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ADMIRALTY FLEET ORDERS

ADMIRALTY, S.W.1,
30th December, 1943.

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

A list of these Orders is enclosed.

By Command of their Lordships,

H. V. Markham

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

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

HEAD OF "P" BRANCH

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Mr. H.
Mr. G. J.

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ADMIRALTY FLEET ORDERS

No.	Subject.
6194.	Anti-Ship Fire Control—Director Towers and Roll Correctors, Vickers Gyros, Marks I, I*, I**, H, H**, IV, IV*, V, VI and VII—Interchangeability, Maintenance, Procedure for Obtaining Replacements, Stripping, Repair and Assembly—(Gun Mountings—40 mm., Bofors, Mark IV.) <i>Issued separately on 23rd December, 1943.</i>
6195.	Naval Billeting Regulations. <i>Issued separately on 23rd December, 1943, only, to all Commanders-in-Chief (not C.-in-C. H.F.), Flag Officers, Senior Naval Officers, Superintendents or Officers in Charge of H.M. Naval Establishments, and Admiralty Overseers concerned.</i>

30th December, 1943.

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

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 6203. Deputy Adjutant-General, Royal Marines—Change of Title.
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 6207. Diving Non-Substantive Rating.
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- Naval Aircraft.—(Technical.)*
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SECTION 3.—G., T., N., E., ETC., & STORES; HULL, EQUIPMENT & FITTINGS—*contd.*

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 6289. B.R. 369—Establishment of Naval Stores for Controlled Mining Base—List of Errata No. 3.
 6290. B.R. 377 (B)—Barracuda Provisional Copy of Air Stores Establishment.
 6291. B.R. 847—Preliminary Pamphlet for 2-pdr. Mounting Mark VII* P. (power operated)—Issue.
 6292. B.R. 980 (J)—Range Table No. 558 for B.L. 6-in. Guns, Mark VII, dated September, 1943—Issue.
 6293. B.R. 991.—Procedure for Transfer of Depth Charges at Sea—Issue.
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 6302. Hurt Pay—Payable to Apprentices and other Juvenile Workpeople—Calculation of pre-Injury Average Weekly Earnings.
 6303. Superannuation Forms D.73, etc. Rendering of in Respect of Non-Industrial Staff.
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 6305. Blockboard and Sheathing—Use of—In Lieu of Unfireproofed Plywood.
 6306. New Vessels Building for Armament Supply Department.

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

Section 1
 ADMINISTRATION OF THE FLEET, CEREMONIES,
 FOREIGN PORT REGULATIONS, etc.

6196.—Message Sent on the Occasion of Greek Navy Day, 6 December, 1943

(M. 03565/42.—30 Dec. 1943.)

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

"On the anniversary of the Patron Saint of Greek Seamen, I have pleasure on behalf of the Board of Admiralty and the Royal Navy, in sending through Your Majesty our sincere good wishes to the officers and men of the Royal Hellenic Navy and the Greek Mercantile Marine. We are glad to take this opportunity of congratulating them on the gallant way in which they have played their part in the great events of the past year which have brought nearer the defeat of our enemies and the liberation of Greece.

A. V. ALEXANDER.

6197.—Defence (General) Regulations, 1939—Naval Authorities Empowered to Issue Orders

(N.L. 969/42.—30 Dec. 1943.)

Appended is a consolidated list of persons authorised to issue orders or take action under the Defence (General) Regulations, 1939, together with Their Lordships' instructions for their guidance.

I. Regulation 5

*Control of Photography Order No. 1, 1939**Control of Photography Order No. 5, 1942*

The Lords Commissioners of the Admiralty, Naval Commanders-in-Chief, any person authorised in writing by the above and the Approved Authority in Charge of a Protected Place.

Control of Photography Order No. 4, 1941

Permits may be granted by the Admiralty by a Naval Commander-in-Chief or a Flag or Naval Officer-in-Charge of any British port or by any person authorised in writing by the Admiralty, by a Naval Commander-in-Chief or by a Flag or Naval Officer-in-Charge of any British port.

II. Regulation 8.—Wireless Telegraphy, etc.

Wireless Telegraphy (Ships) (No. 2) Order, 1942

Persons authorised to inspect or test the apparatus must be duly authorised in that behalf by the Admiralty, by the Minister of War Transport or by the Postmaster-General.

III. Regulation 13A

Regulated Area (No. 6) Order, 1942

The Admiral Commanding Orkneys and Shetlands is a Naval Authority for the purposes of Regulation 13A. Permits under Byelaw 2 may be granted by the Admiral Commanding Orkneys and Shetlands or by any person authorised in writing by him.

IV. Regulation 19.—Stopping of ships and aircraft.

Naval Commanders-in-Chief, Flag Officers Commanding, Flag Officers-in-Charge, Flag Officer Naval Air Stations, and Naval Officer-in-Charge, Stornoway.

V. Regulation 19C

Vessels (Immobilisation) Order, 1940

Permits for the purposes of Part I of the Order may be granted by Commanders-in-Chief, Rosyth, The Nore and Portsmouth, Flag Officer Commanding, Dover, or Flag or Naval Officers-in-Charge.

Vessels (Immobilisation) (Amendment) Order, 1943

Naval Commanders-in-Chief or a Flag or Naval Officer-in-Charge of any port in the United Kingdom.

VI. *Regulation 21.*—Evacuation of Areas.
As for Regulation 19 above.

VII. *Regulation 25.*—Danger in Premises.
Any commissioned officer, R.N.

VIII. *Regulation 29B.*

The Admiralty, Civil Police and R.M. Police Special Reserve (Employment and Offences) Order, 1941

The Lords Commissioners of the Admiralty or the Chief Officer of Police.

IX. *Regulation 42B.*—Opening on Sundays of cinemas in areas in England and Wales where forces are quartered.

Commanders-in-Chief and Flag or Naval Officers-in-Charge of Ports in *England and Wales*, and in their absence officers for the time being performing the duties of such officers, are authorised to furnish certificates as Competent Naval Authorities for the purposes of this regulation.

X. *Regulation 53.*—Control of Navigation.

Navigation Order No. 1, 1939

Naval Commanders-in-Chief, Officers appointed to Naval Control Service Staffs and certain other persons specially authorised by the Admiralty.

Navigation Orders 2, 3, 6, 6A, 11 and 28

The authority having power to make Public Traffic Regulations for the port.

Navigation Order No. 4, 1939

Naval Commanders-in-Chief and Admiral Commanding Orkneys and Shetlands. Any directions given under this Order cease to have effect seven days afterwards unless and in the meantime they have been confirmed by the Admiralty.

Navigation Order No. 5, 1940

Naval Commanders-in-Chief, Flag and Naval Officers-in-Charge of any port in the United Kingdom.

Navigation Order No. 9, 1941

Permits and navigational directions may be issued by Naval Commanders-in-Chief, Flag or Naval Officers-in-Charge of any port in the United Kingdom and a Naval Officer appointed as Resident Naval Officer at such a port. Naval Commanders-in-Chief and Flag Officers-in-Charge may exempt boats in any specific area of their commands from the provisions of this Order.

Navigation Order No. 10, 1942

Naval Commanders-in-Chief and Flag Officers-in-Charge may grant exemptions.

Navigation Order No. 17, 1942

A Naval Officer in charge of any port.

Fishing Vessels (Permit) Order, 1939

Permits to be issued by the Port Fishery Captain or Port Fishery Officer.

Fishing Vessels (Permit) (Amendment) Order, 1943

Under this Order Fishing Permits will be subject to such conditions as may be imposed by the Admiralty and subject to Admiralty approval, by Flag or Naval Officers-in-Charge of any port in the United Kingdom and by the Minister of Agriculture and Fisheries or his authorised officer, the Secretary of State for Scotland or his authorised officer and the Minister of Commerce of Northern Ireland or his authorised officer.

The Forth Pilotage (Emergency) Order, 1942

Exemptions may be granted by Commander-in-Chief, Rosyth.

Isle of Wight Pilotage (Emergency) Order, 1939

Exemptions may be granted by Commander-in-Chief, Portsmouth

*Trinity House (Pilotage Districts) (Emergency) Order, 1939**Trinity House (Pilotage Districts) (Emergency) Order (No. 2), 1939*

The Corporation of Trinity House.

Pilotage Stages and Rates (Variation) Order, 1939

The Naval Officer-in-Charge at any port in the United Kingdom. Pilotage Rates may only be altered after consultation with the Pilotage Authority.

Dartmouth Pilotage (Emergency) Order, 1940

Exemptions may be granted by Commander-in-Chief, Plymouth.

London Pilotage (Emergency) Order, 1941

Exemptions may be granted by Commander-in-Chief, The Nore.

