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ADMIRALTY FLEET ORDERS

ADMIRALTY, S.W.1,
17th 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.

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ADMIRALTY FLEET ORDERS

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17th December, 1942.

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Section 1

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

6099.—Message sent on the Occasion of Greek Navy Day, 6th December, 1942

(M. 03565/42.—17.12.1942.)

The following was sent to H.M. King George of the Hellenes on the occasion of the Greek Navy Day :—

"On this anniversary of the Patron Saint of Greek Seamen I desire on behalf of the officers and men of the Royal Navy to send through Your Majesty our cordial greetings to the officers and men of the Royal Hellenic Navy and the Greek Mercantile Marine. We are glad to take this opportunity of paying a tribute to their gallant and unstinted service in the common cause.—A. V. Alexander."

The following reply was received :—

"On behalf of the Royal Hellenic Navy and the Greek Mercantile Marine I wish to express to you and to the officers and men of the Royal Navy our heartfelt thanks for your touching message on the anniversary of the Patron Saint of Greek Seamen. All Greek seamen esteem it a privilege to participate alongside the Royal Navy and the British Merchant Marine in the struggle for the common cause.

George 2 R."

6100.—Defence Regulations—The Forth Pilotage (Emergency) Order, 1942

(N.L. 22933/42.—17.12.1942.)

The following Admiralty Order made under the Defence Regulations is promulgated for information :—

The Forth Pilotage (Emergency) Order, 1942

By Command of the Lords Commissioners of the Admiralty.

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

1. Pilotage will be compulsory for all vessels (save as provided hereunder) navigating in the Firth of Forth westward of the following limits, namely, a line drawn from North Carr Beacon to South Carr Beacon; provided that this eastern limit shall be deemed not to extend beyond the position in which Pilots' boats in the district are from time to time stationed under the directions of the competent Naval authorities.

2. This Order shall apply to all ships except His Majesty's Ships and such other vessels as are granted exemption by the Commander-in-Chief, Rosyth.

3. The following provisions shall apply only to vessels docking and undocking at Methil; for the purpose of this paragraph Methil Convoy Anchorage shall mean the area within a radius of three nautical miles from the Pier Light at Methil, the whole of which area shall for the purpose of this paragraph be deemed to be within the Methil Pilotage district.

- (i) The Stage under the pilotage rates and charges referred to in Byelaw 68 of the Forth (Trinity House of Leith) Pilotage Authority confirmed by the Board of Trade on the 18th June, 1929 is hereby varied as follows:—

Schedule 1 Pilotage Rates—

From the Eastern limits of the Forth Pilotage district to Largo Bay, Methil Roads, Methil Convoy Anchorage or Aberlady Bay and vice versa.

- (ii) When a Methil Pilot moves a vessel from or to a position in the Methil Convoy Anchorage more than 1 mile from Methil Pier for the purpose of docking or undocking at Methil he shall be paid at the following rates in addition to the Pilotage rates referred to in Byelaw 23 of the Methil Pilotage District Byelaws confirmed by the Board of Trade on the 25th November, 1925, viz:—

	£	s.	d.
For vessels under 1,000 tons gross	1	1	0
For vessels of 1,000 tons gross or over but under 2,000	1	11	6
For vessels of 2,000 tons gross or over but under 3,000	2	2	0
For vessels of 3,000 tons gross or over	2	12	6

4. This Order shall have effect notwithstanding anything to the contrary contained in the Bye laws made by the Forth (Trinity House of Leith) Pilotage Authority.

5. This Order shall come into force forthwith and may be cited as the Forth Pilotage (Emergency) Order, 1942.

6. The Forth Pilotage (Emergency) Order, 1939, is hereby cancelled.

By Command of Their Lordships,

(Signed) H. V. MARKHAM.

Admiralty, S.W.1.

7th November, 1942.

***6101.—Enemy Aircraft Shot Down or Damaged by Ships' Gunfire and Naval Aircraft**

(G.D. 01442/42.—17.12.1942.)

Casualties to enemy aircraft by ships' gunfire are as follows from the beginning of the war to 30th November, 1942:—

	Confirmed	Probable	Damaged
By H.M. ships excluding minor War Vessels	498	180	254
By minor War Vessels (since 12th April, 1940)	119	38	70
By D.E.M.S. and Fishing Vessels	94	45	104
By Allied Warships	19	3	12
	730	266	440
Last reported totals (31st October, 1942)	645	256	431
Increases	85	10	9

Brief details of the successes credited to H.M. ships and merchant vessels (one in each case unless otherwise stated) obtained from reports received during November, 1942, are as follows:—

H.M. Ships

Confirmed	Probable	Damaged
<i>Alexandria-Malta Convoy, 14th and 15th June, 1942</i>		
H.M.S. "Dido"	Escorts and merchant ships (2)	H.M.S. "Sikh"
H.M.S. "Croome"	H.M.S. "Newcastle"	
H.M.S. "Griffin"		
H.M.S. "Aldenham"		
H.M.S. "Centurion" (2)		
H.M.Ss. "Packenham", "Griffin" and "Fortune"		
H.M.Ss. "Newcastle" and "Coventry"		
Escorts and merchant ships (9)		
<i>Gibraltar-Malta Convoy, 11th to 14th August, 1942</i>		
H.M.S. "Indomitable"	H.M.S. "Rodney"	Escorts and merchant ships.
H.M.Ss. "Kenya", "Charybdis", "Intrepid", "Icarus", "Fury", "Pathfinder" and "Ashanti" (3)	H.M.Ss. "Kenya", "Charybdis", "Intrepid", "Icarus", "Fury", "Pathfinder" and "Ashanti"	
H.M.S. "Ashanti"	H.M.S. "Ledbury"	
H.M.S. "Ledbury" (3)	Escorts and merchant ships (2)	
H.M. Destroyers		
H.M.S. "Ashanti" and S/S "Ohio"		
Escorts and merchant ships (10)		
H.M.S. "Fareham"	H.M.Ss. "Haleyon" and "Britomart" and S/S "Ocean Freedom" in Convoy P.Q.17 on 10th July, 1942.	H.M.S. "Speedwell" and S/S "Harmatris"
H.M.S. "Pozarica" in Convoy P.Q.17 on 9th July, 1942 (2)		
H.M.Ss. "Haleyon", "Britomart" and S/S "Ocean Freedom" in Convoy P.Q.17 on 10th July, 1942 (2)		
Escorts and merchant ships in Convoy P.Q.17 on 4th July, 1942 (4)		
Escorts and merchant ships in Convoy P.Q.18 on the 13th, 14th and 15th Sept, 1942 (36)		
<i>Merchant Ships and Fishing Vessels</i>		
S/S "Zaafaran"	S/S "Voliella"	M/V "Charles M"
S/S "Omega"		M/V "Ajax"
S/Ss. "Rathlin" and "Bellingham"		S/S "City of Lincoln"
		S/S "Zamalck"
		(2)
		S/S "Brisbane Star"

Enemy aircraft shot down by naval aircraft.—Casualties caused to enemy aircraft by naval aircraft are as follows from the beginning of the war to 30th November, 1942:—

	Confirmed	Probable	Damaged
Last reported totals 30th October, 1942	227	38	147
Increases	217	35	140
	10	3	7
At Ceylon on 5th April, 1942	1	0	0
At Trincomalee on 9th April, 1942	1	3	2
N. African Operations up to 22nd November, 1942—Vichy A/C	6	0	2
N. African Operations up to 22nd November, 1942—German	2	0	3

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

General Information

3. The "game bag" for this month includes results from four major operations—two Convoys to Malta, one from Alexandria in June and one from Gibraltar in August and the last two Russian Convoys during July and September respectively. The scores for these Convoys were :—

	Confirmed	Probable	Damaged
June—Alexandria—Malta Convoy :—			
Ships	20	5	2
F.A.A.	39	5	14
August—Gibraltar—Malta Convoy :—			
Ships	22	4	3
July—Russian Convoy :—	11	1	2
September—Russian Convoy :—			
Ships	36	N.K.	N.K.
F.A.A.	5	3	14
Cam Ships	1	—	—

4. The Convoy to Russia during September was a notable achievement for ships' guns. In the attacks on the main convoy 30 per cent. of the torpedo aircraft and 5 per cent. of the bombers attacking were shot down. It was noticed that the torpedo aircraft did not press home their attacks with the same determination as they did against the previous convoy, when some of the aircraft flew up the columns of the convoy to release their torpedoes from close range.

5. During the Alexandria—Malta Convoy in June, the dive bombers approached from after bearings releasing their bombs from 3—4,000 ft. A Ju 88 which attacked unseen and was not even engaged, did not come any lower than those heavily engaged.

6. In the August Malta Convoy it was unfortunate for the ships' guns that the Italian torpedo aircraft were so deterred by their barrage that they refused to come near enough to be shot down. They were, as a result, quite ineffective. In a later attack, "Ledbury" solved the problem by ringing 4-in. cease fire bells on the approach of two Italian aircraft in order not to discourage them and then proceeded to shoot down both with close range weapons.

7. There have been many air attacks in the Mediterranean during November associated with the operations in North Africa. According to a present estimate the score made by H.M. ships between 8th and 22nd November is 25 : 15 : 36, but full details are not yet available and official assessments cannot yet be made.

(C.A.F.O. 1898/40.)

(A.F.O. 5492/42 is cancelled)

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

*6102.—Honours and Awards—"London Gazette" Supplement of
8th December, 1942

(H. & A.—17.12.1942.)

CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD

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

8th December, 1942.

The KING has been graciously pleased to give orders for the following appointments to the Most Excellent Order of the British Empire :—

*To be an Additional Commander of the Military Division of the said
Most Excellent Order :*

Rear-Admiral Edge Kingston Boddam-Whetham, D.S.O. (Ret.).

For bravery and resolution as Commodore of a North Russian
convoy.

*To be Additional Officers of the Military Division of the said
Most Excellent Order :*

Commander Martin James Evans, R.N.

Commander Walter FitzGerald Smithwick, D.S.C., R.N. (Ret.).

Commander (E) Charles Littlewood, R.N.

Paymaster Commander Norman Younger Clay, R.N.

Lieutenant-Commander Richard John Harrison, R.N.

*To be an Additional Member of the Military Division of the said
Most Excellent Order :*

Lieutenant (A) Edward David Crabb, R.N.

For bravery and distinguished services at Malta.

The KING has been graciously pleased to approve the award of the George Medal for gallantry and undaunted devotion to duty, to :

Temporary Lieutenant Martin Challenor Page Johnson, R.N.R.

Temporary Sub-Lieutenant Brian Lawson, R.N.V.R.

Second Hand Edward Prime Polkinghorn, LT/JX.179869, R.N.P.S.

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

Engine Room Artificer Third Class Archibald McLean, P/MX.60461.

Sick Berth Attendant Edward Sydney Farr Holden, P/MX.64698.

For bravery in rescuing a wounded shipmate.

Acting Leading Seaman Eric Herbert Knight, C/LD/X.4990.

Acting Able Seaman David Hulse, P/JX.289893.

Acting Able Seaman Ernest Robert Nicholson, C/JX.265514.

Acting Able Seaman Cyril Herbert William James, D/JX.255555.

For bravery while serving in defensively equipped Merchant Ships
on a North Russian convoy.

ADMIRALTY,

Whitehall,

8th 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 bravery and resolution in H.M. Ships and merchantmen, while taking a convoy to North Russia in the face of relentless attacks by enemy aircraft and submarines :

To be Companions of the Distinguished Service Order :

Acting Captain Charles Keith Adam, R.N. (Ret.).

Commander Archibald Boyd Russell, R.N.

Commander Alan David Hastings Jay, D.S.C., R.N.

Bar to the Distinguished Service Cross

Skipper (Acting Skipper Lieutenant) James Harold Petherbridge, D.S.C., 2736.W.S., R.N.R.

The Distinguished Service Cross

Temporary Lieutenant William John Walker, R.N.R.
Skipper (Acting Skipper Lieutenant) John Dinwoodie, 2971.W.S., R.N.R.
Mr. Arthur George Scoggins, Commissioned Engineer, R.N.
Mr. William George Bridgeman, Gunner, R.N.

The Distinguished Service Medal

Chief Petty Officer Telegraphist Colin Cedric Cox, P/J.9274.
Chief Stoker Wilfred George Brown, C/K.63537.
Chief Mechanician Second Class George Merrick Richard Hide, P/K.61051.
Convoy Yeoman of Signals Philip James Richardson, P/JX.172052.
Petty Officer Telegraphist Wallace Eugene Breton, D/JX.135520.
Leading Seaman William Dodds, D/SSX.22646.
Leading Seaman Frederick Charles Ware, P/JX.171102.
Able Seaman Thomas Lewis, D/SSX.13891.
Assistant Steward Albert Edward Green, N.A.P. R.111005.
Seaman Harold Corlett, LT/JX.226420.
Seaman William Arthur John Penfold, LT/JX.232651.
Seaman Henry Percy Pallet, LT/JX.240319.

Mention in Despatches

Lieutenant-Commander Philip Francis Cammiade, V.D., R.N.V.R.
Temporary Lieutenant-Commander (E) William Mann, R.N.R.
Lieutenant Loftus Edward Peyton Jones, D.S.C., R.N.
Lieutenant Charles Arthur Langton, R.N.
Lieutenant Reginald Thomas Horan, R.N.R.
Probationary Temporary Surgeon Lieutenant Geoffrey Holker Murray, M.B., Ch.B.
R.N.V.R.

Mr. Albert Henry White, Commissioned Engineer, R.N.
Chief Petty Officer John Newall, C/J.93945.
Acting Chief Petty Officer Alfred Edward Roberts, D.S.M., C/JX.136574.
Petty Officer Ronald Parker Birch, D/JX.142986.
Petty Officer Leo Girgan, D/JX.140531.
Petty Officer Herbert Jones, D/J.110186.
Petty Officer John Victor Luxton, D/J.109246.
Petty Officer Harry Albert Pollard, C/J.43336.
Petty Officer George Henry William Stroud, C/J.111501.
Acting Petty Officer Cecil George Bevis, P/JX.129626.
Stoker Petty Officer Daniel Reginald O'Keeffe, D/KX.81512.
Engine Room Artificer Cecil William Burn, C/MX.77951.
Leading Seaman John Arthur Bennett, C/JX.140003.
Leading Seaman William Charles Stonell, X.7832C., R.N.R.
Acting Leading Seaman Robert Desmond Houghton, LD/X.3681.
Leading Signalman Stanley Edwin Archer, C/JX.172932.
Leading Signalman Frederick George Vaukins, P/JX.134150.
Acting Leading Seaman Walter Rider Dixon, D/JX.141133.
Engine Room Artificer Fourth Class Charles Edward Quick, D/MX.73588.
Leading Stoker Stanley Nicholls, D/KX.86388.
Able Seaman Edwin Claypole, C/JX.192971.
Able Seaman Edward Bradford Cox, P/JX.125420.
Able Seaman Frank William Hayward, C/JX.158849.
Able Seaman Sydney James Mair, D/J.61065.
Able Seaman Thomas John Stanbridge, D/J.52818.
Able Seaman Francis Teggarty, D/JX.219408.
Able Seaman Bernard Arthur Williams, C/JX.218901.
Signalman Raymond Eric Garratt, C/JX.171130.
Stoker First Class Wilfred Charles Snell, D/K.66545.
Diesel Greaser Clements Irvine, N.A.P. R.47866.
Ordinary Mechanician Joseph Perry, P/MX.89762.
Ordinary Mechanician 5th Class John Clayton Hardy, P/MX.98545.

For bravery and distinguished services at Malta :

The Distinguished Service Cross

Acting Commander Masters Norman, R.N.

The Distinguished Service Medal

Sergeant William James Caleb Glanville, Po.X.112, R.M.

Mention in Despatches

Commander (E) George Oswald Naish, R.N.
Lieutenant-Commander Roger Caton Beckett, R.N.
Lieutenant-Commander Nigel de Glanville Waymouth, R.N.
Lieutenant-Commander Desmond Orme Wise, R.N.
Major Derek Arthur Conyngham Shepherd, R.M.
Air Artificer Fourth Class Bernard John Soper, FAA/EX.75185.
Temporary Corporal James Blair, Po.X.2080, R.M.
Marine Norman Frederick Lake, Po.X.1467, R.M.
Marine Alan Oldham, Po.X.2837, R.M.
Bugler Victor Lewis Strange, Po.X.101408, R.M.

For bravery while serving in one of H.M. Ships escorting a convoy to North Russia :

Mention in Despatches (Posthumous)

Petty Officer John Francis Perry, P/J.12661.

Mention in Despatches

Chief Engine Room Artificer Arthur Edward Bird, P/M.30181.
Petty Officer George Campbell Foster, P/JX.153809.
Able Seaman George Ernest Elks, P/JX.236411.

For good services as convoy signalmen in a North Russian convoy :

Mention in Despatches

Convoy Signalman Robert William Lewars, C/JX.171149.
Convoy Signalman John George Mayhew, C/JX.172032.

For good services :

Mention in Despatches

Lieutenant Timothy Claude Upton-Fanshawe, R.N.
Mr. Alfred George Hancock, Gunner, R.N.

For good services when H.M.S. "Dorsetshire" was lost :

Mention in Despatches

Commander (Acting Captain) Cyril William Byas, R.N.
Bugler George Wedgewood Timms, Ply 'X' 101419, R.M.

For bravery :

Commendation

Acting Temporary Lieutenant-Commander Fredman Ashe Lincoln, R.N.V.R.
Temporary Lieutenant Edward Timothy Cayley Tewson, R.N.V.R.
Temporary Lieutenant Harold Russell Walker, R.N.V.R.
Lieutenant Norman Grieve, R.A.N.V.R.
Petty Officer Albert Walter Loan, P/J.14736.

For bravery when a merchantman was lost :

Commendation

Acting Able Seaman William Allen, D/JX.238330.

The KING has been graciously pleased to grant unrestricted permission for the wearing of the following decorations awarded to officers and men of the Royal Navy by the President of the Polish Republic in recognition of good services to the Polish Navy :—

Virtuti Militari

Captain George Walter Gillow Simpson, C.B.E., R.N.

Krzyz Walecznych

Commander Hilary Worthington Biggs, D.S.O.
Lieutenant John Richard Alured Denne, R.N.
Temporary Lieutenant Philip Granger Brown, R.N.V.R.
Temporary Lieutenant Eric Frank Hayman, R.N.V.R.
Temporary Sub-Lieutenant Lloyd Armstrong, R.N.V.R.
Temporary Sub-Lieutenant Arthur Falknor Hill, R.N.V.R.
Temporary Sub-Lieutenant George Godfrey Taylor, R.N.V.R.
Ordnance Artificer 1st Class Sydney Turner, P/MX.46618.

Petty Officer Albert Henry Davies, C/JX.132814.
 Yeoman of Signals James Norman Edmondson, D/JX.137080.
 Yeoman of Signals Charles Hamilton Moyses, C/JX.136271.
 Supply Petty Officer Jack Albert Brooks, C/MX.50175.
 Leading Seaman William Denis Seymour, C/J.94958.
 Leading Signaller Cyril Vernon Morgan Holloway, P/JX.127995.
 Acting Leading Signaller Clifford Robinson, C/JX.149748.
 Acting Leading Telegraphist Samuel Castles, D/JX.145750.
 Acting Leading Telegraphist William Kenneth Hutchings, D/JX.144680.
 Acting Leading Telegraphist Peter Bromley Simes, C/JX.151051.
 Able Seaman Kenneth Harvey Hawkins, P/JX.217614.
 Able Seaman Bernard Charles Hopkins, P/JX.217562.
 Signaller Thomas Higginbotham, D/SSX.31774.
 Signaller Richard Ovington Wilson, D/JX.199409.
 Coder Reginald Herbert Rallison, D/JX.210243 (since deceased).

The following amendment (where underlined> is made to a previous Order of Honours and Awards:—

A.F.O. 5995/42. Under heading—

To be Companions of the Distinguished Service Order:

Captain Howard Douglas Gansden, Master.

***6103.—Honours and Awards—Free French Navy**

(H. & A. 817/42.—17.12.1942.)

The King has been graciously pleased to approve the Mention of the following names in Despatches, for good services in F.F.S. "Roselys" in the escort of a convoy to Russia:—

Gunner Petty Officer Léon Gourong.

Gunner Ernest Thomasset.

Gunner Joseph Nicot.

2. These awards will not be Gazetted.

(A.F.O. 4474/42.)

***6104.—Commendations for Gallant Service in Fire Fighting**

(M. 010227/42.—17.12.1942.)

The Lords Commissioners of the Admiralty commend the following officers and men of H.M.S. "Kipling" for gallant service in fire fighting on 10th May, 1942:—

The late Lieutenant (E) Peter Gervase Fyers-Turner, D.S.C., R.N.

Lieutenant William David Shaw, R.N.

Actg. Stoker Petty Officer John William Goodayle, C/KX.86369.

Petty Officer Charles Leslie Buck, C/JX.129082.

6105.—Assistant Controller for Warship Production—Appointment

(C.E. 58824/42.—17.12.1942.)

Sir Stanley V. Goodall, K.C.B., O.B.E., Director of Naval Construction, has been given the additional appointment of Assistant Controller for Warship Production.

2. As Director of Naval Construction he will continue to be the principal technical adviser to the Board of Admiralty and, under the direct superintendence of the Controller of the Navy, the final authority on the design of warships and other vessels of H.M. Navy.

3. As Assistant Controller for Warship Production, he will be responsible under the Controller (without, however, any impairment of the responsibilities placed upon other Heads of Departments in their respective spheres) for the production of warships and their completion with all appropriate supplies, and for the necessary co-ordination to achieve the fastest possible results with the maximum economy of effort.

6106.—Assistant Controller (Research and Development) Appointment

(C.E. 58536/42.—17.12.1942.)

Dr. C. F. Goodeve, O.B.E., D.Sc., F.R.S. (Commander, R.N.V.R.), has been appointed to the newly-instituted civilian post of Assistant Controller (Research and Development).

2. He will be responsible for:—

(a) Co-ordinating research and development in the Controller's Departments;

(b) Ensuring that scientific opinion is adequately represented in those Departments and that all due weight is given to it;

(c) Keeping the Controller informed of the progress of research and development work in his Departments and advising him on questions arising therefrom.

6107.—North of Scotland—Protected Areas—Journeys to, by personnel Discharged or Released from Service—Retention of Identity Documents

(N.L. 9517/42.—17.12.1942.)

With reference to A.F.O. 847/42 it is notified that where Naval personnel whose homes are in any of the Protected Areas in Scotland are discharged or released from Service and are furnished with a railway warrant to enable them to travel home, they should be permitted to retain their Naval Officers' Identity Cards or Sailors' Pay and Identity Books to enable them to prove their identity when seeking to enter the Protected Area.

2. They must produce such identity documents to the military personnel at the Control Posts, and either a certificate of release (in accordance with A.F.O. 1251/42, Section D or A.F.O. 1519/40 where the period of release does not exceed three weeks) or a certificate of discharge from the Service. When the individual has been passed into the Protected Area, the Identity document referred to in paragraph 1 will be removed from him by the Control Post personnel, who will forward them to the Naval Liaison Officer, Inverness, for return, in the case of Naval Officers' Identity Cards, to the Admiralty or in the case of Sailors' Pay and Identity Books to the man's depot or ship.

