arsenal	18. 3.43
	Complete	7. 5.43
Class 3	Priddy's Hard	17. 5.43
	Woolwich Arsenal	20. 5.43
	Complete	9. 7.43
Class 4	Priddy's Hard	16. 8.43
	Woolwich Arsenal	19. 8.43
	Complete	8.10.43
Class 5	Priddy's Hard	18.10.43
	Woolwich Arsenal	21.10.43
	Complete	10.12.43

Classes will be detailed from the Gunnery Schools.

2. Attention is called to A.F.O. 407/40 as amended by A.F.O. 2127/40 regards pay, etc.

(O.U. 5362A/37)

(A.F.Os. 407/40 and 2127/40—not in annual volume.)

#### 6002.—Complement Amendments—Action Plotting Allowance

(N. 22116/41.—10.12.1942.)

The following amendments are to be made to schemes of complement :—

##### All Capital Ships :—

Against "I Action Plotting Allowance (Ratings other than Seamen or Marines)", insert notation (z): and a new note as follows :—

"(z) Payment of Action Plotting Allowance may be made, during the period of hostilities only, to not more than three ratings."

All Cruisers and H.M. ships "Furious", "Illustrious", "Victorious", "Formidable" and "Indomitable" :—

Under the heading "Included in Total Complement", insert (below "H.F.C Allowance") :—

"—(z) Acting Plotting Allowance (Ratings other than Seamen or Marines)" also a new note as follows :—

"(z) Payment of Action Plotting Allowance may be made, during the period of hostilities only, to not more than three ratings"

(C.A.F.O. 2067/41.)

#### \*6003.—Saluting and Dress Ashore

(N.L./N. 20539/42.—10.12.1942.)

Their Lordships' attention has been drawn to the laxity as regards saluting on shore by Naval personnel which prevails especially in London and places distant from Naval Bases and Shore Establishments. This laxity has given rise to unfavourable comment by members of the other services and by civilians.

2. The dress of men on shore also leaves much to be desired, and the traditional reputation of Naval personnel for smartness is being lowered by the current practice by ratings of wearing their caps "flat aback" and of walking about with their overcoats or oilskins unbuttoned or with the collars turned up in fine weather.

3. It is the duty of all officers to see that, as far as is practicable, the saluting regulations are obeyed and that Naval personnel on shore are properly dressed.

4. As a war-time measure, the following amendments have been made to the saluting regulations :—

(a) Except on service premises, saluting is abolished when under cover, e.g., railway stations, save when addressing a superior officer.

(b) When two or more officers are walking together, all should acknowledge the salutes which are accorded to them by ratings or other ranks. If saluted by an officer, only those officers of superior rank to the officer saluting will return the salute.

(c) Personnel riding in a vehicle are not required to salute.

5. The attention of all officers and ratings is to be called to the following :—

(a) Junior officers are to salute their superiors. Ratings are to salute all officers.

(b) A junior officer, when in company with a senior officer, will only salute officers senior to the latter.

(c) Personnel carrying anything which cannot conveniently be transferred so as to permit their saluting with the right hand, will turn their head smartly towards the superior when passing him.

(d) Personnel riding on a bicycle will salute with the hand if the state of the road and traffic permits.

6. It should be noted by all officers and ratings that the fact that they are accompanied by a civilian of either sex does not release them from their obligation to comply with the saluting regulations.

7. Particular attention is called to the importance of saluting officers of Allied Nations and of the other services.

(A.F.O. 2779/34—not in annual volume.)

#### 6004.—Aircraft Recognition—Fleet Air Arm Training and Material

(A./N.A.D. 1261/42.—10.12.1942.)

The Aircraft Recognition Centre for Naval Air Personnel has been established at the R.N. Air Station, Yeovilton, Somerset.

2. The Commanding Officer, R.N. Air Station, Yeovilton, is the central authority for the training of Air Personnel in Aircraft Recognition. In this capacity he—

(a) Advises on all matters of policy and methods of training.

(b) Advises on instructional material.

(c) Issues pamphlets and lecture notes, as necessary, to the recognition sections at Naval Air Stations and Establishments.

(d) Advises recognition sections as required and issues material produced by the Aircraft Recognition Centre at the R.N. Air Station, Yeovilton.

3. The Officer-in-Charge of the Aircraft Recognition Centre, as the representative of the Commanding Officer, R.N. Air Station, Yeovilton, in this matter has authority to visit and communicate direct with the Admiralty (Naval Air Division and Gunnery Division), H.M.S. "Excellent," the Air Ministry (T.O.5), and appropriate sections of the Royal Air Force Commands and the Royal Observer Corps, for the collection and co-ordination of relevant information. Any recommendations or advice to higher authority should be made by the Commanding Officer through Rear-Admiral, Naval Air Stations.



4. Aircraft Recognition Sections for the dissemination of information on aircraft recognition, if not already constituted, are to be organised in all R.N. Air Stations, Aircraft Establishments and Aircraft Carriers. In Aircraft Carriers the Fleet Air Arm Officer concerned should work in close co-operation with the Ship's Aircraft Recognition Training Officer. Ships and establishments should communicate direct with the Commanding Officer, R.N. Air Station, Yeovilton, on all matters dealing with aircraft recognition in the Fleet Air Arm, including—

- The training at the Aircraft Recognition Centre of selected personnel to act as instructors.
- The scope and the material required for their section.
- Instructional methods suitable to particular classes of personnel—Pilots, Air Gunners, Ground, etc.

5. Grant for purchase of recognition material :—

The Aircraft Recognition Centre and Sections at the following Naval Air Stations may expend up to £2 quarterly on periodicals, non-service publications dealing with aircraft recognition, and on models, model making equipment, etc., but at the same time full use must be made of items in service supply.

The stations for which this grant is authorised are :—

Yeovilton	Lee-on-Solent
Arbroath	Machrihanish
Craik	Piarco
Donibristle	St. Merryn
Hatston	Worthy Down

6. *Instructional Material.*—Aircraft recognition material now available is described in A.F.O. 3595/42, which also lays down the scale of issue to H.M. Ships. Material for Naval Air Stations and Establishments will be issued, without demand (except models, which should be demanded from storing yards), on the following scales :—

	Large Naval Air Stations, Home and Abroad.	Small Naval Air Stations, and Sections (Classes B and C).	Additional Supply to Training Schools.				Remarks.
			Observers and Telegraphists Air Gunners.	Fighter.	Torpedo.	Aircraft Recognition Centre, Yeovilton.	
A.P. 1480 A to F, and I...	2	1	6	6	6	3	
B.R. 150B*... ..	3	2	30	20	—	2	*Additional copies to
Wall charts ... ..	15	6	—	—	—	3	Eastleigh 30
Large silhouettes ... ..	2	—	—	—	—	2	Lee-on-Solent 12
Models ... ..	2	1	—	—	—	2	H.M.S. "Gosling" 12
Playing cards ... ..	sets. 12	set. 6	—	—	—	sets. 2	Elmdon ... } Sealand ... } Watford ... } Fulham ... } Newcastle- under-Lyme } Errol } } 2 } each.
Transparencies ... ..	packs. 20	packs. 6	10	10	10	—	
B.R.764—All the World's Aircraft.	1†	1	6	2	2	2	†Additional to copy supplied in Officers' Reference Library.
"Flight" and "The Aeroplane."	—	—	2	2	2	—	
Aircraft Recognition Journal	20	6	30	20	20	—	
Epidiascope cards ... ..	2	—	—	—	—	2	

Notes—

1. H.M.S. "St. Vincent" and the No. 2 Telegraphist Air Gunners' School will be supplied to the scale laid down for large Naval Air Stations. In addition, No. 2 Telegraphist Air Gunners' School will receive supply appropriate to such a school.

2. H.M.S. "Gosling" and the training establishments listed in the remarks column may demand additional material up to the scale laid down for small Naval Air Stations, if required. Any material required at satellite stations or sections should be provided by the parent station.

3. "Penguin" Aircraft Recognition Books are obsolescent and will not be supplied after present stocks are exhausted.

4. Form A.P. (N) 1 will be amended.

(A.F.O. 3595/42.)

**\*6005.—L.R.2 (S/M)—Introduction of New Non-Substantive Rate**

(N. 12911/42.—10.12.1942.)

A.F.O. 4591/42 is to be amended as follows :—  
Delete paragraph 2 and substitute :—

*Selection.*—Men to be selected from Able Seamen or Leading Seamen who have served at sea (not necessarily in submarines) as an L.R.3 or Q.R.3 and who are recommended for a higher gunnery rating.

(A.F.O. 4591/42.)

**\*6006.—Service after Completing Time for Pension—Option Allowable by A.F.O. 1386/41**

(P.M./C.W. 35438/42.—10.12.1942.)

It is notified for information that the option referred to in paragraph 1 of A.F.O. 1386/41 may be exercised at any time within three months after the date of completing time for pension.

2. Attention is drawn to the fact that in the event of promotion to temporary Warrant rank after completing time for pension, (I) those who have elected to serve as pensioners will be eligible for the benefits laid down in paragraph 9 (a) of A.F.O. 1107/40, (II) those who have elected to serve on as active service ratings will be eligible for the benefits laid down in paragraph 9 (b) of A.F.O. 1107/40.

(A.F.O.s 1107/40, and 1386/41.)

**6007.—Discipline of D.E.M.S. Personnel in L.S.I(L), L.S.P. and M.T. Ships**

(N.L. 21204/42.—10.12.1942.)

The question has been raised as to the discipline of D.E.M.S. personnel in L.S.I(L), L.S.P. and M.T. ships when a naval party under the command of a senior naval officer is embarked.

2. In a ship wearing the red ensign the Master is and must remain in full disciplinary and technical control of the personnel on board and the defensive equipment of his ship. All persons embarked are subject to his control under the Merchant Shipping Act, but naval personnel continue to be subject to the Naval Discipline Act and maritime A.A. personnel to the Army Act, and punishments may be inflicted on them under one, but not more than one, of these Acts.

3. The Senior Naval Officer on board should co-operate with the Master with a view to the latter's requesting him to deal with naval offenders under the Naval Discipline Act. He may then exercise powers of punishment over any naval personnel embarked as being in immediate command of men on detached service under Article 535, Clause 3, K.R. & A.I.

4. Where an Army officer is embarked, disciplinary action against personnel of the Maritime A.A. regiments may be taken in a similar manner. If no Army officer is embarked, the offender should be handed over to the D.E.M.S. officer at a convenient port, for the case to be dealt with by the Military Authorities.

5. Punishments awarded to Naval or Royal Marine D.E.M.S. personnel are to be reported on disembarkation to the Director of Trade Division, Admiralty (copy to the Accountant Officer, H.M.S. "President" III).

6. Punishments awarded to Maritime A.A. ranks under paragraph 4 are also to be reported on disembarkation to the Director of Trade Division, Admiralty.



**\*6008.—South African Naval Force Personnel Seconded to the Royal Navy—  
Advancement**

(N. 27319/42.—10.12.1942.)

Under S.A.N.F. regulations, S.A.N.F. ratings are advanced to Able Seaman or equivalent rating on attaining the age of eighteen. Advancement of ratings seconded to the Royal Navy should be to acting higher rate only until men are qualified professionally and by service under R.N. rules.

2. Ordinary ratings ex R.N.V.R. (S.A.) who are over the age of eighteen should be advanced to acting higher rating to date 1st August, 1942, the date on which R.N.V.R. (S.A.) was incorporated in S.A.N.F.

**6009.—R.N. School of Photography—Transfer to R.A.F. Station, Ford**

(N. 20544/42.—10.12.1942.)

The R.N. School of Photography at Tipner has now been amalgamated with, and transferred to the R.N. Air Photographic School at Ford. All correspondence in connection with training of photographers and examinations for higher rate, formerly addressed to H.M.S. "Excellent" is now to be sent to the Officer-in-Charge, R.N. Air Photographic School, R.A.F. Station, Ford. (*Vide* A.F.O. 4468/40 and 935/41.)

2. A photographic unit will be maintained in H.M.S. "Excellent" to carry out the photographic work of the Portsmouth Command, but this unit will also be available to carry out any work required by establishments outside the Portsmouth Command who have no photographic facilities. Requests for such work should be addressed to the Captain, H.M.S. "Excellent" (for Photographic Officer).

3. The R.N. Instructional Film Section, hitherto part of the R.N. School of Photography, will now function as a separate department at Tipner, administered by H.M.S. "Excellent".

(A.F.Os. 4468/40 and 935/41—not in annual volume.)

**6010.—Ratings Discharged Missing or Dead—Settlement of Accounts—REPORTS**

(D.N.A. 19950/42.—10.12.1942.)

The settlement in office of the accounts of deceased ratings is often delayed by the necessity for ascertaining what income tax adjustment is due.

2. To minimise this delay Accountant Officers abroad should, whenever circumstances permit, report by telegram to Admiralty, Bath, information as to tax particulars of deceased ratings as detailed in paragraph 20 of A.F.O. 3898/41 (or corresponding paragraph in subsequent Income Tax Circulars), with the amount of debtor or credit balance on closure of account. If possible the assessment and tax taken for the previous year should also be notified. If telegraphic reports are impracticable the required details should be communicated by air mail.

Reports are not required for ratings thought to be exempt.

(A.F.O. 3898/41)

**6011.—Deaths Due to War Operations**

(N.L. 11980/42.—10.12.1942.)

Paragraph 6 (B) dealing with deaths due to accidents involving Service aircraft has been added to Regulation 2 of the Defence (Burial, Inquests and Registrations of Deaths) Regulations, 1942, by Order-in-Council, S.R. & O., 1942, No. 1549. Paragraphs (3) to (7) of Regulation 2 of those Regulations as amended by the Order-in-Council are printed below:—

(3) No person who, apart from this Regulation, would be required to give any information concerning a death to a coroner shall be obliged so to give that information, if that person has reasonable cause to believe that the death occurred in consequence of war operations; and, except in any particular case in which the Secretary of State otherwise directs, a coroner shall not be obliged or authorised to take any action in relation to any death if he is satisfied that the death occurred in consequence of war operations:

Provided that the provisions of this paragraph shall have effect subject to the provisions of Regulation three of these Regulations. (*Regulation 3 enables a coroner to hold an enquiry in certain circumstances.*)

(4) The enactments relating to the registration of deaths shall have effect as if the information thereby required to be given to a registrar concerning the death of any person included, in a case where the informant has reasonable cause to believe that the death occurred in consequence of war operations, a statement that the death so occurred.

(5) The enactments relating to the registration of deaths shall, in relation to any case in which a certificate that a dead body is the body of a person who has died in consequence of war operations is given by a person authorised by the Secretary of State to act under this Regulation, have effect as if the class of persons required by those enactments to give information concerning the death to a registrar included the person by whom the certificate is given; and any duty imposed by the said enactments, as amended by this Regulation, to give any information concerning the death to a registrar or to attend before the registrar and sign the register shall, in that case, be deemed to have been discharged by the said person if, within the time limited for the giving of that information, he sends the certificate together with so much of that information as he has in his possession to the registrar.

(6) Where, upon information of a death given to a registrar in accordance with the enactments relating to the registration of deaths, as amended by this Regulation, the registrar is satisfied that the death occurred in consequence of war operations, he shall, subject to any such general or special directions as may be given by the Registrar General of Births, Deaths and Marriages for determining the manner in which a death so occurring is to be registered, register the death forthwith in the manner directed by the said enactments.

(6A) Where an application is made under Regulation seven of the Cremation Regulations, 1930, for the cremation of the body of a deceased person, and there is produced to the medical referee or the deputy medical referee of the crematorium a certificate given under the hand of the registrar of deaths in pursuance of section two of the Births and Deaths Registration Act, 1926, or a duplicate thereof issued under subsection (4) of that section showing:—

(a) that the death of the deceased has been registered as being due to war operations; or

(b) that the death is not required by law to be registered in England and that satisfactory evidence has been produced that the death was due to war operations,

the following provisions of the Cremation Regulations, 1930, shall not apply, that is to say:—

(i) Regulation eight, except so far as it requires the cremation to be authorised in writing by the medical referee of the crematorium;

(ii) paragraph (3) so far as it relates to certificates, and paragraphs (5) and (6), of Regulation twelve.

(6B) Any male person, being a member of a naval, military or air force, who dies from injuries sustained by him in the course of his duties as such, being injuries ascribable to an accident in which an aircraft belonging to a naval, military or air force is involved, or to an accident which arises out of a descent from any such aircraft, shall be deemed for the purposes of paragraphs (3) to (6A) of this Regulation to have died in consequence of war operations:—

Provided that:—

(a) this paragraph shall not apply unless at the time of the accident the aircraft was being operated under the orders of a naval, military or air force;

(b) where a person authorised in that behalf by a Secretary of State or the Admiralty certifies that at a particular time an aircraft did or did not belong to, or was or was not being operated under the orders of, a particular force, the certificate shall be conclusive as to the facts stated therein.



A Secretary of State or the Admiralty may by order direct that this paragraph shall apply to all or any of the members of any such organisation as may be specified in the order as it applies to male persons who are members of a naval, military or air force.

In this paragraph, the expression "aircraft" includes balloons, whether fixed or free, kites, gliders, airships and any other form of flying machine.

(7) In this Regulation :—

(a) the expression "body" includes part of a body ;

(b) the expression "the Cremation Regulations 1930" means the Regulations dated October 28th, 1930, made by the Secretary of State for the Home Department under Section seven of the Cremation Act, 1902, and Section ten of the Births and Deaths Registration Act, 1926.

2. The persons authorised by the Admiralty to give a certificate under proviso (b) of paragraph (6B) of this Regulation, certifying that at a particular time the aircraft did or did not belong to, or was or was not being operated under the orders of a naval force are :—

(a) Commanders-in-Chief, Flag Officers Commanding and Flag Officers-in-Charge.

(b) Rear-Admiral, Naval Air Stations.

(c) The Commanding Officer of any ship on whose charge aircraft are held.