Liverpool Pilotage (Emergency) Order, 1941

A pilot may be withdrawn by the Pilotage Committee of the Mersey Docks and Harbour Board who may authorise the Superintendent of Pilotage (or in his absence the Acting Superintendent) to do so.

Dundee Pilotage (Emergency) Order, 1942

Dundee Pilotage (Emergency) (Amendment) Order, 1943

Exemptions may be granted by the Naval Officer-in-Charge, Dundee.

The United Kingdom (Closed Ports) Order, 1940

The Naval Authority in charge of the port may grant written permits to vessels to enter.

The Darkening Ship Order, 1939

The Senior Naval Officer for or at a port and any Naval Officer appointed by him may board any vessel entering the port to inspect the means provided for screening lights as this Order requires.

Navigation and Anchor Lights (No. 3) Order, 1942

The Senior Naval Officer at or the Naval Officer-in-Charge of any port in the United Kingdom may give instructions either generally or specially for the showing of such navigation, anchor or other lights in waters within the control of the Harbour Authority as he may consider necessary for the safety of shipping in such waters. In waters other than the above the Senior Naval Officer present on board of H.M. Ships or any Naval Officer appointed for the purpose, may give directions either generally or specially for the exhibition of any lights he may require to be shown.

XI. *Regulation 44.*—Control of Lighthouses.

The General control of lighting is exercised only by the Admiralty but the officers listed at IV above are authorised to take such temporary action to extinguish navigation lights during air raids as may be required at the time.

XII. *Regulation 44B.*—Measures for safety of vessels in port.

(a) In regard to any vessel which is for the time being at a Port in the United Kingdom: any British Commissioned Naval Officer.

(b) In regard to any British ship (not being a Dominion ship) for the time being at a port outside the United Kingdom: any British Commissioned Naval Officer or any British Consular Officer.

It is intended, however, that these powers should only be used by the Officers and as respects ports outside the United Kingdom at the places detailed in the separate Admiralty instructions and memoranda which have been issued from time to time.

XIII. *Regulation 44C.*—Control over visitors to ships.

Naval Commanders-in-Chief, Flag Officers Commanding, Flag Officers-in-Charge and Naval Officers-in-Charge.

XIV. *Regulation 45*

Wireless Operators and Watches (Merchant Ships) Order, 1940

Wireless watches are to be maintained as may be ordered by the Admiralty or a person authorised by the Admiralty. Persons so authorised include the Senior Naval Officer of any port, the Officer-in-Charge of any convoy, any officer appointed for Naval Control Service duties and any officer appointed by any of the aforesaid officers or by the Admiralty to act in these matters.

Wireless Operators and Watches (Merchant Ships) (Amendment) Order, 1940

This Order requires every British ship to which the Merchant Shipping (Wireless Telegraphy) Rules, 1938, apply, whose hours at sea exceed 8, not being a ship of war or a Dominion ship to be provided with not less than three wireless operators if so required by the Admiralty or a person authorised by the Admiralty.

*Wireless Receivers (Ships) (No. 2) Order, 1941**Wireless Telegraphy Receiving Apparatus and Watches (Merchant Ships) Order, 1941**Wireless Telegraphy Apparatus and Watches (Small Vessels) Order, 1942*

These Orders are under re-consideration.

Wireless Telegraphy Emergency Apparatus (Merchant Ships) Order, 1942

Permission for vessels to proceed to sea without being fitted with an additional emergency wireless apparatus may be granted by or on behalf of the Admiralty by Naval Commanders-in-Chief, Flag Officers Commanding and Flag Officers-in-Charge of any port in the United Kingdom.

Protection of Exposed Personnel (Merchant Ships) Order, 1940

Naval Commanders-in-Chief, Flag Officers Commanding, Flag Officers-in-Charge, Naval Control Service Officers and D.E.M.S. Staff Officers.

Merchant Ships (Accommodation for Defence Personnel) Order, 1941

Vessels to which the provisions of this Order apply may proceed to sea, without there having been made such structural alterations as may be required to provide accommodation for the use of personnel embarked for manning the defensive equipment, under permission granted by or on behalf of the Admiralty.

Merchant Ships (Passive Defence) Order, 1943

Vessels may proceed to sea without being equipped in accordance with this Order only under permission granted by or on behalf of the Admiralty. Permission may be obtained on application to a Principal Officer or Surveyor of the Ministry of War Transport.

XV. Regulation 50.—Power to do work on land.

The following are authorised to act under this Regulation :—

- (a) The Head of any Department, Branch or Division of the Admiralty or any person authorised in writing by such Head ;
- (b) Naval Officers listed at IV above Flag Officer, Naval Air Stations and any officer whom they authorise in writing.

Officers are to bear in mind that Regulation 50 is not intended to be used for the purpose of taking possession of land to the exclusion of the owner or tenant. Wherever complete possession is required for Naval purposes or in any case of doubt, the procedure laid down for Regulation 51 is to be adopted. Any action taken under this regulation that is likely to give rise to a claim for compensation is to be immediately reported to the Chief Surveyor of Lands, 2, Portland Place, Bath.

XVI. Regulation 51.—Taking Possession of Land.

The Chief Surveyor of Lands, Admiralty, and any officer authorised in writing by him.

Whenever a requirement of this character arises, a report should be sent describing the premises sufficiently to identify them, stating the service for which they are required (with a reference to any Admiralty approval) and the degree of urgency. If the service for which the accommodation is required needs prior Admiralty approval, the report should be addressed to the Secretary of the Admiralty in the usual manner ; but if the service is already approved in principle, and the need is urgent, the request for accommodation should be sent direct to the Chief Surveyor of Lands, 2, Portland Place, Bath, who will be responsible for seeing that the necessary approval to requisition is obtained. Very urgent requirements may be notified by telephone, Bath 5381, Extension 20 or 13.

In no case should any tenancy agreement be entered into with any owner or occupier of property, nor should any rental or other terms be discussed, by any Officer other than the Chief Surveyor of Lands, who will issue the prescribed Forms of Claim to all parties entitled to compensation.

The requisitioning of any chattels (e.g., furniture, tenants' fittings, floor coverings, etc.) that may be in the premises is covered by paragraph XVIII relating to Regulation 53. If any of the chattels are not needed for Naval purposes, the owner should be allowed (or if necessary directed) to remove them. If the owner raises any question about compensation for the cost of removal and storage, etc., he should be advised to write to the Chief Surveyor of Lands.

As soon as possible after premises have been requisitioned they will be inspected by a Lands Officer for the purpose of recording their state and condition at the beginning of the Admiralty occupation and agreeing this record with the owner of the premises. This Officer will present his credentials to the Naval Officer-in-Charge on arrival, and all necessary facilities are to be afforded him. Whenever possible, advance notice of his visit will be given.

XVII. Regulation 52.—Use of Land for Purposes of H.M. Forces.

Orders may only be issued by the Admiralty.

Action taken locally under the authority of such an Order that appears likely to give rise to any claim should immediately be reported to the Chief Surveyor of Lands, 2, Portland Place, Bath, who will arrange for the damage to be surveyed.

XVIII. Regulation 53.—Requisitioning of Property other than Land.

The following are authorised to take action under this Regulation :—

- (1) The Director of Stores and the Director of Victualling, Admiralty, for property for which their Departments are responsible.
- (2) Naval Officers listed at IV above, Flag Officer, Naval Air Stations and any Officer whom they authorise in writing.
- (3) The Director of Small Vessels Pool is authorised to requisition engines for small craft.
- (4) The Director of Navy Contracts.
- (5) Ships are requisitioned on behalf of the Admiralty by the Minister of War Transport or by officers who have received delegated powers from him.

In all cases where it is necessary for the Admiralty to requisition property other than land and the assistance of one of the Naval Authorities referred to in Section IV above, is not readily available and the property to be requisitioned does not fall into the categories for which the Director of Stores or the Director of Victualling is responsible, the necessary requisitioning action will be taken by the Director of Navy Contracts.

For the convenience of requisitioning authorities, it is suggested that the notice of requisition to be served upon the owner of the property in question should be in the following form :—

NOTICE OF REQUISITION

TAKE NOTICE that in exercise of Their powers under Regulation 53 of the Defence (General) Regulations, 1939, made under the Emergency Powers (Defence) Act, 1939, the Lords Commissioners of the Admiralty require to requisition the chattels listed below and that I, on behalf of the Admiralty, hereby requisition the said chattels and hereby authorise

.....
(Name of Officer)

or his representative, to take possession of them forthwith.

(here make a list of the
chattels to be requisitioned).

Signature.....

(Official title of Requisitioning Authority)

Date.....

To.....

(Here insert the name of the person from whom the chattels are to be requisitioned).