3. All such Identity Cards must be endorsed by the discharging authority in red ink (in the case of Form S.1511 on page 2 thereof and in the case of Form S.43a on the inside front cover thereof) to the effect that the holder has been temporarily released or discharged from Naval Service, is proceeding to his home in the No. Protected Area and has been instructed to surrender the card to the Military Control authorities on entering the area within days after his discharge. The date of the holder's discharge or release should be shown and the number of the Protected Area in which the holder resides should be inserted.

(A.F.Os. 1519/40, 847/42, 1251/42 and 2347/42.)

6108.—(A) Officers R.N.—Accelerated Promotion to Lieutenant (A)

(C.W. 21137/42.—17.12.1942.)

The undermentioned sub-lieutenants (A), R.N. have been granted accelerated promotion under A.F.O. 424/42 subsequent to the issue of the previous list in A.F.O. 2967/42:—

Name.	Present Appointment.	Seniority as Lieutenant (A).
O.W. Tattersall, D.S.C.	H.M.S. "Landrail"	15th May, 1942.
B. H. C. Nation	H.M.S. "Victorious"	1st June, 1942.
G. H. Creese	H.M.S. "Illustrious"	20th June, 1942.
P. R. Spademan	H.M.S. "Grebe"	1st October, 1942.

(A.F.O.s 424/42 and 2967/42.)

A.10 6109.—Dental Officers, R.N.V.R. (Permanent and Temporary)—Transfer to Permanent List, R.N.

1159/45 *Cancelled by*
AFO 5974/46. (C.W. 45056/42.—17.12.1942.)

It is expected that, after the war, a limited number of Dental Officers, R.N.V.R. (Permanent and Temporary), will be allowed to transfer to the Permanent List of R.N. Dental Officers.

2. Any such officer who desires to place on record (provisionally) his desire for such transfer should report to that effect, through his Commanding Officer, who will forward the application through the usual service channels, together with a report on the applicant's suitability for permanent service. Such report should include details of the resident appointments held by the applicant in civil hospitals.

3. The following conditions governing the transfer after the war of Dental Officers, R.N.V.R. (Permanent and Temporary), to the Permanent List of Dental Officers of the Royal Navy have been approved:—

(a) The number of officers selected will be at Admiralty discretion, having regard to the number of higher appointments available for officers on the Permanent List and with a view to ensuring reasonable prospects of a career for those selected.

(b) Seniority on transfer will be given as follows and will reckon for purposes of full, unemployed and half pay:—

(i) Full pay mobilised service will count in full;

(ii) In addition to (i) above, officers who held suitable whole-time appointments as Dental Officers in a recognised civil hospital prior to appointment will be granted, at Admiralty discretion, an ante-date of seniority in respect of time spent in the civil hospital appointment, subject to a maximum of six months.

4. On transfer to the Permanent List officers will forfeit all their rights and privileges as Temporary or Reserve Officers and except as provided in paragraph 5 below, will be eligible for the rates of pay, retired pay, and conditions of service of permanent R.N. Dental Officers, full details of which are given in the appropriate sections of the Appendix to the Navy List. For the purpose of the rules in note (c) on page 42 of the Navy List Appendix for June, 1942, the date of entry into the Service will be the date of commencement of full pay mobilised service.

5. Transferees will be required to serve for not less than 10 years from the date of transfer to the Permanent List before being eligible for a withdrawal gratuity on voluntary retirement, but former service referred to in paragraph 3 (b) (1), and such civil hospital time as may count for gratuity as in the case of permanent officers entered on or after 1st July, 1926, will be allowed to count for the purpose of assessing the total amount of the gratuity. Officers invalided for disabilities not attributable to the Service with 6 years' service or less (including service referred to in paragraph 3 (b) (1)) will be eligible for gratuities on the scale laid down for Surgeon Lieutenants (D) (Short Service) invalided in similar circumstances.

6. The Regulations regarding promotion to higher rank are shown in Chapter VI, Section V, K.R. & A.I.

AFO. 1161/43
†6110.—Naval Cadetships—February, 1943, Examination

(C.W. 9829/42.—17.12.1942.)

Applications to attend the February, 1943, examination for Naval Cadetships at the Royal Naval College, Dartmouth, must be received by the Secretary of the Admiralty (C.W. Branch), not later than the 10th January, 1943.

2. Applications can only be considered from candidates born on or between 1st, August, 1929, and 30th November, 1929. The educational test to be undertaken by candidates is the Common Examination for entrance to Public Schools.

3. In addition to the ordinary entry ten scholarships are offered for competition at each examination to boys from Grant-aided Secondary Schools and up to ten to boys from other schools. Generous financial assistance towards the fees and expenses at Dartmouth College is given to the parents of boys appointed to Scholarships if their income is below a certain limit. In cases of small incomes the assistance includes the remission of all fees and expenses.

4. Application forms and the full regulations for entry and training at the College and afloat may be obtained from the Secretary of the Admiralty (C.W. Branch).

(A.F.O. 3198/42 is cancelled.)

6111.—R.C.N. Midshipmen—Disposal whilst Awaiting Appointments

(C.W. 39506/42.—17.12.1942.)

Whilst awaiting sea appointments or appointments to training establishments, Royal Canadian Navy Midshipmen training with the R.N. should not be sent on compulsory leave for the period between appointments if the period is likely to be more than seven days.

2. They should be discharged to H.M.C.S. "Niobe" at Greenock for accommodation and victuals only.

6112.—Candidates for Permanent Commissions—Loss of, or Delay in, Receipt of C.W. Forms

(C.W. 38483/42.—17.12.1942.)

Delay has occurred in candidates for Permanent Commissions appearing before Fleet Selection Boards owing to the loss of, or delay in, the receipt of C.W. Forms.

Candidates' papers may go astray for various reasons, e.g.:—

(a) Survivors' papers may be lost in a ship.

(b) Frequent drafting changes.

(c) Delays and loss of mails.

Ratings are normally unaware that "White Papers" have been started for them and it is therefore not possible for them to enquire at the Captain's Office when drafted to a new ship whether their C.W. forms have been received in the ship.

2. To ensure that Commanding Officers know when a C.W. candidate for a Permanent Commission joins a ship the following action is to be taken by Drafting Officers or Station Drafting Pools:—

(a) Depots to inform ships or appropriate Drafting Authorities in the case of men sent to Pools abroad when C.W. candidates for permanent commissions are drafted to them.

(b) Immediately the card of a C.W. candidate appears amongst a list of survivors, new ship or drafting pool on the Station concerned to be informed by basegram of any survivor who is a C.W. candidate for a permanent commission.

(K.R. & A.I. Appdx. XII, Pt. 7, Section 3.)

(A.F.O. 409/40, 848/40, 3289/40, 2472/42.)

6113.—Complement Amendments

H.M. Auxiliary Aircraft Carriers

(N./N.A.D. 1720/42.—17.12.1942.)

The following amendments are to be made to the schemes of complement of H.M. Auxiliary Aircraft Carriers:—

"Archer" and "Avenger" Class (Admiralty letter N./D.P.S. 573/41/M of 15.11.41).

"Tracker" Class (Admiralty letter N./D.P.S. 304/42/M of 25.6.42).

H.M.S. "Activity" (Admiralty letter N./D.P.S. 1013/41/M of 28.5.42).

H.M.S. "Pretoria Castle" (Admiralty letter N. 8351/42 of 20.11.42).

H.M. Ships "Nairana" and "Campania" (Admiralty letter N. 20524/42 of 2.12.42).

Ship's Staff (Air)—

Add: 1 Lieut. (P) or (A) for D.L.C.

Embarked Squadrons—

Reduce: 1 Lt.-Cdr., Lt. or Sub.-Lt. (P) or (A) from "Total" only.

Cancel: Note (a).

6114.—Patrol Service Seamen Gunners—Grant of Acting Rating

(N./G.D. 01424/42.—17.12.1942.)

A.F.O. 1352/42, paragraph 16, states that the shortage of P.S.S.Gs. must be made up by the grant of acting rating to trained men who attain a satisfactory standard of competence. Such acting rating is, however, only held while the man is filling a vacancy in complement, and there is no permanent record of the grant. Furthermore, no man can be considered for P.S.G.L. unless he has six months' service as P.S.S.G., and time served as acting P.S.S.G. does not count towards this qualifying period.

2. In view of the increasing shortage of P.S.S.Gs., and hence of candidates for P.S.G.L., it has been decided that the regulations require amendment.

3. As from the date of this Order, trained men who have been examined by a qualified gunnery officer or A.V.G.O., but who have not necessarily carried out their firings, may be granted the rating of acting P.S.S.G., and the fact that the rating has been granted is to be noted on the man's service certificate and reported direct to the Commodore, Patrol Service Central Depot, Lowestoft, by the responsible authority concerned. In addition, Form S.161, is to be rendered in the usual manner. This acting rating is only to be granted to the extent of filling all S.G. and G.L. vacancies in Patrol Service vessels and trawler relief pools.

4. Men granted the acting rating under these conditions will be confirmed or reverted by the Commodore, Patrol Service Central Depot, Lowestoft, when an opportunity occurs to assess their ability in the Patrol Service Gunnery School. Where a rating, who has been granted the rating of Acting P.S.S.G. under paragraph 3 above, is elsewhere reverted for unsuitability, the fact is to be noted on his Service certificate, and the Commodore, Patrol Service Central Depot, is to be informed accordingly.

5. The qualifying period to be served as P.S.S.G. before becoming eligible for P.S.G.L. is reduced to four months, and time served in the acting or confirmed rating may be counted.

6. The power of the Commanding Officer to grant acting rating to a man filling a vacancy in complement under K.R. & A.I., Articles 428 and 430, is not affected by this Order, but such grant will not be noted on the Service certificate. Time thus served will not count towards the qualifying period for P.S.G.L. and Form S.161 is not to be rendered in such cases.

7. This Order does not affect the power to grant the confirmed rating of P.S.S.G. enjoyed by certain bases where facilities have been arranged for men to be trained at the base and carry out their firings at R.N. A.A. ranges.

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

***6115.—R.D.F. Branch—New Arrangements**

(N/D.P.S. 487/M.—17.12.1942.)

The R.D.F. branch is to be re-organised as a non-substantive rate for the *Seaman* branch. Full details of the new scheme together with instructions for the absorption of existing R.D.F. ratings therein will be promulgated in due course.

2. As a preparatory step towards implementing the new scheme the following action is to be taken:—

- (a) From the 21st December, 1942, all Ordinary Seamen H.O. sent to H.M.S. "Valkyrie" for training in accordance with A.F.O. 4496/42, paragraph 7, will be in all respects (including eyesight standard) fit for the *Seaman* branch and will undergo the full New Entry Training (Parts I and II) for Ordinary Seamen.

- (b) The transfer of ratings to the R.D.F. branch in accordance with A.F.O. 4496/42, paragraph 9, is to be restricted after the 21st December, 1942, to ratings who are in all respects (including eyesight standard) fit for the *Seaman* branch.
- (c) The qualifications for *substantive* advancement for all R.D.F. ratings whose date of qualification in the branch is later than the 1st February, 1943, are to be those for the *Seaman* branch in lieu of those detailed in A.F.O. 4496/42.

3. The R.D.F. allowance of 3d. per day detailed in A.F.O. 4496/42 for all ratings qualified in the R.D.F. branch will remain in force, pending further instructions.

(A.F.O. 4496/42.)

***6116.—Combined Operations Ratings—Qualifications for Advancement**

(N./C.W. 28012/42.—17.12.1942)

Combined Operations ratings on shore abroad may count their shore service as sea time for advancement purposes, but other qualifications of a professional nature (whether examinations or certificates) may not be waived in connection with general service advancement.

(C.A.F.O. 1631/42.)

6117.—Royal Naval, Royal Marine and Fleet Air Arm Supplementary Parties—Detained Pay

Cancelled
by AFO 5969/46.

(N. 24706/42.—17.12.1942.)

Ratings who executed the engagements laid down in paragraph 8 of A.F.O. 2197/39 to serve in the R.N., R.M., or F.A.A. supplementary parties, and are now debarred from exercising the option of taking their discharge at the end of three years' service, may be paid detained pay under K.R. & A.I., Article 1593, after the completion of three years' service on these engagements.

(A.F.Os. 2197/39 and 3192/40.)

6118.—Personnel of New Zealand Naval Forces—Income Tax

(C.W. 11386/42.—17.12.1942.)

With reference to A.F.O. 4854/42, New Zealand Naval personnel who have been or will be transferred from the Imperial R.N.V.R. to the R.N.Z.N., are, for the present, only eligible for the tax concession on service pay from the date of entry into the New Zealand Forces. For the period prior to this date the United Kingdom Tax already charged will remain, but consideration is being given to the extension of the concession to take effect from date of entry into the Imperial Forces.

2. Further orders will be issued in due course. Paragraph (c) of A.F.O. 4854/42 for New Zealand is cancelled.

(A.F.O. 4854/42.)

6119.—Summoning of Witnesses to United States Service Courts

(N.L. 14665/42.—17.12.1942.)

In pursuance of the powers conferred on them by sub-paragraph 3 of paragraph 2 of the Schedule to the United States of America (Visiting Forces) Order, 1942 (S.R. & O., 1942, No. 966), Their Lordships have made an Order (S.R. & O., 1942, No. 2192) specifying the method by which witnesses may be summoned to United States Naval Service Courts. The Order contains the following provision affecting Naval personnel:—

"Any witness whom it is desired to call as aforesaid and who is subject to the Naval Discipline Act or to Military Law or to the Air Force Act may at the request of the judge advocate of such Naval general court-martial, the recorder of such summary court-martial or the judge advocate of such court of inquiry as aforesaid be ordered to attend by the proper Naval, Military or Air Force authority."

2. In the case of United States Military Courts officers and ratings are to attend as witnesses if a request that they shall do so is made by the trial judge advocate of a general or special court-martial, or by a summary court-martial or by the recorder of a service court of inquiry. Facilities should accordingly be given to any officer or rating to enable him to comply with any such request.

6120.—Officiating Ministers of Religion

(C.E. 60460/42.—17.12.1942.)

The following appointments of Officiating Ministers have been approved :—

Roman Catholic :

Wallsey and Birkenhead ... *Rev. John Garry,
St. Lawrence's,
Park Street, Birkenhead.
(* Vice Rev. H. McHugh.)

Baptist and Congregational.

Tobermory, Isle of Mull... Rev. W. MacKay,
Baptist Manse,
Tobermory, Isle of Mull.

The usual facilities are to be afforded.

6121.—Admiralty Surgeons and Agents

(C.E. 15492/42 ; C.E. 15989/42.—17.12.1942.)

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

Place	Name	Address	Remarks
Chingford ...	Mr. R. Dormer, M.B., B.Ch.	258, Chingford Mount Road, E.4. (Telephone : Silverthorn 1660)	} Vice Mr. P. J. Molloy
Leyton ...	Mr. A. R. Fox, M.R.C.S., L.R.C.P.	234, Francis Road, Leyton, E.10. (Telephone : Leytonstone 2542 and Wanstead 3310).	
Walthamstow	Mr. W. M. Anthony	Sundon House, 113, Church Hill, Walthamstow, E.17. (Telephone : Larkwood 3477).	
Bexley Heath	Mr. J. S. F. J. Kerr, M.B., B.Ch.	19, Crook Log. (Telephone No. Bexley Heath: 83).	

6122.—Clothing of Ratings Employed in Oil-operated Gun Turrets— Compensation for Damage

(V. 4771/42.—17.12.1942.)

As from 26th November, 1942, the higher rate of allowance, viz., 5s. a quarter, payable in accordance with K.R. & A.I., Article 1601b, to Ordnance Artificers regularly employed in oil-operated gun turrets, is to be extended to Ordnance Mechanics borne in lieu of Ordnance Artificers under the same conditions.

(Accountant Officer, H.M.S. "King George V", No. 114/3, 26.9.42.)

(K.R. & A.I., Article 1601b.)

6123.—Food Rationing

(V. 21739/42.—17.12.1942.)

The following amendments are to be made to A.F.O. 3072/42 :—

Section B. Paragraph 1.

Offals. Amend scale to read as follows :—

Seagoing ships	3 oz.
Shore establishments abroad	3 oz.
Shore establishments at home	2 oz.

On Foreign Stations where offals are in plentiful supply locally, the above rationing limits may be varied at the discretion of the local Senior Naval Officer.

Section D. Paragraph 2.

Amend quantities of following items to read as under :—

Tea	1 lb. per 280 cups served.
Eggs (processed)	1 lb. per 100 meals served per 4-weekly period.
Milk (liquid)	3½ pints per 100 hot beverages served.

Delete Milk (tinned) and substitute :—

Milk (processed) :—	
Full Cream Unsweetened	1 tin per 70 hot beverages.
Roller Skim Milk Powder	2 oz. per 100 hot beverages, and ¾ lb. per 100 breakfasts and main meals.

Section F.

Add new paragraph :—

12. Replacement of Lost Ration Books R.B.1/R.N., or Ration Cards R.B.8X. or R.B.8R.—The person concerned should report the loss to the local Food Office at which he is registered, where he will be asked to complete Ministry of Food Form R.G.5. The Food Officer will stamp the form and return it to the applicant who should forward it to the officer who issued the rationing documents. The issuing officer will then issue new ration documents, but in order to avoid duplicate registration he should remove the registration counterfoils from Ration Book R.B.1/R.N. before issue, and should not issue a new R.B.8C. to holders of R.B.8X.

Section G. Paragraph 3.

Add :—

Only one copy of demands for ration cards is required by the Ministry of Food or by Food Offices.

(A.F.Os. 3072/42, 3506/42 and 3631/42.)

6124.—Gibraltar Currency Notes

(D.N.A./W.G.F. 600/42.—17.12.1942.)

Arrangements are to be made by all ships and bases in the United Kingdom for the early return of any surplus Gibraltar currency notes either to the Cashier, H.M. Dockyard, Gibraltar, direct, or to the Base Accountant Officer, Greenock, as may be convenient.

6125.—Cash Account Forms—Signature by Accountant Officers

(D.N.A. 17964/42.—17.12.1942.)

A number of Cash Account Forms, notably S.5 (Transfer of Cash) and S.66 (Outside Remittance Lists), are used as the basis for postings in the Admiralty ledger and, under existing conditions, a certain amount of difficulty is encountered through—

- illegibility of some signatures, and
- uncertainty as to the correct officer to be credited or debited when the forms are signed, on his behalf, by a subordinate.

2. Officers who sign these forms and any similar forms which may be presumed to form the basis for accounting action at the Admiralty are, in future, to print their names or impress a rubber stamp after the signature in the cases of principals signing on their own behalf, and subordinate officers who sign such documents on behalf of a senior accountant officer are similarly to add his name in printed characters in brackets after their own signatures.

6126.—Accounts of Survivors from Ships Lost

(D.N.A. 16212/42.—17.12.1942.)

In order to provide a basis for keeping the pay accounts of survivors of ships lost by enemy action when the pay ledgers are lost with the ship, and in order to bridge the period between the loss of ledgers and the completion of the reconstruction of the accounts, the following action is to be taken.

2. As soon as possible after the loss of the ship the Admiralty will issue an "A" message authorising the opening of provisional pay accounts for survivors as from a given "zero" date.

3. On receipt of the "A" message the accountant officers of all ships and establishments in which survivors from the ship are borne are to cause the personnel concerned to be interrogated on the lines indicated in A.F.O. 1249/42, and are to open ledger accounts for these officers and ratings as from the "zero" date and based on this information. It is to be made clear to the personnel concerned that any overpayments resulting from information incorrectly given will be recoverable by subsequent deduction from their pay.

Except in the case of men being discharged from the Service, confirmation of rates of pay, allotment charges, etc., is *not* to be sought from the Director of Navy Accounts or from the Accountant Officer, Accounts Reconstruction Office (see A.F.O. 3359/42) as such action will tend to delay the essential work of reconstruction.

In the case of officers, however, as certain items, e.g. income tax, may not be known, application is to be made by accountant officers in all cases of doubt to the Director of Navy Accounts (Branch 4) for the required information, pending the receipt of which advances based on the information available should be made.

4. The pay accounts thus opened are to be marked "Zero Account—(date)—(Name of ship lost)", and payments are to be made from these accounts until such time as reconstructed pay documents are received from the Accountant Officer, Accounts Reconstruction Office.

5. Kit upkeep allowance, grog money, etc., should be credited from the first day of the quarter following the zero date; weekly or monthly allotment charges should begin from the appropriate dates following the zero date.

6. On the transfer to another ship or establishment of an officer or rating for whom a zero account is being kept the Transfer List is to be clearly marked in red ink as in paragraph 4 and is to be accompanied by an extract from the ledger showing the cumulative calculations from the zero date, in order to enable the appropriate adjustments to be made by the ship or establishment in which the officer or man is serving when the reconstructed account is ultimately received.

7. In the course of reconstruction of accounts the Accounts Reconstruction Office issue pay documents for individual officers and ratings as they are completed, but a further "A" message will be issued, if necessary, when the complete ledger reconstruction has been carried out, instructing all ships and establishments to report the names of personnel borne on their books for whom zero accounts ex H.M.S. "....." are still carried. This will enable any remaining reconstructed pay documents to be despatched to the correct destination without delay.

8. It is emphasised that this arrangement applies only to survivors for whom there is no pay account in existence, *i.e.*, where the ledger has actually been lost and the accounts have to be reconstructed. It does not apply to survivors from ships whose ledgers were saved and are consequently being closed as opposed to being reconstructed. Zero accounts are in no circumstances to be opened except as a result of the issue of the "A" message referred to in paragraph 2.

(A.F.Os. 1249/42 and 3359/42.)

6127.—Care of Stores

Ships under Repair

(V./N.L. 3936/42.—17.12.1942.)

Attention is drawn to the need for all possible precautions to be taken to avoid losses of stores by theft when ships are under repair while in commission with stores on board.

2. Apart from valuable articles, Victualling stores which are subject to Customs Duties or rationing restrictions are particularly liable to pilferage.

3. Commanding Officers are to ensure that satisfactory arrangements are made to safeguard all stores and particular attention should be given to:—

- (a) the arrangements for custody and issue of keys of storerooms.
- (b) posting of sentries, in accordance with K.R. and A.I., Article 738, and in storerooms when work is being carried out in those compartments.
- (c) arrangements for special police supervision at the dockside when practicable.

4. In cases of theft or suspected theft, the time factor is important. A preliminary notification should therefore be made to the police (Dockyard or local) as early as possible.

(K.R. & A.I., Articles 738, 1068 and 1922.)

(A.F.O. 590/41, not in annual volume, is cancelled.)

*6128.—W.R.N.S. Ratings—Re-advancement after Disrating

(N. 25268/42.—17.12.1942.)