3. Their Lordships have, pursuant to paragraph (6B) of this Regulation, by order directed that paragraph (6B) shall apply to all members of the following organisations :—

Women's Royal Naval Service.

Queen Alexandra's Royal Naval Nursing Service or any reserve thereof.

Voluntary Aid Detachments employed under the direction of the Admiralty.

4. It should be observed that paragraph (6B) of the above Regulation will apply to deaths from injuries sustained by accident on duty, whether on the ground or while flying, provided that the injuries are ascribable to an accident involving a service aircraft while being operated as such.

5. With regard to paragraph (5) of the above Regulation, it should be noted that the persons authorised to give a certificate that a death was due to war operations in respect of officers or men in the Naval or Royal Marine Forces or other persons employed in the Admiralty, are those specified in paragraph 2 (f) of A.F.O. 2516a/39.

6. The main purpose of the new paragraph (6B) is to avoid the necessity for giving information concerning a death to a Coroner or the holding of a Coroner's inquest when the death in question is the result of an accident involving a service aircraft and is of a person to whom the Regulation applies.

(A.F.O. 2516a/39.)

6012.—Cancelled.

*A.F.O. 646/46*  
*1161/45*  
6013.—Combined Leave and Railway Tickets for Free Leave Travel

(C.W. 43139/42.—10.12.1942.)

Despite the instructions contained in A.F.O. 4263/42 cases have been reported where D.N.A. Forms 811 and 822 have been issued for leave journeys to Northern Ireland, Eire and the Isle of Man. The forms have also been issued to N.A.A.F.I. Canteen Staff and to Allied and Dominion personnel.

2. Care is to be taken that D.N.A. Forms 811 and 822 are issued only to the personnel and for the journeys specified in the order quoted. Failure to comply with the instructions causes much unnecessary work and may lead to personnel being delayed en route.

3. The counterfoils of used books of D.N.A. Forms 811 and 822 should be retained in Ships and Establishments for a period of six months and then returned to the Director of Navy Accounts (Branch 2) for disposal.

(A.F.O. 4263/42.)

\*6014.—Torpedo Ratings Carrying Out Instructional Duties (in D.E.M.S.)—Allowance

(N./T.D./D.E.M.S. 1197/42.—10.12.1942.)

With reference to A.F.O. 1352/42, under which Naval Ratings and Royal Marines, other than Gunners' Mates, performing specified instructional duties, receive the non-substantive pay of 1s. 6d. per diem, it has been decided that torpedo ratings, other than T.G.M.s, carrying out torpedo and electrical instruction duties at D.E.M.S. Bases, shall likewise receive an allowance of 1s. 6d. per diem as from the 24th August, 1942. These ratings are to be known as "Temporary Instructors (T)".

2. The grant of this allowance to Torpedo Ratings is subject to their relinquishing, temporarily, the payment for any other non-substantive rating held, and to their fulfilling the following conditions :—

(a) Passed successfully a special Instructors' Course at a Torpedo School, or

(b) Performed successfully the duties of an Instructor for 28 days.

Payment will then be made at the rate of 1s. 6d. per diem (less any non-substantive pay which may have been credited) from the date of commencing duty as Temporary Instructor (T), but not earlier than the date given in paragraph 1.

3. The alternative qualifications given in paragraph 2 (a) and (b) will only apply to ratings who were employed as Temporary Instructors (T) prior to the date of this Order. Future Temporary Instructors (T) will be required to pass a special Instructors' Course as at paragraph 2 (a) before being employed as such.

(A.F.O. 1352/42.)

†6015.—Admiralty Surgeons and Agents

*Aldershot, Hove, Southwold and Skibbereen*

(C.E. 2301/42 ; C.E. 15708/42 ; C.E. 15237/42 ; C.E. 15615/42.—10.12.1942.)

Mr. F. M. Purcell, M.D., F.R.C.P., D.T.M. & H., 34, Church Hill, Aldershot, Hants (Telephone No. : Aldershot 671), has been appointed Admiralty Surgeon and Agent for Aldershot, *vice* Mr. MacKeith, deceased.

Mr. R. S. Harper, M.R.C.S., L.R.C.P., 36, First Avenue, Hove, Sussex (Telephone No. Hove 3252), has been appointed Admiralty Surgeon and Agent for Hove, temporarily, *vice* Mr. B. Griffiths.

Mr. J. D. Borham, J.P., M.R.C.S., L.R.C.P., Wymering House, High Street, Southwold, Suffolk, (Telephone No. Southwold 2326) has been appointed Admiralty Surgeon and Agent for Southwold.

The appointment of Mr. J. J. Maloney as Admiralty Surgeon and Agent for Skibbereen, County Cork, has been terminated.

*See AFO 3686/46* 6016.—Officiating Ministers of Religion

(C.E. 60054/42.—10.12.1942.)

The following appointments of Officiating Ministers have been approved :—

*Roman Catholic*

H.M.S. "Marlborough" ... .. Very Rev. John Corballis,  
Catholic Church,  
Grange Road,  
Eastbourne.

H.M.S. "Cabot" ... .. Rev. James O'Loughlin,  
St. Joseph's,  
Wetherby, Yorks.



H.M.S. "Manatee" ... .. Rev. T. O'Callaghan,  
Catholic Church,  
Totland.

*Baptist and Congregationalist*

Cowes ... .. \*Rev. E. J. Wallis,  
23, Broadfields Avenue,  
Cowes, I. of Wight.

\* Also to Methodist and Church of Scotland personnel.

W.R.N.S. Establishment, Golders Rev. J. T. Watson,  
Green. 58, Woodstock Road,  
Golders Green, N.W.11.

The usual facilities are to be afforded.

**6017.—W.R.N.S.—Officers and Ratings—National Health and Pensions Insurance**  
(P.M. 910/42.—10.12.1942.)

With reference to A.F.O. 5517/42, application for leaflet No. 29F should in future be made to the R.N. Store Depot, Park Royal, N.W.10, and not to the Director, W.R.N.S.

(A.F.Os. 349/42, 3502/42 and 5517/42.)

A.F.O. 6156/45  
A.F.O. 8181/45

**6018.—W.R.N.S.—Acting Higher Ratings**  
(N. 25630/42.—10.12.1942.)

Under A.F.O. 4864/42 W.R.N.S. ratings are not required to serve a probationary period on an "acting" basis on advancement, and the grant of acting higher rating in this Service is intended to be restricted to certain posts which, by virtue of the nature of the duties entailed, e.g. supervisory, instructional, etc., are regarded as appropriate to such higher rating. (Note.—A.F.O. 3034/41 provides for the grant of difference of pay under normal naval conditions to members of the W.R.N.S. who are required to carry out without advancement the duties of a higher rating allowed by complement but not borne or absent sick).

2. (a) In accordance with the foregoing rules and with reference to A.F.Os. 4937/41 and 3503/42, when a higher rating is not available to fill an approved complement billet in the Administrative, Quarters Assistant or Steward (Mess Caterer) categories, the individual selected to fill the post is to hold the appropriate higher rating on an acting basis from the date of taking up the duty in question. Similar provision also exists in the case of certain Instructresses.

(b) Ratings employed in the categories of Recruiting Assistant or Special Duties (Linguist), for which there are no advancement rosters, invariably hold acting Petty Officer rate from the date of taking up the duties. They are eligible for confirmation as P.O. Wren after 12 months' service in the acting rate.

3. It is to be clearly understood that, except in the categories indicated in paragraph 2 or where higher posts have already been authorised for certain classes of Instructresses, acting higher rating is not to be granted in future without prior Admiralty authority.

4. W.R.N.S. personnel holding acting higher rating are entitled to the pay of that rating and this Order is to be regarded as retrospective in this respect.

5. A member of the W.R.N.S. holding acting higher rating in the foregoing circumstances will be required to revert to her former substantive rating in the event of relinquishment of the duties in recognition of which the acting higher rating was granted. This may involve reversion through more than one grade, for example, where a Wren has been granted Acting Leading rate followed by Acting Petty Officer rate.

6. Except as indicated in paragraph 2(b), W.R.N.S. personnel holding acting higher rating may be confirmed on becoming due for normal advancement from the roster. In cases of double acting rating as indicated in paragraph 5, however, ratings must be confirmed step by step, i.e. in the leading rate on becoming due for roster advancement to that rate, and in the Petty Officer rate when due for roster advancement to Petty Officer. In connection with the latter, ratings may not be placed on the roster for advancement to Petty Officer until they have been confirmed as Leading Wren and recommended subsequently on Form S.507W.

(A.F.Os. 3034/41, 4937/41—not in annual volume—3503/42 and 4864/42.)

**6019.—W.R.N.S.—Ratings Trained in Torpedo—Change of Title**  
(N. 27192/42.—10.12.1942.)

W.R.N.S. ratings who have been through the preliminary basic training course at the G.T.C., Hounslow, and have then successfully completed the course for Seaman Torpedoman in H.M.S. "Vernon," are in future to be known as Torpedo Wrens—short title Wren (T).

(A.F.O. 5271/42.)

**6020.—W.R.N.S.—Transfer between Categories**  
(N. 16291/42.—10.12.1942.)

The Appendix to A.F.O. 5760/42 is to be amended as follows:—  
Delete "Steward".

(A.F.O. 5760/42.)

A.F.O. 6131/45 \***6021.—W.R.N.S. Ratings Serving Overseas—Advancement**  
(N. 17919/42.—10.12.1942.)

With reference to A.F.O. 4728/42, paragraph 6, W.R.N.S. ratings serving overseas will be advanced from their home rosters. Forms S.507(W) are not to be rendered; the names of ratings will be placed on the rosters as they become qualified by service. Forms B.13(W) will be issued as the ratings become due for advancement, and advancements of ratings serving under Cs. in-C, Mediterranean, Eastern Fleet and South Atlantic, will be communicated in the first instance by signal followed by confirmatory Forms B.13(W).

2. Attention is drawn to the additional importance of Forms B.13(W) for W.R.N.S. ratings serving overseas, as, owing to the discontinuance of Form S.507(W) for these ratings no recommendation for advancement may have been made prior to the issue of Form B.13(W). Care is to be taken, therefore, not to advance those ratings who are considered unsuitable for advancement.

(A.F.O. 4728/42.)

AFO 1056/43

**6022.—W.R.N.S.—Discharges**  
(N. 6855/42.—10.12.1942.)

With reference to A.F.Os. 1005/42 and 5519/42, Commanding Officers are to forward to the Ministry of Labour and National Service particulars of personnel discharged from the W.R.N.S. during the period from 19th April, 1941, to 5th March, 1942. Particulars of discharges since 5th March, 1942, will have been rendered under the A.F.Os. quoted above. Notifications of discharges prior to 19th April, 1941, are not required.

2. Where full details are now available for reproduction on the Form N.S.163/Navy, the form should be completed as far as possible, and then forwarded to the Director of Navy Accounts for further action and disposal.

(A.F.O. 1005/42 and 5519/42.)

AFO 4905/43

\***6023.—War Comforts—Recording of Individual Issues**  
(V.N. 21698/42.—10.12.1942.)

It has again been reported that trafficking in gift woollen clothing is taking place and it has accordingly been decided that records of individual issues must be kept in future.

2. In future, therefore, when issues of gift comforts are made on board H.M. Ships, particulars of the garments issued and the date of issue are to be entered on page 20 of the recipient's Sailors' Pay and Identity Book, Form S.43A, and this page is to be headed "Gift Clothing Issues". The entry is to be made by the person actually making the issue and is to be initialled by the Commanding Officer or other officer on board to whom responsibility for distribution of gift clothing has been delegated.



3. Ratings who join after the bulk issue has been made to their ship and who have not in the previous 12 months been supplied with gift clothing, may be given a chit from the Commanding Officer, or other officer, and should take this chit with the Ship's Comforts Issue Book to the P.A.L.O. In such cases the additional issue is to be recorded by the P.A.L.O. on page 20 of S.43A as well as in the Comforts Issue Book.

4. As a general guide to the application of this check on the consumption of gift clothing, it may be taken that, in future, an individual should not be issued with a garment from the comforts supply if his pay book shows that he has already received a similar garment from the same source within the last 12 months.

5. Care is to be taken to avoid confusion between entries in the pay book of gift comforts in accordance with this order and the record of official gratuitous issues of warm clothing which is also required to be made in Form S.43A in accordance with A.F.O. 4883/41.

(C.-in-C., *Western Approaches*, No. W.A. 2638/1911M, 17.9.1942.)

(A.F.O. 5513/41—not in annual volume—and A.F.Os. 4883/41 and 3989/42.)

### 6023a.—Attacks on Merchant Vessels—REPORTS

(M./G.D. 01060/42.—10.12.1942.)

The forms of attack on merchant vessels are liable to constant change and development, and the necessary counter measures can be developed only if accurate information about the attacks is available.

2. It is therefore important that all concerned should realise that reliable reports of such attacks, whether by aircraft, submarine or E-boat, are required at the Admiralty without delay.

3. To effect this, the following procedure is to be adopted forthwith at all ports in the United Kingdom. The existing procedure abroad is not affected.

(a) The Master of any merchant vessel which has been attacked by submarine, E-boat or enemy aircraft, or has engaged the enemy attacking other vessels, is to furnish a report at the N.C.S.O.'s office at the first opportunity. The report should be prepared on Form S.1533 (about to replace Form I.D.S.A.), "Particulars of S/M attacks on M.V.'s" or on Form S.1534, "Particulars of attacks on M.V.'s by enemy aircraft", as appropriate. Attacks by E-boats should be reported on Form S.1533 adapted as necessary. The N.C.S.O. is to assist the Master in drawing up the report.

(b) Whenever necessary, the N.C.S.O. should inform the D.E.M.S. Staff Officer, who should collect this Form and proceed on board the vessel concerned to interrogate other officers and members of the crew, so that he can complete the answers to all questions, and obtain a brief narrative of the incident.

(c) The Form is then ready to be forwarded to the Secretary of the Admiralty by the N.C.S.O.

(d) When the Form contains matter of unusual interest, a separate copy is to be sent direct to the Director of Trade Division (D.E.M.S.), Admiralty, and in the case of air attack only, another copy to the Director of Gunnery and A/A Warfare, Admiralty.

4. The N.C.S.O. and D.E.M.S. Staff Officer should keep in close touch with the R.A.F. Port Liaison Officer, and interrogations on board merchant vessels should whenever possible be carried out by the D.E.M.S. Staff Officer and R.A.F. P.L.O. working together.

#### *Interviews at the Admiralty*

5. Survivors of Merchant Ships which have been sunk are interviewed by the Casualty Section of Trade Division.

6. Officers and men of other vessels which have been in action with the enemy and have escaped may be interviewed by the Merchant Navy Interview Section at the Admiralty (Trade Division), with the following objects in view:—

- (a) To obtain information on which to base improvements in the defensive arrangements and organisation in Merchant Ships and kindred matters.
- (b) To make recommendations for honours and awards.

7. D.E.M.S. Staff Officers are therefore to report suitable cases as early as possible in writing direct to M.N.I. Section, Trade Division, Admiralty, giving sufficient data to enable M.N.I. to decide whether an interview is desirable.

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

6024.—Fire Control—Eversheds Target Bearing Indicator System—Duplication of Needham Shaker Equipment

(G. 09721/42.—10.12.1942.)

A.F.O. 2913/42, paragraph 7. *Cases for double size* (H.F. and L.F.), is to be amended—

Add—"Duke of York".

(A.F.O. 2913/42)

6025.—Gun Mountings—2-pdr., Marks V, VI and VII—Modifications to Sights and Conversion of any Outstanding L.V. Equipments to H.V.—As. and As.

*Ships and Establishments concerned*

(G. 08087/42.—10.12.1942.)

In order to take full advantage of H.V. multiple 2-pdr. equipments, certain modifications are required to the sight.

2. The Eyeshooting Pocket Book, B.R. 254, Chapter V, gives instructions regarding the extra allowances for range to be made in eyeshooting. The only weapon on which any consideration has to be given to range is the multiple 2-pdr. where, owing to the greater maximum effective range of the weapon:—

- (a) The range has to be set to "FAR" or "NEAR" to allow for tangent elevation (paragraph 77).
- (b) An allowance for range has to be made, at ranges over 1,000 yards, in the amount of aim-off taken (paragraph 85).

3. In order to simplify the task of the aimer at these mountings:—

- (a) The range drum should be kept set to the "FAR" setting (1,300 yards) at all times except for surface firing, when the range drum should be used in the normal manner.
- (b) The sight bars on the mountings should be shortened so that the distance from the front face of the backsight to the centre line of the foresight is 16.3 inches instead of 18.7 inches, and the aperture in the backsight opened up to 1 inch diameter. The sight will then give the correct aim off at a range of 1,500 yards.



4. The effect of these modifications will be to counteract the marked tendency to miss low and astern in eyeshooting, caused by:—

- (a) Insufficient allowance for the fact that aim off at short ranges is generally increasing.
- (b) Not allowing for the effect of range upon the amount of aim-off at longer ranges. With the sights modified this allowance need not be made.
- (c) Range not being set to "FAR" when engaging targets at longer ranges.

5. The above modifications apply only to multiple H.V. equipments. Any equipments which are still L.V. should be converted to H.V. at the earliest opportunity in accordance with the following instructions:—

- (a) Provided that H.V. ammunition outfit is immediately available, sight conversion parts should be demanded from the Gun Mounting Overseer, Barrow, if time permits. Otherwise sights should be modified by ships' staffs or establishments as follows:—
  - (i) Replace or modify existing sight bars in accordance with C.A.F.O. 883/41 and diagram, except that the sight base length of 18.7 inches shown on the diagram should now be 16.3 inches as stated in paragraph 3 (b) above.
  - (ii) Mark "FAR" position on existing L.V. range drum at 915 yards. This corresponds to 1,300 yards for H.V.