If any chattels (e.g., furniture or tenant's fittings, floor coverings, etc.) in requisitioned premises are requisitioned for Naval use, an inventory should be made in accordance with the instructions for Naval Officers in charge of ports O.U.6309 in quadruplicate. One copy to be signed by the Requisitioning Authority or his representative and handed to the owner of the chattels or his agent, the second copy to be signed by or on behalf of the owner and forwarded to the Chief Surveyor of Lands, 2, Portland Place, Bath, the third to the Director of Stores, Admiralty, and the fourth to be retained by the Requisitioning Authority.

XIX. Regulation 55.—General Control of Industry.*Restriction of Repairs of Ships Order, 1940*

Admiralty Merchant Ship Repair Licensing Officers.

Restriction of Construction of Ships Order, 1940

Licences are granted by the Admiralty. (Enquiries to M/S Branch.)

XX. Regulation 58A.—Control of Employment.

Officers who have been appointed National Service Officers for the purposes of the above Regulation by the Minister of Labour but these Officers are restricted by their instructions to the provision of crews for ships.

XXI. Regulation 85.—Entry upon and inspection of Land.

All authority delegated under this Regulation is subject to compliance with the procedure laid down in the preceding paragraphs respecting Regulations 50 and 51. Subject to this, the following officers are authorised :—

- (1) The Head of any Department, Branch or Division of the Admiralty or any officer authorised in writing by such Head.
- (2) The Chief Surveyor of Lands, Admiralty, or any officer authorised in writing by him.
- (3) Naval Officers listed at IV above, Flag Officer, Naval Air Stations, and any officer whom they authorise in writing.

Most claims under this Regulation will arise from Regulation 50 or 51 but damage may also be caused by the exercise of the powers given in Regulation 85(1) (c) (passing over any land with or without animals or vehicles). Any action taken that appears likely to give rise to a claim for such damage is to be immediately reported to the Chief Surveyor of Lands, 2, Portland Place, Bath.

It is notified that the authority contained in this A.F.O. whereby certain persons are authorised to issue orders and take action under various Defence (General) Regulations does not include authority to institute legal proceedings. In any case where legal proceedings are contemplated the matter should be reported to the Admiralty in the first instance. It is important to remember that any proceedings must be instituted by the police or by or with the consent of the Director of Public Prosecutions.

*(A.F.Os. 2644/40, 516/41, 5486/41 are cancelled.)***6198.—Flag for Supreme Allied Commander, South-East Asia***(N.L. 16585/43.—30 Dec. 1943.)*

H.M. the King has approved that the Union flag with the emblem of the Command in the centre shall be worn by the Supreme Allied Commander, South-East Asia.

The emblem is that of the Phoenix rising again from the ashes.

2. This flag will not be included in the Admiralty Flag Book.

*(A.F.O. 5435/43 is cancelled.)***6199.—Flying Accidents—Procedure for Reporting and Investigating***(A. 02011/43.—30 Dec. 1943.)*

A.F.O. 4257/43, paragraph 9 is to be amended as follows :—

Delete paragraph 9, substitute :—

9. (i) At Home or in Home waters.

(a) Accidents to training aircraft and to aircraft in first line squadrons which are disembarked for purposes other than operating against the enemy :—

Three copies of the report are to be forwarded to the administrative authorities and one copy to F.O.N.A.S. where he is not the administrative authority concerned.

(b) Accidents to aircraft in embarked squadrons :—

Three copies to the administrative authority in company ; if not in company, three copies to the S.N.O. present and one copy to the administrative authority.

(c) Accidents to first line squadrons disembarked for operations against the enemy :—

Three copies to the officer (of whichever service) operationally responsible for the unit who will inform the administrative authority as necessary.

(ii) Abroad.

(a) In accidents to training aircraft and in squadrons disembarked for training as for 9 (i) (a) above.

(b) In accidents to aircraft embarked, as for 9 (i) (b) above.

(c) In accidents to aircraft disembarked for operations against the enemy as for 9 (i) (a) above.

(iii) In all cases one copy of the written report is to be forwarded to the Naval Liaison Officer, C.I. (Accidents), Air Ministry, Room 706, Princes House, Kingsway, London, W.C.2.

*(A.F.O. 4257/43.)***6200.—Paying Off Dominion and Allied Ships under Admiralty Control***(M. 011347/43.—30 Dec. 1943.)*

With reference to paragraphs 2 and 3, of A.F.O. 4230/42, the C.-in-C. under whom the ship is operating is to propose the date of paying off to the appropriate Dominion Naval Authority.

2. The Dominion Naval Authority will reply direct to the C.-in-C.

3. All signals are to be repeated to the Admiralty and to the Naval Liaison Officer, Australia House, Senior Canadian Liaison Officer (London) and High Commissioner for New Zealand, London, as appropriate.

4. When however an allied vessel operating under Admiralty control is sunk, the C.-in-C. concerned should send his proposal to Admiralty only.

*(A.F.O. 4230/42.)***6201.—Landing Ships, Tank (Class 2)—Manning***(M. 012183/43.—30 Dec. 1943.)*

With reference to C.A.F.O. 2005/43, paragraph 8, attention is directed to the fact that no landing ships are manned by landing craft (*i.e.*, by C.O.) personnel. Confusion has arisen in some quarters over the case of landing ships, Tank (Class 2), short title L.S.T. (2), probably because this type of landing ship is numbered and not named, *vide* C.A.F.O. 2189/43, and has therefore not been distinguished from landing craft, tank, and in particular from L.C.T. (2), by those concerned.

2. Generally, the pay accounts of all officers and men forming part of the complement of L.S.T. (2) are borne not in Copra, but in the appropriate division of the ship's manning port, *i.e.* :—

- | | | |
|--------------------------------------|-----|---|
| (a) Ships manned from Chatham ... | ... | H.M.S. "Pembroke IV,"
Pay Office, R.N. Barracks,
Chatham. |
| (b) Ships manned from Devonport ... | ... | H.M.S. "Drake IV,"
Pay Office, R.N. Barracks,
Devonport. |
| (c) Ships manned from Portsmouth ... | ... | H.M.S. "Victory III,"
Woolley Park, nr. Wantage,
Berks. |

(C.A.F.O's. 2005/43 and 2189/43.)

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

*6202.—Honours and Awards—"London Gazette" Supplement of
21st December, 1943

(H. & A.—30 Dec. 1943.)

CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD,
St. James's Palace,
21st December, 1943.

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

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

Vice-Admiral (Acting Admiral) Sir Bertram Home Ramsay, K.C.B., M.V.O. (Ret.)
(Coldstream, Berwick).

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

Vice-Admiral Ronald Hamilton Curzon Hallifax, C.B.
Acting Vice-Admiral Allan Poland, D.S.O. (Ret.).
Rear-Admiral Fischer Burgess-Watson, D.S.O. (Ret.) (Yacht Fortis).
Commodore Second Class Donald Carey Brock, O.B.E., R.N. (Ret.).
Commodore Second Class Cyril Eustace Douglas-Pennant, D.S.C., R.N.
Captain Thomas Marcus Brownrigg, O.B.E., R.N. (London).
Captain Eric William Longley Longley-Cook, R.N. (Salcombe).
Captain John Annesley Grindle, R.N. (Christchurch, Hants.).

for distinguished services in the planning and execution of operations
which led to the capture of Sicily by Allied Forces.

Captain William Eric Banks, D.S.C., R.N.,

for courage and undaunted devotion to duty.

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

Temporary Captain Maurice Pearson Cooper, R.N.V.R.
Acting Captain Alfred Charles Behague, D.S.C., R.N.
Commander Kenneth St. Barbe Collins, D.S.C., R.N. (Oxford).
Commander George William Rowell, D.S.C., R.N.
Commander John Michael Villiers, R.N.
Commander Ralph Campbell Musbury Duckworth, D.S.C., R.N.
Commander (E) Dudley Frederick Hingley Chandler, D.S.C., R.N.
Commander (E) John Witham Esmonde, D.S.C., R.N.
Acting Commander Howard Cecil Stock, R.N.
Temporary Acting Commander (E) William Cameron Shaw, R.N.V.R.
Lieutenant-Commander Anthony Charles Akerman, D.S.C., R.N.
Lieutenant-Commander James Bertram Everard Wainwright, D.S.O., R.N.
(Basingstoke).

For distinguished services in the planning and execution of operations
which led to the capture of Sicily by Allied Forces.

Commander Cyril Lancelot Edwards, R.N. (Penzance).

For good services in the planning of successful operations in the
Mediterranean.

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

Lieutenant George Digby Walter Ram, R.N. (Ockley, Surrey).
Temporary Surgeon Lieutenant John Rodger Ellis, M.B., B.Ch., M.R.C.S.,
L.R.C.P., R.N.V.R.
Paymaster Lieutenant Albert Kenneth David Edmunds, R.N.
Second Officer Jean Madge, W.R.N.S. (Roehampton).
Acting Second Officer Rosemary Stewart Redmayne, W.R.N.S.