W.R.N.S. ratings who have been disrated for misconduct may, in future, be re-advanced at the discretion of their Commanding Officers, irrespective of vacancies in complement, provided that, at the date of re-advancement, their conduct for the undermentioned periods immediately preceding re-advancement has been continuously "Very Good":—

Wren to Leading Wren	6 months.
Leading Wren to Petty Officer Wren	12 months.
Petty Officer Wren to Chief Wren	12 months.

2. The above periods are the *minimum* periods of "Very Good" conduct required for re-advancement, and ratings are not to be re-advanced unless they are considered to be in all respects worthy of the higher rating. Re-advancements after disrating may not be ante-dated.

3. Those disrated by more than one step are to be re-advanced by successive steps, and they must serve in each grade the prescribed period with continuous "Very Good" conduct before re-advancement to the next grade.

4. The Superintendent W.R.N.S. of the Command (and, in the case of Wrens of F.A.A. categories, the Commodore, R.N. Barracks, Lee-on-Solent) is to be informed when a W.R.N.S. rating has been re-advanced.

A.F.O. 2330/45 6129.—W.R.N.S.—Marriage Leave—Unpaid Leave

(N. 20098/42.—17.12.1942.)

Officers and ratings of the W.R.N.S. will not normally be released on marriage and the Admiralty will consider requests for discharge on marriage only on very special grounds.

2. Marriage leave may, as hitherto, be granted to W.R.N.S. officers and ratings as part of ordinary annual leave allowed but, where special circumstances apply, e.g., the husband is serving and liable to be sent abroad, unpaid leave up to a maximum of three months may be granted with the approval of the Commander-in-Chief, full particulars being reported to the Admiralty when unpaid leave is granted to officers.

3. Unpaid leave may be granted to W.R.N.S. officers and ratings in general under similar authority and up to the same maximum, *i.e.*, three months, on grounds of family need or for other reasons deemed to be good compassionate grounds. It is stressed that a short period of leave will normally be sufficient and the grant of the maximum three months should

seldom be necessary. As a general rule, the circumstances of the applicant should be such as would reasonably excuse her, if a civilian, from being called upon under Defence Regulations to perform any kind of war work during the material period.

4. An extension of unpaid leave beyond three months will be granted only in exceptional circumstances and with special *prior* Admiralty authority. Applications are to be forwarded only after careful investigation and are to be supported by corroborative evidence of the circumstances deemed to justify such extended leave.

5. W.R.N.S. personnel on unpaid leave will not be eligible for pay or allowances, etc. They may wear their service kit if they wish and will be expected to maintain it, but kit upkeep allowance (ratings only) will not be payable.

6. Travelling to and from unpaid leave is to be dealt with as if the leave granted were normal leave, but concession travel is not otherwise allowable unless by virtue of relationship to a serving member of H.M. Forces.

7. W.R.N.S. officers and ratings returning from unpaid leave will, if practicable, resume their former status and pay, but this cannot be guaranteed.

8. The appointment of a temporary relief for W.R.N.S. personnel proceeding on unpaid leave for one month or less will depend upon the size of the staff, nature of work, and availability of a substitute with the necessary qualifications. An officer or mobile rating proceeding on more than one month's unpaid leave will be subject to re-appointment or draft anywhere, permanent reliefs usually being provided.

9. Officers and ratings are to be borne nominally at List 20 (W.R.N.S.), "Officers" or "ratings" as appropriate, during unpaid leave, the period and authority being noted in the "Remarks" column. Their *pay* accounts are to be closed to the last day on pay prior to commencement of the unpaid leave, the requisite entry in the discharge column being in these terms: "Transferred List 20 (W.R.N.S.), No. (e.g.) for unpaid leave". On return from leave the necessary closing entry should be made in the nominal account indicating where the re-opened pay account appears, or the ship to which pay documents have been forwarded. The period of unpaid leave of a rating is to be recorded on the Service Certificate on a separate line, the space in the column "Employed as" being entered as "Unpaid Leave".

10. Instructions with regard to clothing rationing, food rationing and State insurances during unpaid leave are laid down in the following Orders:—

Clothing rationing	...	...	A.F.O. 1251/42.
Food rationing	...	...	A.F.O. 3072/42.
State insurances	...	...	A.F.O. 3502/42.

11. With reference to A.F.O. 1251/42, Section D, paragraph 2, a certificate in the form shown in the Appendix to this Order is to be given to all W.R.N.S. personnel granted unpaid leave, *irrespective of the period of such leave*. Where a period of unpaid leave is extended, a further similar certificate is to be sent to the officer or rating concerned indicating the further period granted. These certificates are required to enable Approved Societies to consider applications for National Health Insurance benefits for which W.R.N.S. personnel may be eligible under A.F.O. 3502/42.

APPENDIX

Ship or Establishment.	(Ship's Stamp)
The bearer	.....
(Rank or rating)	.....
has been granted unpaid leave from	..... m. on
to	..... m. on, on which date she is to report to

She is in possession of food rationing documents.

(K.R. & A.I., Article 650, Clause 8.)

(A.F.Os. 1251/42, 3072/42 and 3502/42.)

(A.F.Os. 349/42 and 1758/42 are cancelled.)

6130.—W.R.N.S.—M/T Drivers on Sea Transport Staffs

(N.19241/42.—17.12.1942.)

W.R.N.S. M/T drivers allowed in the staffs of Sea Transport Officers at Naval bases should be included in any pooling arrangements of M/T drivers that are in operation at the base under the Naval Officer-in-Charge.

2. Naval Officers-in-Charge should arrange that W.R.N.S. M/T drivers allocated from the pool to the cars of the Sea Transport Officers should have a sufficient knowledge of the docks area of the base.

(C.-in-C. *Western Approaches W.A.2389/2132P*, of 21.8.42.)

6131.—Railway Conveyance of W.R.N.S. Drafts—Supply of Mugs

(V. 5482/42.—17.12.1942.)

The arrangements laid down in A.F.O. 2980/42 are to apply to W.R.N.S. ratings drafted by rail.

(A.F.O. 2980/42.)

6132.—Disposal of Salvaged Lifeboats

(S. 1221/42.—17.12.1942.)

It has recently come to notice that an engine, recovered by Naval personnel from a derelict merchant service lifeboat, has been retained by a Naval authority and converted for use in a Naval vessel.

2. All articles, other than those which clearly belong to the Admiralty, found either by Naval vessels or shore-based personnel in or on the shores of the sea are to be delivered immediately to the Receiver of Wreck for the district. It is especially important that this regulation should be strictly observed with regard to ships' lifeboats, whether damaged or not, in order that they may be returned to the proper authority to be put back into service as quickly as possible.

3. On foreign stations, application for instructions as to the disposal of such articles should be made to the Dominion, Colonial or Consular Authorities.

(K.R. & A.I., Art. 897.)

*6133.—War Service Grants—Minimum Unit Standard

(N.—17.12.1942.)

With reference to A.F.O. 5044/41, paragraph 2 (i), and Appendix, paragraph 5 (1) (a), it has been decided to raise the minimum unit standard from 16s. to 18s., each child under school-leaving age being counted as a half unit. This new standard will affect mainly families of men on the lowest rates of pay or those who before entry received low wages.

2. Existing grants will be reviewed in the light both of the increased children's allowances awarded in October, 1942, and of the new unit standard. Any adjustments necessary will take effect when the particular case is dealt with.

3. No action is necessary on the part of recipients of grants, who should *not* write to ask when their grants will be reviewed.

(A.F.O. 5044/41.)

*6134.—Naval Salvage Money—Distribution

(T.D. 1749/41.—17.12.1942.)

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

Award for the salvage of s.s. "Norfolk" by H.M.R.T. "Prudent" during the period 17th to 19th July, 1941.

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

	£	s.	d.
3rd Class	82	3	9
6th Class	41	1	11
7th Class	32	17	6
8th Class	27	7	11
9th Class	21	18	4
10th Class	16	8	9
11th Class	13	14	2
12th Class	8	4	8

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

***6135.—Tattooing—Risk of Infection**
(N./M.D.G. 61048/42.—17.12.1942.)

Several cases have occurred of septic infection as the result of tattooing. Ratings are strongly advised against this practice as there is great risk of infection.

***6136.—Royal Naval War Amenities Fund—Donations**
(N./W.A.F. 84/2/42.—17.12.1942.)

The Committee of the R.N. War Amenities Fund acknowledges with thanks the receipt of the following further donations from H.M. Ships, Naval Bases and Establishments:—

	£	s.	d.
H.M.S. "Beaver"	55	0	0
H.M.S. "Proserpine"	241	16	6
H.M.S. "Trelawney"	22	15	4
H.M.S. "Mastodon"	11	0	0
R.N. Canteen, Flotta	100	0	0
H.M.S. "Caroline"	29	15	0
R.N. Unit, Pontefract	25	0	0
H.M.S. "Orlando"	100	0	0
H.M.S. "Ganges"	25	0	0
H.M.S. "Rosneath"	100	0	0
20th Training Battery, Royal Marines	20	0	0
H.M.S. "Pyramus"	75	0	0
H.M.S. "Banff"	10	0	0
Central Registry, Admiralty	1	9	0

6137.—B.R. 649 (42)—Precautions in Arctic Climates
(M.D.G. 38442/42; N. 3189/42.—17.12.1942.)

Attention is drawn to A.F.O. 6214/42 in Section 5 of this issue.

6138.—Venereal Case Cards—S.576 and S.576S
(M.D.G. 60950/42.—17.12.1942.)

Form S. 576S. has been introduced for use in cases of Syphilis only. S.576 is to be continued to be used for cases other than Syphilis.

2. The establishment of forms S. 576 and S. 576S are as follows: The figures in brackets indicate the relative columns in Form S.1a (Establishments of Ships' Forms) and a first issue of S. 576S. will be made, without demand, when available.

	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
S. 576.	210.	85.	85.	40.	20.	20.	50.*	—	—
Destroyer Depot Ships, Submarine Depot Ships and Shore Bases, Naval Bases, and Shore Establishments								210	
S. 576S.	40.	15.	15.	10.	5.	5.	10.*	—	—
Destroyer Depot Ships, Submarine Depot Ships and Shore Bases, Naval Bases, and Shore Establishments								40	

* If a Medical Officer is borne.

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

**6139.—Gun Mountings, 2-pdr.—Cooling Water for Multi-barrelled Pom-Poms—
As. and As.**

Ships concerned

(G. 6222/41.—17.12.1942.)

With reference to A.F.O. 2501/42, the supply of cooling water to the barrels of the multi-barrelled pom-pom in vessels in which the separate cooling tank has been landed or not fitted, is to be provided by means of a No. 2 Admiralty flexible metallic hose with standard 2-piece connections led from the No. 2 Admiralty standard 2-piece coupling on the mounting to a similar coupling on the end of a 1½-in. diameter branch pipe taken from the nearest convenient point on the fresh water or washing water main.

The length of flexible hose is to be kept as short as practicable.

2. In vessels required to serve under Arctic conditions the branch from the fore and aft main is to be heated throughout its length by steam pipes enclosed in the lagging. In very cold conditions the flexible hose should be kept drained and empty until required to top up, and a stop cock should be fitted where the branch joins the supply line.

3. In "Hunt" class destroyers the 50-gallon fresh water gravity tank forward is to be raised in height to give an adequate head of water, i.e., 5-ft. minimum above filling connection on mounting.

4. This work should be carried out in new construction vessels, subject to no delay in completion.

5. For ships in commission, Commanding Officers concerned are to include an item, Classification "A", in their next list of As. and As. to cover the work involved.

6. Ships concerned are to forward a report, through Administrative Authorities, as to the suitability of these arrangements after experience of extreme cold weather conditions.

(A.F.O. 2501/42.)

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

**6140.—Gun Mountings—20-mm. Twin, Mark V Mounting—Fitting of
Training Housing Stop**

Ships concerned and Coastal Force Bases

(G. 8084/42.—17.12.1942.)

The fluid in the hydraulic system of the 20-mm. twin, Mark V mounting, does not provide sufficient hydraulic locking action under conditions of heavy roll when the main pump is not running.

2. Mountings now under manufacture are being fitted with a training housing-stop, positioned in such a manner that the gear can be disconnected by the gunner from his seated position.

3. A.F.O. Diagram 327/42 shows a design of housing-stop and the method of fitting to mountings now in service.

4. Vessels concerned are to treat the manufacture and fitting of the gear as a defect item, to be carried out by ships' staffs and Coastal Force Base maintenance staffs, assisted by dockyards as necessary.

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

**6141.—Gun Mountings—20-mm., Marks IIA and IIIA Mounting—
One Man Cocking Device**

Ships and depots concerned

(D.N.O./W.O. 416/42.—17.12.1942.)

With reference to A.F.O. 4870/42 it has been found that the lanyard is liable to chafe on the trunnion bracket.

2. A.F.O. Diagram No. 326/42 (G.R. 6013B), shows an alternative method of assembling the bolt and sleeve "C" that will prevent this chafing.

3. The modification where considered desirable should be carried out by ships' staff, if possible, or by dockyards and repair establishments.

For guns mounted in D.E.M.Ss, the work should be done by Base Staffs.

(A.F.O. 4870/42.)

**6142.—Guns, Q.F., 4-in., Marks XII and XII* Strikers—Modification to Permit
Escape of Excess Grease**

(A.S. 17272/42.—17.12.1942.)

The following modification is to be carried out:—

<i>Gun</i>	Q.F., 4-in., Marks XII and XII*.
<i>Part affected</i>	Strikers of component and spare cases, firing.
<i>Purpose of modification</i> ...	To permit escape of excess grease and prevent possible misfires.
<i>Nature of modification</i> ...	Cutting of grooves.
<i>Drawing</i>	A.F.O. Diagram 332/42.
<i>By whom to be done</i> ...	Armament Supply Department and Submarine Depot Ships.
<i>Degree of urgency</i> ...	Stores in service : First opportunity. Stores in stock : Before issue.

**6143.—Guns, Q.F. 2-Pdr. L.A. Sub-calibre—Conversion for Use with
Q.F.U.S. 4-in., Mark IX**

(A.S. 8739/42.—17.12.1942.)

Limited numbers of British Q.F., 2-pdr. L.A. sub-calibre guns have been converted for use with Q.F.U.S., 4-in., Mark IX guns.

2. These take British 2-pdr. sub-calibre ammunition, which requires a blow of striker of not less than 22 in./lbs. to fire it.

3. As the mechanism of the Q.F.U.S., 4-in., Mark IX gun gives a blow of only 10-in./lbs., a Q.F.U.S., 4-in., Mark IX striker fitted with a strengthened main spring is supplied with each sub-calibre gun. It is essential that these strikers with strengthened springs are fitted to the mechanism of the parent gun for sub-calibre firing or a high percentage of misfires will result.

4. A stop piece for fitting to the stop face of the carrier of the parent gun for sub-calibre firing only to prevent movement of the extractor and an extractor cartridge No. 5, Mark II, bent to suit the breech opening of the Q.F.U.S., 4-in., Mark IX guns, are also issued with each sub-calibre gun. Details are shown on A.F.O. Diagram 334/42 and all Q.F.U.S., 4-in., Mark IX guns required to carry out sub-calibre firing should be prepared at first opportunity to receive this stop piece.

5. Any ship or base which holds these converted sub-calibre guns but have not the special strikers and springs referred to should report to the Admiralty (Director of Armament Supply, Bath). If the stop pieces or modified extractor, cartridge, No. 5, Mark II, are not held they should be demanded from the nearest R.N. Armament Depot. Depots will provide them locally.

**6144.—Guns, Q.F. 2-pdr., Mark VIII—Covers, Mechanism—Modifications
to Locking Pins**

(A.S. 13442/41.—17.12.1942.)

The modification in A.F.O. 4871/42 is for the present to be confined to the pins locking cover mechanism, Marks I* and II, of Q.F., 2-pdr., Mark VIII inner guns on multiple mountings.

(A.F.O. 4871/42.)

**6145.—Guns, Q.F., 2-pdr., Mark II*C, on Mark XV Mountings—Modification
to Firing Gear**

(A.S./G. 03445/42.—17.12.1942.)

The following modification is to be carried out:—

<i>Gun</i>	Q.F., 2-pdr., II*C, on power-operated (Mark XV) mountings.
<i>Parts affected</i>	Plate, outside, left; rod actuating; trigger, Mark. II.
<i>Purpose</i>	To provide a "safe" setting on the gun.
<i>Nature of modification</i> ...	Rod actuating to be bevelled and Mark II trigger fitted. The markings "auto" and "single" on the plate, outside, left to be barred out and words "fire" substituted for "auto" and "safe" for "single" as shown on N.O.D.2108/85.
<i>By whom to be done</i> ...	Armament supply department.
<i>Degree of urgency</i> ...	Urgent.

2. Intermediate demands for new triggers, Mark II, with hook should be rendered to Director of Armament Supply (Branch A) as necessary.

**6146.—Guns, Q.F., 2-Pdr., Mark VIII—Tool Removing and Replacing Lock Side
Lever Axis Pin—Introduction**

(A.S. 17209/42.—17.12.1942.)

A tool to facilitate the removal and replacement of the side lever axis pin of O.Q.F., 2-pdr. Mark VIII locks, has been manufactured and will be allowed to H.M. ships in the proportion of 1 per 8 or less number of guns.

2. H.M. ships should demand from the nearest Armament Supply Officer who is to forward intermediate demands for quantities required to the Director of Armament Supply (Branch "A"), Bath.

3. Naval Proportion Book will be amended.

6147.—Q.F., 2-Pdr., and Machine Guns—Use of Rubber Muzzle Covers

(A.S./G. 7617/42.—17.12.1942.)

A.F.O. 5521/41 is to be amended as follows:—

Delete C.A.F.O's. 1789/40, 1777/41 and 1778/41 shown at the end of the Order.

(A.F.O. 5521/41.—Not in annual volume)

**6148.—Guns, Machine, 20mm., Oerlikon—Allowance of Magazines for Guns in
Hazard Type Mobile Mountings**

(A.S. 14249/42.—17.12.1942.)

20mm. Oerlikon guns mounted in Hazard type mobile mountings should be supplied with 12 magazines per gun. The magazines are to be packed in six magazine boxes. Two boxes will be carried with the gun and the remaining four in either the ammunition trucks, or in other locally arranged bulk ammunition transport.

2. Naval Proportion Book will be amended accordingly.

6149.—Guns, Machine, Oerlikon, 20 mm.—Registered Numbers

(A.S. 6066/42.—17.12.1942.)

A number of 20-m.m. Oerlikon machine guns and barrels manufactured in U.S.A. bear registered numbers and prefixes which correspond to those already assigned to guns manufactured in the U.K. To avoid confusion between guns and barrels of British and American manufacture, the mark of gun or barrel and all other markings should be quoted in all correspondence and reports, as well as the registered number and prefix.

(A.F.O. 2379/42 is cancelled.)

6150.—Machine Guns—20-mm. Oerlikon—Inspection

(G. 8365/42.—17.12.1942.)

20-mm. Oerlikon machine guns are to be treated in the same manner as other machine guns for inspection purposes. Instructions are laid down in B.R. 291, Table F.

2. The Memorandum of Inspection for this gun thus becomes redundant, and those already held may be treated as waste paper.

3. Forms S.1404 are not required to be rendered in respect of these guns.

4. B.R. 274/41 is being amended.

6151.—Guns, Oerlikon—Empty Cylinder Bags

(G. 014786/42.—17.12.1942.)

Empty cylinder bags manufactured for the earlier Oerlikon equipments had stiff leather bottoms.

2. Reports have been received which indicate that some gunlayers find these bags inconvenient at high angles of elevation.

3. Where this is the case ships' staffs may modify the bags, replacing the leather by canvas of the same thickness as the rest of the bag.

6152.—Guns, Machine, Browning, 0·30-in.—Plates, Side, Right—Modification

(A.S./G. 6453/42.—17.12.1942.)

The following modification is to be carried out:—

<i>Gun</i>	...	...	0·30-in. Browning mounted in ships and aircraft.
<i>Part affected</i>	...	...	Plate, side, right.
<i>Purpose</i>	...	...	To prevent the retainer, lock frame from being subjected to the whole force of the recoil during firing.
<i>Nature of modification</i>	...	...	Elongating the hole in the plate, side right, in accordance with A.F.O. Diagram 331/42.
<i>By whom to be done</i>	...	...	Ships, Base and Air Station Staffs and Armament Supply Department.
<i>Degree of urgency...</i>	...	...	At first opportunity.

6153.—Machine Guns—0·303-in. Browning with Twin Mountings—Issue*A/S and M/S Trawlers at Home*

(G./A.S. 16098/42.—17.12.1942.)

Supplies of the 0·303-in. Browning guns and twin mountings referred to in Admiralty Letter dated 31st August, 1942, M./G.D.0785/42, are coming to hand and equipments will be distributed to the ports without demand as they become available.

2. Two equipments are to be fitted on the bridge in A/S and M/S trawlers in lieu of the existing Lewis or Hotchkiss guns.

3. Exchanges are to be carried out in the following priority:—

- (a) Single Lewis or Hotchkiss guns.
- (b) Twin Hotchkiss guns.
- (c) Twin Lewis guns.

4. When the Browning guns are fitted, the Lewis or Hotchkiss guns and mountings are to be returned to the nearest R.N. armament depot or O.C.A.S., and dockyard or F.O.G.M.O., respectively.

5. Reports are to be forwarded weekly to the Director of Naval Ordnance Admiralty, giving the names of the vessels fitted and stating disposal of the displaced equipments. Nil reports are *not* required.

(A.L. M./G.D.0785/42—31.8.1942.)

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

6154.—Links, Belt, 0·30-in. Browning

(A.S./G. 7273/42.—17.12.1942.)

Links, belt, 0·30-in. Browning of two types are in supply for use in Naval aircraft, viz:—

M. I—U.S.A. type (cadmium plated).

Mark II—British type (finished black).

2. M. I and Mark II links are fully interchangeable for all existing 0·30-in. Browning gun installations, belt filling and positioning machines.

3. Links, belt, 0·30-in. Browning Mark II may be distinguished from links, belt 0·303-in. Browning Mark II by the symbol "CII" stamped on the former and by a red band painted round the tubes, cardboard, in which they are packed.

4. Demands are to be met from whichever type is available.

6155.—Guns, Machine—Muzzle Covers

(A.S./G. 7617/42.—17.12.1942.)

A.F.O. 5772/42 is to be amended as follows:—

Delete C.A.F.O. 1777/41 shown at the end of the Order.

(A.F.O. 5772/42.)

6156.—Machine Guns and Equipment—Browning 0·5-in.—Fitting of Light Wooden Walking Platform—As. and As.*"Town" Class Destroyers*

(G. 08225/42.—17.12.1942.)

Approval has been given to fit a light wooden walking platform around the 0·5-in. guns in accordance with arrangements shown on Drawing D.N.C.3/A.590 in those "Town" Class Destroyers in which the 0·5-in. guns are mounted on sided platforms fitted amidships. Similar wooden platforms are to be fitted in "Buxton" and "Mansfield," in lieu of the steel platforms at present fitted.