(b) Modification to guns:—

- (i) Replace present Mark I buffer liners by Mark III liners. If Mark III liners are not available with the local Officer of Armament Supply Department, requirements should be notified to the Admiralty (D.A.S. Branch A).
- (ii) In emergency L.V. ammunition can be used in H.V. guns (*see* C.A.F.O. 1276/41 and 1429/41) but this may cause less reliable functioning, and use of cartwheel sights becomes complicated.
- (c) H.V. range drums to replace modified L.V. drums should be demanded from the Gun Mounting Overseer, Barrow.
- (d) In mountings fitted with range limiting stops arranged for L.V. positions, the slot in sight rack should be modified to give a 1,300 yards H.V. range position by sweating in liner brass as necessary.

6. In ships where the mountings are fitted with blast protection boxes, the slot in the top front plate should be modified to clear the shortened sight bar with maximum range on the sight and maximum depression on the guns.

7. Commanding Officers of ships concerned should include an item, Classification A, in their current lists of Alterations and Additions to cover the work involved, which is to be carried out by Ships' Staffs assisted as necessary by Dockyards and Repair Establishments.

(B.R. 254.)

(C.A.F.O.s 883/41, 1276/41 and 1429/41—not in annual volume.)

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

#### 6026.—Guns, Machine, 0.5-in. Browning (Colt)—Fitting Flash Eliminator

(A.S. 13788/42.—10.12.1942.)

All 0.5-in. Browning (water-cooled) machine guns are now to be fitted with flash eliminators as described in A.F.O. 2999/42 irrespective of the type of vessel in which they are mounted.

2. The majority of flash eliminators will be supplied without end caps fitted but to facilitate work a small quantity of flash eliminators fitted with end caps will be supplied.

3. Demands for flash eliminators (25 per cent. fitted with end caps) should be forwarded by Armament Supply Officers to Admiralty, D.A.S. (Branch "A").

(A.F.O. 2999/42.)

#### 6027.—Guns, Lewis 0.303-in. and Savage Lewis 0.303-in.—Allowance of Magazines

(A.S. 16736/42.—10.12.1942.)

The allowance of magazines for 0.303-in. Lewis and 0.303-in. Savage Lewis guns, for all classes of vessels, is to be increased as follows:—

*Mounted Guns—*

4-97 round magazines  
and  
8-47 round magazines  
or  
16-47 round magazines

*Shoulder Shooting Guns—*

16-47 round magazines.

2. Ships and establishments should forward demands to the nearest armament depot to complete to the new allowances.

N.P.B. will be amplified accordingly.

(A.F.O. 895/42 is cancelled.)

#### 6028.—Guns, Lewis and Savage Lewis, 0.303-in.—Magazines, 97-round.—Withdrawal

(A.S. 04497/42.—10.12.1942.)

The new type magazines, 97-round, Mark II, for 0.303-in. Lewis and Savage Lewis Guns (introduced in A.F.O. 1383/42) fitted with the lengthened catch, should be landed by ships at the nearest R.N. Armament Depot at the first available opportunity, old type 97 or 47-round magazines being demanded in lieu.

2. R.N. Armament Depots are to retain the 97-round, Mark II magazines with lengthened catches in store pending further instructions.

(A.F.O. 1383/42.)

#### 6029.—Machine Guns—Condemning of Barrels for Wear

*Ships and Naval Aircraft concerned and Shore Establishments.*

(G. 04862/41.—10.12.1942.)

Attention is called to A.F.O. P.543/42 which introduces a table of wear limits for condemnation of machine gun barrels.

2. In future, barrels will be condemned for wear by ship's, naval air station or base staffs and Naval Ordnance Inspecting Officers as applicable in accordance with the instructions contained in Table R of B.R.291, issued as amendment number 6. (A.F.O. P.543/42.) When barrels are condemned for wear replace barrels are to be demanded from the nearest R.N. armament depot or O.C.A.S. and the condemned barrels returned on receipt of the replacement clearly marked "condemned for wear".

3. A separate order will be issued shortly as to supply of gauges.

4. The rate of wear of machine gun barrels cannot be accurately forecast on the basis of number of rounds fired as it depends on rate of fire, length of burst, cooling, etc. Consequently no hard and fast rule as to the intervals at which barrels should be gauged can be laid down and officers should use their discretion after giving due consideration to the conditions under which firing has been carried out. For guidance it may be stated that the life of a 0.303-in. Browning machine gun barrel in use in a fighter aircraft under normal wartime conditions is in the neighbourhood of 3,000 rounds with Mark VII ball ammunition, and that of a 0.50-in. Browning gun with all types of ammunition under similar conditions is in the



neighbourhood of 4,000 rounds. It is therefore advisable that, in the case of aircraft employed on operations, the barrel should be changed and gauged after each load of ammunition. (Squadrons maintain 100 per cent. spare barrels for this purpose.)

5. The instructions in Air Publications 1641/6, Appendix I., and 1641/9W regarding the limits of entry of the gauge, Plug Lead No. 2, into the breech end of 0.303-in. aircraft machine guns are incorrect and are overridden by the provisions of this Order and Table R in B.R. 291.

(C.A.F.O. 1723/41—not in annual volume—is cancelled.)

### 6030.—Naval Aircraft Guns, etc.—Inspection

(G. 014742/42.—10.12.1942.)

Aircraft guns and signal pistols are subject to inspection by the Naval Ordnance Inspection Department, as follows:—

- (a) In accordance with revised Table "F" of B.R. 291, which has been promulgated.
- (b) After return to a naval armament depot. If the guns are returned as unusable, they should be at once put forward for inspection, in order that defects due to bad material, bad design or bad maintenance may be investigated; otherwise they should be taken on charge as repairable and inspected on repair in the usual manner.

2. Repairs by replacements, and minor approved modifications carried out by ships' and air station staffs, are not subject to this inspection, but failures of material should be reported on Form S.1148 (h), *vide* B.R. 291, Table F, Note (f).

3. Guns requiring inspection under paragraph 1 (a) should normally be exchanged and sent to the Supply Officer at a naval armament depot, but where the mounting or installation may be implicated, inspection on the spot should be arranged, if circumstances permit. Form S.1148 (h), which should be sent to the Supply Officer at the naval armament depot, the Inspecting Officer and Rear-Admiral, Naval Air Stations, at home, and administrative authority overseas, should indicate whether the guns are being returned or held in situ for inspection,

4. If the ammunition as well as the gun is suspected, or if it is not clear which is at fault, Form S.1148 (i) should be rendered as well as S.1148 (h).

5. Components of guns returned to naval armament depots will be dealt with as prescribed for guns under paragraph 1 (b).

6. Naval armament depots equipped to deal with aircraft guns are at Chatham, Priddy's Hard, Plymouth, Crombie, Kingswinford (Staffs), Lyness, Gibraltar, Malta, Alexandria, Ceylon, Simonstown and Bermuda. Horizontal ranges for 0.303-in. guns are available at most depots, and for 0.5-in. at some. Local arrangements should be made for firing tests requiring other facilities.

7. The Inspecting Officers available for the services referred to above are shown in the appendix to this Order. They are available to visit ships or air stations if required by the Commanding Officer, and will periodically visit air stations and discuss local difficulties or troubles experienced. Their services should invariably be enlisted when defects involving guns or explosives occur.

#### APPENDIX

Naval Ordnance Inspection Department Outstations (Home and Abroad): Postal Addresses, Telegraphic Addresses and Telephone Nos.

##### Home

- Barrow-in-Furness ... Assistant Inspector of Naval Ordnance,  
112, Duke Street, Barrow-in-Furness.  
(Telephone No. : Barrow-in-Furness 76).
- Bath ... ... Naval Ordnance Inspecting Officer,  
Ensleigh Hutments, Lansdown, Bath.  
(Telephone No. : Bath Tennyson 1,000, Extension 1574).
- Birmingham ... Inspector of Naval Ordnance,  
Civic Centre, Broad Street, Birmingham.  
(Telephone No. : Midland 7171).  
(Telegraphic Address : "Steeliness, Birmingham").

##### Home—contd.

- Chatham ... ... Naval Ordnance Inspecting Officer,  
H.M. Gun Wharf, Chatham, Kent.  
(Telephone No. : Chatham 3221, Extension 539).  
(Telegraphic Address : "Steeliness, Rochester").
- Crombie ... ... Naval Ordnance Inspecting Officer,  
R.N.A. Depot, Crombie, Dunfermline.  
(Telephone No. : Dunfermline 333; N.O.I.O. Extension,  
Crombie 91; Clerks' Extension, Crombie 21).  
(Telegraphic Address : "Steeliness, Dunfermline").
- Grimsby ... ... Fleet Naval Ordnance Inspecting Officer,  
Halifax House, Riby Square, Grimsby, Lincs.  
(Telephone No. : Grimsby 55045, Extension 61).
- Glasgow ... ... Fleet Naval Ordnance Inspecting Officer,  
14, Crown Terrace, Dowanhill, Glasgow, W.2.  
(Telephone No. : Glasgow, Western 4160).  
(Telegraphic Address : "Steeliness, Glasgow").
- Kingswinford ... Assistant Inspector of Naval Ordnance,  
Methodist Church School Rooms,  
Kingswinford, Brierley Hill, Staffs.  
(Telephone No. : Kingswinford 157).
- Lincoln ... ... Assistant Inspector of Naval Ordnance,  
7, Lindum Terrace, Lincoln.  
(Telephone No. : Lincoln 1741).  
(Telegraphic Address : "Steeliness, Lincoln").
- Liverpool ... ... Fleet Naval Ordnance Inspecting Officer,  
Royal Liver Buildings, Liverpool, 3.  
(Telephone No. : Liverpool Advance 8060, Extension 461).  
(Telegraphic Address : "Steeliness, Liverpool").
- Manchester ... ... Inspector of Naval Ordnance,  
"Beech Lawn", Dunham Road, Altrincham,  
Cheshire.  
(Telephone No. : Altrincham 3315/6/7).  
(Telegraphic Address : "Steeliness, Altrincham").
- Milford Haven ... Naval Ordnance Inspecting Officer,  
R.N. Mining Depot, Milford Haven, Pembrokeshire.  
(Telephone No. : Milford Haven 478).  
(Telegraphic Address : "Steeliness, Milford Haven").
- Newcastle ... ... Deputy Inspector of Naval Ordnance,  
Admiralty Inspection Offices,  
c/o Messrs. Vickers Armstrongs Limited,  
Elswick Works, Newcastle-on-Tyne.  
(Telephone No. : Newcastle 33911).  
(Telegraphic Address : "Steeliness, Newcastle-on-Tyne").
- Portsmouth ... ... Deputy Inspector of Naval Ordnance,  
R.N.A. Depot, Priddy's Hard, Gosport, Hants.  
(Telephone No. : Portsmouth Dockyard 74571,  
Officers' Extension 4641, Clerk's Extension 4684).  
(Telegraphic Address : "Steeliness, Gosport").
- Plymouth ... ... Deputy Inspector of Naval Ordnance,  
R.N.A. Depot, Bull Point, Devonport, Devon.  
(Telephone No. : Devonport Dockyard 531, Extension 18).  
(Telegraphic Address : "Steeliness, Plymouth").



## Home—contd.

- Sheffield ... .. Inspector of Naval Ordnance,  
Naval Ordnance Inspection Laboratory,  
Janson Street, Sheffield, 9.  
(Telephone No. : Attercliffe 42041).  
(Telegraphic Address : "Steeliness, Sheffield").
- South Wales... .. Inspector of Naval Ordnance, South Wales Area,  
Administration Buildings, Royal Ordnance Factory,  
Bridgend, Glamorgan.  
(Telephone No. : Bridgend 640/1/2 ; I.N.O. Extension  
402).  
(Telegraphic Address : "Steeliness, Bridgend").
- Scapa ... .. Fleet Naval Ordnance Inspecting Officer,  
Technical Officers' Block, Lyness, Orkney.  
(Telephone No. : Lyness 84).
- Woolwich ... .. Inspector of Naval Ordnance,  
Middlegate House, Royal Arsenal, Woolwich, S.E.18.  
(Telephone No. : Woolwich 2044, Extension 1460,  
Sub-Extension 4).  
(Telegraphic Address : "Steeliness, Woolwich, London").

## Abroad

- Auckland ... .. Armament Supply Officer and Inspecting Officer,  
Naval Armament Depot, Kauri Point, Birkenhead,  
Auckland, New Zealand.
- Bermuda ... .. Naval Armament Supply and Inspecting Officer,  
R.N.A. Depot, Bermuda.
- Canada ... .. Inspector of Naval Ordnance,  
British Admiralty Technical Mission,  
70, Lyon Street, Ottawa, Canada.
- Durban ... .. Naval Ordnance Inspecting Officer,  
R.N.A. Depot, Durban.
- Esquimalt ... .. Inspector of Naval Ordnance,  
H.M. Canadian Dockyard,  
Esquimalt, British Columbia.
- Freetown ... .. Deputy Armament Supply Officer and Inspecting Officer,  
Royal Naval Armament Depot,  
Freetown, Sierra Leone.
- Gibraltar ... .. Naval Ordnance Inspecting Officer,  
R.N.A. Depot, Gibraltar.
- Halifax ... .. Inspector of Naval Ordnance,  
H.M. Canadian Dockyard, Halifax, Nova Scotia.
- Kilindini ... .. Deputy Inspector of Naval Ordnance,  
Royal Naval Armament Depot,  
Kilindini, E. Africa.
- Mediterranean ... .. Deputy Inspector of Naval Ordnance,  
c/o Rear-Admiral, H.M.S. "Nile".
- Melbourne ... .. Deputy Inspector of Naval Ordnance,  
Navy Office, Melbourne, Australia.
- Sydney ... .. Naval Ordnance Inspecting Officer,  
Naval Armament Depot,  
Sydney, Australia.
- U.S.A. ... .. Chief Inspector of Naval Ordnance (W),  
British Admiralty Delegation,  
17th Street, Constitution Avenue,  
Washington, D.C. U.S.A.

(B.R. 291).

(A.F.O. 4634/42 is cancelled.)

## 6031.—Naval Aircraft Machine Guns—Preservation

(A.M. 5537/40.—10.12.1942.)

The following amendment is to be made to A.F.O. 771/42 :—  
Paragraph 1, line 4. Add the following sentence :—

"Any aircraft machine guns which require transport by sea are to be greased with G.S. mineral grease before boxing up. Guns subjected to this treatment are to be degreased before issue for use in aircraft."

(A.F.O. 771/42.)

## 6032.—Shell, B.L., 15-in., H.E., B.N.F., Mark VIIB, manufactured and filled in America—Painting of

(A.S. 15670/42.—10.12.1942.)

A number of the above shell have been received with the body painted cream, instead of the approved H.E. yellow colour, and bearing the usual green band denoting a T.N.T. filling.

2. To avoid the work involved in repainting these shell H.E. yellow they will be issued as received, but arrangements are being made to ensure that similar shell from the same source will in future be painted the correct colour.

## 6033.—Shell or Bombs, Enemy—Fragments Found on Board Ships after Action—Disposal

(G.6419/42.—10.12.1942.)

It sometimes occurs that valuable information regarding the performance of enemy shell and fuzes can be deduced from examination of fragments found on board ships after action. Improvements in design and adoption of new weapons by the enemy may also be disclosed by such fragments.

2. Any fragments of projectiles found which appear to have retained their original shape or possess markings by which they might be identified should be landed at the first opportunity and passed to the nearest A.S. Department representative, or R.N.A. depot for examination by the local N.O.I.O. who will forward them to C.I.N.O. if considered of importance.

3. Fragments received will be returned to the ship concerned after examination unless it is found desirable to submit them to metallurgical analysis.

4. Fragments of bombs should be handed to the Bomb Safety Officer of the port, together with particulars, if available, of the place where the fragments were found. Fragments containing explosive, or to which explosive is attached, should be thrown overboard.

5. All fragments of bombs to which explosive may be attached, or fragments of explosive broken out from bombs, will normally be disposed of by dropping overboard, but where conditions will permit of their being landed, such a course should be followed, the necessary precautions being taken in the handling and transporting of such fragments, which should be passed to the nearest A.S. Department representative, or R.N.A. depot, the Bomb Safety Officer of the port being informed.

6. Bomb fuzes, whether whole or in fragments, should be handled with great care and should preferably be dropped overboard, unless the services of a Bomb Safety Officer to handle them can be readily obtained. Fuzes that are retained should be placed in a bucket of water or sand; under no circumstances should such fuzes be kept below the upper deck. If any explosive is in contact with the fuze, then the whole should be dropped overboard.



**6034.—Ammunition, Q.F. 4-in., Ready Use Lockers—Stiffening**

(G. 8248/42.—10.12.1942.)

With reference A.F.O. Diagram 276/42, the position of the stiffener for the vertical stowage locker as shown is correct and the dimension of 12 in. from the side of the locker should therefore be deleted.

(A.F.O. 5160/42.)

**6035.—Rifle Calibre Automatics—Inspection**

(G. 014742/42.—10.12.1942.)

The following amendment is to be made to A.F.O. 4633/42 :—  
Paragraph 6.

For "A.F.O. 4634/42", read "A.F.O. 6030/42".

(A.F.O. 4633/42.)

**6036.—Magazines—Accidental Flooding***H.M. Ships*

(G. 014187/42.—10.12.1942.)

Several instances have been reported recently of the accidental flooding of magazines with the resultant damage to explosive stores.

2. Although difficult to trace it would seem that contributory causes of the accidental floodings are :—

- (a) Inexperienced personnel.
- (b) Magazine flooding and spraying arrangements left unlocked and unattended.

With regard to (b) where the valves are authorised to be left unlocked to provide for rapid flooding, special precautions should be taken to ensure that unauthorised personnel do not have access to working the valves.

**6037.—Anti-Aircraft Gunnery—Aircraft Recognition Indicators***Capital Ships, Aircraft Carriers, Cruisers and Destroyers*

(G. 011347/42.—10.12.1942.)

To indicate the aircraft identification letter and the colours of the recognition stars in force to personnel in the air defence positions and manning the anti-aircraft armament, it has been decided to supply ships with aircraft recognition indicators, which are to be fitted as determined by ships' officers.