For distinguished services in connection with the operations which
led to the capture of Sicily by Allied Forces.

Lieutenant John Elliott Smart, R.N.V.R.

Lieutenant Peter Hugh Philip, S.A.N.F.

For courage and undaunted devotion to duty.

Temporary Paymaster Lieutenant Kenneth Bruce Scott, R.N.V.R. (Sevenoaks).

For good services in the planning of successful operations in the
Mediterranean.

Temporary Surgeon Lieutenant Anthony Alexander McCutcheon Miller, R.N.V.R.
(Drumahoe, Ireland).

For services to the wounded after an air attack.

Temporary Lieutenant (E) John Norman Campling, R.N. (Sheffield).

Mr. Frank Grange Pearson, Temporary Boatswain, R.N. (Carshalton, Surrey).

For enterprise and skill in repair work after their ships were bombed.

ADMIRALTY,

Whitehall, S.W.1.

21st December, 1943.

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 gallant and distinguished services and untiring devotion to duty
in operations which led to the capture of Sicily by Allied forces :

Second Bar to the Distinguished Service Order.

Captain Reginald Maurice James Hutton, D.S.O., R.N. (Basingstoke).

The Distinguished Service Order.

Rear-Admiral Rhoderick Robert McGrigor.

Rear-Admiral Hugh Turnour England (Ret.) (Didcot).

Captain Lord Ashbourne, R.N.

Lieutenant-Commander Robert Ernest Brett, R.N.R.

Lieutenant Christopher William Stuart Dreyer, D.S.C., R.N. (Faringdon, Berkshire).

Bar to the Distinguished Service Cross.

Commander Stephen Hugh Norris, D.S.O., D.S.C., R.N.

Lieutenant-Commander Robert Wilmot Howarth Chancellor, D.S.C., R.N.V.R.

Lieutenant John Arthur Stanley Davey, D.S.C., R.N.

The Distinguished Service Cross.

Commander Godfrey Ransome, R.N.

Acting Commander Henry Duncan, R.N.

Lieutenant-Commander Henry Richard Rycroft, R.N.

Acting Lieutenant-Commander Patrick Uniacke Bayly, R.N.

Lieutenant-Commander Henry Benjamin Peate, R.N.R.

Temporary Acting Lieutenant-Commander Edward Kerfoot Jones, R.N.V.R.

Temporary Acting Lieutenant-Commander Peter Barton Snow, R.N.V.R.

Acting Temporary Lieutenant-Commander Angus Wilson, R.N.V.R.

Temporary Acting Lieutenant-Commander James Alfred Scott Wilson, R.N.V.R.
(Blundellsands, Liverpool).

Lieutenant Frank Edward Brinkley, R.N.

Lieutenant Wilfred John Parker, R.N. (Godalming).

Lieutenant Richard Nigel Lyon Welby, R.N.

Temporary Lieutenant Edward Trenchard Greene-Kelly, R.N.R. (Newbury
Berkshire).

Temporary Lieutenant Ernest Charles William Cook, R.N.V.R. (Clapham).

Temporary Lieutenant-Commander Reginald Dodd, R.N.V.R.

Temporary Lieutenant George Wilfred Holt, R.N.V.R.

Temporary Acting Lieutenant Richard Joseph Dormer, R.N.V.R. (London).

Temporary Lieutenant Edward Digby Lee Lander, R.N.V.R.

Temporary Lieutenant William Snelle, R.N.V.R. (Swinton, Lancashire).

Temporary Lieutenant Lawrence Vezey Strong, R.N.V.R. (Blackheath).

Lieutenant James William Whittall, R.C.N.V.R.

Lieutenant Kenneth Turner Isaac Chute, R.N.Z.N.V.R.

Temporary Acting Lieutenant Norman Edward Fraser, R.N.V.R. (London).

Temporary Sub-Lieutenant John Brown Murray, R.N.V.R. (Glasgow).

Temporary Acting Sub-Lieutenant Robin Leslie Coppock, R.N.V.R.

The Distinguished Service Medal.

Chief Petty Officer William John Armstrong, C/JX.128008 (Gillingham).
 Chief Petty Officer William Samuel Reginald Blackwell, P/J.100815.
 Chief Petty Officer Leo Norman Grundy, D/J.41474 (Par, Cornwall).
 Petty Officer Albert Edward Luckham, P/JX.135204.
 Petty Officer Henry George Oag, P/SSX.20886.
 Acting Petty Officer Robert William Hickie, R.C.N. A.517.
 Acting Petty Officer Raymond Henry Seaton, C/JX.152489.
 Acting Temporary Petty Officer Jack Revell, P/SSX.19043.
 Acting Petty Officer Telegraphist Geoffrey Harvey Scholey, C/JX.151323.
 Acting Chief Motor Mechanic Fourth Class Douglas Robert Barber, P/MX.71398 (Berkhamstead).
 Petty Officer Motor Mechanic George Clement Cooper, P/MX.99544.
 Regulating Petty Officer Jeremiah Patrick Cronin, D/M.40067 (Macroom, Co. Cork).
 Bandmaster Second Class James Atkinson Dixon, R.M.B. X.127 (Durham).
 Leading Seaman Hunter Armstrong, R.N.P.S., LT/JX.265260).
 Leading Seaman Frederick Arthur Collins, P/JX.199476.
 Leading Seaman Albert Frank Currie, C/JX.146212 (Penarth, Glamorganshire).
 Leading Seaman Albert Charles Davey, D/SSX.25236.
 Leading Seaman Dennis William Charles Evetts, P/SSX.26584 (Teddington).
 Leading Seaman Jack Wilfred Gammon, C/J.102381 (Bramshott).
 Leading Stoker Ernest Frederick Barnett, D/K.67173.
 Leading Stoker Frederick Charles Cook, C/KX.76039 (London).
 Leading Stoker Johnathan William Gadd, P/KX.77529.
 Leading Motor Mechanic William George Burgess, P/MX.98833.
 Able Seaman Kenneth Addison, D/SSX.29363.
 Able Seaman Frank Batchelor, D/J.113250 (Luton).
 Able Seaman Dennis Alfred Charles Hammond, P/JX.328426 (Lee-on-Solent).
 Able Seaman Desmond Peters, D/JX.364121 (Connah's Quay, Cheshire).
 Able Seaman Hugh Anderson Watson, C/JX.352145 (Kilmarnock).
 Able Seaman John Wright, R.F.R., D/SS.10618 (Warrington, Lancashire).
 Stoker First Class Michael McCormack, D/KX.118071.
 Ordinary Seaman Stanley Bateman, C/JX.392993.
 Telegraphist Alexander John Boomer, D/JX.358442.
 Telegraphist Alan Gwilym Ronald Dixon, P/SSX.33052.
 Telegraphist Sydney Fenwick, D/JX.245596 (Newcastle-on-Tyne).
 Telegraphist Donald Stewart Paterson, C/JX.271970.
 Signalman Robert William Ball, D/JX.270825.

Mention in Despatches (Posthumous)

Temporary Acting Sub-Lieutenant Bernard Fawcitt, R.N.V.R. (Rothley, Leicester).
 Petty Officer Charles Stephen Burton, P/JX.127068.
 Petty Officer Telegraphist Daniel Smith Wright, P/S.110165.

Mention in Despatches

Vice-Admiral Arthur John Power, C.B., C.V.O.
 Vice-Admiral Sir Algernon Osborne Willis, K.C.B., D.S.O.
 Rear-Admiral Thomas Hope Troubridge, D.S.O.
 Rear-Admiral Sir Philip Vian, K.B.E., D.S.O.
 Acting Rear-Admiral Loben Edward Harold Maund, C.B.E.
 Captain George Rowland Gordon Allen, D.S.O., O.B.E., R.N.(Ret.).
 Captain William Gerrard Andrewes, R.N.
 Captain Jocelyn Slingsby Bethell, R.N.
 Captain William Wellclose Davis, R.N. (Whitby, Yorkshire).
 Captain Norman Vincent Dickinson, D.S.O., D.S.C., R.N.
 Captain John William Musgrave Eaton, D.S.O., D.S.C., R.N.
 Captain Douglas Henry Everett, D.S.O., M.B.E., R.N. (Milford-on-Sea).
 Captain Hugh Webb Faulkner, D.S.O., R.N. (Hawick).
 Captain George Cunningham Paton Menzies, R.N.
 Captain Sir James Francis Paget, Bart., R.N. (Ret.) (Achmashellach, Ross-shire).
 Captain Cecil Ramsden Langworthy Parry, R.N.
 Captain William Rudolph Slayter, D.S.C., R.N.
 Captain Philip Sydney Smith, R.N.
 Acting Captain Ronald Ernest Cotton Dunbar, R.N. (Ret.).
 Acting Captain Andrew Nichol Grey, D.S.O., R.N.
 Acting Captain Eric Vernon Lees, D.S.O., R.N.
 Acting Captain Manley Lawrence Power, C.B.E., O.B.E., R.N. (Yarmouth, Isle of Wight).