2. Commanding Officers of the vessels concerned should insert an item, Classification B, in their next list of As. and As. to cover the work involved.

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

6157.—Sights, Guns, Director and "Kent" Clear View Screens—Misting in Cold Weather—REPORTS*Ships concerned*

(G. 016047/42.—17.12.1942.)

Unobserved misting of gun and director sight eyepieces is very likely to occur in conditions of extreme cold. Ships which have operated in such conditions should report by letter:—

- (a) Whether anti-dim compound has been used on director or gun sights, and its effectiveness.

(b) Whether it has been found impossible to use anti-dim compound due to the difficulty of application in extreme cold.

(c) Any other remarks.

(d) Whether misting or icing of "Kent" Clear View Screens in directors has occurred in extreme cold.

2. As very early information is desired, reports should be made direct to the Admiralty, copies being sent through the Administrative Authority for his remarks

6158.—Explosives—Defective Explosive Stores Returned to R.N. Armament Depots—Labelling

(G.3435/42.—17.12.1942.)

Cases have occurred where explosive stores found to be defective on board H.M. ships etc., have been returned to R.N. armament depots without either the package or the stores being labelled as required by Article 318, Naval Magazine and Explosives Regulations. Unless the stores are clearly labelled with the particulars necessary to connect them with the defect report and are marked "For Special Examination," there is a serious risk that their identification will not be possible and that they will be merged into stock and dealt with, with other returns of a normal nature.

2. Attention is therefore drawn to the necessity for care being exercised that stores landed for examination bear the particulars required by Article 318 (3) Naval Magazine and Explosives Regulations—also that all other action as required by Article 310, *et seq.* is duly taken.

6159.—Ammunition Supply—Light-excluding Arrangements and Indicator Gear—As. and As.

P.S.Os., Ships and Authorities concerned

(G. 05641/42.—17.12.1942.)

Light-excluding devices have been designed for 4-in. and 4.7-in. ammunition hand-through scuttles and hand-ups.

2. In ships where satisfactory arrangements have not already been fitted, light-excluding devices in accordance with the following drawings are to be fitted:—

D.N.C. 2/A850—Light-excluding hand-through scuttle for 4.7-in. shell and cartridges.

D.N.C. 2/A851—Light-excluding hand-through scuttle (two trays) for 4-in. fixed ammunition.

D.N.C. 2/A852—Light-excluding hand-through scuttle (long tray) for 4-in. fixed ammunition.

D.N.C. 2/A853—Light-excluding scuttle for 4.7-in. shell chute.

D.N.C. 2/A854—Light-excluding scuttle for 4-in. fixed ammunition and 4.7-in. cartridge hand-ups.

3. 4.7-in. shell chutes fitted with the light-excluding device should also be fitted with indicator gear in accordance with Drawing D.N.C. 2/A855 in order to show whether a shell is resting on the upper pawl, thus reducing the possibility of a second shell being rammed into the first one. This gear is necessary as the design of light-excluding device renders observation of the shell in the upper position difficult.

4. Commanding Officers of ships concerned should insert an item, Classification "A", in their next list of As. and As. to cover the work involved.

5. These arrangements are also to be fitted in ships under construction, where the state of work permits, and in ships of future construction.

6. Copies of the above drawings may be obtained on application to the Director of Naval Construction, Admiralty, Bath.

(A.F.O. 140/42 is cancelled.)

6160.—Ammunition—Ready-Use Supply—Fitting of Additional Lockers—As. and As.

Sloops—"Shoreham Class"

(G. 09048/42.—17.12.1942.)

An additional 12-round ready-use locker is to be fitted at each 4-in. gun and the target smoke shell locker and splinter protection round the 4-in. armament is to be surrendered.

2. The Commanding Officers of ships concerned are to enter an item, Classification A, in their next list of As. and As. to cover the work involved.

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

6161.—Ammunition—Apparatus A.D., Type L, Practice—Introduction

(A.S. 16101/42.—17.12.1942.)

Arrangements have been made for the provision of practice Apparatus A.D., Type L. This apparatus is similar to the service store except that it has an inert filled bomb instead of H.E. filled.

2. An initial supply of fifty practice rounds will be made to each D.E.M.S. Range without demand from R.N. Armament Depot, Broughton Moor. Demands for any further quantities required should be forwarded to the nearest N.A. Depots or O.C.A.S.

6162.—Holman Projector, Mark III—Modification to Loading Lever

(A.S./C.I.N.O. 9055/42.—17.12.1942.)

With reference to A.F.O. 4518/42, modification to the loading lever of Holman Projector Mark III, to prevent fracture of the lower jaw should be in accordance with A.F.O. Diagram 335/42, the work to be carried out by staffs of Bases and Armament Supply Department.

2. Any levers already modified should be built up by welding and re-modified in accordance with A.F.O. Diagram 335/42, the work being carried out by the Armament Supply Department only.

(A.F.O. 4518/42.)

(A.F.O. Diagram 243/42 is cancelled.)

6163.—Covers, Muzzle, Bexoid—Fitting to 20-m.m. Oerlikon Guns

(G. 09060/42.—17.12.1942.)

Muzzle covers for 20-m.m. Oerlikon Guns made of a transparent plastic known as Bexoid are in supply for 20-m.m. Oerlikon Guns (*vide* A.F.O. 5772/42).

2. The outside diameter of the barrel at the muzzle has until recently varied widely. Covers may be made to fit all barrels by adoption of one or the other of the following expedients:—

(a) If the barrel is too small, resulting in the cover being a slack fit, insulating tape may be wrapped round the muzzle until the cover fits tightly over it.

(b) If the barrel is too large, preventing the cover from going on, the barrel may be carefully filed on its outside diameter until the cover can be made to fit. This work should only be undertaken by an Ordnance Artificer or R.N. Armament Depot.

(A.F.O. 5772/42.)

6164.—Form S.285—Magazine Logs—Rendering

Ships concerned

(G. 8349/42.—17.12.1942.)

Inspection of records at the Admiralty shows that in a few instances H.M. Ships have not forwarded magazine logs in accordance with the instructions contained in the Naval Magazine and Explosives Regulations, Article 82(8).

2. H.M. Ships which have omitted to forward magazine logs should do so at the earliest opportunity.

(N.M.E.R., Article 82(8).)

6165.—Torpedoes, 21-in., Marks VIII-VIII, IX-IX**, 18-in., Marks XI-XII***—
Fitment of Stronger Check Valve Spring**

(A.S. 16890/42.—17.12.1942.)

With reference to A.F.O. 5167/42, paragraph 2 (f), a modification to the water check valve in the valve group of 21-in., Mark VIII**, torpedoes has been considered desirable as an additional safeguard against leakage of water past this valve into the gyroscope and afterbody.

2. The spring, at present fitted to this valve, exerts only a very light pressure (equivalent to 3 to 5 lb./in. 2) when the valve is on its seat. It has, therefore, been approved to replace the existing spring, St. No. 1764, in the water check valve of all 21-in., Marks VIII-VIII**, group valves, by a new spring giving increased loading (equivalent to 12 to 16 lb./in. 2), when the valve is on its seat.

3. Group valves of 21-in., Marks VIII-VIII**, torpedoes on board should be modified by ships, etc., staffs at the earliest opportunity, as soon as the new springs are available.

4. It has been decided, for uniformity, that the new spring is also to be fitted in the water check valves of 18-in., Marks XI-XII***, reducing valves, and 21-in., Marks IX-IX**, group valves; torpedoes on board to be dealt with by ships' staffs.

5. A notation is to be made on the history sheet of each torpedo when this spring is fitted, quoting T.D.I. No. 1484 as authority.

6. The new springs will be accounted for as follows:—

Section IV

Springs, water check valve, for Q.R.S.T., St. No. 1764A and Springs St. No. 1764 will become O.F.M. Existing stocks are, however, to continue to be used until supplies of Springs St. No. 1764A become available.

7. Springs St. No. 1764A will be added to the contents of chests concerned in lieu of and in the same proportion as Springs St. No. 1764. Ships, etc., concerned should demand springs required from the nearest Torpedo Depot. Priority in supply will be given to vessels armed with 21-in., Mark VIII, type torpedoes. On receipt of supplies of the new spring, Springs St. No. 1764 are to be returned to the Torpedo Depot.

8. 21-in., Mark VIII, type torpedoes will be modified by Depots, if possible, before issue to sea. 21-in., Marks IX-IX**, and 18-in., Marks XI-XII***, torpedoes will be dealt with as opportunity offers. New production torpedoes will be dealt with during manufacture.

9. Labels of chests and Torpedo Store Accounts are to be amended as necessary.

(A.F.O. 5167/42.)

6166.—Torpedo Stores—Adapters, St. No. 6518—Withdrawal from Chests, Tools and Spare Gear, 21-in. Duplex Pistols

(A.S. 16963/42.—17.12.1942.)

With reference to C.A.F.O. 995/42, no further service exists for Adapters St. No. 6518.

2. Adapters St. No. 6518 will, therefore, be withdrawn from the contents of "Chests, tools and spare gear, 21-in. pistols St. No. T.342 type."

3. Ships and vessels concerned are to return Adapters St. No. 6518 at present carried in chests on board to the nearest Torpedo Depot.

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

(C.A.F.O. 995/42.)

6167.—Bow Protector Paravanes—Hook, Spring, Recovery, Type J* and Pattern 7869

(T. 2981/42.—17.12.1942.)

Referring to A.F.O. 4589/40, it has been decided not to introduce the Type J* Paravane Recovery Hook at present. Vessels holding the J* hook for trial may retain them for comparative use with the Pattern 7869 if so desired.

2. Occasional defects have been reported with Pattern 7869 Hook due to spring breakages and tongue distortion. These defects are usually caused by the chafe of the towing rope on the spring when the hook is hanging slack on the towing rope. The defects can largely be obviated by fitting a slotted tongue to guard the spring as shown on A.F.O. Diagram No. 329/42.

3. Ships concerned are to examine Pattern 7869 Hooks and if considered necessary new slotted tongues are to be fitted by the ship's staff. Also in cases where the extreme ends of the spring project and are liable to catch in the towing rope the projecting ends should be cut off.

(A.F.O. 4589/40—not in annual volume.)

**6168.—Cartridges, Impulse, Torpedo—Types and Services for which required
M.T.Bs.**

(T. 06528/42.—17.12.1942.)

A.F.O. 3404/42 is to be amended as follows:—

Table "C" as amended by A.F.O. 5541/42. Opposite "21-in. L.C. II-II* tubes," in column 6 delete "(a)."

Delete footnote (a).

(A.F.Os. 3404/42 and 5541/42.)

6169.—Pistols, D.C., Marks VII-XVI—Fitting of

(A.S. 04975/42.—17.12.1942.)

An instance has recently been brought to notice of a detonator percussion watertight being pushed through the centre hole of the disc detonator St. No. 6269 and assembled in the pistol in this way.

2. This is extremely dangerous because the cap of the detonator is left in very close proximity to, if not actually in contact with, the point of the striker of the pistol.

3. Under such conditions the screwing up of the detonator carrier may cause the detonator to fire and more serious results still might occur if such a pistol were assembled in a depth charge and subjected to vibration.

4. When fitting pistols for service it is essential that the detonator percussion watertight be placed inside the envelope in the detonator carrier and the disc detonator and washer I.R. placed on the detonator carrier and above the detonator. The disc detonator must hold the detonator securely in the envelope of the detonator carrier.

6170.—Microphone Mine Detector Equipment—REPORTS

(T. 02341/42.—17.12.1942.)

Reports in accordance with A.F.O. 4750/42 from vessels in Home Waters are to be forwarded to the Admiralty by 31st December, 1942.

(A.F.O. 4750/42.)

6171.—Release Gear for Depth Charge Equipment

(T. 3247/42.—17.12.1942.)

To avoid unnecessary handling and transport after delivery, all release gear for depth charge equipment, chargeable to Vote 8 III G, should, when forwarded to H.M. Dockyards, be consigned direct to the Manager, Engineering Department, Gun Mounting Store, of the Dockyard concerned.

6172.—Engineers' Screwing Tackle—Reduction in Allowance
Capital Ships, Aircraft Carriers, Cruisers and Depot Ships, Etc.

(N.S. 31677/42.—17.12.1942.)

The allowance shown in B.R. 321—Establishment of Naval Stores for Engineering Purposes—of an additional set of Engineers' screwing tackle (stocks, wrenches, etc.) for each motor boat carried, has been withdrawn.

2. Ships concerned in commission should arrange for all sets of Engineers' screwing tackle at present held on board specifically for use in motor boats, to be returned to the nearest dockyard at an early date in view of the shortage of screwing tackle.

3. The Establishment of Naval Stores (B.R. 321) will be amended.

(S.N.S.O., Chatham, 18.10.42, No. 7/Engrs/10331X.)

6173.—Brotherhood 60 kW Turbo Generators

"Hunt" Class Destroyers so fitted

(D. 16364/42.—17.12.1942.)

A number of recent failures in these turbo-generators appear to have been caused by :—

- (a) Bad condition of lubricating oil owing to contamination by leakage from the turbine glands.
- (b) Damage to thrust collars which may have been caused by insufficient use of the hand pump when starting up. At least 12 strokes of the hand pump are necessary before an oil supply is obtained at the thrust block.

2. Attention is drawn to the necessity for draining water from the oil on all possible occasions, frequently cleaning out the oil sumps, inspecting the gearing sprayer nozzle and keeping the carbon glands in good condition. If leakage from the turbine glands is excessive the following points are to be checked :—

- (a) That turbine casing and carbon gland housings are in correct alignment with the axis of the shaft and that they are not pulled out of line by steam or exhaust pipes.
- (b) That carbon gland housings butt correctly at the horizontal joint.
- (c) To allow for differential expansion between the turbine shaft and the carbon segments the latter should be fitted with the segments butting and about 0.003 in. clearance on the diameter of the shaft.

3. The design of the thrust block is such that only the two bottom pads are covered with oil when the machine is stopped. It is therefore essential to turn the machine and flush round the bearings regularly when not in use.

4. When ships are under refit and the circumstances permit, the Admiralty are to be informed if any serious defects are found and the available evidence is not to be disturbed until the defective machine has been inspected by Admiralty Officers.

6174.—Forced Lubrication System

"J" and Later Class Destroyers and "Hunt" Class

(D. 16170/42.—17.12.1942.)

Reports are being received of blackening of main turbine journals in new destroyers, caused by the presence of water in the lubricating oil.

2. If tests show this water to be salt the earliest possible action to locate the source of contamination and to clean the whole forced lubrication system, including the forced lubrication coolers, is essential.

3. The principal source of access of fresh water into the forced lubrication system is excessive supply of steam to the turbine glands. The glands are so designed that they will be correctly packed when a small positive pressure shows on the gauges connected to the outer gland pockets and it is unnecessary to increase the supply of gland steam until steam escapes into the engine room.

4. If the oil temperature is low, condensation on pipe connections to sight flow indicators and from test cocks to drain funnels, may gain access to the system. To prevent this the pipe connections are to be arranged to slope downwards away from the sight flow indicators or funnels and the vertical leads into the indicators and funnels are to be made as short as possible.

5. In cold climates, the flow of circulating water through the oil coolers is to be restricted by throttling the discharge overboard so as to maintain the oil outlet temperature at about 80°F after a period of running. This will assist separation in the drain tanks and reduce condensation on the pipes.

6. The centrifugal separators are to be kept in use at all times when steam is on main engines and the output of the pump attached to the separator is to be adjusted by means of the pump suction valve so that the quantity of oil passed through the separator does not exceed that which it is designed to handle.

7. Certain types of separator are fitted with a restriction on the return pipe to the drain tank to limit the flow to the maximum the machine is designed to handle. These restrictions must not be removed or enlarged.

6175.—Security of Front and Rear Hooks of Catapult C.F. Superstructures

H.M. Ships Equipped with Catapults and Centre Float, Mark I, II, III, and IV Superstructures

(D. 14989/42.—17.12.1942.)

In order to increase security of aircraft when loaded to superstructure and prevent accidental withdrawal of front locking bolts and rear leg sliding sleeves, the following precautions are to be taken :—

2. *C.F. Superstructures, Mark I, II and IV.*—(a) *Front Legs.*—Front locking bolt keeps as supplied by H.M. Dockyard, Chatham, are to be fitted over the plunger rods above the spring boxes in the link connecting the front locking bolt with the sliding sleeve after each "loading on" operation. (See A.F.O. Diagram No. 336/42(1).)

(b) *Rear Legs.*—The connecting rods of sliding sleeve rear hooks are to have the screwed portion extended, and a locking collar screwed on to the plunger above the spring box. (See A.F.O. Diagram No. 336/42(2).)

After loading on, this collar is to be screwed hard down against the spring box.

It should also be noted that the tongues on the sliding sleeve which prevent the rear hook from collapsing when in the engaged position are to have an overlap of 7/32-in.

3. *C.F. Superstructure, Mark III.*—(a) *Front Legs.*—In the case of this superstructure the 3/8-in. diam. plunger rods attached to the front locking bolts are to be replaced with rods of 1/2-in. diam. having a 1/4-in. diam. hole drilled immediately above the spring casing with the locking bolt fully engaged. The pins provided for securing the locking bolts in the withdrawn position are to be inserted in plunger rods to secure them positively to the operating rods after loading on aircraft. (See A.F.O. Diagram No. 336/42(3).)

(b) *Rear Legs.*—No action is required as the rear hooks are positively secured after loading on.

4. In all cases the front locking bolt keeps may be left in during the launch of an aircraft and in the case of C.F. Mark I, II and IV, rear hooks, the locknut may be left in the locked position.

5. As an additional precaution, the safety rivets in the front hooks of all superstructures are to be renewed annually.

6. Commanding officers of ships concerned are to arrange for the above work to be carried out by the ships' staffs where this work has not already been completed.

6176.—Fighter Direction Equipments (including W/T and R/T Sets, Types 86, 87, 88 and 89)—Preliminary Fitting-out Information

(S.D. 1330/42.—17.12.1942.)

A.S.E. Preliminary Specification No. B.191/42 (Issue 2) has been prepared to show the method of fitting and wiring Fighter Direction Equipments, including Types 86, 87, 88 and 89 W/T and R/T Sets.

2. Copies of the specification have been forwarded to the Commanders-in-Chief, Western Approaches; Eastern Fleet; Admirals Superintendent, Chatham,

Devonport, Portsmouth, Rosyth, Orkneys, Malta and Simonstown; Flag Officers-in-Charge, West Africa, Ceylon and East Africa; Commodore Superintendent, Gibraltar; Commodore Commanding R.I.N., Bombay; Commodores-in-Charge, Sheerness and Durban; Captains-in-Charge, Bermuda and Halifax; Captain Superintendent, Alexandria; Deputy Superintendent, Pembroke; Naval Officer-in-Charge, Londonderry; Naval Secretary, Wellington; Secretary, Australian Naval Board for the officers concerned at Melbourne, Sydney and Fremantle; Chief of Naval Staff, Ottawa; and the B.A.M.R., Washington.

3. Copies of the specification have also been forwarded to the Warship Production Superintendents, Scottish, East-Scotland, Belfast, South Wales, North-Eastern, North-Western, Humber, Southern and Thames Areas. The Principal (Ship) Overseers and Emergency Repair Overseers of all ships approved to be fitted with fighter direction equipments are therefore to apply to the Warship Production Superintendents of their areas for a copy of A.S.E. Specification No. B.191/42 (Issue 2) in accordance with the procedure laid down in A.F.O. 790/40.

4. This specification supersedes A.S.E. Preliminary Specifications Nos. B.158/42 and B.191/42 (dated August, 1942) all copies of which should be returned to the Admiralty and to The Captain Superintendent, Admiralty Signal Establishment, Lythe Hill House, Haslemere, Surrey, respectively. Any advance fitting-out drawings, etc., which may have been distributed are also superseded by this specification and should be destroyed.

5. A.S.E. Preliminary Specification No. B.152/42 remains applicable to the installation of Type 86 R/T Set in destroyers and similar ships.

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

6177.—R.D.F. Set, Type 281—Outfit ATE—Introduction of Lampholder Unit, Pattern W.5853

(N.S. 34580/42.—17.12.1942.)

To avoid freezing of the lubricating oil in Switch-unit, Pattern X1153A, fitted as part of Outfit ATE, lampholder-unit, Pattern W.5853 has been designed for heating purposes.

2. Details of lampholder-unit, Pattern W.5853, together with instructions for fitting will be forwarded to ships concerned for inclusion in H353A, Appendix "A" to Type 281 Handbook.

3. The work involved is to be carried out by ships' staffs.

4. Ships fitted with R.D.F. Type 281 are to demand the following stores from Superintending Naval Store Officer, Haslemere, quoting this order as authority:—

Pattern No.	Description	Quantity
W.5853	Lampholder-unit with switch	1
5091A (110 volt ships)	Lamp, 22 v. 16 watts, s.b.c., g.f., m.f., for secondary lighting	3 (includes 2 spares)
or		
8030C (220 volt ships)	Lamp, T.F. internally frosted, b.c., 110 v., 40 watts, vacuum type	3 (includes 2 spares)

5. Establishment List No. E443 for Outfit ATE will be amended.

6178.—R.D.F., Type 281—Modification to Bearing Tube Control Unit

(N.S. 34922/42.—17.12.1942.)

Cathode ray tubes NC.10, Pattern W.1851, are now being manufactured by Messrs. Electric & Musical Industries, Ltd., in addition to Messrs. Cossor, Ltd. It has been found that in certain cases when using cathode ray tubes NC.10 of Messrs. Electric & Musical Industries, Ltd., manufacture, in the bearing position of Type 281 it is impossible sufficiently to reduce the brightness of the trace.

2. Ships in which this trouble is experienced should remove Pattern 4298, resistance rod, 1-in., 2,500 ohms, in bearing tube control unit (item 12, unit D, figure 25, in Part III of handbook H.553 for type 281) and replace it by a Pattern W.1078 resistance rod, 1-in., 30,000 ohms.

3. Ships concerned are to demand one Pattern W.1078 resistance from the Superintending Naval Store Officer, Haslemere, quoting this order as authority, to enable the above modification to be effected.

6179.—R.D.F.—Types 282/4/5 M (2)/M (4) and Type 283—Panel 3AH Pattern X.2402—Modification to Serial Nos. 1 to 150 and 155 to 160.

(S.D.1175/42.—17.12.1942.)