2. The indicators each comprise a sheet steel wall-bracket, approximately 15-in. by 13-in. by 1½-in. deep, and a set of sixteen 6-in. square plates, thirteen bearing the letters of the alphabet and the corresponding Morse signs, and three the colours of the recognition stars. In use, the plate bearing the letter in force is slipped into guides on the bracket while the two plates bearing the colours in force are exposed side by side in plate stowage pockets integral with the bracket.

3. Distribution will be as follows :—

Capital ships and aircraft carriers	...	...	...	6 per ship
Cruisers	...	...	...	4 per ship
Leaders and destroyers	...	...	...	2 per ship

The order of priority of supply is : (i) Home Fleet, (ii) Ships building, (iii) Eastern Fleet, (iv) Mediterranean Fleet, and (v) Ships not included under (i) to (iv).

4. Delivery of the indicators is expected to begin in December, 1942, and direct supply, in the order of priority shown in paragraph 3 above, should be made without

demand by N.S.O., Preston. Demands for indicators for ships building should, however, be sent to Preston by the warrant yards until stocks are available at all Home yards and depots.

5. The indicators, to which Pattern No. 1770 has been assigned, will be added to the Rate Book for Naval Stores under Subhead E, item 2.

6. The Sea Store Establishments concerned will be amended.

**6038.—Rockets Signal and Target Practice—War-Time Simplifications in Design**

(G.7077/42.—10.12.1942.)

Hitherto all Service paper-cased rockets have been sealed at the vent by a screwed-in waxed wooden plug which is removed to prepare the rocket for use, after it has been taken out of the sealed tin in which such rockets are usually supplied.

2. In the Rocket Target Practice, Mark I\* (a paper parachute target for D.E.M.S. use), the vent is sealed by paper, which is broken before the rocket can be ignited by the friction match device with which these rockets are fitted.

3. For future war-time manufacture of Service rockets, signal or similar paper rockets that are fired by a port-fire or from a rocket machine with friction tube, the screw wood plug sealing the vent will be replaced by a cardboard disc secured by a paper seal, to economise material and labour.

Such rockets will continue to be supplied normally in sealed tins.

4. Any rocket fitted with a paper seal, once this seal has been broken, is not to be re-stowed in a magazine, but must be sealed up again in its tin and kept in a dry place on deck for "first use".

When preparing a rocket for use in "uprights" (instead of in a rocket machine) the paper seal should not be broken until it is intended to fire the rocket.

(O.U. 5463, *Ammunition Handbook*, Art. 1176. B.R.154, *Ammunition Pocket Book*, 1935.)

**6039.—Mouthpieces—Allowance***"River" Class Corvettes*

(N.S. 10103/42.—10.12.1942.)

One mouthpiece, 2-in., Pattern 3281, is to be allowed to each "River" Class Corvette for use with the flexible voicepiping and gear.

2. Ships concerned in commission should demand the mouthpiece from their stowing yards. Supply to ships of new construction should be arranged by stowing yards in the usual manner.

3. B.R.368—Establishment of Naval Stores for Sloops, Minesweepers and Corvettes—will be amended.

**6040.—Torpedo Stores—Modifications to Engines 21-in. Mark VIII-VIII\*\* and IX-IX\*\* and 18-in. Mark XI-XII\*\*\***

(A.S. 15406/42.—10.12.1942.)

To facilitate manufacture, a modification to the existing method of securing the front cover to engine body, for engines, 21-in., Marks VIII\*\* and IX\*\*, and 18-in., Marks XI-XII\*\*\*, has been introduced.

2. These modifications involve the introduction of new items, in consequence of which the following items will become O.F.M. :—

*Section IV—*

Studs, securing front cover, engine. For Q.R., St. No. 913.

Nuts, for studs, securing front cover of engine. For S.T., St. No. 5357.

Nuts, St. Nos. 778 and 1963, and washers, St. No. 1117, will in future be accounted for as follows :—

*Section IV—*

Nuts, for studs, pockets, breech ends, etc. For Q.R.S.T., St. No. 778.

Nuts, for studs, breech end to outer combustion chamber, generator, etc. For D.E.F.N.P.Q.R. (not for 21-in., Marks VIII\*\* and IX\*\*), St. No. 1963.

Washers, spring, for screw coupling cylinder head and front cover studs. For Q.R.S.T., St. No. 1117.



3. Studs, St. No. 913, are to be withdrawn from the contents of " chests, complete, spare gear, 21-in. Marks VIII-VIII\*\*," and " chests, complete, spare gear, 21-in., Marks IX-IX\*\*" and nuts, St. No. 5357 from the contents of " chests, complete, spare gear, 18-in., Marks XI " and " chests, complete, spare gear, 18-in., Marks XII-XII\*\*\* ".

Ships, etc., concerned should return these items to the nearest torpedo depot. Replacement of studs securing front cover of engine, etc., will in future be carried out only in torpedo depots.

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

**6041.—Torpedo Stores—Fids, Air Levers St. No. T. 493—Introduction and Allowance Aircraft Carriers, N.A. Stations and M.T.M.U.s.**

(A.S. 3317/42.—10.12.1942.)

Air lever fids, which have hitherto been supplied as aircraft stores are in future to be provided as Naval Armament Stores.

2. The fids, will in future, be accounted for as follows, viz. :—

*Section II.*

Fids, air levers St. No. T.493.

and will be allowed to Aircraft Carriers, Naval Air Stations and M.T.M.U.s. in the proportion of one for each 18-inch, Mk. XII type torpedo carried plus 50 per cent. spare.

3. Ships, etc., concerned are to demand to complete to the new allowance from the nearest Torpedo Depot and supply will be made on receipt from manufacture.

4. Naval Proportion Book, Part IV will be amended in due course.

**6042.—Torpedo Stores—Adapters St. No. T.456A—Introduction**

(A.S. 12716/42.—10.12.1942.)

Existing " straightway " Adapters, St. No. T.456, may cause damage or overstraining of flexible charging hoses when 21-in. U.S.A. torpedoes are being charged in the torpedo tubes of M.Ls.

2. A " right-angled " adapter has therefore been introduced for sea service.

3. This new pattern adapter will be accounted for as follows :—

*Section II*

Adapters to suit British charging pipes for use with U.S.A. nozzles charging (St. No. T.517) St. No. T.456A,

and will be allowed to Coastal Force Bases in lieu of, and in the same proportion as, Adapters St. No. T.456.

4. Coastal Force Bases concerned are to adjust to the new allowance from the nearest Torpedo Depot.

(A.F.O. 5666/42 is cancelled.)

**6043.—Torpedo Handling Appliances—Periodical Examinations and Tests H.M. ships and shore stations**

(T. 03010/42.—10.12.1942.)

A case has recently occurred of a torpedo ribbon strop parting whilst hoisting a torpedo. Investigation after this accident showed that there is a general tendency to neglect the periodical examinations and tests of some torpedo handling appliances.

2. Details and responsibilities for the various examinations and tests are given in the following publications :—

Appropriate Handbooks for the Regulation for Maintenance of Torpedo Tubes.

King's Regulations and Admiralty Instructions (B.R. 31).

Engineering Manual (B.R. 16).

Home Dockyard Regulations (O.U. 5225).

3. Any item of the gear in connection with handling torpedoes which is not specifically mentioned in the above publications should be treated generally for tests in a similar manner to that laid down for wires and hawsers throughout the service.

4. The importance of strict compliance with the examinations and tests of all torpedo lifting and handling appliances is stressed.

**6044.—Emergency Electrical Supplies—As. and As.**

*Armed Merchant Cruisers*

(D. 024395/42.—10.12.1942.)

The Commanding Officers of ships concerned are to include an item, Classification " A ", in their next lists of As. and As. to cover the fitting of emergency electrical supplies.

2. The following arrangements are to be made :—

(a) Links and emergency terminals to be fitted at each main dynamo position as near to the dynamo as possible.

(b) A change-over switch of the " Make before Break " type, together with a protective resistance to be fitted at each dynamo position. The change-over switch should be connected in the shunt regulator leads to enable the protective resistance to be connected as an alternative to the shunt regulator. The protective resistance should be of a suitable value and capacity to enable full dynamo voltage to be obtained on " No Load ".

(c) One line per pole of emergency bulkhead terminals to be fitted through the ship on the deck immediately below the topmast continuous deck and others as necessary to cater for supplies to important services. The bulkhead terminals should be in accordance with Schedule Drawing Devonport S.E.E. 595 D or E (A.P. 4573B).

(d) Deck tubes (A.F.O. 5559/41) to be fitted if required.

(e) Interconnecting cables, Pattern 1890 or equivalent to allow interconnections between sets of bulkhead terminals, and Pattern 1888 or 1889 between bulkhead terminals and important services are to be supplied. Pattern 1890 cable should be fitted with hook ends, Pattern 5492, and stowed on cable reels or coiled round brackets on the bulkhead. Pattern 1889 cable supplying important services should be fitted at one end with hook end and the other end left bare for joining to the service supplied.

(f) 100 yards of Pattern 1888 flexible cable for connecting small important services to be supplied.

(g) Six in number portable fuse boards to Drawing D.E.E. 3362 to be supplied

(h) Motors essential to steaming and fighting the ship should be provided with a change-over switch alongside the starter. This switch should enable the supply to the starter to be taken through emergency terminals incorporated in the change-over switch.

3. Attention is invited to A.F.Os. 2837/39 and 132/40 regarding the rating of emergency cables. The loading on emergency bulkhead terminals should not normally exceed 500 amperes.

(A.F.Os. 2837/39, 132/40—not in annual volume—and 5559/41.)

**6045.—Dynamos—Motor Driven Shunt Regulators of Messrs. Laurence Scott's Design**

(T. 2249/42.—10.12.1942.)

It has been reported that in certain " Hunt " class destroyers if motor-driven shunt regulators of Messrs. Laurence Scott's design are run down to the bottom of their travel, the resultant dynamo voltage is insufficient to restart the motor driving the shunt regulators in the opposite direction, in order to raise the dynamo voltage again.



2. This has been investigated and it has been ascertained that—
  - (i) The resistance in series with the operating motor is too large.
  - (ii) The range of the regulator is too large.
3. If the following adjustments are carried out then full control of the regulator from the switchboard is possible under all conditions of load and temperature :—
  - (a) Adjust the value of the resistance in series with the regulator motor to 170 ohms.
  - (b) Determine the position of the regulator to give 210 volts no-load cold and having disconnected the remaining steps of the regulator from the regulating resistance, short these steps, to the step giving 210 volts no-load cold.
4. Ships experiencing this trouble are to defect the motor-driven shunt regulators, and the necessary adjustments are to be carried out at the next dockyard refit. In the case of ships building, the work is to be carried out by shipbuilders.
5. Should other ships experience similar trouble with motor-driven shunt regulators designed by manufacturers other than Messrs. Laurence Scott, a report is to be rendered to the Admiralty and instructions will be issued as to the remedial action necessary.
6. The matter has been taken up with the manufacturers for future deliveries of these regulators.

**6046.—Smoke Apparatus—S.C.I.—Stores—Introduction into the Service—  
REPORTS**

(A.M. 7104/42.—10.12.1942.)

The following stores are hereby introduced into Naval Service :—

- |       |         |  |
|-------|---------|--|
|       | 12A/953 | Body S.C.I., 250 lb., Mark IV, without rubber cover. |
| (a) { | 12A/661 | Bands, securing.                                     |
|       | 12A/678 | Screws, band securing with nut.                      |
|       | 12A/683 | Washer, iron.  |
|       | 12A/963 | Pad, fairing, tail installation.                     |

2. These items replace body S.C.I., 250 lb., Mk. IV, ref. 12A/691. As the new installation has no rubber cover the items marked (a) are supplied so that the Fairing Tail (Ref. 12A/698) can be secured to the body.
3. Instructions for use of S.C.I. equipment have been issued by Admiralty Letter to Authorities concerned.
4. Demands for replacement of S.C.I. equipment are to be made on armament depots.
5. Defect reports are to be forwarded to the Director of Torpedo and Mining Department, Admiralty, London.
6. The Torpedo Officer will be responsible for the maintenance and charging of the S.C.I. equipment. Where no Torpedo Officer is borne, the Air Gunnery Officer will be responsible for the S.C.I. equipment.

**6047.—Exactor Control Gear for Torpedo Tube Firing**

*M.T.B.s., S.G.B.s., and Submarines concerned*

(T. 02328/42.—10.12.1942.)

A mixture of one part of special mineral oil to six parts of paraffin is to be used as the working fluid in Exactor Control Gears when fitted for torpedo tube firing in M.T.B.s., S.G.B.s. and Submarines.

2. Care should be taken that any containers used for mixing and storage are perfectly clean and the fluid should be very carefully strained before charging the system.

**6048.—Hyde Steering Engines**

*“Town” Class Destroyers so fitted*

(D. 15904/42.—10.12.1942.)

Failure of one of these steering engines was caused recently by slacking back of the set screw securing the slide valve rod to its crosshead.

2. At the first opportunity these set screws are to be replaced by set bolts fitted with tab washers to prevent slacking back.

3. The work is to be treated as a defect.

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

**6049.—Petrol Tanks—Defuelling—As. and As.**

*“A” and “B” Type Fairmile M.L.s., “C” Type Fairmile M.G.Bs.*

(D/N.S. 04169/42.—10.12.1942.)

Experience has shown that the  $\frac{3}{4}$  in. diameter defuelling service fitted in all “A” and “C” type Fairmile craft and in some of the earlier “B” type M.L.s., is unsatisfactory.

2. When these craft are in hand for long refits, or are undergoing repairs which necessitate the removal of the petrol tanks, replacement petrol tanks fitted with 2-in. diameter defuelling service are to be fitted.

3. The replacement tanks and necessary fittings are to be obtained from the Fairmile Marine Co., Ltd., who will also arrange for the disposal and modification of the old tanks.

4. The Rear-Admiral, Coastal Forces, is to include an item in the lists of As. and As. to vessels concerned, to cover the work involved.

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

**6050.—Emergency Electric Power—10kW. Diesel Generators—As. and As.**

*31-ft. 6-in. Beam “Hunt” Class and “L” and “M” Classes (ex Leaders)*

(D. 15255/42.—10.12.1942.)

To reduce risk of fire, the fuel oil supply to the 10-kW. emergency diesel generators fitted in the above classes of destroyers is to be re-arranged as follows :—

(a) The 10-gallon ready-use oil tank supplied with the machine is to remain in the deck house. This is sufficient for 12 hours running at full output.

(b) The 20-gallon storage tank is to be fitted in the gear room, if practicable below the water line. This tank is to be filled, through a funnel, from a connection taken from the diesel oil supply to after galley.

(c) The 10-gallon ready-use tank is to be filled, through a funnel, by means of a hand oil-pump fitted in the vicinity of the storage tank. Supply of these pumps is to be arranged locally.

(d) The ready-use tank is to be arranged so that it can be drained down to the storage tank.

2. Commanding Officers of ships in service, not already fitted in accordance with the above, are to insert an A. and A. item, classification “A,” to cover this work.

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

**6051.—R.D.F., Types 232/3/4/5 and Modified Sets—Power Transformers,  
Pattern W.1382A and Pattern W.4267**

(S.D. 1332/42.—10.12.1942.)

The following information is required to complete investigations into the cause of breakdowns of transformers, Pattern W.1382A and Pattern W.4267. Reports are to be made by letter by the quickest available means to the Captain Superintendent, Admiralty Signal Establishment, quoting this Order :—

(a) The serial number of every transformer, Pattern W.1382A, which has failed, and whether it failed in Panel 3AD or Panel 3AH.



- (b) The serial number of every transformer, Pattern W.1382A, which has been in service for three months or longer without breakdown, and whether in Panel 3AD or Panel 3AH.
- (c) Does the Transformer, Pattern W.1382A, break down while Wavemonitor G72 or G80 is working normally, or does the breakdown occur at the instant of switching on.
- (d) The serial number of every Transformer, Pattern W.4267, which has failed, and whether it failed in Panel L22 or in the Cathode Ray and Rectifier Unit Design "A".
- (e) The serial number of every transformer, Pattern W.4267, which has been in service for three months or longer, and whether in Panel L22 or in the Cathode Ray and Rectifier Unit, Design "A".

2. All transformers which have broken down are to be sent to the Admiralty Signal Establishment Extension, Witley, Surrey, marked clearly "DGL(R) for examination".

#### 6052.—Naval Aircraft—Vacuum Pumps—Inspection of Drive Couplings

(A.M.R. 2394/42.—10.12.1942.)

A number of failures of both the laminated and rubber types of coupling on the Pesco, Type B.3, and the Rotax Eclipse, Type B.2A vacuum pumps have occurred.

2. To detect incipient failures in the initial stages, the couplings of such pumps whether of British or American manufacture, are to be examined for cracks in laminations or retaining caps at the next minor inspection and subsequently at each alternate minor inspection until further notice.

3. Maintenance Schedules will be amended accordingly.

(A.F.O. 3273/42 is cancelled.)

#### \*6053.—Flying Clothing and Ancillary Equipment

(N.A.D. 1294/42.—10.12.1942.)

Serious inconvenience is being caused by the arrival of flying personnel on foreign stations with incomplete flying kit.

2. Officers and ratings are personally responsible for bringing to notice any deficiencies in their flying kits and steps are to be taken to ensure that the kits of all flying personnel proceeding abroad are complete.

3. Similarly, observers should see that they have their complete outfit of navigational instruments before leaving the United Kingdom.

(A.F.Os. 4428/41 and 1798/42.)

#### 6054.—Mic-Tel Sockets, Types 359 and 360—Introduction of Brackets

(A.M. 3666/42.—10.12.1942.)

In cases where Mic-Tel sockets, Types 359 (10H/2206) and sockets, Type 360 (10H/2208) are connected to terminal blocks (Stores Ref. 5C/430), the latter should have fitted to them metal brackets (Stores Ref. 10A/13766) which have been introduced to accommodate the strain cords of the Mic-Tel sockets.