Acting Paymaster Captain Gerald Huthwaite Moore, R.N.
 Commander James Gerald Farrant, R.N.
 Commander Richard Iwan Alexander Sarell, D.S.O., R.N. (East Grinstead).
 Commander William Cowley Thomas, R.N.
 Commander Royston Hollis Wright, D.S.C., R.N.
 Acting Commander Clare George Vyner, R.N. (Ret.).
 Engineer Commander George Frederick Taylor, R.N. (Ret.).
 Commander (E) Herbert Edwin Charles Hims, R.N. (Bicester).
 Commander (E) Harold Humphrey Satow, R.N. (Chichester).
 Commander James Francis Drake, O.B.E., R.D., R.N.R.
 Commander Paul Sargent, R.N.R.
 Acting Commander Evelyn John Tamlyn, R.N.R. (Aikesdon, Saffron Waldon).
 Acting Commander Arthur Barclay Alison, R.N.
 Acting Commander Hardress Waller D'Arcy-Evans, R.N. (Ret.).
 Acting Commander Frederick Jeyes, R.N.R. (Ret.).
 Lieutenant-Commander Douglas Henry Reid Bromley, R.N.
 Acting Lieutenant-Commander Hubert John Chaloner, R.N.R.
 Lieutenant-Commander David Grenville Clutterbuck, R.N. (Gloucester).
 Lieutenant-Commander Kenneth Cecil Martin Fleetwood, R.N. (Bramshott, Hampshire).
 Lieutenant-Commander Archibald George Forman, D.S.C., R.N. (Twickenham).
 Lieutenant-Commander Peter Charles Oswald Moseley, D.S.C., R.N. (Newcastle).
 Lieutenant-Commander Ian Frederick Montague Newham, R.N. (Croydon).
 Lieutenant-Commander Robert Fortescue Phillimore, M.B.E., R.N.
 Lieutenant-Commander Stanley Gordon Rivers-Smith, R.N. (Leatherhead).
 Lieutenant-Commander Stratford Allen Gerald St. John, R.N. (Isle of Wight).
 Lieutenant-Commander Malcolm Wallace Graham Webster, R.N. (Teignmouth).
 Lieutenant-Commander (E) Hugo Stephen Hinton, R.N.R. (Stratford-on-Avon).
 Lieutenant-Commander (E) Edward Hugh Desmond Williams, R.N. (Bath).
 Lieutenant-Commander Charles George Palmer, D.S.C., R.N.Z.N.V.R.
 Paymaster Lieutenant-Commander Godfrey Benjamin Teale, R.N. (Seaview, Isle of Wight).
 Lieutenant-Commander Nigel Adrian Fitzhardinge Kingscote, R.N.R.
 Acting Lieutenant-Commander Hugh Summers Whittow, R.N.V.R. (Bushey, Hertfordshire).
 Temporary Acting Lieutenant-Commander Hector Albert Valentine Selth, R.N.V.R.
 Temporary Acting Lieutenant-Commander George Bellet Brande Richey, R.N.R.
 Temporary Acting Lieutenant-Commander Harry Donald Davis, R.N.V.R.
 Temporary Acting Lieutenant-Commander Ogilvy Mackenzie-Kerr, R.N.V.R.
 Temporary Acting Lieutenant-Commander William McInnes, R.N.V.R.
 Temporary Acting Lieutenant-Commander John Murray, R.N.V.R. (Dumfries).
 Acting Paymaster Lieutenant-Commander Robert Harold Martin, R.N.
 Skipper Charles Thomas Powdrell, 884 T.S., R.N.R.
 Lieutenant Allan Reid Webster Archibald, R.N. (Fairlight, Sussex).
 Lieutenant Horace George Barnard, R.N.
 Lieutenant Donald Lawrence Baxter, R.N.
 Lieutenant David Creagh Beatty, R.N.
 Lieutenant Francis Brian Price Brayne-Nicholls, D.S.C., R.N.
 Lieutenant Michael Henry Collar, R.N.
 Lieutenant Anthony Edward Fanning, D.S.C., R.N. (Painswick, Gloucestershire).
 Lieutenant David Franklyn Goodale, D.S.C., R.N.
 Lieutenant Kenneth Talbot Holland, R.N. (Meonstoke, Hampshire).
 Lieutenant John Alfred Jones, R.N.
 Lieutenant Peter Graham Lachlan, R.N.
 Lieutenant Peter Forster Manisty, R.N. (Harrow).
 Lieutenant John Errol Manners, R.N. (Alverstoke).
 Lieutenant Edward Gerard Napier Mansfield, R.N. (Salisbury).
 Lieutenant Donald Terry McBarnet, D.S.C., R.N.
 Lieutenant Anthony Gresham McCrum, R.N.
 Lieutenant Roger Curteis Norwood, D.S.C., R.N.
 Lieutenant Edgar George Warren, R.N. (St. Austell, Cornwall).
 Lieutenant Peter Temple Williams, R.N.
 Lieutenant Arthur George Edwards S.A.N.F.(V.).
 Lieutenant Derek Harold George Coughlan, R.N.R.
 Lieutenant Wilfred Louis Gerard Dutton, R.N.R.
 Lieutenant Thomas Young, R.N.R.

Temporary Lieutenant Stanley Frank Williams, R.N.R.
 Temporary Lieutenant (E) John Piper Kendall, R.N.R. (Upminster, Essex).
 Temporary Lieutenant Montagu John Proby Armstrong, D.S.C., R.N.V.R.
 Temporary Lieutenant Derrick Bolton, R.N.V.R.
 Temporary Lieutenant Ronald Ernest Davis, R.N.V.R.
 Temporary Lieutenant Lewis Dean, R.N.V.R.
 Temporary Acting Lieutenant Donald Ralph Victor Flory, R.N.V.R.
 Temporary Lieutenant Ralph Burton Goodwin, R.N.Z.N.V.R.
 Temporary Acting Lieutenant Charles Henry Hill, R.N.V.R.
 Lieutenant Jack Eardely Koyl, R.C.N.V.R.
 Temporary Lieutenant Hugh McTaggart Love, R.N.V.R. (Disney, Cheshire).
 Temporary Lieutenant William Thomas Skeels, R.N.V.R.
 Temporary Lieutenant William Wilkinson Wells, R.N.V.R.
 Temporary Lieutenant Arthur Nathaniel Peter Woodard, R.N.V.R.
 Temporary Lieutenant David James Davis Owen, R.N.V.R. (Aberystwyth).
 Lieutenant (E) John Randolph Wortley Young, R.C.N.V.R.
 Temporary Paymaster Lieutenant James John Aherne, R.N. (Montreal).
 Temporary Paymaster Lieutenant John Asbury, R.N.V.R. (Bristol).
 Temporary Lieutenant Geoffrey Brown, R.N.V.R. (Bristol).
 Temporary Lieutenant Frank Donald Fletcher, R.N.V.R.
 Temporary Lieutenant Ronald Hough, R.N.V.R.
 Temporary Lieutenant Owen James Older, R.N.V.R. (Kingston-on-Thames).
 Temporary Lieutenant Granville Roland Smith, R.N.V.R. (Hertford).
 Temporary Lieutenant Thomas James Turton, R.N.V.R.
 Temporary Acting Lieutenant Herbert Vine Jones, R.N.V.R.
 Lieutenant Alexander Primrose Grahame Joy, R.C.N.V.R. (Toronto).
 Temporary Lieutenant Douglas John Browne, R.A.N.V.R.
 Sub-Lieutenant Leofric Douglas Temple-Richards, R.N.
 Sub-Lieutenant Charles Nicholas Reid, R.N.V.R.
 Temporary Sub-Lieutenant Leonard Grist Blyth, R.N.V.R.
 Temporary Sub-Lieutenant Jeremy Nigel Clare Bryant, R.N.V.R. (Tunbridge Wells).
 Temporary Sub-Lieutenant Dan Eton Burton, R.N.V.R.
 Temporary Sub-Lieutenant Derrick Arthur Fynn, R.N.V.R. (Surbiton, Surrey).
 Temporary Sub-Lieutenant Edward Harry Hannaford, R.N.V.R.
 Temporary Sub-Lieutenant Christopher St. John Cecil Harland, R.N.V.R. (Ealing).
 Temporary Sub-Lieutenant Lewis Walter Crix Lowry, R.N.V.R.
 Temporary Sub-Lieutenant Cyril Herbert Moss, R.N.V.R.
 Temporary Sub-Lieutenant John Murts, R.N.V.R. (London).
 Temporary Sub-Lieutenant Robert de Lissa Philips, R.N.V.R.
 Temporary Sub-Lieutenant (E) Norman Robert Dodds, R.N.V.R.
 Temporary Sub-Lieutenant (E) William Macpherson Murray, R.N.V.R.
 Temporary Acting Sub-Lieutenant Peter Charles Sargeant, R.N.V.R. (Colchester).
 Midshipman Norman Ernest Draper, R.N.V.R. (Leyton, London).
 Mr. William Charles West, Temporary Gunner, R.N. (Burnham, Buckinghamshire).
 Mr. Herbert Pattison, Warrant Telegraphist, R.N. (Wakefield, Yorkshire).
 Mr. Thomas William Pick, D.S.C., Warrant Telegraphist, R.N.
 Mr. Eric Norman Read, Warrant Telegraphist, R.N. (Portsmouth).
 Mr. Robert George Stewart, Warrant Telegraphist, R.N.
 Chief Petty Officer Arthur Edward Cockings, P/JX.130298.
 Chief Petty Officer Llewelyn Dawson, B.E.M., C/J.95232 (Bolton, Lancashire).
 Chief Petty Officer Roy David Nicholas, D.S.M., D/J.93134 (Plymouth).
 Chief Yeoman of Signals William Ernest Fletcher, P/J.37109.
 Chief Petty Officer Telegraphist Reginald Howard Hensman, P/JX.135112.
 Chief Petty Officer Telegraphist Murdo MacKay, C/JX.129894 (Findochty, Banff).
 Chief Engine Room Artificer Cecil Charles Glanville, C/M.36092 (Portsmouth).
 Temporary Acting Chief Engine Room Artificer Harold Pitman, P/MX.48547 (Midhurst, Sussex).
 Chief Motor Mechanic C. A. Robertson, V-14735, R.C.N.V.R.
 Acting Chief Motor Mechanic Fourth Class Daniel Greenhalgh, D/MX.74299.
 Acting Chief Motor Mechanic Fourth Class Eric James Stanton Hollis, P/MX.89677 (Liphook, Hampshire).
 Chief Stoker Albert George Baker, D/K.64713 (Plymouth).
 Chief Stoker William Frederick Stone, D/K.62463 (South Brent, Devon).
 Acting Chief Petty Officer Storekeeper James Young, NAP/733365 (East Ham).
 Petty Officer Horace William Barnes, P/JX.140516.