In Panels 3AH Transmitting (middle) Pattern X.2402, Serial Nos. 1 to 150 and 155 to 160 the following parts have been omitted from the oscillator cylinder assembly:—

Pattern W.4703, Bush, anti-brushing, for Conductor $\frac{7}{8}$ in. diam. ...	1
Pattern W.5235, Plate, screening, for Pattern X.2402, Panel 3AH Transmitting (Middle)	2

2. Ships fitted with Panels 3AH with a Serial No. in the series 1 to 150 and 155 to 160 are to demand the stores mentioned above from S.N.S.O., (H), quoting this order as authority, and fit them in accordance with the following instructions and A.F.O. Diagrams 330/42 (1-2). (A.S.E. Drawings 34708/9):—

To fit Pattern W.4703, Bush, Anti-Brushing for Conductor $\frac{7}{8}$ in. Diameter

- Switch off all power supplies to Panels 3AH.
- Unscrew and open the cylinder door.
- Disconnect the Pattern W.2515 valve circuit unit filament leads from their terminals at the top and bottom of the cylinder.
- Remove the front insulating bar which supports the valve circuit unit; carefully remove the valve circuit unit and lay it in its crate while out of the cylinder.
- Remove from the cylinder the backing strips which close the slit in the wall through which the Dipole Coupling Unit, Pattern W.2515 passes.
- Screw the complete bush, anti-brushing, Pattern W.4703 tightly to the two backing strips in the manner shown in A.F.O. Diagram 330/42 (2) (A.S.E. Drawing 34709) (left-hand view), having first made certain that the two halves of the bush are screwed tightly together. Holes are drilled in the backing strips and fixing screws are provided on the bush.
- Separate the two halves of the above assembly by unscrewing the two halves of the bush, anti-brushing.
- Pass each sub-assembly of backing strip and half bush over the tube of the Dipole Coupling Unit and screw the two halves of the bush hard together, as shown in the right-hand view of A.F.O. Diagram 330/42 (2). (A.S.E. Drawing 34709).
- Slide the assembly along the tube of the Dipole Coupling Unit until the studs of the backing strips penetrate the corresponding holes in the cylinder wall, and secure the assembly to the cylinder by putting back the nuts from the outside of the cylinder.
- Replace the Pattern W.2515 valve circuit unit and its front supporting bar.
- Re-connect the top and bottom filament leads to their terminals.

To Fit Pattern W.5235 Plates, screening, for Pattern X.2402, Panel 3AH Transmitting (Middle).

- Switch off all power supplies to Panel 3AH.
- Unscrew and open the cylinder door.
- Note the position of the Dipole Coupling Unit and then slide it as far as possible, away from the Pattern W.2515 valve circuit unit.
- Fix one Pattern W.5235 Plate, screening on the right-hand side of the top filament terminals, and the other at the right-hand side of the bottom filament terminals, as shown in A.F.O. Diagram 330/42 (1) (A.S.E. Drawing 34708). Secure the plates, screening, by the two 4 B.A. screws already provided in the tapped holes in the end faces of the cylinder.
- Make certain that the filament leads are at least $\frac{1}{2}$ in. away from the surface of the plate screening and that the filament leads are separated from each other.
- Slide the Dipole Coupling Unit back to its previous position.

6180.—R.D.F.—Types 282/3/4/5—Replacement of Shell J.D.5 Oil by Light Torpoyl in Pattern X1640/X2002 Blower-Compressor Units and Pattern X1656/X2001 Compressor Units.

(S.D. 1343/42.—17.12.1942.)

Shell J.D.5 oil has been replaced by Light Torpoyl which is to be used in all Pattern X1640/X2002 Blower-Compressor Units and Pattern X1656/X2001 Compressor Units.

2. As Light Torpoyl is thinner than Shell J.D.5 oil, more oil than necessary will circulate in the lubricating system. Although this will not harm the machines, the cotton wool pad in the oil separator will become quickly saturated and need replacement more often.

3. To reduce the flow of Light Torpoyl to approximately two drops a minute, as seen through the gauge glass, the following adjustments are to be made by ships' staff to the wick system of the units:—

(a) *Compressors up to Serial No. 18223.*—After three months running on Light Torpoyl, the number of drops of oil which pass through the inspection glass every minute under normal running conditions should be noted. If between one and two drops a minute are seen, no change is necessary. Should there be more than two drops a minute, however, stop the compressor, remove the T-headed clamp screw that holds down the domed filling cap of the oil sump and remove this cap. Take one ply out of the two strands of the eight-ply wool forming the wick, close the sump and test in running condition. If there are still more than two drops a minute, remove a second ply. No more than two plys should be removed in all.

(b) *Compressors between Serial Nos. 18224 and 19323.*—Stop the compressor, unscrew the T-headed clamp screw which holds down the domed filling cap of the oil sump and remove this cap. As shown on A.F.O. Diagram 333/42 (A.S.E. Drwg. 36111) measure the distance (*d*) between the top of the cap X and the wick tube Z. If the distance is less than $\frac{1}{8}$ in., bend wick tube away from the cap until the distance (*d*) is at least $\frac{1}{8}$ in.

Modify the wire supporting the wick as follows:—

- (i) Pull the wick and wire W and cap X out of the sump.
- (ii) Twist the top loop T of the wire through a right angle so that the wick passes straight through it as shown in Sketch A instead of as shown in Sketch B.
- (iii) Change the position of the bend Y in the wire from that shown in Sketch B to that shown in Sketch A, and adjust the shape of the wire to be as shown in Sketch A.
- (iv) Open out the bottom loop L so that the wick may easily be removed for cleaning.
- (v) Replace the wick, wire and cap, and screw down the T-headed clamp screw on the dome cover.

(c) *Compressors above Serial No. 19324.*—No adjustment is to be made.

6181.—R.D.F., Types 286PU and 291U—Replacement of Switches, Pattern W.4420 by Pattern W.4420A in Aerial Outfit ATS

(S.D. 1164/42.—17.12.1942.)

Illumination of the training unit scale fitted with aerial outfit ATS is at present controlled by a switch, Pattern W4420. As the spindle of this switch is connected to the outer case the 24 volt supply will be shorted if the case is earthed.

2. Switches, Pattern W4420, are accordingly to be replaced by switches, Pattern W4420A, in which the spindle is insulated from the case.

3. Supply of switches, Pattern W4420A, will shortly be made to bases and coastal force bases. These should be demanded and fitted by all ships and craft concerned in place of the earlier pattern of switch.

4. Pending replacement, ships fitted with switches, Pattern W4420, are to ensure that the outer case cannot come in contact with any object connected to earth and that the supply cable is not connected to the case.

5. Switches, Pattern W4420, rendered redundant by the exchange referred to in paragraph 3 above are to be returned to N.S.O., Glossop, for conversion to Pattern W4420A.

6. Establishment List for outfit ATS will be amended.

6182.—Aldis Signalling Lanterns and 6-in. Hand-Signalling Lanterns—Electrical Supply Connections, etc.—As. and As.

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

(S.D. 136/42.—17.12.1942.)

A.F.O. 5808/42, paragraph 7, is to be amended as follows:—

Delete "and cable cutter".

(A.F.O. 5808/42.)

6183.—Echo-Sounding Sets, Types 761 and 761P—Introduction of Recorders, Patterns A.969B and A970B

(N.S. 015550/42.—17.12.1942.)

Modified recorders, Patterns A.969B (110 volts) and A.970B (220 volts), will shortly be in production. They will supersede recorders, Patterns A.969 and A.970, as common items for Types 761 and 761P echo-sounding sets and, with reference to the caution in the Special Handbook (A/S H.66R/1) regarding ambiguity of soundings, will eliminate all ambiguity when the actual depth is less than 150 fathoms.

2. The modified recorders incorporate selective switching arrangements with an external control having two positions marked "Four Pens" and "One Pen". In the "Four Pen" position the recorders function as at present, i.e., there are four transmissions per revolution of the stylus shaft and all four pens record. In the "One Pen" position there is only one transmission per revolution and only the pen which traverses the paper immediately after that transmission records. Hence when the control is in this position, and the deep water range scale (0—150 fathoms) is in use, a sounding trace will only appear if the depth is less than 150 fathoms.

3. The "Four Pen" position is intended primarily for A/S purposes. It can, however, be employed also for obtaining soundings in depths over 150 fathoms, but when so employed caution must be exercised in reading the record because the actual sounding may be the scale reading plus 150, 300 or 450, etc., fathoms, and the depth must, therefore, be known to within 150 fathoms before the reading obtained can be relied upon.

4. The "One Pen" position should always be used when sounding in depths under 150 fathoms. This will not only eliminate ambiguity but also avoid unnecessary wear and tear of material, since only one transmission per revolution of the stylus is needed under these conditions.

5. Modified recorders will only be supplied with new sets for the present, and vessels already fitted with Type 761 or 761P sets should *not* demand modified recorders to replace the existing ones pending further instructions.

6. The necessary amendments to relevant Handbooks and Establishment Lists will be promulgated.

6184.—Aircraft Removed from Charge—Disposal of Appendix "A" Equipment

(A.M. 6981/42.—17.12.1942.)

The following aircraft have been removed from charge after allotment away from Naval Air Stations.

Equipment set aside for these aircraft should be regarded as surplus. Serviceable items required to meet immediate station needs may be retained, the remaining items are to be returned to the appropriate R.N. Store or Armament Depot with a report of the items retained and taken into stock:—

Walrus	K.5778	Master ...	N.7775
	R.6583	Hurricane	V.6801
Swordfish	P.4267		P.2972
	D.K.785		V.7063
	W.5898		Z.7055
	K.8429		Z.7071
	W.5911	Roc ...	L.3135
	P.4123		L.3058
Albacore	X.9078	Fulmar ...	N.1928
	X.9098		N.4097
Dominie	X.9494		N.4126
Chesapeake	A.L.932		N.4143
	L.2951		N.4001
Skua ...	L.2890		X.8646
			X.8552
Martlet	A.L.257		X.8651

6185.—Locking Arrangements for Ventilation Valves to Cable Passages—As. and As.

Battleships, Aircraft Carriers and Cruisers

(D. 011667/42.—17.12.1942.)

With reference to paragraph 6 of C.A.F.O. 1144/42, the method of locking ventilation valves to cable passages is to be as shown on A.F.O. Diagram 328/42.

2. A special lock will be used for this service and has been allocated a new pattern number 5888. (Subhead B, Item 10E.)

3. Initial purchase of the following quantities has been arranged from Messrs. Walsall Locks and Cart Gear, Ltd. (Order 14th November, 1942, C.P. 7A/83823/42), but supplies should not be hastened as deliveries are not expected until January, 1943:—

New Patt.	Description	S.N.S.O. Chatham	S.N.S.O. Ports- mouth	S.N.S.O. Devon- port	S.N.S.O. Rosyth	S.N.S.O. Mersey Area (Leigh)	S.N.S.O. Severn Area (Newport)
5888	Locks for ventilation valves ...	50	150	150	150	50	50

4. The locks will be operated by a common key and one key will be supplied with each lock.

5. Arrangements are to be made to stow the keys on the key board.

6. This method of locking these particular ventilation valves is to be adopted for all new construction.

7. For completed ships an item, Classification "A", is to be included in the next lists of As. & As. to cover this work.

8. The A.S., Portsmouth, is to forward proposals at an early date for the addition of these locks to the Authorised List of Naval Stores and Contract Schedule 36.

(C.A.F.O. 1144/42.)

6186.—"Kent" Clear View Screen Motor—As. and As.

Destroyers of 3rd and Later Emergency Flotillas

(D. 16537/42.—17.12.1942.)

In those instances in which the "Kent" clear view screen motor in destroyers of the 3rd and later emergency flotillas is fitted within 3 ft. of the steering compass, the necessary separation of 3 ft. is to be obtained by a re-arrangement proposed by Messrs. George Kent, Ltd., Luton, Beds.

2. Details of the re-arrangement can be obtained from the firm or from the P.S.O., c/o Messrs. J. S. White & Co., Ltd.

3. An item Classified "A" to cover the work involved is to be included in the list of As. and As. for the ships concerned.

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

6187.—Local Purchase of Machinery Parts in Cases of Urgency—Procedure

(D.15840/42.—17.12.1942.)

A case has occurred in which a local order for a machinery item was placed with a firm with instructions that it was to take priority over all other work in hand in view of extreme urgency. This resulted in considerable dislocation and delay in progress on other urgent work which might have been avoided had a more suitable firm been selected.

2. Engineer Officers at operational bases, Emergency Repair Overseers and all purchasing authorities are in such instances to consult the District Admiralty Engineer Overseer before placing such orders with a view to their requirements being met with the least dislocation of other urgent work.

6188.—D.G. Equipment—Change of Nomenclature for the Earth's Vertical Magnetic Field

(S.D.G. 357/42.—17.12.1942.)

In order to bring the nomenclature of D.G. Publications into line with those of other Admiralty departments and with American practice, the symbol for the Intensity of the Vertical Component of the Earth's Magnetic Field, previously referred to as "V," will in future be designated "Z".

6189.—Working of Oil Fuel—Provision of Adaptors

"Kent", "Arethusa", "Southampton", "Fiji" and "Dido" Class Cruisers

(N.S./C.P. 78202/42.—17.12.1942.)

In order to meet the requirements detailed in paragraphs 6 of C.A.F.Os. 1965/42 and 1966/42, arrangements have been made for purchase from Messrs. Guest & Chimes Ltd., under contract dated 15th October, 1942, C.P.7B/78202/42, of the undermentioned Adaptors as a charge to Vote 8/II/B9B. Pattern No. 1507 has been assigned to this Adaptor and distribution has been arranged as follows:—

Pattern	Description	Chatham.	Ports- mouth.	Devonport.	Rosyth.	Mersey Area.
		(For	(For	(For	(For	(For
		"Kent"	"Dido"	"Arethusa"	"Fiji"	"South- ampton"
		Class)	Class)	Class)	Class)	Class)

1507 Adaptors, gunmetal, 3½ in.
swing bolt to No. 4 size
Admiralty Standard
Bayonet joint ...

50 60 40 50 50

2. Supply to ships concerned in commission should be made without demand from the yards shown above. Supply to ships concerned under construction should be arranged by storing yards in the usual manner. The scale of allowance is as follows:—

	Allowance of Adaptors.
"Kent" class	6 per ship.
"Arethusa" class	
"Southampton" class	
"Fiji" class	4 per ship.
"Dido" class	

3. The establishment of Naval stores for executive purposes (B.R.358) will be amended.

(C.A.F.Os.1965/42 and 1966/42.)

6190.—Lifting Blocks—Allowance

"1940 'S'" Class Submarines, Submarine Depot Ships, Overseers, Dockyards and Depots concerned

(N.S. 29820/42.—17.12.1942.)

Each submarine of the "1940 'S'" Class is to be allowed one $\frac{1}{2}$ -ton Young-Thomson pattern lifting block in lieu of the $\frac{1}{4}$ -ton block of that pattern at present allowed. One $\frac{1}{2}$ -ton block is also to be allowed to Submarine Depot Ships, as Depot Ships spares.

2. Submarine Depot Ships and Bases at home should forward demands to the Superintendent Naval Store Officer, Chatham Dockyard, for the blocks required. Supply to Submarines concerned, Submarine Depot Ships and Bases abroad should be made by the Superintendent Naval Store Officer, Chatham, without demand. On receipt of the $\frac{1}{2}$ -ton blocks, the $\frac{1}{4}$ -ton blocks should be returned to the nearest Dockyard or Naval Store depot.

3. Chatham Dockyard only—Necessary blocks should be obtained by local purchase.

4. Supply of the $\frac{1}{2}$ -ton block to Submarines building by Contract will be the liability of the shipbuilders, and Overseers should arrange with the Contractors accordingly.

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

(Flag Officer (S), 21.10.1942, No. S.M. 705.)

6191.—Hand Signalling Lanterns, 6-in.—Allowance

"River" Class Corvettes and "Algerine" Class Minesweepers

(N.S. 26038/42.—17.12.1942.)

The following amendment should be made to the allowances of accessories for Hand Signalling Lanterns, Pattern 5153, detailed in paragraph 2 of A.F.O. 5695/42 :—

Pattern	Description	Allowance on Installation	
		As shown	Amend to read
597	Brackets, trunnion	4	2
886	Boxes, stowage	4	2
5144	Switch socket	4	2

(Captain Superintendent, A.S.E. 25.11.1942, No. S.19818/42/Y.10).

(A.F.O. 5695/42).

6192.—Telephones, Mark XII, Pattern 1194 and Telephones, Mark XII*, Pattern 1195—Obsolete

(N.S. 30649/42.—17.12.1942.)

Telephones Mark XII, Pattern 1194, and Mark XII*, Pattern 1195, have been made obsolete, and are superseded by Telephones Mark XV, Pattern 13231, and Mark XVII, Pattern 13233, respectively.

2. Patterns 1194 and 1195 should continue to be used for replacement purposes, or for additional lines for existing systems which it is not possible to replace entirely by telephones of the Mark XV series.

3. It should be noted that telephones of the Mark XV series cannot be used on the same circuit in conjunction with those of Mark XII series or vice-versa.

4. The Rate Book of Naval Stores will be amended accordingly.

(A.F.O. 3258/42.)

6193.—Pyrethrum Products—Economy in Use

(N.S./C.P. 86637/42.—17.12.1942.)

Pyrethrum is now in very short supply, and the utmost economy is to be exercised in the use of powder and liquid insecticides.

6194.—Provision of "Pyrene" F.D.3 Foam Fire Engines and Charges for R.N. Air Stations

(N.S.30567/42.—17.12.1942.)

In view of probable requirements at R.N. Air Stations which are incomplete or at which the water supply is inadequate for trailer pumps, the following quantities of "Pyrene" F.D.3 Foam Fire Engines and spare charges have been ordered from the Ministry of Works and Planning (Admiralty Letter dated 23.10.42, N.S.30567/42/39777) under Subhead B, Item 8 :—

	Naval Store N.O.I.C.				Total.				
	Superintending Naval Store Officer.	Officer.	Kilini.	dini.					
Mersey (Leigh).	Severn (Llanishen).	Rosyth.	Ceylon.	Durban.	Simons-town.				
			†	†	†	†			
"Phomene" foam fire engines, 34 gallons capacity, "Pyrene" Model F.D.3, complete with one charge	50	50	100	100	50	50	100	500	
Spare charges, F.C.8	100	100	200	200	100	100	200	1,000	

Direct shipment to the destinations shown at † will be arranged through the Superintendent Naval Store Officer, Park Royal.

2. Early supply to Leigh and Llanishen is being arranged but delivery of the remainder is not expected to be completed until April, 1943, and supply should not be hastened.

(Admiralty Letter N.S.155, 26.10.42, N.S.30567/42, to Severn and Mersey Areas, Park Royal and Rosyth.)

6195.—Naval Stores Transferred Between Ships Building at Contractors' Shipbuilding Yards—Method of Accounting Overseers, Dockyards and R.N. Store Depots

(N.S. 31717/42.—17.12.1942.)

Frequent reports are being received of Naval stores, sent to contractors' yards for the storing of particular ships building, being transferred to other ships by Principal (Ship) and other Overseers, to expedite completion.

2. Whilst it is essential that ships should complete to the scheduled time, it is also important that transactions such as those mentioned above are properly accounted for, and the possibility of duplication in supplies avoided. The Overseers concerned should therefore furnish storing yards and supplying depots affected, at the earliest possible date, with the details of the stores and the names of the ships to which transferred.

3. The time and labour involved at storing yards and supplying depots in adjusting such transactions are considerable and often lead to confusion and queries in accounting in ships. It is therefore necessary that these transfers should be limited to the greatest possible extent.

4. When, however, circumstances necessitate such transfers being made by Overseers, the transactions are to be dealt with in future on Forms S.549, i.e. on the authorised Forms for transfers between ships, as provided for in B.R.4, Article 55.

5. The Forms S.549 should be prepared and distributed by the Overseers (the number of copies required will be six maximum and four minimum) as follows :—

- | | |
|--|---|
| (a) One copy to the supplying ship (i.e. the ship to which the stores were originally charged), or, to the Principal (Ship) or other Overseer if the ship is not in commission. | } Only one copy is necessary if the warrant and the storing yard is the same. |
| (b) One copy to the warrant yard of the supplying ship. | |
| (c) One copy to the storing yard of the supplying ship to enable the Naval store account to be credited. (Note: this copy to be forwarded eventually to Admiralty in Return D.74). | |

- (d) One copy to the receiving ship (i.e. the ship to which the stores have been transferred), or, to the Principal (Ship) or other overseer if the ship is not in commission.
- (e) One copy to the warrant yard of the receiving ship.
- (f) One copy to the storing yard of the receiving ship to enable the Naval store account to be debited. (Note: this copy to be forwarded eventually to Admiralty in Return D.74.
- Only one copy is necessary if the warrant and the storing yard is the same.

6196.—H.M.S. "Tormentor"—Despatch of Naval Store Vouchers

(N.S. 35302/42.—17.12.1942.)

Naval Store Accounts of H.M.S. "Tormentor" have been transferred to that ship from H.M.S. "Shrapnel" from 1st December, 1942.

2. In future, all relevant Naval Store Vouchers for H.M.S. "Tormentor" are to be forwarded direct to the Accountant Officer of that ship.

6197.—Recovery of Silver and Cellulose from Waste Photographic Materials

(A.M. 6394/42.—17.12.1942.)

In future no spent fixing solution or negatives, of whatever nature, are to be thrown away. R.N. Air Stations, Aircraft Carriers and Auxiliary Carriers fitted with a photographic section will be supplied with equipment and chemicals for waste recovery to be carried out. This Order will also apply to the following Naval Establishments:—H.M.S. "Excellent"; H.M.S. "Vernon"; Admiralty Signal Establishment, Haslemere; H.M. Dockyards, Devonport and Rosyth; Technical Reproduction Branches, London and Bath; H.M.S. "Dunluce Castle"; H.M.S. "Nile"; and A.A. Ranges at Eastney, Devonport (Breakwater Fort), Barton's Point, Durban, Ainsdale, Bombay and Northern A.A. Range. Catapult Ships will not save fixing solution but in all other respects will conform as hereunder.

Films

2. (a) Negatives of a non-secret nature that are no longer required must first of all be segregated, non-inflammable (acetate) from inflammable (nitrate). In this respect all films used in Naval Service are made with nitrate base except Pattern 2374 16-mm. Cine Kodak, Pattern 2550 Cine Camera Gun and Patterns 2336 and 2337 Leica and Contax, which are non-inflammable.

Nitrate negatives should be packed as tightly as possible into the tins in which they are received. Acetate films can be packed in any type of suitable container but must also be tightly rolled. In convenient quantities film thus sorted is to be despatched addressed to the S.N.S.O., R.N. Store Depot, Stanley Mills, Stroud, Glos. Packages containing the nitrate film must be clearly labelled inflammable. The above instructions also apply to unexposed film which is unfit for service.

- (b) Film negatives of a secret nature which are no longer required should be immersed in hot (not boiling) water to soften the emulsion which must then be completely stripped off with the stripping knife provided. The film base, when dry, can then be treated in the same way as for non-secret film negatives. The stripped emulsion (sludge) must be saved and treated with spent fixing solutions. Glass negatives not required for record purposes should also be stripped.