2. The metal brackets are fitted under the heads of the screws which secure the caps of the terminal blocks to their bases and the holes for accommodating the strain-cords should overlap the edge of the terminal blocks on the side in which the sockets leads enter them.

3. The strain cords of the Mic-Tel sockets should be approximately 4 in. long compared with the  $5\frac{3}{4}$  in. length of the Mic-Tel leads. The two cords should be knotted together approximately  $2\frac{1}{2}$  in. from the socket and each cord should then pass through one of the holes of the metal brackets attached to each terminal block.

4. A.F.O. Diagram 323/42 refers.

#### 6055.—Magazine Flooding from Fire Main—As. and As.

H.M. Trawlers \*

(D. 15221/42.—10.12.1942.)

Trawlers are to be fitted with a gauge in the engine room to indicate the pressure in the fire main, where this service is used to flood the magazines.

2. An item, Classification "A", is to be included in the lists of As. and As. of all trawlers concerned, to cover the work involved.

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

#### 6056.—Watertight Slide Valves in Ventilation Trunking passing through W.T. Bulkheads below Upper Deck—Fitting—As. and As.

"Veas"

(D. 022036/42.—10.12.1942.)

Reports have been received that in some cases ventilation trunking piercing the watertight bulkheads below the upper deck in "VEES" have not been fitted with valves at the bulkheads.

2. Commanding Officers of ships concerned are to insert an item, Classification "B", in their next lists of As. and As. as follows to cover the work involved:—

"To fit W.T. slide valves where ventilation trunking pierces the main transverse watertight bulkheads below the upper deck".

(C.-in-C. Nore, 9.10.42, No. 6201/423. F.)

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

#### 6057.—Copper Salt Water Piping—Examination and Protection of

(D. 015408/42.—10.12.1942.)

Cases of considerable corrosion of copper salt water piping have been reported from H.M. ships from time to time, more particularly from ships serving in tropical waters. This corrosion is usually attributable either to impingement owing to high water speeds or eddies, particularly where entrained air is present, attack owing to the decomposition of organic matter in the water, or to electrolytic action, or to a combination of these actions.

2. Examinations of copper pipes carrying salt water are to be carried out by the ships' staffs at regular and frequent intervals and particularly prior to and during the early stages of refits, special attention being paid to this matter in the case of ships serving in tropical waters or when it is anticipated that they will shortly proceed thereto. Details of the defects found are to be shown in the defect lists.

3. Whenever active corrosion is found the following measures are to be taken, the work being carried out as far as possible by the ships' staffs:—

(a) If possible the pipes are to be coated internally with Debecote, Detel or Apexior No. 3 after being thoroughly dried out and cleaned, or alternatively they may be wiped with plumber's solder.

(b) If not already fitted, steel protector distance pieces are to be fitted wherever the pipes join gunmetal or other brass or bronze fittings.

(c) Bonding strips are to be fitted across all pipe joints, making sure of good metallic connections.

(d) In operation, arrangements should be made to limit the water speed in the pipes as much as circumstances permit; it is desirable also not to leave stagnant water in the pipes when not in use in cases where they can be conveniently drained.

4. Immediate steps are to be taken to locate and remove any earths on the electrical installation when indicated by the leakage detector at the switchboard, particular attention being paid to cables and fittings in close proximity to the pipes. Electric cables or fittings are not to be attached to such pipes.



5. Defective lengths of copper pipes in salt water systems are to be replaced by similar copper pipes, if practicable, as described in paragraph 3(a) above. If the whole system is generally defective, it is to be replaced entirely by galvanised steel piping if time and labour permit. Copper piping conveying salt water to evaporators, condensers, coolers, etc., for machinery services are always to be renewed in copper.

(C.-in-C. Eastern Fleet, message 20.7.42, timed 2145.)

#### 6058.—Facilities for Rescuing Men from the Water

(M. 1784/42.—10.12.1942.)

A number of suggestions have been received in the Admiralty from time to time for attachments to the life-belt, and for other apparatus to assist in the rescue of men from the water. The majority of these have proved to be unsatisfactory or uncomfortable for general wear, but the following suggestions are promulgated for information and the gear may be fitted by ships' staffs, if desired by Commanding Officers.

Attachment to life-belt to assist in rescuing men from the water. (See A.F.O. Diagram 325/42.—Figure 1.)

2. The following attachment to the life-belt is simple to make and should not cause undue wear due to chaffing. It is only intended for the purpose of attaching to heaving lines to assist in getting the man alongside and is not suitable for hoisting a man out of the water.

3. It consists of a single thickness of R.N. No. 7 Flax canvas band, 6-in. wide, fitted round the front of the inflatable life-belt, leaving sufficient slack to enable the life-belt to be fully inflated.

4. The canvas band should be fitted with a grummet at the top to form an eyelet into which is spliced a codline becket.

5. The tapes must be passed through the canvas band when securing the life-belt to the body.

Rescue Harness. (See A.F.O. Diagram 325/42.—Figure 2.)

6. It has been reported that, when rescuing survivors from the water, it is an advantage if a man can go into the water to assist in securing the survivors who are often unable to do much for themselves. This operation will be facilitated if the man going over the side wears a rescue harness, and carries with him a heaving line (1½-in. hemp) with a spring hook (Pattern 5419) to pass round the body of the survivor. The heaving line with a spring hook should be fitted with a wooden float 4 feet from the hook to prevent it sinking.

(i) Make a harness of one thickness of R.N. No. 7 Flax canvas belt 3-ft. by 1-ft. to lace round the waist and having two canvas strips crossed and attached at each end of the belt to form a support for the legs, and splice a life-line into the back. Parachute harness has been tried and found suitable.

(ii) Have a spring hook spliced into the end of a second life-line.

Method of Use.

7. A rescuer puts on the harness (i) goes over the side holding the spring hook (ii), passes the line round the survivor and hooks on the spring hook life-line to its other part.

#### 6059.—Life Saving Equipment—As. and As.

Twin Screw Corvettes ("River" Class)

(P. 18966/42.—10.12.1942.)

In view of the additional complement being carried, the life saving equipment in all twin screw corvettes under construction is to be increased.

The total life saving equipment to be carried is as follows:—

3 in No. Pattern 20 life floats.

4 in No. Flotanets (life saving capacity of each, 22 men).

2. Commanding Officers of completed vessels should arrange to demand one additional Pattern 20 life float to be stowed on top of the after boiler room vent, and an additional flotanet (life saving capacity 22 men).

3. An item to cover the work involved is to be inserted in the next list of As. and As., Classification "A"\*, and this work should be undertaken at the first available opportunity. Commodore, Londonderry, should arrange to allocate a number for this item and add to the Class List of As. and As.

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

#### 6060.—Fitting of Lifelines to Landing Craft

(D.N.E. (C.O.) 3684/42.—10.12.1942.)

All landing craft smaller than L.C.T's. including new construction and those attached to Bases, are to be fitted with lifelines. The fitting is to be generally in accordance with A.F.O. Diagram 324/42 (D.N.C. 26/AB/212).

#### 6061.—Davis Submerged Escape Apparatus—Revised Basis of Allowance

Submarines, Submarine Depot Ships, Dockyards, etc., concerned

(N.S. 33203/42.—10.12.1942.)

The basis of allowance of spare sets of Davis Submerged Escape Apparatus in submarines has been revised and is to be as follows:—

Present basis		Revised basis	
Class or Classes		for all Classes.	
"H"	"L"	"Oberon" "Odin" "Parthian" "Porpoise" and "Rainbow"	"Swordfish" "1940 'S'" "Triton" "Unity"
8 sets per vessel.	12 sets per vessel.	13 sets per vessel.	One-third the number of sets allowed for complement.
			20 per cent. of the full war complement.

2. The basis for calculating the number of sets to be carried in Submarine Depot Ships as Depot Ship spares remains as at present, i.e., 2½ per cent. of the number of sets carried in attached flotillas, also as many as are carried in the largest submarine of the flotilla as a reserve for issue to any submarine in the flotilla whose own outfit is due for test or overhaul.

3. Submarines should return to their Depot Ships for subsequent return to Fort Blockhouse sets of the apparatus held in excess of the revised allowance.

4. The Establishment of Naval Stores concerned will be amended.

(F.O.(S.), 2nd November, 1942, No. 25280/SM.187.)

(A.F.O. 2320/34—and C.A.F.O. 519/41—not in annual volume.  
A.F.O. 3185/39.)

#### 6062.—Fire-fighting in H.M. Ships—Additional Fire-fighting Equipment, etc.

B.A.V.Gs. and A.V.Gs.

(N.S. 016989/42.—10.12.1942.)

The standard allowance of fire-fighting equipment for B.A.V.Gs. and A.V.Gs is shown in the appendix to this Order. On arrival in United Kingdom, vessels should demand the necessary equipment required to complete to this allowance from the S.N.S.O., Rosyth.

2. A number of the CO<sub>2</sub> hand extinguishers, already fitted, should be replaced by foam type, Pattern 4726. On receipt of the foam type extinguishers an equivalent number of CO<sub>2</sub> type hand extinguishers should be landed and retained at yards or depots to meet future demands, the remainder being retained on board to cover electrical and other risks.



3. Pressure gauges should be fitted to the fire main for detection of damage, as laid down in A.F.O. 4068/41. This work should be carried out by ships' staffs, the necessary fittings being demanded from the ships' storing yard.

4. A trial of fire-fighting equipment on the lines of that laid down in A.F.O. 3526/41, should be carried out in all B.A.V.Gs. and A.V.Gs. on arrival in United Kingdom, a report of same being forwarded to the Secretary of the Admiralty.

## APPENDIX

*Allowance of Fire-fighting Equipment for B.A.V.Gs. and A.V.Gs.*

Pattern No.	Description...	Quantity per Ship.	Remarks.
	Canvas delivery hose in 20-ft. or 40-ft. lengths.	1	For each fire main hose connection fitted. Size and length as required.
	Branch pipes with jet/spray nozzles.	A	A—number equivalent to approximately 30 per cent. of the total number of hose connections fitted for fire purposes.
1521 modified)	Branch pipes with fixed jet nozzles (½-in. orifice).	1	For each fire main hose connection not equipped with a jet/spray nozzle.
	Branch pipes with Oilfyre nozzles.	10	
	Adaptors ... ..	—	As necessary.
	Type "C" foam compound units complete with 2 F.B.2 branch pipes and 2 lengths of 60-ft. canvas delivery hose.	3	To be sited on the third deck so as to cover the motor room in diesel-driven ships, the main machinery rooms in steam driven ships, and the oil fuel or diesel oil stowage in all ships.
	Foam compound, in 5-gall. drums.	120	For Type "C" foam compound units.
	Portable CO <sub>2</sub> units, complete with hoses, pourers and spare bottles, vide A.F.O. 878/41.	5	2 for the hangar space and 3 for the flight deck.
	Foam powder for Hopper type foam units (supplied in 35-lb. containers).	390	30 tins per unit (assuming 13 units fitted), to be stowed in the vicinity of the units.
4726	2-gall. foam extinguishers (to replace an equivalent number of CO <sub>2</sub> hand extinguishers).	4	For flight deck (suitable positions to be selected).
		10	For hangar space.
		1	For each petrol filling position.
		1	For each petrol control compartment.
		1	For each ready-use deck stowage of petrol (if fitted).
		1	For each portable petrol-driven pump.
		1	For each diesel or petrol-driven generator.
		2	In motor room of diesel-driven ships.
		1	For each firing space where two or less oil-fired boilers are fired therefrom.
		8	For general purposes, such as motor boat and aviation engine repair shops, oil, paint and dope stores, etc.
		2	For each action fire party (say 4 parties).

*Allowance of Fire-fighting Equipment for B.A.V.Gs. and A.V.Gs.—contd.*

Pattern No.	Description.	Quantity per ship.	Remarks.
4726A	Metallic hose for extinguishers, Pattern 4726.	1	For each extinguisher supplied for motor room, generators or boiler rooms.
	15-lb. CO <sub>2</sub> hand extinguishers (already on board).	1	For each W/T office fitted with a transmitting set.
		1	For main switchboard.
		1	For R.D./F. office.
		1	For each generator.
	Nuswift extinguishers...	3	For each action fire party (say 4 parties).
230	Breathing apparatus, complete with 120-ft. hose and strainer	14 sets.	
3485	Salvus breathing apparatus or equivalent American type.	10	
	Asbestos flame-proof suits, modified R.A.F. type.	3	Additional to those already provided.
4729	Charges for extinguishers, Pattern 4726.	3	For each extinguisher supplied (includes 2 spare), to be distributed about the ship.
	Charges for Nuswift extinguishers.	4	Per extinguisher, to be stowed with the extinguisher.
8115	Oldhams Hewer lanterns	24	For action fire and repairs' parties.
8117	Cells for	26	Includes 2 spare.
8119	Bulbs for	30	Includes 6 spare.
16034	Head lamps	32	For action fire and repair parties.
54	Torches	24	For action fire and repair parties.
55	Batteries for	48	Includes 24 spare.
56A	Bulbs for	48	Includes 24 spare.
	Rubber gloves	24	For action fire and repair parties.

(A.F.Os. 3526/41 and 4068/41.)

**6063.—Firehearth—Pattern 7A—Fitting of—As. and As.**

"VEES"

(D. 14261/42—10.12.1942.)

As stocks become available it is intended to replace the Pattern 5A coal fired range in the ship's galley of "VEES", by a Pattern 7A coal fired range, provided approved items can be landed to give compensation for the added topweight of 1.6 tons at upper deck level.

2. A slight enlargement of the galley will be necessary and this should be in accordance with D.N.C. drawing 17A/A. 198, copies of which have been circulated to all Dockyards and repair authorities.

3. A list of the items proposed to be landed as compensation is to be submitted to the Admiralty and approved before the work is taken in hand.

4. Commanding Officers of ships concerned are to insert an item, Classification "B", in their next lists of As. and As. to cover the work involved, quoting this order as the authority.

(C.in-C. W.A., 20.10.42, No. W.A. 3013/3218 M.)

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



**6064.—Guards to Electric Cables—Necessity for Prompt Fitting  
Yards, P.E.R.Os., W.P.Ss., and P.S.Os.**

(D. 13847/42.—10.12.1942.)

Instances have occurred in ships building where guards for exposed electric cables were not fitted until some time after the cables were run. As a result damage occurred in several cases, necessitating re-wiring.

2. Authorities concerned are to ensure that guards as required by specifications are fitted promptly to all exposed cables.

(V.A.C. 2nd B.S., 9.10.42, No. 521/378/116.)

**6065.—Permanent and Temporary D.G. Installations for H.M. Ships—  
Cables for**

*H.M. Ships and Establishments*

(S.D.G. 241/42.—10.12.1942.)

PERMANENT D.G. INSTALLATIONS IN H.M. SHIPS

Varnished cambric insulated cables manufactured in accordance with the specification for single and multicore varnished cambric insulated cables (August, 1942) are now available and are to be used in all permanent D.G. installations for which rubber insulated cable has not been provided.

2. The varnished cambric insulated cable is to be used in permanent D.G. installations as follows:—

<i>Equipment</i>	<i>Cable</i>
(i) Low voltage installations in H.M. ships.	Single core varnished cambric insulated cable, flameproof braided and compounded to Table 2 of the above specification.
(ii) Installations supplied direct from ship's mains in H.M. ships.	Multicore varnished cambric insulated, lead alloy sheathed cable to Table 3 of the above specification.
(iii) Installations on deck in Royal Fleet Auxiliary Oilers and certain Naval Armament Vessels.	Multicore varnished cambric insulated, lead alloy sheathed, steel wire armoured cable to Table 4 of the above specification.

3. Varnished cambric insulated cable is to be jointed in accordance with the instructions contained in A.L. D.018627/42.

TEMPORARY D.G. INSTALLATIONS IN H.M. SHIPS

4. In future, temporary D.G. coils are to consist of rubber insulated, oil proof taped, jute bedded, steel wire armoured multicore cable to Table 23A of Standard Electrical Specification No. 14, Schedule 720 (Revised March, 1942), secured by steel clips.

Only when this armoured multicore cable is not available, is single core tough rubber sheathed cable to be used. Supplies of this latter cable will continue to be allocated by S.D.G. and S.I.D.Gs. will arrange for this to be used to the best advantage between H.M. ships and merchant ships.

5. A specification for temporary D.G. equipment using the armoured cable referred to in paragraph 4 is being issued by D.E.E.

6. The tough rubber sheathed multicore cables referred to in Table 11B of Specification No. 14, Schedule 720 (Revised March, 1942) are no longer to be used for D.G. equipments in H.M. ships, but are to be reserved for D.G. equipments of merchant ships.

(A.F.O. 1926/42 is cancelled.)

**6066.—Martlet Aircraft—Cores and Caps Valve, Schröder, for Oleo Leg Valves and Propeller Hydraulic Accumulators**

(N.S./A.M. 6133/42.—10.12.1942.)

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

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

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

4. When releasing the air pressure, the valve pin should not be depressed more than  $\frac{1}{4}$ -in. to avoid the rush of air destroying the valve seat.

(A.F.Os. 3747/41 and 5944/42 are cancelled.)

**6067.—Battery Ventilation Fans**

(D.N.C./P. 17781/42.—10.12.1942.)

In view of the omission of galvanising from the fan casing it is essential that all fans used for exhausting battery fumes in H.M. ships and submarines shall have the rotors and insides of the fan casings coated with two coats of anti-sulphuric paint before delivery.

(A.F.O. 5322/42 is cancelled.)

**6068.—Removal of Fans from Refrigerating Compartments—As. and As.**

(D.N.C./P. 20504/42.—10.12.1942.)

A.F.O. 2924/42 directs Commanding Officers of all ships fitted with methyl chloride machinery to insert an item in the next lists of As. and As. Classification "B," to remove the exhaust fan to a position outside the cooling machinery compartment.