Petty Officer George Frederick Burns, P/JX.138065 (Birkenhead).
 Petty Officer Albert Edward Burton, P/JX.140330.
 Petty Officer Eddie Chance, P/JX.157276.
 Petty Officer Andrew George Edwin Farmer, P/SSX.27873 (Malvern, Worcester-shire).
 Petty Officer John Thomas Howard, C/J.110175.
 Petty Officer L. McGregor, R.C.N.V.R., V.8385.
 Petty Officer William Murphy, D/JX.133418.
 Petty Officer Claude Benjamin Packham, P/JX.125550.
 Petty Officer Bernard John Regan, D/J.110229.
 Petty Officer John Roberts, D/SSX.21413.
 Petty Officer Harold James Hay Roberts, C/JX.114106.
 Temporary Petty Officer Aubrey Reginald Tucker, P/JX.151075.
 Yeoman of Signals Ernest John Burrows, D/JX.133576.
 Yeoman of Signals Thomas Sidney Hodgson, P/SSX.16297.
 Temporary Acting Yeoman of Signals Herbert Ridley, C/JX.126463 (Hull).
 Petty Officer Telegraphist Ralph Chambers, P/JX.143617.
 Petty Officer Telegraphist Reginald George Brunskill, C/JX.144206.
 Petty Officer Telegraphist Charles Frederick Henry Stanley, P/JX.137034.
 Temporary Acting Petty Officer Telegraphist Raymond Frank George, P/JX.156089.
 Petty Officer Engineman Thomas Coleridge Haling, LT/KX.109918 (Tewkesbury, Gloucestershire).
 Petty Officer Arthur James Deacon, D/JX.126995 (Plymouth).
 Petty Officer Motor Mechanic Gordon Atkinson, P/MX.79154 (Spondon, Derbyshire).
 Petty Officer Motor Mechanic William Joseph Doody, D/MX.67765 (Cardiff).
 Petty Officer Motor Mechanic John Jamieson, C/MX.92618.
 Petty Officer Motor Mechanic William Stanley Sinfield, D/MX.73580.
 Acting Petty Officer Motor Mechanic Elred Whelan, R.C.N.V.R., V-27106.
 Temporary Acting Petty Officer Sick Berth Attendant James Edward Schofield, D/SBRX.6879.
 Temporary Supply Petty Officer Neil George McNab Hamilton, D/MX.73262 (Glasgow).
 Shipwright Third Class Lawrance German Lloyd, P/MX.59878.
 Shipwright Third Class William Henry Meek, P/MX.58424 (Middlesbrough).
 Temporary Acting Petty Officer Henry William Crow, P/JX.193529.
 Sergeant Arthur William Harvey, R.M., Ply.X.47 (Rainham, Kent).
 Colour Sergeant (Temporary) William John Probert, Ch.24519 (Rochester, Kent).
 Sergeant (Temporary) William Walter Loraine Russell, Ch.X.1498, R.M. (Thornton Heath).
 Leading Seaman William George Atkins, C/JX.204472 (Billericay, Essex).
 Leading Seaman William Baldwin, D/MDX.2177.
 Leading Seaman William John Sidney Alfred Cook, C/JX.139063.
 Leading Seaman David Francis, P/JX.284952.
 Leading Seaman Stephen Gomm, P/JX.190486 (Barham).
 Leading Seaman Michael Augustine Hickey, LT/JX.256902.
 Leading Seaman Eric Charles Hudson, C/JX.154970.
 Leading Seaman George Frederick Jennings, C/JX.317439.
 Leading Seaman John Stephenson King, C/JX.163632.
 Leading Seaman Richard Knight D/SSX.19752.
 Leading Seaman William George Toone, P/JX.131282.
 Leading Seaman A. Warrick, R.C.N.V.R., V.9831.
 Leading Seaman Sherrard Arthur Wetton, P/SSX.28325.
 Leading Seaman William Henry Williams, D/X.7872.
 Acting Leading Seaman James Dawson Leck, R.N.R., X.10007B.
 Temporary Leading Seaman Stanley Cecil Weekes, P/JX.128986.
 Acting Leading Seaman Frank Cecil Pratt, R.F.R., C/JX.128960 (Forest Gate, London).
 Acting Leading Seaman Walter George Wincup, C/JX.151695 (Beccles).
 Acting Temporary Leading Seaman Thomas Alexander Forfar, C/JX.182772.
 Acting Temporary Leading Seaman David John Howard, C/JX.216620 (Plaistow, London).
 Acting Temporary Leading Seaman John Maden Sharpe, D/JX.204378.
 Acting Temporary Leading Seaman Robert John Paterson, C/SSX.28209.
 Leading Signalmen Joseph Cohen, P/JX.161852 (Stoneleigh, Surrey).
 Temporary Acting Leading Signalmen Albert Irwin Harris, P/JX.134332.
 Leading Telegraphist Geoffrey Roger Drew, P/JX.150963.