Procedure for the Recovery of the Silver Content in Spent Fixing Solutions

3. All exhausted fixing solutions should be poured into the precipitating cask provided. When the cask is full to within roughly four inches of the top the following operation is to be carried out. Dissolve 3 lbs. of sodium sulphide in roughly 6 pints of hot water and stir this into the spent fixing solution with a broom handle or long stick. After the solution thus treated has stood for 24 hours a test is made by taking a glassful of the clear fixing solution from the top and stirring in about $\frac{1}{4}$ oz. of sulphide crystals. If, after being allowed to stand for roughly half an hour, the glass shows a

brownish black precipitation this indicates that silver is still present, in which case a further 1 lb. of sodium sulphide in solution should be stirred into the cask. After standing for a further 24 hours this test should be repeated. When the test shows no precipitation or only a white one the contents of the cask can be drawn off by the oak tap which is situated roughly 8-in. from the bottom of the cask. After precipitation the content of the cask becomes waste only down to tap level and care must be taken not to disturb the settled silver sulphide.

4. The following points in connection with the precipitation process should be observed:—

- (1) The cask used should be placed permanently on an open site because a small amount of sulphuretted hydrogen is given off during precipitation. Care should also be taken to avoid these fumes reaching new photographic sensitive stores.
- (2) Additional economy can be effected by replenishing fixing solutions as far as possible rather than re-making them. Solutions should also be worked as near to exhaustion point as is practicable.
- (3) The sludge resulting from films or plates that have to be stripped should be tipped in with the spent fixing solutions as this also contains a fairly high percentage of silver.

Handling and Despatch of Silver Sulphide Sludge

5. The precipitation of solutions should continue until there is roughly 4-in. of sludge in the bottom of the cask. Then after removing as much clear liquid as possible the sludge is to be transferred to the enamel container provided. The container, when full, should be labelled with the name of the sending service, suitably protected and despatched to the S.N.S.O., R.N. Store Depot, Stanley Mills, Stroud; it will be replaced by the depot.

Alternative Method of Precipitation for Ships

6. It is realised that difficulty may be experienced in securing a sufficiently open site in ships for the sulphiding process to be conveniently carried out or when sulphuretted hydrogen fumes cannot be tolerated. For this reason chemicals will be provided for an alternative method which does not create fumes. This method is not so economical and therefore should not be used if arrangements can be made for sulphiding.

7. Procedure is the same throughout as in sulphiding except for the following: Dissolve separately $3\frac{1}{2}$ lbs. of sodium hydrosulphite and $3\frac{1}{2}$ lbs. of sodium sulphite. These should be stirred in at once to an estimated 40 gallons of spent fixing solution. The solution thus treated should stand for two days before being drawn off. No test is carried out as in sulphiding.

8. Issue will be made of the following from R.N. Store Depot, Stanley Mills, Stroud, without demand:—

Home Stations and Establishments—

- 40/50 gallon oak cask with tap.
- Enamel containers (28 lb. capacity), 2 in number.
- 28 lbs. sodium sulphide, commercial (in 7 lb. jars).
- Stripping knife.

Aircraft Carriers and Auxiliary Carriers—

- 40/50 gallon oak cask with tap.
- Enamel containers (28 lb. capacity), 4 in number.
- Stripping knife.
- 56 lbs. sodium sulphide, commercial (in 7 lb. jars).
- 56 lbs. sodium hydrosulphite.
- 56 lbs. sodium sulphite.

Foreign Stations—

- 40/50 gallon oak cask with tap.
- Enamel containers (28 lb. capacity), 4 in number.
- 56 lbs. sodium sulphide, commercial (in 7 lb. jars).
- Stripping knife.

Catapult Ships and Others Fitted with Photographic Darkroom

- Enamel containers (28 lb. capacity), 2 in number.
- Stripping knife.

9. The issue of additional chemicals and containers to ships and foreign establishments is intended to ensure (a) that the return of sludge can be deferred until a suitable opportunity presents itself, and (b) to provide a small reserve of containers pending the receipt of replacements.

10. All returns of sludge and film should be made out on Form S.331 and show the net weight of the material.

11. The full containers should be labelled to show the method by which the sludge was obtained. Precipitation by sodium sulphide will be known as Process A and precipitation with sodium hydrosulphite and sodium sulphite will be called Process B.

12. Catapult ships and other vessels with photographic darkroom will save the sludge secured when stripping secret negatives in the containers provided and when full these should be labelled "stripped sludge".

WARNING

13. The fumes given off by the sulphiding process are dangerous in a confined space and on this account an open site must be used to carry out the work. An extremely well ventilated space such as an open sided shed or lean-to is the only alternative. If such conditions are not available, the alternative method employing sodium sulphite and sodium hydrosulphite must be used.

14. Because the sulphide method is far more economical, the alternative method must not be resorted to solely on account of the somewhat objectionable nature of the fumes given off.

15. Instructions with regard to secret negatives contained in A.F.O. 3533/41, paragraph 17 (ii), are superseded by this Order.

(A.F.O. 3533/41.)

6198.—Varnish, Pattern 89—Economy in Use

(N.S./C.P. 46875/42.—17.12.1942.)

Owing to the restriction in supply of spirit manilla, which is a constituent of varnish, Pattern 89, the use of the latter is to be confined to purposes where transparency is essential, such as, e.g., the protective coating of flooding boards and mounted diagrams supplied to ships and establishments.

2. It may also be used for the renovation of light-coloured furniture in residences, but such use is to be reduced to an absolute minimum.

3. For purposes other than those defined above, varnish, Pattern 83, should be used instead.

Section 4

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

6199.—Extra Issues of Provisions

Motor Torpedo Boats, etc.

(V. 4463/42.—17.12.1942.)

The following amendments are to be made to A.F.O. 4447/42 :—

Paragraph 1, line 4. *Delete* "Motor Minesweepers."

Paragraph 1, lines 7 and 8. *Delete* "under way at sea for a period covering dinner and supper" and *substitute* "under way at sea for a period of not less than 8 consecutive hours."

2. B.R. 93, Chapter IV, Section A, paragraph 1, will be amended.

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

(A.F.O. 4447/42.)

6200.—Emergency Flying Rations for Naval Aircraft

(V. 4171/42.—17.12.1942.)

A.F.O. 5466/42 is to be amended as follows :—

Para. 3 : Delete the first sentence and *substitute* :—

"The canned water is not at present warranted for any stipulated period. Experiments are, however, being proceeded with and further information will be promulgated when it has been ascertained how long the canned water will keep in a serviceable condition".

(A.F.O. 5466/42.)

6201.—Clothing Issued on Repayment at Home—Prices

Officers serving in Shore Establishments and Ships which are not regularly seagoing

(A.G.R.M./V. 2566/42.—17.12.1942.)

The following amendment is to be made to A.F.O. 3293/42 :—

III—"Other ranks" clothing.

Cancel detail and substitute "The prices to be charged for 'other ranks' clothing issued on repayment to Royal Marine Officers serving on shore and in R.M. Units on shore, at home, are shown in B.R. 141."

(A.F.O. 3293/42.)

6202.—Flying Clothing—Goggles, Mark VII

(V./A.M. 5907/42.—17.12.1942.)

A new type of flying goggles is being introduced, the description of which is as follows :—

<i>Stores Ref.</i>	<i>Nomenclature.</i>
22c/826	Goggles, Mark VII, complete, consisting of :—
22c/834	Frames
	Holders complete with front and side windows :—
	Non-tinted :—
22c/838	Left
22c/839	Right
23A/153	Outfits, anti-dimming, Mark VI.

2. Goggles, Mark VII, will be issued complete with non-tinted windows on all stations, but on foreign stations only, the following additional items should be issued on loan as required :—

<i>Stores Ref.</i>	<i>Nomenclature.</i>
	Holders, complete with front and side windows :—
	Tinted :—
22c/840	Left
22c/841	Right
	B 2 :—
22c/873	Left
22c/874	Right
22c/835	Wallets (one for each pair of tinted windows).

Stocks of the above items should be carried in all Aircraft Carriers and Catapult Ships and by R.N. Air Stations abroad.

3. Supply of the new type goggles is to be restricted to Fighter Pilots until existing stocks of the goggles, Mark IVB, ref. 22c/167, are exhausted. In the case of *Fighter Pilots only*, goggles, Mark IVB, may be replaced by goggles, Mark VII, and the goggles thus replaced are to be withdrawn and returned into store for further issue, but all other pilots, observers and air gunners are to continue to use their goggles, Mark IVB, until they become unserviceable.

Goggles, Mark IVB, will continue to be issued to observers and air gunners for the present.

4. *At home* demands for the quantities of Mark VII goggles required in accordance with the foregoing instructions should be sent to the appropriate Victualling Depot in accordance with A.F.O. 1798/42, paragraph 7.

Abroad, supplies should be demanded from the local Victualling Yard. No stocks have yet been provided at Victualling Yards abroad and requirements are to be reported by the Victualling Store Officer to the Admiralty (Director of Victualling) by telegram. Arrangements will then be made for their despatch from England.

5. Any goggles which are in excess of requirements when the Mark VII goggles are received should be returned to the nearest appropriate Victualling Yard or Depot.

6. A further A.F.O. will be issued when supply of the goggles, Mark VII, can be extended to other flying personnel and the scales of allowances of goggles shown in Appendices I and II of A.F.O. 1798/42 will then be amended as necessary.

(A.F.O. 1798/42.)

(A.F.O. 4792/41 is cancelled.)

6203.—Mess Gear for W.R.N.S.—Amendments to Scales

(V. 4147/42.—17.12.1942.)

The following amendments are to be made to the Scales of Implements and Cooking Gear for Galleys (W.R.N.S. Officers and ratings) detailed in A.F.O. 95/42, pages 105 and 106:—

Pattern No.	Article	Amendment
73A	Choppers, meat ...	Delete " 1 No. per galley "
		and substitute " 1 No. per 60 women "
81	Corkscrews ...	Delete " 2 No. per galley "
		and substitute " 1 No. per galley "
9	Kettles, mess, 4-galls.	Delete " 1 No. per 20 women "
		and substitute " 1 No. per 40 women "
C.982E	Ladles, seamen's ...	Delete " 1 No. per 30 women "
		and substitute " 1 No. per 50 women "
C.933	Pans, frying, large...	Delete " 1 No. per 40 women "
		and substitute " 1 No. per 50 women "
C.934	Pans, frying, medium	Delete " 1 No. per 40 women "
		and substitute " 1 No. per 100 women "
C.968E	Pans, stew, 6-qt. ...	Delete " 1 No. per galley "
		and substitute " 1 No. per 50 women "
C.969E	Pans, stew, 4-qt. ...	Delete " 1 No. per galley "
		and substitute " 1 No. per 50 women "
C.970E	Pans, stew, 2-qt. ...	Delete " 2 No. per galley "
		and substitute " 1 No. per 50 women "
C.971E	Pans, stew, 1-qt. ...	Delete " 2 No. per galley "
		and substitute " 1 No. per 50 women "
95a	Platters, bread ...	Delete " 1 No. per 30 women "
		and substitute " 1 No. per 100 women "
C.948	Pots, cooking, oval, 6-galls.	Delete " 1 No. per galley "
		and substitute " 1 No. per galley " (or " 1 No. C.947 " in lieu).
267	Spoons, wood, 14-in.	Delete " 2 No. per 50 women "
		and substitute " 1 No. per 50 women "
268	Spoons, wood, 8-in.	Delete " 2 No. per 50 women "
		and substitute " 1 No. per 50 women "
Linen 86	Cloths, dish ...	Delete " 24 No. per 100 women "
		and substitute " 20 No. per 100 women "
T.349	Cloths, glass ...	Delete " 30 No. per 50 women "
		and substitute " 24 No. per 50 women "
661	Cloths, table, 45-in.	Delete " 2 No. per table "
		and substitute " 2 No. per table for Chief Wrens and P.O. Wrens "

Pattern No.	Article	Amendment.
T.355	Dusters, check ...	Delete " 24 No. per 50 women "
		and substitute " 25 No. per 100 women "
	Table covers, white leather cloth with roller.	Add " 1 No. per mess table for ratings "
	Table mats ...	Add " 1 No. per mess table for ratings "

The following items have been abolished and are to be deleted from the scales:—

87b	...	Kids, flour
316	...	Graters, bread
50	...	Scissors
C.941	...	Slices, cooks'
305	...	Whisks, egg

2. The scale of implements and cooking gear laid down in A.F.O. 95/42 as now amended, is to be used as the basis for demanding first outfits. It may be found, however, when experience has been gained, that some of the articles are not required or that a smaller number than the scale allows would suffice. On the other hand, some additional articles or increase in the scale allowance of certain items may be found necessary. Any articles not required should be returned to the Victualling Yard without delay. At the same time a demand may be made for items of implements and cooking gear in excess of the scale allowances if found really necessary. Such demands may include articles in the scales of galley gear for general mess ships (A.F.O. 94/42), in lieu of articles in the W.R.N.S. scale, if the former are more suited to the conditions in the particular galley and to the numbers catered for.

3. In view of the urgent need for economy, it is important that the equipment of implements and galley gear should be kept to the minimum actually necessary for efficient catering in each W.R.N.S. Establishment, and the reason for the requirements should be furnished on demands for articles in excess of, or not included in, the W.R.N.S. scale.

(A.F.Os. 94/42 and 95/42.)

6204.—W.R.N.S.—Automatic Morse Transcribers—Badges

(V. 5724/42.—17.12.1942.)

W.R.N.S. Automatic Morse Transcribers are to wear badges, Pattern Nos. 618A and 618B or 619A and X20B, according to rating.

2. A.F.O. 2938/42, paragraph 2, is to be amplified accordingly.

(A.F.Os. 1749/42 and 2938/42.)

6205.—First Aid Outfits for Aircraft Dinghies—Introduction

(M.D.G. 25202/42.—17.12.1942.)

Dinghy first aid outfits are being introduced as Naval air equipment, and demands for such outfits for retrospective issue on a basis of one per aircraft (fitted with "C", "M" or "M.I.A." dinghies) are to be sent to the Naval Store Officer of the appropriate storing yard or depot except where supplies are being sent direct to stations (*see below*). On issue to aircraft, the outfits should be taken on charge in the Air Frame Inventory or in Form A.23.

2. Stocks are being distributed to the following places:—

Stafford	Durban
Perth	Trincomalee
Alexandria	Piarco
Bermuda	Halifax
Gibraltar	Jamaica
Malta	Freetown
Simonstown	Cochin

The contents of the outfit are:—

Ampoules, Tubunic Morphine (or Omnopon) ...	2 No.
Capsules, Chloretone ...	6 No.
Bandages, triangular ...	1 No.
Dressings, burn, medium ...	2 No.
Dressings, wound, medium ...	2 No.
Dressings, wound, large ...	2 No.

3. Individual items for replacement should be demanded by Medical Officers from Medical Store Depots, the officers of which should demand stocks for such replacements in the usual manner.

4. Dinghy first aid outfits for all new aircraft concerned will from 1st December be included in the initial equipment of "S.S." items supplied (without demand) from R.N. Store Depot, Stafford or Perth.

6206—Gas Cylinders for Engineering and Medical Purposes—Marking

(D. 12283/42.—17.12.1942.)

With a view to ensuring that Admiralty cylinders of gases for engineering and medical purposes can only be used for the purposes for which provided, they are to be marked in accordance with the colour scheme laid down in the following table, which arranges uniformity so far as practicable with the B.S.I. Specification, No. 349/32, of identification colours for gas cylinders:—

Gas	Ground Colour of Cylinder	Colour of Band
<i>Gases for Engineering Purposes:</i>		
Acetylene ...	Maroon ...	None
Air ...	Grey ...	None
Ammonia ...	Black ...	Red and yellow (<i>see notes</i>).
Carbon dioxide (for tropical and marine use).	Black ...	White or aluminium
Chlorine ...	Yellow ...	None
Chlorine cylinders, fitted with internal dip pipes.	Yellow ...	Black
Coal gas ...	Red ...	None
Freon ...	Parti-coloured, bottom end grey, neck end mauve.	None
Hydrogen ...	Red ...	None
Methyl chloride (inflammable)...	Green ...	Red
Oxygen ...	Black ...	None
Sulphur dioxide ...	Green ...	Yellow
Butane ...	Aluminium ...	Red and yellow (<i>see notes</i>).
Calor gas ...	Dark grey ...	None. (Marked calor gas.)
<i>Gases for Medical Purposes:</i>		
Carbon dioxide (for inhalation)...	Green with black bottom.	None (<i>see notes</i>)
Ethyl chloride (inflammable) ...	Grey ...	Red (<i>see notes</i>)
Ethyl chloride (non-inflammable)	Grey ...	None (<i>see notes</i>)
Ethylene ...	Mauve ...	Red (<i>see notes</i>)
Nitrous oxide ...	Black ...	None (<i>see notes</i>)
Oxygen ...	Black ...	White (<i>see notes</i>)
Oxygen and carbon dioxide mixture.	Black ...	Green with white neck (<i>see notes</i>)

Notes

(1) 500 cylinders, containing Butane, are at present painted red with "Butane" stencilled on the wall of the cylinder. This marking is not to be changed until repainting is necessary, when marking in accordance with the above table should be arranged.

(2) All cylinders containing gases for medical purposes are to have the word "medical" stencilled, and the chemical symbol of the gas marked in bold lettering near the shoulders of the cylinders.

(3) Cylinders containing gases or gas mixtures for which an exclusive identification colour has not been provided shall be coloured and marked to meet the requirements of Addendum C.E. (C.H.) 7034 to B.S.I. No. 349/1932.

(4) The foregoing instructions amplify those given in C.A.F.O. 1536/40 as to the filling and marking, etc., of gas cylinders for medical purposes.

(5) The screw thread on boss of outlet valve fitting is internal for oxygen cylinders. The screw thread on boss of outlet valve fitting is external for nitrous oxide cylinders.

(6) The red band on cylinders containing ammonia gas is to be placed adjacent to the valve fitting, and the yellow band between that and the ground colour of the cylinder.

(7) Revision of the relevant paragraphs of the Engineering Manual in accordance with the foregoing instructions will be made in due course.

(C.A.F.O. 1536/40.)

(C.A.F.O. 1742/42 is cancelled.)

6207.—Waste—Salvage and Disposal of Oily Rags and Cotton Waste

Home Dockyards and Shore Establishments

(N.S./W.P. O.1077/42.—17.12.1942.)

The following list of contractors is to be substituted for that shown in paragraph 5 of A.F.O. 4451/42:—

Oily Rags:—

Allied Industrial Services, Ltd. ...	Lidget Green, Bradford.
W. C. Jones, Ltd. ...	Collyhurst Waste Mills, Manchester.
Leeds Chemical Cleaning Works ...	Apperley Bridge, near Bradford.
Millbay Laundry, Ltd. ...	Millbay Road, Plymouth.
Shahinian, Ltd. ...	Ealing Road, Alperton, Middlesex.
E. Wilman & Sons, Ltd. ...	South Park Mills, Pudsey, near Leeds.
Thomas Witter & Co., Ltd. ...	Appley Bridge, near Wigan.

Cotton Waste:—

Thomas Witter & Co., Ltd. ...	Appley Bridge, near Wigan.
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2. The instructions contained in paragraph 4 of the above quoted A.F.O. should be carefully observed in all cases.

(A.F.O. 4451/42.)

Section 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE

6208.—Amendments to Books

(E.F.O.—17.12.1942.)

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.578/42.—B.R. 7—Censorship and Treatment of Naval Mails and Telegrams in Time of War—Amendment No. 5.

P.579/42.—B.R. 16—Engineering Manual—Amendment.

P.580/42.—B.R. 141—R.M. Clothing, Appointments, etc.—Issuing Prices, etc.—Amendment No. 1.

P.581/42.—B.R. 274/41—Handbook and Drill for 20 mm. Oerlikon Machine Gun, Marks I, etc., on Mark I, etc., Mountings—Amendment No. 3.

P.582/42.—B.R. 291/42—Tables showing Particulars in regard to Naval Ordnance—Amendment No. 7.

P.583/42.—B.R. 669—Instructions for the Conduct of Cash Duties—Amendment.

P.584/42.—O.U. 5408A—Naval Cordite Regulations, 1939—Amendment No. 10.

P.585/42.—O.U. 6332 (2)—Handbook of 21-in., Q.R.E. Torpedo Tubes, 1939—Amendment No. 3.

P.586/42.—O.U. 6332 (3)—Handbook of Drill and Torpedo Control for 21-in., Mark X* and X** Torpedoes, etc.—Amendment No. 2.

P.587/42.—O.U. 6332 (5)—C and M Routines of 21-in., Q.R.E. Torpedo Tubes.

(A.F.O. 6079/42.)

6209.—A.M.S.Is.

(E.F.O.—17.12.1942.)

Admiralty Merchant Shipping Instructions, 306–308/42, are being distributed concurrently with this issue of A.F.Os.

(A.F.Os. 6080/42.)

6210.—Air Publications, etc.—Distribution during October, 1942

(N.S. 18/42.—17.12.1942.)

The undermentioned Air Publications, Leaflets, etc., were distributed during October, 1942.