2. This alteration should also be made in all new construction where work is not already too far advanced.

(A.F.O. 2924/42.)

**6069.—Electric Cable, Varnished Cambric Insulated—Introduction**

(N.S. 31490/42.—10.12.1942.)

In order to extend the use of non-rubber insulated electric cables to cover as many services as possible the electric cables, with varnished cambric insulation detailed in the following Tables 1, 2, 3 and 4, have been added to the Rate Book of Naval Stores under Subhead F, Item 1c, Part 1, Pages 1178A, 1178B and 1178C, for use in connection with the services stated.

2. The initial provision for these cables is being made at Admiralty.



TABLE I  
SINGLE CORE VARNISHED CAMBRIC INSULATED, LEAD-ALLOY SHEATHED CABLES

1	2	3	4	5	6	7	8	9	10	11	12	13	14
Pattern Number	No. and Diameter (in.) of wires in Conductor	Diameter over Conductor	Nominal Sectional Area	Current Carrying Capacity	Radial Thickness of Insulant	Diameter over Insulant	Radial Thickness of Lead-Alloy Sheath	Diameter over Lead-Alloy Sheath	Maximum Conductor Resistance per 1,000 yds. at 60° F.	Dielectric Strength Test Pressure	Length on Coil or Drum	Pattern Number	Service
		in.	sq. in.	amps.	in.	in.	in.	in.	ohms	volts	yards		
13963	127/·112	1.456	1.250	1,125	0.100	1.656	0.110	1.876	0.01996	2,000	100	13963	E.L. & P. Services on M.M.S. Vessels
13964	127/·103	1.339	1.000	932	0.090	1.519	0.100	1.719	0.02360	2,000	100	13964	
13965	127/·093	1.209	0.850	815	0.090	1.389	0.090	1.569	0.02895	2,000	100	13965	
13966	91/·103	1.133	0.750	738	0.090	1.313	0.090	1.493	0.03294	2,000	100	13966	
13967	91/·093	1.023	0.600	620	0.080	1.183	0.080	1.343	0.04040	2,000	100	13967	
13968	61/·103	0.927	0.500	540	0.070	1.067	0.080	1.227	0.04913	2,000	100	13968	
13969	61/·093	0.837	0.400	464	0.070	0.977	0.080	1.137	0.06026	2,000	100	13969	
13970	37/·103	0.721	0.300	385	0.060	0.841	0.070	0.981	0.08098	2,000	200	13970	
13971	37/·093	0.651	0.250	350	0.060	0.771	0.070	0.911	0.09933	2,000	200	13971	
13972	37/·083	0.581	0.200	296	0.055	0.691	0.070	0.831	0.1247	2,000	200	13972	
13973	37/·072	0.504	0.150	246	0.055	0.614	0.070	0.754	0.1657	2,000	200	13973	
13974	19/·083	0.415	0.100	191	0.055	0.525	0.060	0.645	0.2427	2,000	500	13974	
13975	19/·064	0.320	0.060	135	0.055	0.430	0.060	0.550	0.4082	2,000	500	13975	
13976	19/·052	0.260	0.040	104	0.055	0.370	0.060	0.490	0.6184	2,000	500	13976	
13977	7/·064	0.192	0.0225	75	0.055	0.302	0.060	0.422	1.106	2,000	500	13977	
13978	7/·044	0.132	0.010	42	0.055	0.242	0.060	0.362	2.340	2,000	500	13978	
13979	7/·036	0.108	0.007	28	0.055	0.218	0.060	0.338	3.496	2,000	500	13979	
13980	7/·029	0.087	0.0045	15	0.055	0.197	0.050	0.297	5.387	2,000	500	13980	
13981	3/·036	0.078	0.003	10	0.055	0.188	0.050	0.288	8.180	2,000	500	13981	
13982	1/·044	0.044	0.0015	5	0.055	0.154	0.050	0.254	16.26	2,000	500	13982	

TABLE II  
SINGLE CORE VARNISHED CAMBRIC INSULATED, TAPED AND FLAME-PROOF BRAIDED CABLES

1	2	3	4	5	6	7	8	9	10	11	12	13	14
Pattern No.	No. and Diameter (in.) of wires in Conductor	Diameter over Conductor	Nominal Sectional Area	Current Carrying Capacity	Radial Thickness of Insulant	Diameter over Taped Core	Braiding Details	Diameter over Flameproof Braid	Maximum Conductor Resistance per 1,000 yards at 60° F.	Dielectric Strength Test Pressure	Approximate Weight per 1,000 yards	Length on Drum	Service
		in.	sq. in.	amps.	in.	in.		in.	ohms	volts	ewt.	yds.	
13912	127/·112	1.456	1.250	1,350	0.10	1.656	4/10s cotton	1.756	0.01996	2,000		100	L.P. D.G. of H.M. Ships and Merchant Ships.
13913	127/·103	1.339	1.000	1,116	0.09	1.519	4/10s cotton	1.619	0.02360	2,000		100	
13914	127/·093	1.209	0.850	975	0.09	1.389	4/10s cotton	1.489	0.02895	2,000		100	
13915	91/·103	1.133	0.750	884	0.09	1.313	4/10s cotton	1.413	0.03294	2,000		100	
13916	91/·093	1.023	0.600	743	0.08	1.183	4/10s cotton	1.283	0.04040	2,000		100	
13917	61/·103	0.927	0.500	646	0.07	1.067	4/10s cotton	1.167	0.04913	2,000		100	
13918	61/·093	0.837	0.400	555	0.07	0.977	3/15s cotton	1.057	0.06026	2,000		100	
13919	37/·103	0.721	0.300	460	0.06	0.841	3/15s cotton	0.921	0.08098	2,000		200	
13920	37/·093	0.651	0.250	410	0.06	0.771	3/15s cotton	0.851	0.09933	2,000		200	
13921	37/·083	0.581	0.200	354	0.055	0.691	3/15s cotton	0.771	0.1247	2,000		200	
13922	37/·072	0.504	0.150	295	0.055	0.614	3/15s cotton	0.694	0.1657	2,000		200	
13923	19/·083	0.415	0.100	229	0.055	0.525	3/15s cotton	0.605	0.2427	2,000		500	
13924	19/·064	0.320	0.060	160	0.055	0.430	3/15s cotton	0.510	0.4082	2,000		500	



TABLE III.  
MULTICORE VARNISHED CAMBRIC INSULATED, LEAD ALLOY SHEATHED CABLES.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
Pattern No.	No. of Cores.	No. and Diameter (ins.) of Wires in Conductor.	Diameter over Conductor. in.	Nominal Sectional Area. sq. in.	Current Carrying Capacity per Core. amps.	Radial Thickness of Insulant on each Core. in.	Diameter over Taped Core. in.	Diameter over Laid-up Cores. in.	Radial Thickness of Insulant over Laid-up Cores. in.	Diameter over Insulant over Laid-up Cores. in.	Radial Thickness of Lead Alloy Sheath. in.	Diameter over Lead Alloy Sheath. in.	Maximum Conductor Resistance per 1,000 yards at 60° F. Ohms	Approx. Weight per 1,000 yards. cwt.	Pattern Numbers.	Service.
13871	7	19/.064	0.320	0.06	97.0	0.035	0.390	1.170	0.020	1.210	0.080	1.370	0.4082		13871	H.P. D.G. of H.M Ships
13872	7	19/.052	0.260	0.04	76.0	0.035	0.330	0.990	0.020	1.030	0.070	1.170	0.6184		13872	
13873	7	19/.044	0.220	0.03	62.0	0.035	0.290	0.870	0.020	0.910	0.070	1.050	0.8637		13873	
13874	7	7/.064	0.192	0.0225	54.0	0.035	0.262	0.786	0.020	0.826	0.060	0.946	1.106		13874	
13875	7	7/.052	0.156	0.0145	41.0	0.035	0.226	0.678	0.020	0.718	0.060	0.838	1.675		13875	
13876	7	7/.048	0.144	0.01245	37.0	0.035	0.214	0.642	0.020	0.682	0.060	0.802	1.966		13876	
13877	7	7/.044	0.132	0.01	30.0	0.035	0.202	0.606	0.020	0.646	0.060	0.766	2.340		13877	
13878	7	7/.036	0.108	0.007	20.0	0.035	0.178	0.534	0.020	0.574	0.060	0.694	3.496		13878	
13879	7	7/.032	0.096	0.0055	14.5	0.035	0.166	0.498	0.020	0.538	0.060	0.658	4.423		13879	
13880	7	7/.029	0.087	0.0045	12.0	0.035	0.157	0.471	0.020	0.511	0.060	0.631	5.387		13880	
13881	7	3/.040	0.086	0.0037	9.6	0.035	0.156	0.468	0.020	0.508	0.060	0.628	6.625		13881	
13882	7	3/.036	0.078	0.003	8.4	0.035	0.148	0.444	0.020	0.484	0.060	0.604	8.180		13882	
13883	8	19/.064	0.320	0.06†	160.0	0.035	0.390	1.303	0.020	1.343	0.080	1.503	0.4082		13883	
13884	8	7/.064	0.192	0.0225	89.0	0.035	0.262	0.875	0.020	0.915	0.070	1.055	1.106		13884	
13885	14	19/.044	0.220	0.03	53.0	0.035	0.290	1.280	0.020	1.320	0.080	1.480	0.8637		13885	
13886	14	7/.064	0.192	0.0225	45.5	0.035	0.262	1.157	0.020	1.197	0.080	1.357	1.106		13886	
13887	14	7/.052	0.156	0.0145	35.0	0.035	0.226	0.998	0.020	1.038	0.070	1.178	1.675		13887	
13888	14	7/.048	0.144	0.01245	31.0	0.035	0.214	0.945	0.020	0.985	0.070	1.125	1.966		13888	
13889	14	7/.044	0.132	0.01	25.0	0.035	0.202	0.892	0.020	0.932	0.070	1.072	2.340		13889	90 amp. D.G. Controller 45 amp. D.G. Controller
13890	14	7/.036	0.108	0.007	17.0	0.035	0.178	0.786	0.020	0.826	0.060	0.946	3.496		13890	
13891	14	7/.032	0.096	0.0055	12.0	0.035	0.166	0.733	0.020	0.773	0.060	0.893	4.423		13891	
13892	14	7/.029	0.087	0.0045	9.6	0.035	0.157	0.693	0.020	0.733	0.060	0.853	5.387		13892	
13893	14	3/.040	0.086	0.0037	7.2	0.035	0.156	0.689	0.020	0.729	0.060	0.849	6.625		13893	
13894	14	3/.036	0.078	0.003	6.0	0.035	0.148	0.653	0.020	0.693	0.060	0.813	8.180		13894	
13895	21	7/.052	0.156	0.0145	31.0	0.035	0.226	1.207	0.020	1.247	0.080	1.407	1.675		13895	
13896	21	7/.048	0.144	0.01245	27.5	0.035	0.214	1.143	0.020	1.183	0.080	1.343	1.966		13896	
13897	21	7/.044	0.132	0.01	23.0	0.035	0.202	1.079	0.020	1.119	0.080	1.279	2.340		13897	
13898	21	7/.036	0.108	0.007	15.5	0.035	0.178	0.951	0.020	0.991	0.070	1.131	3.496		13898	
13899	21	7/.032	0.096	0.0055	11.0	0.035	0.166	0.886	0.020	0.926	0.070	1.066	4.423		13899	
13900	21	7/.029	0.087	0.0045	8.4	0.035	0.157	0.838	0.020	0.878	0.070	1.018	5.387		13900	
13901	21	3/.040	0.086	0.0037	6.6	0.035	0.156	0.833	0.020	0.873	0.070	1.013	6.625		13901	
13902	21	3/.036	0.078	0.003	5.4	0.035	0.148	0.790	0.020	0.830	0.060	0.950	8.180		13902	
13903	28	7/.044	0.132	0.01	20.5	0.035	0.202	1.263	0.020	1.303	0.080	1.463	2.340		13903	
13904	28	7/.036	0.108	0.007	14.5	0.035	0.178	1.113	0.020	1.153	0.080	1.313	3.496		13904	
13905	28	7/.032	0.096	0.0055	9.6	0.035	0.166	1.037	0.020	1.077	0.070	1.217	4.423		13905	
13906	28	7/.029	0.087	0.0045	7.2	0.035	0.157	0.981	0.020	1.021	0.070	1.161	5.387		13906	
13907	28	3/.040	0.086	0.0037	6.0	0.035	0.156	0.975	0.020	1.015	0.070	1.155	6.625		13907	
13908	28	3/.036	0.078	0.003	4.8	0.035	0.148	0.925	0.020	0.965	0.070	1.105	8.180		13908	
13909	42	7/.029	0.087	0.0045	7.2	0.035	0.157	1.204	0.020	1.244	0.070	1.384	5.387		13909	
13910	42	3/.040	0.086	0.0037	5.4	0.035	0.156	1.197	0.020	1.237	0.070	1.377	6.625		13910	
13911	42	3/.036	0.078	0.003	4.8	0.035	0.148	1.135	0.020	1.175	0.070	1.315	8.180		13911	

† Ratings based on two cores only carrying the specified current.

Dielectric Strength Test Pressure  
Between Conductors 3,500 volts  
Between any Conductor and the Sheath 2,000 volts



TABLE IV.  
SINGLE AND MULTICORE, VARNISHED CAMBRIC INSULATED, LEAD ALLOY SHEATHED STEEL WIRE ARMoured AND SERVED CABLE.

Pattern No.	No. of cores.	(ins.) of Wires in Conductor.	Diameter over Conductor.	Nominal Sectional Area.	Current carrying Capacity.	Radial Thickness of Insulant on each Core.	Diameter over Taped Core.	Diameter over laid-up Cores.	Radial Thickness of Insulant over laid-up Cores.	Diameter over Insulant over laid-up Cores.	Radial Thickness of Lead Alloy Sheath.	Diameter over Lead Alloy Sheath.	Thickness of Bedding.	Diameter of Armouring Wires.	Diameter over Galvanised Steel Wire Armour.	Steel Tape over Armour.	Thickness of Protective Servicing.	Diameter over Protective Servicing.	Maximum Conductor Resistance per 1,000 yds at 60° F.	Approx. Weight per 1,000 yds.	Length on Drum.	Service.
13785	1	37/-072	0.504	0.15	246	0.055	0.614	—	0.020	0.296	0.070	0.754	0.045	0.080	1.004	—	—	—	0.1657	As ordered.	—	—
13786	2	3/-036	0.078	0.003	10	0.035	0.148	0.296	0.020	0.336	0.060	0.456	0.045	0.064	0.674	—	—	—	8.180	—	—	—
13787	2	7/-064	0.192	0.0225	75	0.035	0.262	0.524	0.020	0.564	0.060	0.684	0.045	0.080	0.934	—	—	—	1.106	—	—	—
13788	2	19/-064	0.320	0.06	135	0.035	0.390	0.780	0.020	0.820	0.080	0.940	0.075	0.080	1.250	—	—	—	0.4082	—	—	—
13789	7	7/-064	0.192	0.0225	45	0.035	0.262	0.786	0.020	0.826	0.060	0.946	0.075	0.080	1.256	—	—	—	1.106	—	—	—
13790	7	19/-044	0.220	0.03	52	0.035	0.290	0.870	0.020	0.910	0.070	1.050	0.075	0.104	1.360	—	—	—	0.8637	—	—	—
13791	7	19/-052	0.260	0.04	63	0.035	0.330	0.990	0.020	1.030	0.070	1.170	0.075	0.104	1.528	—	—	—	0.6184	—	—	—
13792	7	19/-064	0.320	0.06	81	0.035	0.390	1.170	0.020	1.210	0.080	1.370	0.075	0.104	1.728	—	—	—	0.4082	—	—	—
13793	14	7/-064	0.192	0.0225	38	0.035	0.262	1.156	0.020	1.196	0.080	1.356	0.075	0.104	1.714	—	—	—	1.106	—	—	—
13794	14	19/-044	0.220	0.03	44	0.035	0.290	1.280	0.020	1.320	0.080	1.480	0.075	0.104	1.838	—	—	—	0.8637	—	—	—
13795	19	7/-036	0.108	0.007	13	0.035	0.178	0.890	0.020	0.930	0.070	1.070	0.075	0.104	1.428	—	—	—	1.496	—	—	—
13796	19	7/-044	0.132	0.01	20	0.035	0.202	1.010	0.020	1.050	0.070	1.190	0.075	0.104	1.548	—	—	—	2.340	—	—	—
13797	19	7/-064	0.192	0.0225	35	0.035	0.262	1.310	0.020	1.350	0.080	1.510	0.075	0.104	1.868	—	—	—	1.106	—	—	—

\*Core not taped.

Dielectric Strength Test Pressure

The thickness of bedding shown corresponds to that given in B.S.S. 883/1939, Table 25, but allows for 25 per cent. compression.

Bedding—Compounded hessian tape.

Armouring—Galvanised steel wire to B.S.S. 443, applied left hand lay, ratio of lay to mean diameter not exceeding 8 for Patterns 13786/6/7 or 10 for other patterns, forming a close uniform ring without over-riding. Wires to be tarred or compounded (except as stated below) before armouring. Galvanised steel strip to be applied with a right hand lay, not exceeding four inches.

Servicing—Compounded hessian tape, one coat 45 per cent. overlap, or two coats without overlap, the two breaking joint. It is important that there shall be no projecting edges. Compound over lead-alloy sheath, bedding, armouring (except as stated below) and servicing.

Finish—Outer compound skimmed close, and whitewashed, etc., chalked. Ends sealed with lead caps and armour secured with wire binding.

Note—On Patterns 13785 to 13788 inclusive, which are not served, the armouring wire is to be left bright.

Between Conductors  
3,500 volts

Between any Conductor  
and the Sheath  
2,000 volts

6070.—Paraffin Cooking Stoves and Spares

Fairmile Craft (all types), M.G.Bs. 502-509 and 72-ft. M.Ls.  
(N.S. 14067/42.—10.12.1942.)