Leading Signaller James Dodworth Johnson, C/JX.141011.
 Leading Telegraphist Frank Langford, P/J.102405 (Luton, Bedfordshire).
 Leading Telegraphist Thomas Paterson McGeachy, D/JX.172267.
 Leading Stoker William Katanna, R.C.N.V.R., V.16478.
 Leading Stoker Ronald William Nicholls, P/KX.113128.
 Leading Stoker Thomas William Robinson, R.F.R., D/K.55531.
 Temporary Leading Stoker Henry Rees Williams, P/KX.77126 (Swansea).
 Leading Motor Mechanic Percy Duncan Stogden, C/MX.116189.
 Leading Writer Henry James Chappell, D/MX.81193 (Helston, Cornwall).
 Able Seaman Arthur Leonard Adams, P/JX.291675.
 Able Seaman Stanley Beck, D/SSX.26343.
 Able Seaman Frederick Christopher Bailey, C/J.91142 (Barking).
 Able Seaman Cyril Murton Barber, C/JX.127895 (London).
 Able Seaman George Walter Barrett, D/JX.182682.
 Able Seaman Ronald Brierley, C/JX.300579.
 Able Seaman Arthur George Maurice Brown, C/JX.226844.
 Able Seaman John William Mannifield, P/JX.235971.
 Able Seaman Joseph Allan Larkin, C/JX.351300.
 Able Seaman Jim Leach, C/JX.351561.
 Able Seaman Donald Macaulay, C/X.18578A.
 Able Seaman Archibald Charles Mooney, R.F.R., D/J.44144.
 Able Seaman Kenneth George Oakley, D/SSX.32778.
 Able Seaman Joseph Edward Pantoll, D/JX.254975.
 Able Seaman Cyril George Stephen Patterson, P/JX.298560 (St. Mary Cray, Kent).
 Able Seaman Douglas Frederick Pates, C/JX.160491.
 Able Seaman William Quinn, D/M/DX.2456/CO.
 Able Seaman Leslie Albert Stevens, D/JX.159291 (Southpheaton, Somerset).
 Able Seaman Ivor Stowe, C/JX.155427.
 Able Seaman Thomas Bell Waugh, D/JX.304962.
 Marine (Acting Temporary Corporal) Leslie Frank Castleman, R.M., Ch/X.106619 (Hounslow).
 Ordinary Seaman John William Ball, C/JX.350307.
 Ordinary Seaman Bernard George Kelly, D/JX.368304.
 Ordinary Telegraphist Kenneth Norman Simmons, P/JX.342384.
 Stoker First Class Frank Robert Bishop, P/KX.119447.
 Stoker First Class Victor Henshaw, R.C.N.V.R., V.41809.
 Stoker First Class Peter William Lifford, D/KX.127226 (Wandsworth).
 Stoker First Class John Thomas Piggford, P/SKX.235.
 Stoker First Class William John Ward, C/KX.108216/CO.
 Stoker First Class Terrence Roland Wooder, D/KX.139614/CO.
 Stoker Second Class Albert William Cowley, P/KX.162107/CO.
 Seaman William Arthur Bird, LT/JX.172928.
 Telegraphist Ronald Kew, D/JX.247096.
 Greaser Thomas Beham, NAP/R.229215.
 Writer Cedric Clarence Coleman, D/MX.86656.
 Shipwright Frederick Jones, D/MX.90908.
 Marine Bertram Henry Thomas Hilkin, PO/X.3129.
 Telegraphist Eric Arthur Tilley, C/JX.134102 (Tunbridge Wells).

For skill and daring in a successful action in enemy coastal waters while serving in light Coastal Craft :

Bar to Distinguished Service Cross

Acting Temporary Lieutenant-Commander Donald Gould Bradford, D.S.C., R.N.R. (Bolton, Lancashire).

Distinguished Service Cross

Temporary Lieutenant Walter Harrop, R.N.V.R. (Great Yarmouth).

Distinguished Service Medal

Acting Chief Motor Mechanic Joseph Howard Thompson, P/MX.98650 (Sunderland).
 Acting Chief Motor Mechanic Geoffrey Thomas Walker, P/MX.98477 (Wrexham).
 Acting Petty Officer Frederick Bernard Coombes, P/JX.141516 (Sheffield).
 Able Seaman James Parlour, P/JX.274087 (Bow, London).
 Able Seaman William Scade, P/JX.366331 (Rochdale, Lancashire).

Posthumous Mention in Despatches

Leading Motor Mechanic Eric Robson, P/MX.503089 (Havant, Hants).

Mention in Despatches

Temporary Lieutenant William Beynon, R.N.V.R. (Swansea).
 Temporary Lieutenant Donald George Dowling, R.N.V.R. (Ipsden).
 Acting Chief Motor Mechanic Wilfred Howson Hart, P/MX.125712 (Ryde).
 Acting Petty Officer Gordon Alfred Charles Stevens, D/JX.141143 (Weymouth).
 Petty Officer Motor Mechanic Douglas Hibbert, C/MX.76830 (Betteshanger, Nr. Deal, Kent).
 Leading Seaman William James Allen, C/LD/X.3444 (London).
 Able Seaman Michael Philip Hamman, D/JX.255888 (Nunhead, London).
 Able Seaman George Alfred Kerby, D/SSX.17953 (Bargoed, Glamorgan).
 Able Seaman Sydney Ronald Kirk, C/JX.373767 (Carlton, Notts).
 Able Seaman Walter Edward Nield, D/JX.345226 (Royton, Lanes).
 Able Seaman Sydney Bernard Tew, D/JX.288412 (Maltby, Yorks).
 Stoker First Class Kenneth William Millward, P/KX.158691 (Ellesmere Port).

For bravery and skill in actions in the Mediterranean while serving in light coastal craft :

Bar to Distinguished Service Cross

Lieutenant Anthony Constantine Barrington Blomfield, D.S.C., R.N. (Marlborough).
 Temporary Lieutenant Harry Frederick Wadds, D.S.C., R.A.N.V.R. (Sydney, Australia).

Distinguished Service Cross

Temporary Lieutenant Edward Henry Godfrey Lassen, R.N.Z.N.V.R. (Oxford, North Canterbury, New Zealand).

Distinguished Service Medal

Acting Petty Officer Martin Cregan, D/JX.154511 (Tarbert, Co. Kerry).
 Able Seaman George Thomas Hammett, D/JX.238234 (Plymouth).
 Able Seaman Norman Wilson Turner, P/JX.252864 (Southampton).
 Telegraphist Charles Clater, D/JX.233863 (Melton Mowbray).

Mention in Despatches

Lieutenant Denis Jermain, D.S.C., R.N. (Fareham).
 Temporary Lieutenant Alexander Dunlop Foster, R.N.V.R. (Trefnant, Denbigh).
 Petty Officer Leonard Edgar Montfort, P/JX.129134 (Camberley).
 Acting Petty Officer Harold Townsend Avent, D/JX.153755 (Plymouth).
 Able Seaman Douglas Akers, C/SSX.23929 (Peckham).
 Able Seaman George Maurice Alen, P/JX.298670 (Braintree).

For courage, skill and endurance in bringing the light craft in which they were serving safely to port, after she had been heavily attacked from the air :

Distinguished Service Cross

Temporary Lieutenant Frederick William Bramwell, R.N.V.R.

Distinguished Service Medal

Petty Officer Motor Mechanic Dennis Wallace Knowelden, P/MX.98460.
 Able Seaman George Ronald Harrison, C/JX.378035.
 Ordinary Seaman Bernard Eden McNeill, C/JX.408664.

For gallant and distinguished services in a successful action with a U-boat while serving in H.M.S. "Inconstant"

Bar to Distinguished Service Cross

Lieutenant-Commander John Henry Eaden, D.S.C., R.N. (London).

Distinguished Service Cross

Temporary Lieutenant Robert Stuart Scott Ingham, R.N.V.R. (Dalbeattie).

Distinguished Service Medal

Able Seaman Mervyn Ellyatt Wetherhead, D/JX.200381 (Hayes).

Mention in Despatches

Lieutenant Humphrey Derek Howse, R.N. (Kilmacolm, Renfrewshire).
 Able Seaman William Alexander Crombie Logan, D/JX.306333 (Glasgow).

For bravery and devotion to duty :

The Distinguished Service Cross

Lieutenant Arthur Anthony Duff, R.N.

Mention in Despatches

Temporary Sub-Lieutenant Bruce Edward Enzer, R.N.V.R.
 Acting Temporary Petty Officer Albert Charles Brookes, C/JX.153894.
 Engine Room Artificer Henry James Fishleigh, D/MX.103454.
 Acting Leading Seaman Bruce Walter George Element, C/JX.159787.
 Able Seaman James Joseph Magennis, D/JX.144907.

For services in the planning of operations in the Mediterranean :

Mention in Despatches

Acting Commander Ralph William Frank Northcott, D.S.O., R.N. (London).
 Temporary Lieutenant James Foulis Hay, R.N.V.R. (Slough).
 Chief Petty Officer Writer Arthur Cecil Hampshire, C/MX.73842 (Eastcott, Middlesex).
 Temporary Leading Writer Fred Winship, C/MX.69367 (Monkseaton, Northumberland).

For good services after their ships had been attacked by aircraft :

Mention in Despatches

Mr. Walter Edward George Reeks, Gunner (T), R.N. (Pitsea, Essex).
 Sick Berth Petty Officer Eric Gordon MacKney, P/MX.50253 (Southsea).
 Shipwright Third Class Harold Winzar, P/MX.70436 (Weymouth).
 Temporary Acting Leading Seaman Edgar Roy Graves, C/JX.206257 (Newport Monmouthshire).
 Able Seaman Leslie Ronald Hills, P/JX.324505 (Walthamstow).

For courage and determination in rescuing the crew of a burning vessel :

Mention in Despatches

Petty Officer Sidney Arthur Ellis, C/JX.152207.

For courage and devotion to duty under attack from the air, while serving in defensively equipped Merchant Ships :

Mention in Despatches

Temporary Acting Leading Seaman Colin Garrity, D/JX.248884 (Southport).
 Acting Able Seaman Arnold Berry, C/JX.335829 (Huddersfield).
 Acting Able Seaman Harold Lord, D/JX.334209 (Oswaldtwistle).
 Acting Able Seaman Christopher John Spear, D/JX.335639 (St. Austell).