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

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

Airframe and Aero Engines

Air Publication No.	Description
1449B.—Vol. II, Part 1—Tiger Moth II Aircraft—Leaflet Nos. D.2 (A.L. 1), J.4, J.6, Z.17, Z.18, Z.21.	
1449B.—Vol. II, Part 3—Tiger Moth II Aircraft—Amendment List 6.	
1451D.—Vol. II, Part 1—Pegasus III, VI and XXX Engines—Leaflet Nos. J.3, Z.38.	
1451E.—Vol. II, Part 1—Pegasus X Engines—Leaflet Nos. M.6, Z.38.	
1451F.—Vol. II, Part 1—Pegasus XX Engine—Leaflet Nos. B.4 (A.L. 1), C.17, J.2, M.8, Z.33.	
1451G.—Vol. II, Part 1—Pegasus XXII Engine—Leaflet No. B.4 (A.L. 1).	
1451H.—Vol. II—Part 1—Pegasus XVIII Engine—Leaflet Nos. A.5, B.4, G.5, J.4, Z.24.	
1491B.—Vol. II, Part 1—Mercury VIII and IX Engine—Leaflet Nos. M.10, J.1.	
1491C.—Vol. II, Part 1—Mercury XII Engine—Leaflet No. M.5.	
1491D.—Vol. II, Part 1—Mercury XV and XX Engines—Leaflet Nos. A.3, A.5, J.1, Z.22.	
1500.—Vol. I, 3rd Edition—Gipsy Major Engine—Amendment List, Initial Distribution.	
1500.—Vol. II, Part 1—Gipsy Major Engine—Leaflet No. D.6.	
1511B.—Vol. II, Part 1—Tiger XI Engine—Leaflet No. F.2.	
1515A.—Vol. II, Part 1—Walrus I Aircraft—Leaflet No. Z.48.	
1515B.—Vol. II, Part 1—Walrus II Aircraft—Leaflet Nos. Z.4, Z.5.	
1517.—Vol. II, Part 1—Swordfish Aircraft—Leaflet Nos. J.29, M.35, Z.53.	
1517.—Vol. III, Part 1—Swordfish Aircraft—Amendment List No. 6.	
1525.—Vol. II, Part 1—Anson Aircraft—Leaflet Nos. B.14, C.6 (A.L. 1), H.15, H.15 (A.L. 1), J.29, K.19 (A.L. 1), K.24, Z.40 (A.L. 1), Z.54, Z.58.	
1525.—Vol. III, Part 1—Anson Aircraft—Amendment List No. 8.	
1526A.—Vol. II, Part 1—Cheetah IX Engine—Leaflet Nos. D.16, E.6, M.8.	
1526B.—Vol. II, Part 1—Cheetah X Engine—Leaflet Nos. D.22, E.14, M.5, M.6.	
1527A.—Vol. II, Part 1—Battle I Towed Target Trainer Aircraft—Leaflet No. Z.46.	
1530A.—Vol. II, Part 1—Blenheim I Aircraft—Leaflet Nos. H.5, Z.40 (A.L. 1), Z.47.	
1530B.—Vol. II, Part 1—Blenheim IV Aircraft—Leaflet Nos. C.32, Z.20 (A.L. 3).	
1532A.—Vol. II, Part 1—Harrow I and II Aircraft—Leaflet No. Z.31.	
1564B.—Vol. I—Hurricane 11A, 11B, 11C Aircraft—Amendment List No. 27.	
1564A.—Vol. II, Part 1—Hurricane 1A, 1B, and Sea Hurricane 1A and 1B Aircraft—Leaflet No. Z.55.	
1564B.—Vol. II, Part 1—Hurricane 11A, 11B, 11C Aircraft—Leaflet Nos. B.7, H.11 (A.L. 1), H.14, H.15, M.7, M.8, N.7, P.13, R.1, Z.5 (A.L. 1), Z.33.	
1564A, B and C.—Vol. II, Part 2—Hurricane Aircraft—Amendment Lists, Initial Distribution with A.Ls. 1–17 inclusive.	
1565E.—Vol. II, Part 1—Spitfire VA, B, C Aircraft—Leaflet Nos. A.2, F.2, Z.25, Z.26, Z.27, Z.28.	
1565E.—Vol. II, Part 2—Spitfire VA, B, C Aircraft—Amendment List Nos. 17–22 inclusive.	
1565A and E.—Vol. II, Part 3—Spitfire Aircraft—Amendment List, Additional Initial Distribution.	
1570.—Vol. I—Skua Aircraft—Amendment List No. 15.	
1577A.—Vol. II, Part 1—Henley I Aircraft—Leaflet Nos. C.1, K.1, M.2, N.2.	
1582C.—Vol. II, Part 1—Lysander III, IIIA, III (TT) and IIIA (TT) Aircraft—Leaflet Nos. M.13, Z.17.	
1588A.—Vol. II, Part 1—Botha I Aircraft—Leaflet Nos. A.18, D.19, D.22 (A.L. 1), H.10, H.12, K.5, K.5 (A.L. 1), M.18, P.28, Z.39.	
1588A.—Vol. II, Part 3—Botha I Aircraft—Amendment List No. 7.	
1589B.—Vol. II, Part 1—Perseus X and XA Engines—Leaflet Nos. D.18, J.1, Z.22.	
1589C.—Vol. II, Part 1—Perseus XII Engine—Leaflet Nos. J.1, M.4.	
1589B.—Vol. III, Part 1—Perseus X and XA Engines—Amendment List No. 6, Initial Distribution.	

Airframe and Aero Engines—contd.

- | <i>Air Publication No.</i> | <i>Description</i> |
|----------------------------|---|
| 1590J and L. | —Vol. I—Merlin Engine—Amendment List, Initial Distribution. |
| 1590C. | —Vol. II, Part 1—Merlin IV Engine—Leaflet No. H.3. |
| 1590B. | —Vol. III, Part 1—Merlin II, III and V Engine—Amendment List, Additional Distribution. |
| 1592B. | —Vol. II, Part 1—Defiant II Aircraft—Leaflet Nos. Z.23 (A.L. 1), Z.25. |
| 1593C. | —Vol. III, Part 1—Gipsy Queen III Engine—Amendment List No. 3. |
| 1596A. | —Vol. II, Part 1—Oxford I and II Aircraft—Leaflet No. B.9 (A.L. 1). |
| 1665A. | —Vol. II, Part 1—Albacore I Aircraft—Leaflet Nos. M.16, Z.30. |
| 1665A. | —Vol. III, Part 1—Albacore I Aircraft—Amendment List No. 2. |
| 1669A. | —Vol. I—Master I Aircraft—Amendment List No. 37. |
| 1669A. | —Vol. II, Part 1—Master I Aircraft—Leaflet Nos. B.15, B.16, B.19, D.7, F.7, J.20, J.21, J.21 (A.L. 1), J.22, K.3, M.13, M.16, M.18, P.12, P.13. |
| 1707A. | —Vol. II, Part 1—Taurus II, Models I and XII, Engine—Leaflet Nos. E.4, J.1. |
| 1707B. | —Vol. II, Part 1—Taurus VI, Models I and XVI Engine—Leaflet Nos. D.20 (A.L. 1), E.4. |
| 1708A. | —Vol. II, Part 1—Proctor I and II Aircraft—Leaflet No. Z.18. |
| 1708A and C. | —Vol. II, Part 3—Proctor I, II and III Aircraft—Amendment List No. 2. |
| 1737. | —Vol. II, Part 2—Bedford Model M.S.C. 30-cwt. Chassis Aircraft—Amendment List No. 3. |
| 1760A. | —Vol. II, Part 1—Fulmar I and II Aircraft—Leaflet Nos. C.11, J.15, N. 4, P.10, Q.7, Q.10, Z.20. |
| 1763A. | —Vol. II, Part 1—Dominie I Aircraft—Leaflet No. Z.12. |
| 1792A. | —Vol. II, Part 1—Gipsy Six I Engine—Leaflet Index 1941. |
| 1806B. | —Vol. I—Belgium Brewster 339 Aircraft—Amendment List, Initial Distribution with Amendment List 1. |
| 1847B. | —Vol. I, 2nd Edition—Twin Wasp C.4 Engine—Amendment List, Initial Distribution. |
| 2018A. | —Vol. II, Part 1—Barracuda Aircraft—Leaflet No. Z.6. |
| 2022A. | —Vol. II, Part 2—Maryland I Aircraft—Amendment List No. 2. |
| 2023A. | —Vol. I—Boston I and II Aircraft—Amendment List No. 1. |
| 2031A. | —Vol. II, Part 1—Martlet I Aircraft—Leaflet Nos. M.3 (A.L. 1), Z.16. |
| 2031B. | —Vol. I—Martlet II Aircraft—Amendment List No. 1. |
| 2031B. | —Vol. II, Part 1—Martlet II Aircraft—Leaflet No. Q.3 (A.L. 1). |
| 2031C. | —Vol. II, Part 1—Martlet III Aircraft—Leaflet Nos. B.3, Z.8. |
| 2031C. | —(Naval) Vol. II, Part 2—Martlet III Aircraft—Amendment List No. 1. |
| 2031D. | —(Naval) Vol. II, Part 2—Martlet IV Aircraft—Amendment List, Initial Distribution. |
| 2031D. | —Vol. II, Part 2—Martlet IV Aircraft—Amendment List, Initial Distribution with Amendment List No. 1. |
| 2043A. | —Vol. III, Part 1—Twin Wasp Junior, B Series, Engine—Amendment List No. 3. |
| 2140A. | —Vol. II, Part 1—Merlin XX Power Plant, Mark I, Engine—Leaflet Nos. F.1, G.1, M.2. |
| 2280A. | —Vol. II, Part 1—Seafire IB Aircraft—Leaflet Nos. Z.2, Z.3. |
| 2280B. | —Vol. II, Part 1—Seafire II Aircraft—Leaflet Nos. Z.2, Z.3. |
| 2280A and B. | —Vol. III, Part 1—Seafire Aircraft—Amendment List, Initial Distribution. |

General Publications

- | <i>Air Publication No.</i> | <i>Description</i> |
|----------------------------|---|
| 113. | —Vol. I, 10th Edition, 1942—List of R.A.F. Forms, Publications, Initial Distribution, Air Diagrams, and Air Ministry Pamphlets. |
| 804. | —Vol. I—Manual of Air Force Law—Amendment List Nos. 12, 13. |
| 818A. | —Vol. I, 2nd Edition—R.A.F. Drills, Ceremonial, Parts I and II—Amendment List No. 1. |
| 830. | —Vol. III, Part 1C—R.A.F. Equipment Regulations and Scales and Schedules of Equipment—Amendment List Nos. 3, 4. |
| 1086. | —Vol. I, Part 3A—Wireless, Telephone and Telegraph Stores—Amendment List No. 17. |
| 1086. | —Vol. I, Part 5A—Torpedoes—Amendment List No. 1. |
| 1086. | —Vol. I, Part 10—Barrack, Camps and Hospital Stores—Amendment List No. 3. |

General Publications—contd.

- | <i>Air Publication No.</i> | <i>Description</i> |
|----------------------------|---|
| 1086. | —Vol. I, Part 2—Propellers, Cases, Radiators, Streamline Wires and Tie Rods—Amendment List No. 1. |
| 1086. | —Vol. I, Part 2C—Remote Controls—Amendment List, Initial Distribution. |
| 1086. | —Vol. I, Part 2E—Aircraft Covers, Starter Pumps, Relay Brake Controls, Gear Firing Buttons, and Airborne Firefighting Equipment—Amendment List, Initial Distribution. |
| 1086. | —Vol. I, Part 11D—Wheel Equipment, Dinghies, Emergency Supplies, and Miscellaneous Aircraft Equipment—Amendment List No. 1. |
| 1086. | —Vol. I, Part 12—A.G.S., and General Hardware—Amendment List No. 3. |
| 1086. | —Vol. I, Part 13—Metals—Amendment List No. 1. |
| 1086. | —Vol. I, Part 13B—Paints, Chemicals, Cleaning Materials, Disinfectants, Fuel and Oil—Amendment List No. 1. |
| 1086C. | —Vol. I, Part 5—Armament—Amendment List No. 4. |
| 1095. | —Vol. I—Electrical Equipment Manual—Amendment List Nos. 80, 81. |
| 1095. | —Vol. II, Part 1—Electrical Equipment Manual—Leaflet Nos. A.27, M.21. |
| 1095. | —Vol. II, Part 3—Electrical Equipment Manual—Amendment List Nos. 15, 16. |
| 1181. | —Vol. II, Part 1—Starting Systems for Aero Engines—Leaflet No. Z.8. |
| 1186. | —Vol. I—R.A.F. Signal Manual, Part 4 (Instruments)—Amendment List Nos. 45, 46. |
| 1186. | —Vol. II, Part 1—R.A.F. Signal Manual, Part 4 (Instruments)—Leaflet Nos. A.123 (A.L. 2), A.167, A.169, A.170, A.171, B.62, C.13, E.87. |
| 1186A. | —Vol. II, Part 1—R.A.F. Signal Manual, Part 4 (V.H.F. Equipment)—Leaflet Nos. A.20, D.2. |
| 1243. | —Vol. II, Part 1—R.A.F. Armament Training Manual, Part 2 (Bombs, Sights, etc.)—Leaflet No. C.27. |
| 1275. | —Vol. I—Instrument Manual—Amendment List No. 62. |
| 1275. | —Vol. II, Part 1—Instrument Manual—Leaflet No. M.60. |
| 1374. | —Vol. II, Part 1—Aero-Engine Ignition Equipment—Leaflet Nos. H.21 (A.L. 1), X.7, X.8, X.15 (A.L. 1), M.2, Z.24. |
| 1374. | —Vol. II, Part 5—Sparking Plugs, Dummy Sparking Plugs—Amendment List No. 6. |
| 1464. | —Vol. II, Part 1—Engineering Manual for R.A.F.—Leaflet Nos. G.108 (A.L. 4), G.128, G.129. |
| 1464B. | —Vol. III, Part 8, Section 42H—Engineering Manual for the R.A.F. General Aerodrome, Aircraft and Workshop Equipment—Amendment List No. 4. |
| 1464B. | —Vol. III, Part 8, Section 42U—Engineering Manual for the R.A.F. General Aerodrome, Aircraft and Workshop Equipment—Amendment List No. 4. |
| 1469. | —Vol. II, Part 1—Aeroplane Automatic Controls, Marks I and IA—Leaflet Index, 1941. |
| 1480I. | —Vol. I—Silhouettes of American Aircraft—Amendment List No. 11. |
| 1512. | —Vol. II, Part 1—Queen Bee Rigging and Maintenance Notes—Leaflet No. K.4. |
| 1538. | —Vol. II, Part 1—Adjustable and Variable Pitch Airscrews—Leaflet Nos. A.9, B.75, B.76, B.79, B.80, B.83, C.31, C.33. |
| 1538. | —Vol. III, Part 1—Adjustable and Variable Pitch Airscrews—Amendment List Nos. 27, 28. |
| 1641. | —Vol. II, Part 1—Aircraft Machine Guns—Leaflet No. 4 (A.L. 2). |
| 1641F. | —Vol. II, Part 1—Hispano 20 mm. Guns, Marks I and II—Leaflet No. K.5. |
| 1641E. | —Vol. II, Part 3—Aircraft Machine Guns, Firing Control Mechanisms—Amendment List No. 30. |
| 1641N. | —Vol. II, Part 3—American Aircraft Machine Gun, Firing Control Mechanisms—Amendment List No. 15. |
| 1659A. | —Vol. I—Fraser Nash Gun Turrets—Amendment List No. 22. |
| 1659A. | —Vol. II, Part 1—Fraser Nash Gun Turrets—Leaflet Nos. F.3, M.14, M.17. |
| 1659B. | —Vol. II, Part 1—Bristol Gun Turrets—Leaflet Nos. M.15, M.16. |

General Publications—contd.

Air Publication No.	Description
1659C.—Vol. II, Part 1—Boulton & Paul Gun Turrets—Leaflet Nos. E.1, F.6, F.8, F.9, M.20, M.22, M.23, M.26, M.27, M.30.	
1659B.—Vol. II, Part 3—Bristol Gun Turrets—Amendment List Nos. 21, 22, 23.	
1661F.—Vol. I—Miscellaneous Cartridge—Amendment List Nos. 6, 7, 8.	
1664.—Vol. II, Part 3—Bomb Carriers—Amendment List No. 38.	
1664C.—Vol. II, Part 1—Bomb Winches—Leaflets, Initial Distribution consisting of Nos. 1, 2.	
1668A.—Vol. II, Part 3—Instructional Equipment for Armament Bombing—Amendment List No. 13.	
1668B.—Vol. II, Part 3—Instructional Equipment for Armament Gunnery—Amendment List No. 5.	
1766G.—Vol. I—Receivers, Type R.3002 and Control Unit, Type 17 and Receivers, Type R.3003 and Control Unit, Type 18—Amendment List No. 3.	
2002.—Vol. II, Part 1—Coles 5-ton Salvage Crane, Mark VII—Leaflet No. A.4, Index 1941.	
2088.—Vol. I—Bendix Receiving Equipment, Models RA-10DA and RA-10DB—Amendment List No. 1.	
2095/6.—Vol. I, Pilot's Notes—American Eclipse Engine Starter—Amendment List, Page 2.	
2095/10.—Vol. I, Pilot's Notes—Forced Descent of Landplanes at Sea—Amendment List, Pages 1, 2, 3.	
2121B.—Vol. II, Part 1—Hamilton Standard Airscrews—Leaflet No. 5.	
2143.—Vol. II, Part 2—High Pressure Jenny Steam Decontamination Plant—Amendment List, Initial Distribution.	
2330A.—Vol. I—Fusing and Loading of Bombs—Amendment List, Initial Distribution.	
2337.—Aircraft Wheels, Tyres and Brakes System—Amendment List, Distribution.	
6031.—Ground Handling Notes for Swordfish Aircraft—Amendment List, Distribution.	

Appendices "A"

Air Publication No.	Description
931.—Skua Aircraft—Amendment List Nos. 53, 54.	
957.—Queen Bee Aircraft—Amendment List No. 10.	
971.—Proctor Aircraft—Amendment List No. 37.	
977.—Roc Aircraft—Amendment List No. 54.	
981.—Gladiator II Aircraft—Amendment List No. 17.	
1023.—Anson Aircraft—Amendment List Nos. 72-79.	
1044.—Walrus Aircraft—Amendment List Nos. 72-76.	
1065.—Fulmar Aircraft—Amendment List Nos. 98, 99.	
1069.—Spitfire IIA and IIB Aircraft—Amendment List Nos. 78-81.	
1084.—Lysander III and IIIA Aircraft—Amendment List No. 38.	
1136.—Brewster Belgium Aircraft—Amendment List No. 7B.	
1144.—Proctor II Aircraft—Amendment List No. 34.	
1179.—Defiant II Aircraft—Amendment List Nos. 34-38.	
1189.—Spitfire V Aircraft—Amendment List No. 71.	
1191.—Barracuda Aircraft—Amendment List Nos. 67-74.	
1209.—Sea Hurricane Aircraft—Amendment List Nos. 55, 56, 57.	
1216.—Proctor III Aircraft—Amendment List Nos. 24, 25.	
1226.—Defiant IITT Aircraft—Amendment List Nos. 14-19.	
1234.—Lysander III Aircraft—Amendment List No. 9.	
1244.—Swordfish Aircraft—Amendment List Nos. 17, 18, 19, 20, 21.	
1253.—Martlet I Aircraft—Amendment List No. 15.	
1258.—Chesapeake Aircraft—Amendment List No. 5.	
1280.—Seafire IB Aircraft—Amendment List No. 11.	
1292.—Albacore Aircraft—Amendment List Nos. 9, 11.	
1310.—Hurricane IIA, IIB, IIC Aircraft—Amendment List Nos. 1-6, Additional Amendment List No. 10, Initial Distribution.	
3031.—Martlet II Aircraft—Amendment List No. 4A.	
3044.—Martlet IV Aircraft—Amendment List No. 2.	

O.U.s.

Air Publication No.	Description
B.R. 378.—Aircraft Stores Establishment, General—Amendment List, Initial Distribution.	
B.R. 378A.—Swordfish—Amendment List, Initial Distribution.	
B.R. 378Z.—Walrus—Amendment List, Initial Distribution.	
6327.—Aircraft Stores Establishment for Aircraft Embarked in H.M. Ships other than A/C Carriers—Amendment List No. 11 (P.453/42), Amendment List No. 10 (P.441/42).	
O.U. 6328F.—Fulmar—Amendment List No. 5 (P.488/42).	
6339, 6328.—Aircraft Carriers, Seaplane Cranes and Aircraft Recovery Gear—Amendment List No. 1 (P.474/42), Amendment List No. 12 (P.473/42), Amendment List No. 13 (P.488/42).	
6376.—Handbook of Air Navigation for F.A.A.—Amendment List No. 1 (P.442/42).	

Air Diagrams

- 1357.—Sheets 1 and 2—German Bombs—Amendment List, Initial Distribution.
2110.—Ring and Aperture Ground Defence Gun Sight—Amendment List No. 1.

Weight Sheet Summaries

- 849.—Swordfish Ship Plane—Amendment List Nos. 1, 2.
852.—Albacore—Amendment List, Initial Distribution.

Miscellaneous

- Provisional Armament Publication, No. 17—Amendment List, Special Instructions for F.A.A.
Provisional Armament Publication, No. 5—Amendment List No. 3.
A.T. 6019.—Ground Handling Notes for Albacore—Amendment List, Initial Distribution.
Pamphlet and Diagram to A.P. 2339A—Amendment List, Initial Distribution.
Tee Emm, Vol. II, No. 7, October, 1942—Amendment List, Initial Distribution.
Air Force List, September, 1942—Amendment List, Initial Distribution.

6211.—Headquarters Office of Victualling Store Officer, Yorkshire Area—Change of Address

(V. 5830/42.—17.12.1942.)

The Headquarters Office of the Victualling Store Officer, Yorkshire Area, will be transferred from Stainland to Halifax, Yorks, as from Monday, the 21st December, 1942. On and from this date, communications intended for that Officer should be addressed:—

The Victualling Store Officer,
H.M. Naval Victualling Depots,
(Yorkshire Area),
Prudential Buildings,
Halifax, Yorks.

The telephone numbers of the new Office will be:—

Halifax 5288 - 5289.

2. A.F.O. 517/42 is to be amended accordingly.

(A.F.O. 517/42.)

6212.—Correspondence—Use of Abbreviations and Initials

(M. 4020/42.—17.12.1942.)

The habit of using in correspondence initials and other abbreviations which, though well-known to the writer, are unfamiliar to the addressee, is apt to cause delay and confusion. With the present increase in the variety of styles and titles, and in the use of technical and scientific terms, mostly capable of expression in abbreviated form, the situation tends to worsen. There is no objection to the use of well-known abbreviations without explanation of their meaning, but it should be understood that even those included in pages xiv to xvi of K.R. and A.I. may not be understood outside the naval service or even by everyone handling correspondence within it.

2. It is necessary, therefore, to consider whether the recipient of a communication will readily understand the meaning of an abbreviation used, and if not, either not to use it or, alternatively, to explain it sufficiently. It will normally be sufficient to add after the first use of the abbreviation its meaning in full, e.g., D.B.S. (Distressed British Seamen).

6213.—B.R. 369—Establishment of Naval Stores for Controlled Mining Base—Reprint

(N.S. 28349/42.—17.12.1942.)

A revised Establishment of Naval Stores for Controlled Mining Base—B.R.369, has been prepared and will be distributed in due course, without demand, by the Superintending Naval Store Officer, Park Royal.

2. On receipt of the new edition all copies of the previous establishment, 1941 edition, at present held, are to be destroyed.

3. Errata No. 1 embodying amendments received after B.R. 369 was sent for printing, will be supplied with the revised book.

4. As an economy measure a cheaper form of cover has been improvised and it will probably be found more satisfactory to replace this by the old cover. If this is done, the date and authority in the centre and bottom left-hand corner of this cover should be amended accordingly.

6214.—B.R. 649 (42)—Precautions in Arctic Climates—Issue

(M.D.G. 38442/42; N. 3189/42.—17.12.1942.)

The above has been added to B.R.I. (Catalogue of books of reference) for guidance of personnel operating in Arctic Climates.

2. Commanding Officers of ships proceeding to or operating in Arctic Climates should demand from their Administrative Authorities, viz., C.-in-C. Western Approaches, C.-in-C. Home Fleet, A.C.I. (C.), A.C.O.S., as appropriate, a supply of the pamphlet as to 10 per cent. of complement, for distribution throughout the ship for perusal by all.

6215.—Form S.161—Revised Procedure

(N. 19511/42.—17.12.1942.)