Paraffin cooking stoves (supplied by contractors) are fitted in the above boats as follows:—

Fairmile craft, types:—

"A" ... Taylor's Para-Fin Cooking Stove, Model No. 053.  
"B" (boats built in the U.K. and allocated to foreign service and all boats built abroad). Messrs. Taylor's Para-Fin Oil & Gas Appliances Ltd., Auckland Hill, West Norwood, London, S.E.27).  
"C" ... M.G.Bs. 502-509 ... 72-ft. M.Ls. ...

Fairmile craft, type:—

"D" (Nos. 601-631, 633-640). Latham Oil Cooking Stove, Model 16.24.  
Note.—Later boats of this type will be fitted with electric cooking appliances. (Messrs. Smith & Morgan (West Bromwich Ltd., West Bromwich).)

2. Spare cooking stoves and spare parts for the stoves should be dealt with as "sea stores" and the allowances will be included in the respective establishments of naval stores for boats so fitted. The allowances which have been approved are detailed in the appendix to this order.

3. Provision of spare stoves and spare parts for flotillas serving abroad has been arranged. For individual boats of these flotillas, bases concerned should forward early demands to storing yards for quantities required to complete to these allowances and should ensure that demands for replenishments are forwarded in good time to enable shipment to be effected before local stocks are exhausted.

For boats in commission at home, bases concerned should forward demands to storing yards for the spare stoves and spare parts required in accordance with the number of boats attached. Supply of the first outfit of spare parts to boats under construction in the U.K. and fitted with the paraffin stoves should be arranged by storing yards concerned in the usual manner in addition to the small number of spares supplied by the boatbuilders.

Requirements should be obtained by local purchase by home storing yards from the firm named above and in the appendix. Yards abroad should forward demands to Director of Stores.

4. The efficiency of these cooking stoves depends to a large extent upon the cleanliness with which they are maintained and careful attention should be given to this.

5. A separate order will be issued concerning the allowances of spare stoves and spares for M.T.Bs., M.G.Bs., etc., of types not covered by this order.

6. The sea store establishments concerned will be amended.

APPENDIX

Spare Paraffin Cooking Stoves and Spare Parts for Fairmile Craft (all types), M.G.Bs. 502-509 and 72-ft. M.Ls.

Description	Denom.	Quantity per boat		Quantity per flotilla		Remarks
		Home	Abroad	Home	Abroad	
Taylor's Para-Fin Cooking Stove Model 053.	No.	—	—	1	1	Not for Fairmile craft "D" type.
Latham Paraffin cooking stove Model 16.24.	No.	—	—	1	1	Only for Fairmile craft "D" type Nos. 601-631, 633-640.
Spares for Taylor's stoves:—						
Burners, complete.	Doz.	1	3	3	24	For boats fitted with Taylor's stoves. These spare parts should be obtained from the manufacturers, Messrs. M. H. Berlyn & Co., Ltd., Halesowen, Wores.
Domes ...	Doz.	1	1	3	8	
Prickers ...	Doz.	1	1	3	8	
Nipples ...	Doz.	3	3	9	24	
Spares for Latham's stoves:—						
Burners, complete.	Doz.	2	4	6	32	For boats fitted with Latham's stoves.
Domes ...	Doz.	1	1	3	8	
Prickers ...	Doz.	1	1	3	8	
Nipples ...	Doz.	4	4	12	32	



**6071.—Counterpanes, Coverlets and Mattress Covers—Revised Allowances**

(N.S. 28636/42.—10.12.1942.)

In view of the necessity for economy, and for conserving supplies of textile materials, the allowances of counterpanes, coverlets and mattress covers are to be revised as follows :—

- (a) *Counterpanes, Pattern 295.*—Allowance reduced forthwith from two to one for each officer, plus 10 per cent. spare. When stocks are expended, one coverlet, pattern 25, to be allowed in lieu, plus 10 per cent. spare. No further purchases of counterpanes will be made.
- (b) *Coverlets.*—Allowance reduced from two to one for each Wren accommodated in R.N. Shore Establishments, plus 10 per cent. spare (see also (a) above). Allowance to sick bay to remain unaltered.
- (c) *Mattress Covers.*—To be reduced from two to one for each mattress, Pattern 21, 399, T.372, T.373 and T.374, plus 10 per cent. spare.

2. Ships and shore establishments concerned should return to the nearest Dockyard or Naval Store Depot, counterpanes, coverlets and mattress covers held in excess of the revised allowances.

3. The Sea Store Establishments will be amended. The scale of wartime furnishing of shore establishments shown in the appendices to A.F.O. 1483/42 should be amended accordingly.

(A.F.O. 1483/42.)

**6072.—Union Flags—Allowances***H.M. Ships*

(N.S. 016808/42.—10.12.1942.)

As a measure of economy the allowances of Union flags are to be withdrawn from the following classes of ships :—

- (a) All minor war vessels (except Coastal Forces craft—see paragraph 2 below).
- (b) Certain classes of Major War Vessels as follows :—
  - Submarines
  - Corvettes
  - Netlayers
  - Surveying ships
  - Fleet minesweepers

Supply to other major war vessels for use in power boats is also to be discontinued.

2. Coastal forces craft should retain one Union flag on board and bases should maintain sufficient flags to provide one spare for each craft attached.

3. All Union flags carried in excess of the revised requirements should be returned to the nearest Dockyard or Naval Store Depot.

4. The Lists of Particulars and Sea Store Establishments concerned will be amended.

(C.B. 01618(R).)

**Section 4****OTHER STORES—NAVAL STORES, VICTUALLING STORES, MEDICAL STORES, CONTRACTS****6073.—Naval Cinemas—Danger of Fire**

(N.L.8604/42.—10.12.1942.)

In view of the very great shortage of acetate base cinema film stock, a certain proportion of 35mm. Naval instructional films are being printed on nitrate base.

2. It is emphasised that this nitrate stock is highly inflammable.

3. In certain instances in shore establishments, fires have been started owing to carelessness of cinema operators in handling these inflammable films and owing to the laxity of fire precautions taken in projection rooms and re-winding rooms.

4. In view of this, a Warning Notice (S.1546) is being issued (two copies per installation) to all ships and establishments holding 35mm. cinema equipment.

5. These notices should be prominently displayed in the re-winding room and in the projection room and in any other room or space in which 35mm. films are stored.

6. Further copies of this Notice (S.1546) are obtainable on application to the Keeper of Stationery and Printing.

7. This danger does not apply to 16mm. films, all of which are printed on non-inflammable stock.

**6074.—Uniform for R.A.F. Personnel attached to Royal Navy**

(V. 4156/42.—10.12.1942.)

Attention is drawn to the fact that requisitions for items of clothing required by R.A.F. personnel and not held in service stocks should be made on the Accountant Officer of the ship or establishment in which the men are borne, who will forward the necessary demand to the appropriate R.A.F. Maintenance Unit, in accordance with A.F.O. 1282/39, paragraphs 12 (ii), 16 and 21. The ordering of articles of R.A.F. uniform to be made up by local firms is not authorised.

(A.F.O. 1282/39.)

**6075.—W.R.N.S. Badges**

(V. 5216/42.—10.12.1942.)

W.R.N.S. Bomb Range Markers are to wear the same badges as W.R.N.S. Plotters, viz. :—Pattern Nos. 624A and X.624B.

(A.F.O. 2938/42.)

**6076.—Medical Equipment for R.M.Ls.**

(M.D.G. 61640/42.—10.12.1942.)

The following additional articles are to be issued to R.M.Ls. :—

Bandages, triangular	...	...	...	...	6 No.
Bandages, open wove, 1-in.	...	...	...	...	12 No.
Bandages, open wove, 2-in.	...	...	...	...	12 No.
Bandages, open wove, 3-in.	...	...	...	...	12 No.
Cotton wool, in ¼-lb. packets	...	...	...	...	1 lb.
Condoms	...	...	...	...	72 No.
Turkey red oil	...	...	...	...	1 gallon

(A.F.Os. 2306/42, 3155/42 and 5082/42.)

**6077.—Admiralty Railway Consignment Notes, Forms D.80**

(C.P. 10/60332/42.—10.12.1942.)

A.F.O. 5330/42 is to be amended as follows :—

Lines 10 and 11

For "chargeable either on direct charge or on repayment", read "on direct charge".

2. When a contractor is authorised to use Form D.80 for consignments chargeable on repayment, at prices not based on Rate Book or Vocabulary rates, the establishment rendering the repayment claim is to include the cost of this carriage (in the case of goods traffic at the approved fixed rate of 34s. per ton).

3. Paragraphs 82-91 of Rail Transport Instructions (B.R. 877) are to be regarded as superseded.



4. Article 407 of O.U.5407(E)—Regulations for Naval Armament Services, Part V, is to be amended as follows:—

Subsection (d)—

First six lines. *Delete*

Line 9. *Delete* the word "also".

(A.F.O. 5330/42.)

#### 6078.—Edible Oils—Disposal of Non-returnable Crates and Containers

(V. 5212/42.—10.12.1942.)

Whenever practicable H.M. Ships which have been supplied with edible oils in *non-returnable* packages should return the empty crates and containers to a home victualling yard or depot.

2. Victualling Yards and depots concerned are to return these empty packages in bulk quantities to the contractor who will credit the Director of Navy Accounts according to the condition of the packages. Returns should be entered on Account of Issue and labelled to indicate the consigning yard or depot, and the number of packages in the consignment.

3. Attention is drawn to A.F.O. 1969/42 concerning the procedure for dealing with *returnable drums*.

(A.F.Os. 1969/42 and 3818/42.)

## Section 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE

### 6079.—Amendments to Books

(E.F.O.—10.12.1942.)

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

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

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

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

**A.F.O. P.562/42.**—B.R.245—Handbook of the 2-Pdr. Q.F. II\*\* C on H.A., Mark II\*, C Mounting—Amendment No. 5.

**P.563/42.**—B.R. 275—C and M of A.W. Tubes—Cordite Impulse D.R. VI, etc.—Amendment No. 3.

**P.564/42.**—B.R.317 (5)—Mining Drill Book—Preparation of the Mark XIX S Mines—Amendment No. 2.

**P.565/42.**—B.R.317 (6)—Mining Drill Book—Preparation of the Mark XX\* Mine—Amendment No. 1.

**P.566/42.**—B.R.317 (7)—Mining Drill Book—Preparation of the Mark XXII and XXII\* Mines—Amendment No. 3.

**P.567/42.**—B.R. 317 (9)—Mining Drill Book—Preparation of the Mark XV and XVII\* Sinkers—Amendment No. 3.

**P.568/42.**—B.R.317 (16)—Mining Drill Book—Preparation of Flooder Units—Amendment No. 1.

**P.569/42.**—O.U.5531—Maintenance of 21-in. Mark VIII-VIII\*\* Torpedoes—Amendment No. 33.

**P.570/42.**—O.U. 6142A—Manual for Power-worked Mountings, Book I—Amendment No. 1.

**A.F.O. P.571/42.**—O.U.6324—Maintenance of A.B., Mark I-I\* Gyroscope—Amendment No. 17.

**P.572/42.**—O.U.6332 (1)—Handbook of 21-in., Marks X\* and X\*\* Torpedoes—Amendment No. 3.

**P.573/42.**—O.U.6332 (IV)—Regulations for the Maintenance of 21-in., Mark X-X\*\* Torpedoes—Amendment No. 6.

**P.574/42.**—O.U.6341 (I)—Introduction to 18-in. L.C. Mark II and 21-in. L.C., Marks I and II, Light Close Fit Torpedo Tubes Mounting in M.T.Bs.—Amendment No. 2.

**P.575/42.**—O.U.6341 (2)—Maintenance of 21-in., L.C., Marks I, II and II\*, and Vosper, L.C., Torpedo Tubes (Cordite Impulse) in M.T.Bs. S.G.Bs.—Amendment No. 9.

**P.576/42.**—O.U. 6341 (3)—Maintenance of 18-in., L.C., Mark II Torpedo Tubes (Powder Impulse) in M.T.Bs. and 18-in. Troughs—Amendment No. 5.

**P.577/42.**—O.U.6395—Handbook of Mark XIV, etc., Mines and Mark XV, etc., Sinkers—Amendment No. 5.

(A.F.O. 5961/42.)

### 6080.—A.M.S.Is.

(E.F.O.—10.12.1942.)

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

(A.F.O. 5962/42.)

### 6081.—W.R.N.S.—Transfer of Headquarters

(Dep. Sec. 546/42.—10.12.1942.)

The Director, Women's Royal Naval Service, and the W.R.N.S. Headquarters Staff have now moved to the First Floor, Queen Anne's Mansions, London, S.W.1. (Telephone Number: Whitehall 9444).

All communications in future should be forwarded to the Director, W.R.N.S., at the above address.

### 6082.—H.M.S. "Tiger's Whelp"—Postal Address

(M. 4119/42.—10.12.1942.)

Confusion is being caused through correspondence for this establishment being wrongly addressed, R.N. Training Establishment, Stoke-on-Trent.

2. The correct postal address of this establishment is as follows:—

R.N. Training Establishment,  
Alsager,  
Stoke-on-Trent.

### 6083.—Mails Lost Through Enemy Action

(M. 013924/42.—10.12.1942.)

Non-Confidential parcels for the following ships posted in the United Kingdom between 10th and 13th October, 1942, have been lost as the result of enemy action. Duplicates of such matter should be forwarded as necessary.

" Assinboine "	" Lincoln "	" Salisbury "
" Caldwell "	" Manitoulin "	" Sambro "
" Campabello "	" Montgomery "	" Stadacona "
" Chelsea "	" M.M.S. 101 "	" Teakwood "
" Ironbound "	" Roxborough "	" Walker "

### 6084.—Accounting for Naval Armament and Torpedo Stores

*Submarines*

(A.S. 04068/42.—10.12.1942.)

The Naval Armament and Torpedo Store Accounts of Submarines, after initial commissioning, are kept in the Depot ship and the following procedure is to be followed:—

2. Demands, Issue Vouchers and Return Notes are to be made out as from (or to) the Depot Ship (for H.M. S/M.....).



3. *Issue Vouchers*.—Naval Armament, etc., Establishments and ships supplying stores direct to a submarine are to forward Issue Vouchers in triplicate to the submarine for disposal as follows :—

*Original*.—To be receipted and forwarded to the Depot ship for counter-signature and return to the N. A. Depot, etc.

*Duplicate*.—To be receipted and forwarded to the Depot ship for posting in the account and retention.

*Triplicate*.—To be retained in the submarine.

4. *Return Notes*.—Where stores are returned direct from a submarine to a Naval Armament, etc., Establishment or Ship, return notes are to be prepared (normally by the recipient) in triplicate for disposal as follows :—

*Original*.—For signature by the Naval Armament Depot, etc., and transmission to the Depot ship.

*Duplicate*.—For retention at the Naval Armament Depot, etc.

*Triplicate*.—For retention by the submarine.

5. When transactions occur while submarines are operating independently or are en route to a new flotilla, the appropriate copies of vouchers are to be handed over to the Depot ship at the first opportunity.

6. Naval Armament, etc., stores transferred from one submarine to another are to be accompanied by the necessary vouchers.

#### 6085.—Attacks on Merchant Vessels—REPORTS

(M.G.D. 01060/42.—10.12.1942.)

Attention is drawn to A.F.O. 6023a/42 in Section 2 of this issue.

#### 6086.—Dictionaries of Naval Equivalents—Issue of

(N.I.D. 1042/42.—10.12.1942.)

Three dictionaries of Naval Equivalents are being produced as follows :—

German—English Naval Equivalents—B.R. 634G.

Italian—English Naval Equivalents—B.R. 634I.

French—English Naval Equivalents—B.R. 634F.

2. When available, they will be distributed, without demand, on the following basis :—

One copy each to :—

Flag Officers	Repair ships
N.O.I.Cs.	Destroyers
Battleships	Minelayers
Battle cruisers	Landing ships
Cruisers	M.T.Bs.
Aircraft carriers	M.G.Bs.
A.M.Cs.	S.G.Bs.
Depot ships	S.Os. (I)
Flotilla leaders	

3. One personal copy will be allowed to each officer appointed as interpreter in the language concerned *on demand*.

4. B.R. 634I will be supplied to North Atlantic and Mediterranean stations only.

#### 6087.—Essential Work (General Provisions) Order 1942—Amendment to Form D.5

(L. 16578/42.—10.12.1942.)

When Form D.5 is signed in establishments scheduled under the above-mentioned Order, an asterisk should be made at paragraphs 4 and 5 of the back of the form and the following words entered in typescript in the blank space below :—

“N.B.—This establishment has been scheduled under the Essential Work (General Provisions) Order No. 2. The clauses marked with an asterisk are subject to the overriding provisions of that Order, as long as the establishment remains so scheduled”.

2. The attention of workmen signing Form D.5 should be drawn to the effect of this amendment.

#### 6088.—Forms M.228A and M.228B—Dental Treatment—Revised Recording—Introduction

(M.D.G.61706/42.—10.12.1942.)

Forms have now been established for use with the revised system of recording instituted by M.D.Gs. Memorandum No. M.D.G.54780/41 of December, 1941.

2. The Forms are designated as follows :—

M.228A ... .. Dental Case Sheet.

M.228B ... .. Dental Index File Sheet.

Supplies will be effected without demand to existing shore dental centres as soon as practicable.

3. Demands for replacements should be made as for other Dental Forms.

#### 6089.—O.U. and B.R. Publications—Distribution during November, 1942

(N.S. 36/42.—10.12.1942.)