In order that the drafting authorities may be in possession of information reported on Form S.161 earlier than is practicable at present, the undermentioned revised procedure is to be brought into force as from 1st January, 1943 :—

2. The original (green) copy of the form is to be forwarded direct to the appropriate drafting authority as detailed below :—

- | | |
|---|--|
| (i) For all naval ratings, including Fleet Air Arm, pensioners, reserves, etc., and Dominions ratings lent to the Royal Navy, except as under (iii) to (vii) below. | The Commodore of the R.N. Barracks of the man's Port Division marked "for Drafting Commander". |
| (ii) (a) For all Royal Marines | ... The Commandant of the man's divisional headquarters. |
| (b) For R.M. band ranks | ... The Superintendent, R.N. School of Music. |
| (iii) For all naval ratings, including pensioners and reserves borne for service in submarines. | The Captain(s) V (for Drafting Officer), Fort Blockhouse, Gosport, who will forward them as at (i) above after notation. |
| (iv) For ratings belonging to Dominions Navies serving in ships of the Royal Navy but not lent to the Royal Navy. | See paragraph 4 below. |
| (v) For R.N. and R.N.R. Patrol Service Ratings. | The Commodore, Patrol Service Central Depot, Lowestoft. |
| (vi) For Boom Defence Ratings | ... The Superintendent, Boom Service Central Depot, Rosyth. |
| (vii) For Maltese and native ratings | ... As may be directed by the Commander-in-Chief locally. |
| (viii) For W.R.N.S. ratings | ... The Director, W.R.N.S., Admiralty, London, S.W.1. |

3. The carbon copy (white), which is at present forwarded as an enclosure to the relative ledger, is to be sent to—

Naval Branch (Statistical Section),

Admiralty, London, S.W.1

subject to any intermediate disposal as may be directed by the Commanders-in-Chief of stations abroad. Such local arrangements should not be such as to cause undue delay to the receipt of the form in the Admiralty and details of any fresh arrangements made from the date of this Order should be reported. Care should be taken to address forms exactly as above (they should not in any circumstances be sent to the Director of Navy Accounts).

4. In the case of the Dominions ratings mentioned in paragraph 2 (iv), the original (green) copy is to be forwarded to Naval Branch with the carbon copy (white) unless the Commander-in-Chief gives instructions for its transmission direct to the Naval authorities of the Dominion concerned.

5. As the carbon copy of Form S.161 will no longer be available for the purpose of carrying out the check referred to in paragraph 13 of "Instructions for Rendering S.161", the check should, in future, be effected by means of a periodical examination of the Request and Alteration Book (S.249). The examination should ensure that all alterations effected in the ledger and duly initialled accordingly, have also been initialled in the column provided for the initials of the writer responsible for the preparation of Form S.161.

6. Necessary amendments to K.R. & A.I. will be issued in due course and "Instructions for Rendering S.161" amended on the next reprint of the form.

(C.-in-C., Portsmouth, No. 4780/5902/7, 22.8.42.)

(K.R. & A.I., Article 1730b and Appendix XXII—Part I.)

(A.F.O. 2026/42.)

6216.—Venereal Case Cards—Forms S.576 and S.576S

(M.D.G. 60950/42.—17.12.1942.)

See A.F.O. 6138/42 in Section 2 of this issue.

Section 6.—SHORE ESTABLISHMENTS

6217.—Overtime Gratuities for Staff Officers and Higher Executive Officers

(C.E. 59101/42.—17.12.1942.)

A revised scheme for the payment of overtime gratuities to Staff Officers and Higher Executive Officers, who have been promoted to these ranks from the grades of Higher Clerical Officer, Departmental Higher Clerical Officer, Chief Pensioner Clerk or Junior Executive Officer, has been approved with effect from the 1st July, 1942. Under this scheme, all such officers, whether they have suffered an actual or a hypothetical drop in earnings by promotion, are eligible for gratuities on the same basis.

2. The revised arrangements are as follows :—

(a) Gratuities will be paid in respect of six-monthly periods, the first period commencing on the 1st July, 1942, but officers already eligible for gratuities may complete any six-monthly period current on the 1st July under the previous arrangements.

(b) Subject to the conditions set out below, an officer may be granted a gratuity equal to two-thirds of the amount by which he is worse off than he would have been if he had remained in the grade from which he was promoted and had worked the same amount of overtime as he has in fact performed.

(c) The maximum gratuity granted in a six-monthly period will be £25. Amounts under 50s. will be ignored, and gratuities will be rounded up to the nearest 10s.

(d) The aggregate of salary and gratuity in a six-monthly period will not exceed the following amount:—

	Men.	Women.
London	£300	£245
Intermediate	£292 10s. 0d.	£237 10s. 0d.
Provinces	£285	£230

It follows that an officer whose basic salary exceeds the appropriate aggregate will not be eligible for any gratuity under the revised scheme.

(e) War bonus will be disregarded in applying these aggregates. Any bonus due to the officer will be payable over and above the salary and gratuity.

3. The onus of bringing claims to the notice of Establishments will rest with the officers concerned, but each officer should only be required to make out a *prima facie* case for the consideration of his claim, and not to produce detailed evidence of hours worked.

(A.F.Os. 3601/40 and 2670/41 are cancelled.)

6218.—Civil Servants Serving with the Forces—Returns

(C.E. 16220/42.—17.12.1942.)

Establishments are reminded that a further return, showing the position as at 1st January, 1943, is to be rendered of Civil Servants, non-industrial and industrial, who have been released for service with H.M. Forces and the Civil Defence Forces, and who are eligible to receive balance of civil pay, whether in receipt of it or not.

2. The return is to be in the form set out in A.F.O. 3127/39 and is to be forwarded to the Admiralty (C.E. Branch II, Bath) *not later than 10th January, 1943.*

(A.F.Os. 1135/39 and 3127/39.)

(A.F.Os. 3542/39 and 4114/39—not in annual volume.)

6219.—“S” Class Clerks Established under A.F.O. 5485/41

(C.E. 14269/42.—17.12.1942.)

Temporary Clerks who, under the provisions of A.F.O. 5485/41, have been or are being established as from 1st October, 1941, are entitled to receive the increment which would have been due to them as Temporary Clerks under A.F.O. 3318/42.

2. It has accordingly been decided that:—

(a) The increment which would have been due to the officer as a Temporary Clerk may be granted at the date it would have fallen due, even where certification is delayed beyond 1st October, 1942.

(b) The increment may be added to existing pay on the temporary scale for the purpose of determining (and raising) the mark-time rate of entry on the “S” Class scale, subject to the maximum of the scale not being exceeded.

The foregoing provisions are applicable to any Temporary Women Clerks who may have been or are being established under A.F.O. 5485/41.

(A.F.Os. 5485/41 and 3318/42.)

6220.—Income Tax—Civilian Staff

(D.N.A. 21351/42.—17.12.1942.)

With reference to paragraph 34 of A.F.O. 3898/41 the assessment number as well as the D.C.B. file number should be notified to the new establishment in all cases of transfer.

(A.F.O. 3898/41.)

6221.—Income Tax—Civilian Staff at Home Establishments—Industrial Staff Promoted to Salaried Grades

(D.N.A. 21098/42.—17.12.1942.)

The following instructions are issued in amplification of A.F.Os. 1888/41 and 3324/41:—

(a) Promotions from industrial to salaried grades which take place between 6th October and 5th April should not be reported on Forms 6A (D.C.B.).

(b) Forms 33-3 should not be completed in any case of promotion.

(c) The notation “from wages” should be inserted on the Schedule (Form 36A/D.C.B.) in the case of promotions during the year and the full year’s emoluments shown.

(A.F.Os. 1888/41 and 3324/41.)

6222.—Women Industrial Employees in Admiralty Establishments—Withdrawal of Certain Grades

(L. 16846/42.—17.12.1942.)

Further to A.F.O. 4692/42 the definition of “ancillary” women workers has now been amended by the Ministry of Labour as follows:—

(1) (a) Clerical workers who are employed upon work of a technical nature or persons with workshop experience who are being trained for such work (e.g. as progress clerks, progress chasers, estimating clerks, cost clerks, wages clerks, order clerks, shipping clerks, forwarding clerks or chartering clerks).

(b) Shorthand-typists.

(c) Skilled packers (i.e. packers who need considerable periods of training and those who need exceptional strength).

(2) (a) Other clerical workers, copy-typists, telephone switchboard, teleprinter and duplicator operators.

(b) Unskilled packers, fixed gauge viewers, time-keepers, meter-readers, petrol pump attendants, caretakers, messengers, cleaners and workers in similar occupations.

“Ancillary” does not include planning assistants or planning clerks, rate-fixing assistants or rate-fixing clerks, time and motion study workers, office machine operators, drawing office tracers, or any workers employed (otherwise than as set out in sub-paragraphs (1) and (2) above) on production, store-keeping, warehousing, inspection, despatch and delivery, or any administrative, technical or professional grades.

Note.—This definition, which is, of course, in terms of Ministry of Labour classification, includes non-industrial grades also with which this Order is not concerned.

2. Revised instructions have been issued by the Ministry of Labour and National Service to their officers as to the possible withdrawal of these “ancillary” women workers as defined above, which include further age classes and provide for different treatment according as the women fall within paragraph 1 (1) or 1 (2) above. The age classes which may now be affected include National Service Act, 1918–1922 classes, Registration for Employment Order, 1922 and 1923 classes, and Registration for Employment Order, women born between 31st August, 1915, and 31st December, 1921, the arrangements again varying according to age and class.

3. Officers-in-Charge of Establishments who consider that any of the women employed in an industrial grade in their Establishment are likely to come within the groups mentioned in paragraph 1 above, and into the age classes mentioned in paragraph 2, should approach the Admiralty Regional Officer for their area who will be able to advise as to the exact position of individual employees within the groups affected.

4. Immediate efforts should be made to train other women as substitutes for those whose withdrawal is probable.

(A.F.O. 4692/42.)

6223.—Female and Juvenile Employees Conditioned to an "All-Time-Worked" Basis—Ex Gratia Payments

(L. 13966/42.—17.12.1942.)

Female resident domestics and female caretakers are excluded from the arrangements promulgated in A.F.O. 4944/42.

(A.F.O. 4944/42.)

6224.—Fuel Economy in Admiralty Establishments

(D./C.E. 58543/42.—17.12.1942.)

In order to comply with regulations issued by the Ministry of Fuel and Power, the starting up or replenishing of central heating or hot water plants in H.M. Dockyards and Shore Establishments is prohibited between the hours of 9.30 p.m. and 6 a.m., except under written permit from the Minister of Fuel and Power or the Regional Controller of Fuel and Power for the area in which the premises are situated.

2. Premises used wholly or mainly for industrial purposes do not come under this general direction, but, with this exception, premises will only be granted permits where the fuel authorities are satisfied that the direction would endanger health or would otherwise injure the war effort.

3. Premises used for operational as distinct from clerical or administrative purposes, where application of this general direction would adversely affect the efficiency of machinery and output, may, at the discretion of Officers-in-Charge (or of authorised persons of standing and nominated by them for the purpose) be excepted in whole or in part as appropriate from the general direction, if, in the opinion of such officers, efficient operational working would otherwise be impaired to the detriment of the war effort.

4. Premises where night shifts are worked may be treated as though they were premises used wholly or mainly for industrial purposes and may likewise be exempted in whole or in part at the discretion of the Officer-in-Charge without recourse to the fuel authority.

5. Adequate lighting and heating are to be provided for A.R.P. and Home Guard personnel who perform turns of duty at Admiralty premises outside working hours.

6. The above dispensations are to be interpreted economically, otherwise they may have to be reduced or withdrawn.

(A.F.O. 1992/42.)

6225.—Transport of Government Explosives by Road—Regulations, 1942

(N.S.M.T. 4355/42.—17.12.1942.)

All Hire or Haulage arrangements for the transport of Admiralty explosives by road are to be made subject to the "Conveyance of Government Explosives by Road Regulations, 1942" and to the indemnity agreed in connection therewith by the Ministry of War Transport.

2. A copy of the regulations and the indemnity referred to may be obtained from any Regional Office of the Ministry of War Transport. These regulations are also to be found in Appendix VIII of the Special Regulations for the conveyance of Government Explosives during the present Emergency, copies of which have been distributed to all Naval Armament Depots in the U.K.

6226.—Essential Work (General Provisions) Order, 1942—Position of Non-Industrial and Established Industrial Staffs

(L. 9186/42.—17.12.1942.)

In continuation of A.F.O. 3947/42, arrangements have now been agreed with the Ministry of Labour and National Service as follows:—

(a) The scope of the Essential Work (General Provisions) Order, 1942, will not include non-industrial grades in Admiralty establishments scheduled under this Order. If the local Officers of the Ministry of

Labour are in doubt as to whether a particular worker is in an industrial or non-industrial grade, they will consult the head of the establishment concerned.

(b) Established industrial workpeople in scheduled establishments will remain liable for transfer to other Admiralty establishments (whether scheduled or not), if the exigencies of the service so demand. In such circumstances, the workman is to be detailed to proceed as required, in accordance with the terms of his service; should he be unwilling to go, he should be informed that, if he refuses to go where he is sent, an application may be made for directions under Defence Regulation 58A, and that the penalties for refusal may include dis-establishment. The Officer-in-Charge should then (if necessary) apply to the National Service Officer for permission to transfer him. The National Service Officer will consider the application in the usual way, and if he does not support the workman's objection, he will endeavour to persuade him to transfer voluntarily. If the workman is still obdurate, the National Service Officer will normally (*i.e.*, unless there is some good reason to the contrary) issue a direction to the workman to transfer.

In cases where no objection to transfer is made by the workman, the Officer-in-Charge should notify particulars of each transfer to the National Service Officer, who will raise no objection to the workman being transferred.

2. The Admiralty establishments listed below have now been scheduled under the Essential Work (General Provisions) Order, 1942, in addition to those promulgated in A.F.O. 3947/42, etc. :—

R.N. Cordite Factory, Holton Heath.

T.A. Section, Mine Design Department, c/o R.N. Torpedo Range, Arrochar.

R.N. Barracks, Lee-on-Solent (including R.N. Air Station, Lee-on-Solent).

R.N. Aircraft Workshops, Coventry.

R.N. Aircraft Workshops, Almondbank, Perth.

Hydrographic Supplies Establishment, Creechbarrow House, Taunton.

R.N. Armament Depot, Royal Arsenal, Woolwich.

(A.F.O. 3947/42.)

6227.—Skilled Labourers in the Armament Supply Establishments (Vote 9)—Pay and Grouping

(L. 10207/42.—17.12.1942.)

Attention is drawn to A.F.O. P.583/42, concerning the rates of pay and grouping of Skilled Labourers in the Vote 9 Establishments.

2. The scheme is effective as from 26th January, 1940, and is applicable to Skilled Labourers in Establishments other than those where local rates of wages are authorised.

3. Certain of the Skilled Labourers, e.g., Machinists, Hammermen, Slingers and Crane Drivers, will already have been dealt with in accordance with the provisions of A.F.O. 4735/40, *i.e.*, their wages will have been re-assessed temporarily, under the scheme of payment promulgated for Skilled Labourers in Vote 8 Establishments (Appendix II, Section F, Cash Duties Instructions), and no further adjustments will be necessary, consequent on the Vote 9 scheme now issued. The remaining grades should be grouped as early as practicable, in accordance with the first paragraph of the general notes on the scheme, and arrears of wages should be paid to each workman concerned representing the difference between the basic rate of which he was in receipt on 26th January, 1940, and that to which he has been advanced on the initial grouping, multiplied by the number of weeks between 26th January, 1940, and the date on which grouping is completed, without regard to the effect of overtime, payments by results, or to absences on account of sickness, leave, etc.

4. It will be observed that whereas special percentages will have been applied to Machinists in the past, as described in A.F.O. 4735/40, under the scheme now promulgated they will be dealt with as in the case of other

Skilled Labourers in Schedules (e.g., Schedule III) having a difference of 5s. between the minimum and maximum of the range, i.e., 20 per cent. will be borne on each of the rates 44s., 45s., 46s., 47s. and 48s., and upon grouping as described in paragraph 3, those Machinists who have been placed on a higher rate may be paid arrears of pay from 8th November, 1942.

5. The provisions of Article 78, Cash Duties Instructions, may be disregarded to the extent that may be necessary in giving initial effect to the Scheme.

(A.F.O. 4735/40—not in annual volume.)

6228.—Ship Repair Allowance in Home Dockyards—Extension

(L. 3844/42.—17.12.1942.)

Following agreement on the Shipbuilding Trade Joint Council, the scope of the ship repair allowance in H.M. Dockyards has been extended to cover payment of the allowance to all male workmen in adult grades (mechanics, skilled labourers and labourers) who are wholly or mainly employed in the dredging section of the Civil Engineer-in-Chief's Department on the work of repairing dredgers or other craft.

2. The above extension is to take effect as from 1st September, 1942.

(A.F.O. 2788/41.)

6229.—Allowances for Men on Mooring Duties and Dredging Crews employed away from Home Port—Increases

(L. 5990/42.—17.12.1942.)

The allowance of 3s. 4d. a day (Cash Duties Instructions, Article 102), payable to workmen employed away from their port on board mooring and salvage vessels, has been increased to 4s. 0d. a day.

2. The allowance of 3s. 4d. a day (Cash Duties Instructions, Article 166), which is paid to crews of dredging craft employed on their vessels away from their home port, has been increased to the same amount.

3. Both these increases are to take effect as from 15th July, 1942.

4. The necessary amendment to the Cash Duties Instructions is in the course of preparation.

6230.—Machinists Employed in Vote 8 and Vote 10 Departments—Pay

(L. 10207/42.—17.12.1942.)

Attention is drawn to A.F.O. P.583/42, revising the percentages of Machinists to be paid on each of the rates 44s., 45s., 46s., 47s. and 48s., *vide* Appendix II, Section F, Schedule V, Group 18, and Section G, Schedule V, Group 19, Cash Duties Instructions.

2. In accordance with the terms of paragraph 1 of the Notes on Sections F and G, 20 per cent. of the Machinists will be borne on each of these rates and the necessary adjustments should be made with effect from 8th November, 1942.

6231.—Requisitioned or Hired Premises

(W.G.F. 609/42.—17.12.1942.)

The quarterly returns of requisitioned and hired premises called for under A.F.O. 1462/40 need no longer be made and A.F.O. 1462/40 is hereby cancelled.

2. Naval and other Officers-in-Charge should continue to review the properties under their control and if any land or premises are no longer necessary for Naval purposes and can be surrendered the Chief Surveyor of Lands should be informed in accordance with A.F.O. 2863/40.

(A.F.O. 2863/40.)

(A.F.O. 1462/40 is cancelled.)

6232.—Hand Microphone Telephone Instruments—Shortage

(D. 15892/42.—17.12.1942.)

Owing to the existing shortage of telephone instruments of the hand microphone type, and in order to conserve existing stocks, the Postmaster General has found it necessary to arrange for requirements of new telephone instruments to be met, to the greatest extent possible, by instruments of the pedestal type. Instruments of this type are in ample supply, and although they are recognised as being less convenient than those of the hand microphone type, they are equally efficient for the transmission and reception of speech.

2. Instructions have, in consequence, been issued by the Postmaster General to Telephone Managers, that in meeting future requirements in Government Offices and Establishments—

(i) Pedestal instruments are to be provided except where a new telephone—

(a) will form part of an installation where, for technical reasons, hand microphones only must be used;

(b) will be used by a Civil Servant not below the rank of Principal or equivalent grade, or by a Serving Officer of the Armed Forces not below the rank of Commander, Lieutenant Colonel, or Wing Commander; or

(c) will be used for operational purposes justifying the special provision of a hand microphone, e.g., in war rooms, plotting rooms and operations rooms;

(ii) Applications for hand microphones should normally be refused except in special circumstances enumerated at (i) and

(iii) With a view to the conservation of manpower, applications for the re-distribution of existing hand microphones should be refused.

3. To assist in carrying out the above instructions, the authorities concerned, when arranging for the installation of, or modification to, telephone circuits under the provisions of A.F.O. 5350/41, are to confirm to the G.P.O. authorities that a pedestal telephone is acceptable, or alternatively state the circumstances which are considered to justify the special provision of a hand microphone.

4. Furthermore, the utmost economy is to be exercised in the provision of hand microphones on Admiralty owned and maintained telephone systems.

(A.F.O. 5350/41.)

6233.—Mines Rendered Safe by R.M.S. Parties—Disposal

(M. 3223/42.—17.12.1942.)

Mines rendered safe by R.M.S. parties and left lying ashore can be divided into two categories:—

(i) Those which can economically be removed to an armament or mine depot for repair and re-issue or scrapping (British) or for examination and scrapping (enemy);

(ii) those which cannot easily or economically be so removed.

2. Category (i) should be dealt with as indicated.

3. Requests have sometimes been received for the removal of mines in category (ii) by local authorities or scrap merchants. Mines dealt with by R.M.S. parties are not, however, in such a condition that they can safely be cut up with acetylene burners, and it would be unsafe to rely on local authorities or merchants to put them in a suitable condition. Naval authorities should, therefore, veto the removal of such mines for scrap and arrange for them to be removed to a naval depot wherever practicable, either by normal service means or with the assistance of local salvage organisations. If this is impracticable, the mine cases must be left alone.

6234.—Main Battery Cells of Submarines—Sealing Compounds

(N.S./C.P. 90521/42.—17.12.1942.)

Orders are received for the undermentioned compounds which appear to be out of all proportion to possible requirements.

2. The following is the quantity required for 112 standard cells and the information is promulgated for information when ordering these compounds :—

Item.	Quantity per 112 standard cells.	Purpose.
Sealex AB22 ...	90 lb.	Used for sealing covers of all batteries other than lid suspension type.
Compex... ..	7 lb.	A harder compound than Sealex, used for filling-in the gaps between the rubber joint ring and the wall of the box of <i>trough sealed</i> batteries before pouring in Sealex.
Compex... ..	40 lb.	This is extruded into jointing ribbon for sealing lid <i>suspension type cells</i> .
Pinex	3 pints	This is a solution employed to obtain better adherence between the Compex, lid, and top of container in <i>lid suspension type cells</i> .
Terminex	1½ lb.	A mixture of Sovac oil and yellow petroleum jelly, used for wiping over terminal nuts.
Contex	½ lb.	This is a 13 : 1 mixture of Terminex and colloidal graphite, applied to the contact faces of lead-plated intercell connectors before tightening up, to prevent dragging of the lead-plating during tightening up.
Bostik cement	1 pint	This is used to secure porcelain or lead discs to container covers.

3. These specialities should be obtained by local purchase by Home yards and bases from Messrs. The Chloride Electrical Storage Co., Ltd., Exide Works, Clifton Junction, Nr. Manchester.

6235.—Galvanising—Economy in the Use of

(D. 14809/42.—17.12.1942.)

Procedure to be adopted for Hot Galvanising of Wrought Iron and Steel Tubes and Tubulars; Wrought and Malleable Tube Fittings and Fabricated and Manipulated Tubes.

With reference to A.F.O. 4828/42, in order to standardise the form of permit to be used for the release of spelter for hot galvanising tubes, pipes and fittings connected with such pipes or tubes, the form of permit as shown below is to be used :—

Admiralty Department.....

Address.....

Restriction of Galvanised Tubes, Pipes and Fittings

In terms of A.F.O. 4828/42 this permit sanctions the treatment by hot galvanising of the undermentioned tubes and fittings :

(Spacing 1½ ins.)



Purpose for which the galvanised tubes are to be used, with particulars of the relative "M" form :

(Spacing 1½ ins.)



It should be noted that this Permit has reference only to the particular specification, the subject of the present application.

Permit No.....

Issued to.....

Date of issue.....

Signed.....

(A.F.O. 4828/42.)