- B.R. 125—Supplement No. 6 and 7, *Lloyds Register of Shipping 1942/43*.  
 B.R. 228—Pamphlet on *Smoke Floats*.  
 B.R. 278 (5)—*Torpedo Drill for ex-American “R” and “S” Class submarines*.  
 B.R. 282—*D.E.M.S. Pocket Book, 1942*.  
 B.R. 317 (17)—*Preparation of the Mark I Obstructor Unit, Assembly Nos. 1 and 2*.  
 B.R. 366 { *Mine Sweeps, Surveying Sweeps, Paravane Equipment and C, Instructions Relating to Supply and Established Allowances of Naval Stores and Fixtures, 1942.* }  
 B.R. 504—*Handbook on Iceland*.  
 B.R. 636—*Sketches of Norwegian Landfalls*.  
 B.R. 637—*Merchant Ships Signal Book, 1942, Vol. I*.  
 B.R. 751—*Army List (Quarterly) October, Part I and Part II*.  
 O.U. 5365A—*Errata No. 9—Priced Vocabulary of Naval Armament Stores, Part I*.  
 O.U. 5365B—*Errata No. 24—Priced Vocabulary of Naval Armament Stores, Part II*.  
 O.U. 5365C—*Errata No. 9—Priced Vocabulary of Naval Armament Stores, Part III*.  
 O.U. 5365D—*Errata No. 38—Priced Vocabulary of Naval Armament Stores, Part IV*.  
 O.U. 5365E—*Errata No. 24—Priced Vocabulary of Naval Armament Stores, Part V*.  
 O.U. 6090 (K)—*Revised Page 1 to RT429 Q.F., 4-in., Mark V, Gun*.  
 O.U. 6353—*August Supplement, British Merchant Ships lost*  
*September Supplement, British Merchant Ships Lost*  
*July/Aug. Supplement, British Merchant Ships damaged* } *Special Distribution*  
 Amendment No. 10 to *March/July*  
 O.U. 6353A—*August Supplement, Foreign Merchant Ships Lost and Damaged by Enemy Action*.  
*September Supplement, Foreign Merchant Ships Lost and Damaged by Enemy Action*.  
 Amendment No. 9, *Foreign Merchant Ships Lost and Damaged by Enemy Action*.

Special Distribution.

*Corrections to O.U. and B.R. Publications*

A.F.O. “P” 473 to “P” 490 inclusive—see A.F.O. 5217/42.

A.F.O. “P” 491 to “P” 511 inclusive—see A.F.O. 5338/42.

A.F.O. “P” 512 to “P” 526 inclusive—see A.F.O. 5470/42.

A.F.O. “P” 527 to “P” 534 inclusive—see A.F.O. 5590/42.

A.F.O. “P” 535 to “P” 539 inclusive—see A.F.O. 5709/42.

*Corrections to Signal Publications O.U. and B.R. Series*

C.A.F.O. “S.C.” 48—*Correction No. 6 to B.R. 266/41—see C.A.F.O. S309/42*.

C.A.F.O. “S.C.” 49—*Correction No. 1 to B.R. 637—see C.A.F.O. S309/42*.

*Miscellaneous*

A.P. 1480A—*Amendment Nos. 87 and 88, Silhouettes of Aircraft—British*.

A.P. 1480B—*Amendment No. 27, Silhouettes of Aircraft—German*.

A.P. 1480E—*Amendment No. 7, Silhouettes of Aircraft—Russian*.

A.P. 1480F—*Amendment No. 13, Silhouettes of Aircraft—Japanese*.

A.P. 1480I—*Amendment No. 11, Silhouettes of Aircraft—American*.

*British Survey, Vol. IV, Nos. 8 and 9*.

*Inter-Services Aircraft Recognition Journal, Vol. I, No. 3*.

*Signal Letters of U.S. Merchant Ships*.

*Army Orders Nos. 128–152*.

*Special Army Orders Nos. 130, 132, 134, 135, 136, 159, 160, 161, 184, 185, 186, 187 and 188.*

(A.F.O. 5592/42.)



**6090.—B.R.363 (4) and Form D.126(1)—Lists of Errata to the Establishment of Naval Stores and List of Particulars for Submarines ("Oberon" and Later Classes)**  
(N.S. 30864/42.—10.12.1942.)

List of Errata No. 4 to B.R.363 "Establishment of Naval Stores for H.M. Submarines of 'Oberon' and Later Classes" has been prepared and copies will be distributed from R.N. Store Depot, Park Royal. Copies of the corresponding List of Errata (No. 1) to the List of Particulars (Form D.126) will also be provided for services concerned.

2. *Park Royal only.*—Copies of the establishment when issued should be accompanied by one copy of Lists of Errata Nos. 3 and 4 to B.R.363. Each copy of the List of Particulars (Form D.126) will require four copies of List of Errata No. 1 to that form.

**6091.—B.R. 375—Establishment of Naval Stores for Fast Minelayers—List of Errata No. 3**

(N.S. 30060/42.—10.12.1942.)

List of Errata No. 3 to the Establishment of Naval Stores for Fast Minelayers (B.R. 375) has been prepared and will be distributed from the R.N. Store Depot, Park Royal.

2. The corresponding List of Errata No. 9 to the List of Particulars (D. 117B) will also be provided for services concerned.

3. *Park Royal only.*—One copy of Lists of Errata Nos. 1, 2 and 3 to B.R. 375 should be supplied with each copy of that establishment issued from Park Royal.

**6092.—O.U.5292—Block Sketch Cards of British War Vessels—Tracings of Silhouettes**

(P. 09773/42.—10.12.1942.)

O.U.5292 (Block Sketch Cards of British War Vessels) is to be brought up to date, and the ships listed below are those for which tracings of silhouettes are required.

2. The silhouettes are to be drawn to a scale of 1 in. = 50 ft. on tracing cloth. The guns and rangefinders are to be shown trained towards the observer. White prints are not required as these are generally unsuitable for reproduction.

3. One broadside and two oblique silhouettes are required. The latter should be drawn to represent a view from an angle of 45° and 60° with the bow on the starboard side (i.e. inclinations of 135° and 150°).

4. Dockyards or repair bases where the vessels next refit or are in hand for sufficient time (i.e. a week or longer) to enable the information for preparation and completion of the tracings to be taken off are to submit the silhouettes to the Secretary of the Admiralty (P. Branch), Bath.

5. Ships concerned are to insert an item to cover this work in the defect list. In the event of it being found impracticable to carry out the preparation of tracings on the first available occasion, the defect item is to be repeated until the work has been done.

6. In future, when any vessel is taken in hand for extensive modifications involving alterations to the appearance of the ship, a new tracing of silhouette is to be prepared and forwarded to the Admiralty.

7. Silhouettes for vessels under construction and for future construction are to be prepared by the shipbuilder, for contract-built ships, whenever possible; the Principal Ship Overseers concerned for ships of the same class should collaborate so as to avoid duplication of work. For a dockyard built ship which is the only one of her type, the silhouette is to be prepared by the yard concerned. These silhouettes are to be forwarded at the earliest opportunity.

8. The following information is to be supplied with the silhouettes:—

(1) *Battleships, battlecruisers, cruisers and destroyers*—

- Length on waterline.
- Length from fore perpendicular to after side of fore mast.
- Length from fore perpendicular to after side of fore funnel.
- Length from fore perpendicular to fore side of after funnel.
- Length from fore perpendicular to fore side of main mast.

(2) *Aircraft carriers*—

- Length of waterline.
- Length from fore perpendicular to fore end of superstructure.
- Length from fore perpendicular to side of fore mast.
- Length from fore perpendicular to after end of funnel.
- Length from fore perpendicular to after end of superstructure.

(3) *Submarines*—

- Length extreme.
- Length from bow to fore side of conning tower superstructure.
- Length from bow to after side of conning tower superstructure.
- Length from bow to after end of superstructure (if any).

*Table of Heights, etc.*, for battleships, battlecruisers, aircraft carriers, cruisers and destroyers.

*Top of Spotting Top to		Top of Funnel to		Top of Bridge (including weather canvas) to		†Transit Angle (degrees)
†Forecastle deck	W.L.	†Forecastle deck	W.L.	†Forecastle deck	W.L.	

\* Where no spotting top, height from fore truck to be given.

† For aircraft carriers—flight deck.

‡ See C.B.1791/41, page 5, paragraph 9.

*Submarines.*—Top to gun to waterline. Top of periscope pedestal to waterline.

9. Preparation of the following silhouettes is to be regarded as urgent:—

"Valiant"	"Venomous"	"P.712"
"Ramilles"	"Wanderer"	"Ramsey"
"Resolution"	"Worcester"	"Newport"
"Revenge"	"Witherington"	"Ludlow"
"Rodney"	"Wolverine"	"Giorgios Averoff"
"Cumberland"	"Witch"	"Sumatra"
"Australia"	"Vendetta"	"Tromp"
"Caledon"	"Campbell"	"Jacob Van Heemskerck"
"Caradoc"	"Montrose"	"Leo Triumphant"
"Ceres"	"Stuart"	"Leopard"
"Danae"	"Fury"	"Mistral"
"Diomede"	"Inglefield"	"Blyscavica"
"Emerald"	"Kelvin"	"Burza"
"Enterprise"	"Jervis"	"Queen Olga"
"Achilles"	"Harvester"	"Spetsai"
"Leander"	"Inconstant"	"Aetos"
"Aurora"	"Arunta"	"Junon"
"Penelope"	"Pakenham"	"Orion"
"Sheffield"	"Petard"	"Rubis"
"Newcastle"	"Valorous"	"K.11"
"Phoebe"	"Porpoise"	"K.14"
"Scylla"	"Rorqual"	"O.21"
"Watchman"	"P.34"	"O.10"
"Viscount"	"P.228"	"O.14"
"Vansittart"	"P.311"	"B.1"
"Volunteer"	"P.615"	"Triton"
"Vivacious"	"P.511"	"Katsonis"
"Walker"	"P.555"	"Nebojsca"
"Westcott"	"Graph"	
"Wrestler"	"P.711"	



**6093.—O.U. 6197—Gun Drill for the 4·7-in., Q.F., Mark X\* Gun, on CP(S) XV Mounting, 1930—Disposal of as Obsolete**

(G. 8043/42.—10.12.1942.)

O.U. 6197 is now obsolete and all copies should be disposed of in accordance with the instructions in O.U. 2A—O.U. Catalogue.

## Section 6.—SHORE ESTABLISHMENTS

### 6094.—Christmas Holiday, 1942—Civilian Non-Industrial Staffs

(C.E. 60306/42.—10.12.1942.)

It has been decided to allow two days' holiday to civilian non-industrial staffs at Christmas or the New Year. At establishments in England, Wales and Northern Ireland the days will be Friday and Saturday, the 25th and 26th December; in Scotland the days will be Friday, the 1st January, and Saturday, the 2nd January, but if considered desirable leave may be granted on 25th December in lieu of 2nd January. There will be no privilege holiday in Christmas week.

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

3. Where staff are required to attend on the 26th December (or the 25th December or 2nd January in Scotland), Establishments should grant equivalent time off in lieu wherever practicable, but where time off cannot be granted no additional payment may be made.

4. Train services will be severely restricted at Christmas, and Civil Servants, in common with other members of the public, are asked to refrain from travelling by rail on or between the 21st and 29th December. Establishments should not grant leave which involves travel by rail (other than local travel) during this period. The use of free and partly free travel passes by evacuated staffs and others entitled to the same privileges must not be allowed during this period, except where leave is given on compassionate grounds.

5. Heads of Establishments may, at their discretion, where hardship would otherwise be caused, allow an evacuated officer or an officer on detached duty to anticipate his annual leave for the following year, subject to a maximum of four days, to the extent necessary to enable him to travel outside the period 21st–29th December. Such a concession may be allowed, subject to the exigencies of the service, where for example a married officer has saved up the last three or four days of his annual leave with a view to visiting his family at Christmas, on the assumption that the period during which the public would be asked not to travel would be no longer than the corresponding period last year. Any leave anticipated under this concession will be deducted from the restricted amount of annual leave allowed for the following year, and staffs should bear in mind that in present circumstances there can be no prospect of any relaxation of the war-time restrictions placed on annual leave.

6. Members of Departmental A.R.P. or Home Guard Units who attend their office solely for A.R.P. or Home Guard purposes on either of the two days taken as holidays in that office may, wherever practicable, be given equivalent time off in lieu in respect of hours of duty inside their normal working hours. The ordinary subsistence arrangements prescribed respectively for A.R.P. and Home Guard duties performed outside working hours will apply.

### 6095.—Christmas Holiday Arrangements—Industrial Staff

(L. 17277/42.—10.12.1942.)

Attention is drawn to the arrangements for the Christmas Holiday for industrial workpeople employed in Admiralty establishments described in A.F.O. 1202/42.

2. Although Christmas Day and New Year's Day fall on Fridays, Officers-in-Charge of establishments in Scotland have discretion, in the interests of production, to disregard Home Dockyard Regulations, Article 160(6), if it is considered necessary for the establishment to open on both or either of the Saturdays following the public holidays in question.

(A.F.O. 1202/42.)

### 6096.—Temporary Non-industrial Staff—Subsistence and Billeting Allowance at Place of First Appointment

(C.E. 11452/42.—10.12.1942.)

Civilian staff are required to bear the expense of taking up their first appointment on entry into Admiralty service, and are not entitled to subsistence allowance if the appointment involves separation from their families. As a special war-time measure, however, subsistence allowance on a lodging allowance basis, or billeting terms in areas where billeting arrangements apply, may be granted as set out below to temporary staff of the undermentioned grades who are maintaining their families elsewhere as a result of their acceptance of appointments in Admiralty service. These arrangements are confined to married officers and to unmarried officers with responsibilities equivalent to those of married officers, e.g. those who by reason of their appointment to Admiralty service are compelled to maintain themselves apart from relatives with whom they previously resided and for whose support they are mainly responsible. The concession will be operative from the 1st November, 1942, and will apply to staff of the grades concerned already serving with the Department on that date.

2. In non-billeting areas subsistence allowances will be payable within the following maxima:—

Temporary Experimental Officers in receipt of salaries up to £550 a year.	} 45s. 6d. a week
Temporary Experimental Assistants, Grade I ... ..	
Temporary Experimental Assistants, Grade II ... ..	
Temporary Experimental Assistants, Admiralty Engineering Laboratory.	} 38s. 6d. a week
Temporary Experimental Assistants, Grade III ... ..	
Ship Draughtsmen ... ..	
Engineering Draughtsmen ... ..	
Electrical Engineering Draughtsmen ... ..	} 31s. 6d. a week
Junior Electrical Engineering Assistants ... ..	
Drawing Office Assistants ... ..	
Laboratory Assistants ... ..	

The amount payable within the above-mentioned limits is calculated in the following manner:—

Expenditure on full board and lodging at place of appointment.....  
Less home savings on the following scale:—

Salary (excluding bonus)—	
Up to £4 per week (1s. per night) ... ..	
Over £4 per week and up to £350 per annum (1s. 6d. per night).	
Over £350 per annum (2s. per night) ... ..	
Less expenditure on lunches if previously taken away from home.	

Net extra expense ... ..

Claims for payment should be made every four weeks on Form D.267, on which the claimant should insert a certificate as follows:—

"I certify that the above particulars are correct and that I am maintaining my wife and/or family elsewhere as a result of my entry into the employment of the Admiralty."



3. In the areas mentioned in A.F.Os. 821/41 and 5463/41 and in any other areas where billeting arrangements are in force for Admiralty staff, eligible members of the above-mentioned grades will receive free billeting as described in A.F.O. 821/41, or, if they prefer to make their own arrangements for accommodation, an allowance of 21s. a week in lieu. Staff concerned should notify the Director of Navy Accounts (Branch 2/Billeting), Bath, giving full particulars of their circumstances, on arrival in the area.

4. If a non-billeting area subsequently becomes a billeting area, staff receiving the terms referred to in paragraph 2 above will be transferred to those stated in paragraph 3. A period of at least two weeks' notice will be given.

5. Eligibility for subsistence or billeting allowance or for free billeting will cease immediately an officer is joined by his wife or dependants. No allowance for cost of removal of furniture will be payable, nor will an officer be able to revert to subsistence allowance or billeting terms if his wife or dependants subsequently leave the area. An officer who is joined by his wife and/or family in a billeting area must report this fact immediately to the Director of Navy Accounts (Branch 2/ Billeting), Bath.

6. Allowances under this Order will be authorised by the Director of Navy Accounts.

(A.F.Os. 820/41, 821/41, 2672/41, 5463/41 and 5466/41.)

#### **6097.—Recovery of Overpayments from Workmen when Paid Leave taken exceeds Paid Leave Earned**

(L. 16504/42.—10.12.1942.)

A number of cases have occurred recently of industrial workmen being overpaid on account of having been granted paid leave in anticipation of their completing the service necessary to earn this leave and subsequently having left Admiralty employment before the completion of this service.

2. Attention is therefore drawn to Home Dockyard Regulations, Article 177a (12), particularly to the passage which states that the grant of paid leave in advance is in all cases subject to the clear understanding that any overpayment will be recovered, and that this condition is to be brought specially to the notice of temporary and casual workpeople.

3. When a workman ceases to be employed by the Admiralty, care should always be taken to ensure that, before the final payment of wages is made to him, any overpayment occurring by reason of paid leave taken exceeding the paid leave earned by service, is recovered.

#### **6098.—Civilian M/T Drivers—Revised Eyesight Tests**

(L. 16944/42.—10.12.1942.)

For the duration of the present emergency, the eyesight standards required of civilian M/T drivers, set out in A.F.Os. 102/35 and 915/35 have been relaxed and the following revised standards will be applied :—

##### *Distant Vision*

Unaided vision 6/18 with both eyes together, worse eye not less than 6/60, correctable with spectacles to 6/9 with both eyes together, worse eye not less than 6/24.

##### *Colour Vision*

Grade III colour vision will be required.

The fields of vision should be normal (Confrontation Test). The presence of diplopia will disqualify.

Any case where it is desired, for special reasons, to employ a driver whose vision does not satisfy these standards, should be submitted for consideration, together with a full report of the circumstances to the Secretary of the Admiralty (L. Branch), Bath.

(A.F.Os. 102/35 and 915/35—not in annual volume.)