The KING has been graciously pleased to give unrestricted permission for the wearing of the following decoration conferred by the President of the Polish Republic, for services to the Polish Navy :

The Order of Polonia Restituta, Fourth Class

Temporary Commander Wilfred Albert Dunderdale, C.M.G., M.B.E., R.N.V.R.

†6203.—Deputy Adjutant-General, Royal Marines—Change of Title

(C.W. 52023/43.—30 Dec. 1943.)

The title of "Deputy Adjutant General, Royal Marines" has been altered to "Major-General General Staff, Royal Marines."

(A.F.O. 5824/43.)

*6204.—Combined Operations Officers—Revised Arrangements for Payment

(C.W. 39471/43.—30 Dec. 1943.)

As from 1st January, 1944, the only method of paying officers borne on the books of "Copra" will be payment by local Accountant Officers on Emergency Pay Lists (Form S.1039), which will be dealt with by Transfer of Cash procedure.

2. Separate Forms S.1039 are to be used for payments to officers and C.O. ship's book numbers are always to be shown.

3. The date and amount of each advance are to be entered in the pay books and initialled by the Paying Officer.

4. Pay due for December will be disposed of according to present arrangements. Thereafter no cheques are to be sent by "Copra" to banks or to individual officers.

5. Officers wishing money sent to their banks regularly must use the ordinary allotment procedure.

6. Allotments must be limited to the amount due in respect of full pay, marriage allowance and C.O. allowance, less income tax deductions.

7. Allowances of a temporary nature such as Hard Lying Money, Special Victualing allowance when credited on the ledger, Lodging and Provision Allowance, Colonial Allowance and Field Allowance will not be shown in the "daily rate" column or included in the "monthly rate" in pay books, but sums due in respect of them may be drawn in addition to the monthly rate.

8. When Hard Lying Money or Field Allowance is payable, the difference between the allowance and C.O. allowance may be paid to the officer concerned in addition to the monthly rate shown in the officer's pay book.

9. All officers borne in "Copra" must be in possession of pay books complete with "Copra" alteration slip giving current pay details. Pay books are to be issued locally as necessary. Names of officers requiring alteration slips are to be reported to "Copra", reports in the case of officers abroad to be by signal.

10. Special steps are to be taken to bring this order to the notice of all officers concerned.

("A" Message 121A of 7th Dec., 1943, is cancelled.)

6205.—Pilots in the Fleet Air Arm—Notation of Assessment of Efficiency on Form S.226

(C.W. 41392/43.—30 Dec. 1943.)

In order to assist the Squadron Commander to assess the flying capabilities of a pilot on appointment to a squadron with a view to the reduction of accidents to Naval aircraft, it has been decided that in future the Log Books of Naval Pilots (Officers and Ratings) are to be noted on each occasion of change of unit in accordance with Form S.226 which is to be affixed in the Pilot's Log Book.

2. The assessment of proficiency of the pilot should be compared, not with his fellow pilots in the squadron, but with the general standard of pilots of similar training or operational experience throughout the Service, so far as the Squadron Commander is aware.

3. The form is to be completed by the Squadron Commander, but where Squadron Commanders and also senior flying personnel, not in squadrons, are concerned, the necessary assessment should be made by the Commander (Flying) or their Commanding Officer as appropriate.

4. The distribution of Form S.226 will be made, without demand, to all concerned, from the R.N. Store Depot, Park Royal, N.W.10.

A.F.O. 2254/45 *†6206.—Distinction Marks for Wounded (Wound Stripes)

(P.M. 1943/43.—30 Dec. 1943.)

Officers, Petty Officers and men of the Royal Navy, and Officers, Non-commissioned Officers and men of the Royal Marines who have been awarded a Hurt Certificate for a wound sustained through enemy action (other than an "off-duty" wound or injury in respect of which a modified form of Hurt Certificate has been issued in accordance with A.F.O. 4718/41) since the beginning of the present war, may wear a strip of gold Russia braid, one and a half inches in length, sewn perpendicularly on the left sleeve of the coat or jumper to indicate each occasion on which the wearer has been wounded. Personnel whose names have appeared on the sick list or in any casualty list as having sustained a "qualifying" wound or other injury (including sequelae of immersion which necessitated hospital treatment, or treatment in a sick bay which, in normal circumstances, would have required treatment in hospital) may similarly wear a wound stripe.

The fact that a rating is eligible to wear a wound stripe should be noted on his service certificate.

A wound stripe in red has also been approved. This is to denote the receipt of a wound or wounds in previous wars (see paragraph 12).

2. A "qualifying" wound will be a wound due to enemy action and will include practically all such wounds sustained in a theatre of operations, but will be restricted in non-operational theatres to wounds due to enemy action sustained by personnel on duty. Personnel will usually be regarded as on duty unless actually on leave. Injury as the direct result of enemy action will also qualify, subject to interpretation in accordance with the examples set out below.

3. Wounds or injuries due to the following causes *will not be a qualification for the stripe* :—

- (i) Wounds or injuries due to enemy action, sustained in non-operational theatres when not on duty, *i.e.*, on leave.
- (ii) Injuries due to accidents on duty or arising directly out of the employment, but not directly due to enemy action, *e.g.*, due to collisions between ships at sea (unless in battle), car accidents, flying accidents on duty not due to enemy action (but excluding operational sorties), handling of lethal weapons, gun explosions, whether accompanied by a large "active service risk" or otherwise.
- (iii) Diseases attributable to war service.

4. The following wounds or injuries *will be a qualification for the stripe* :—

- (i) During service afloat—wounds or injuries due to enemy action whether received on duty or otherwise.
- (ii) During service ashore—wounds or injuries due to enemy action, received when on duty (*see* paragraph 2).
- (iii) In Fleet Air Arm unit in the United Kingdom, wounds or injuries due to enemy action, sustained when on duty in the air or on the ground.

5. The wounds or injuries in paragraph 4 will include, for example :—

- (i) Wounds or injuries inflicted by our own projectiles (or parts of them) when these have been fired at the enemy.
- (ii) Injuries due to rescue work in bombed buildings or bombed defences.
- (iii) Injuries due to collision of a vessel with a British mine.
- (iv) Injuries sustained by members of an aircraft crew as a result of an aircraft crash, or aircraft damage, or fire in an aircraft, provided these are due to enemy action. Injuries sustained by those who rescue or attempt to rescue members of a crew in such circumstances would be a qualification, provided the rescuers or the persons attempting the rescue are in a class qualifying for the stripe. Crashes in operational sorties would be included.
- (v) Injuries due to mine or bomb disposal duties.
- (vi) Injuries due to enemy gas, if at any time used, or due to blast.

6. It is the intention that determination of eligibility under the foregoing rules shall, in the normal course, be undertaken by the appropriate local Naval authorities, and only cases in which real doubt arises that cannot be disposed of after full consideration and investigation locally should be referred to the Secretary of the Admiralty (P.M. Branch) for decision.

7. The stripes of braid will be worn by officers of the R.N., R.N.R., R.N.V.R., R.N.V.(W)R., including officers on T.124 and variants, and W.R.N.S. officers, on the undress coat only. The lower end of the first stripe will be in the position defined below :—

- (i) Officers who wear distinction lace or braid :—on the left sleeve— $\frac{1}{2}$ -in. above the curl.
- (ii) Officers who do not wear distinction lace or braid :—on the left sleeve in the same position as for Sub-Lieutenants.
- (iii) Officers who wear a pilot's, observer's or air gunner's badge :—on the left sleeve, $\frac{1}{2}$ -in. above the badge.

Members of Q.A.R.N.N.S. and reserve should wear the stripes 3-in. from the edge of the left sleeve.

8. Chief Petty Officers (including W.R.N.S.) will wear the gold braid $\frac{1}{4}$ -in. above the centre button on the left sleeve.

Petty Officers and ratings (including W.R.N.S.) will wear the gold braid in the middle of the left sleeve with the lower end 3-in. from the bottom of the sleeve.

Members of V.A.D. should wear the stripes $\frac{1}{2}$ -in. above the mobile V.A.D. badge on the left sleeve.

9. Royal Marines.

The stripes of braid will be worn on the left sleeve of blue and khaki S.D. tunics with the lower end immediately above the point of the cuff. In the case of tunics with no cuffs, the stripe will be worn with the lower end 3-in. from the bottom of the sleeve. In the battle dress blouse, the stripe will be worn with the lower end immediately above the upper edge of the cuff.

10. In all cases the stripe will be $\frac{5}{32}$ -in. in breadth and $1\frac{1}{2}$ -in. in length.

Additional stripes of gold braid marking each subsequent occasion on which the wearer has been wounded will be placed in front of the first stripe at intervals of $\frac{1}{2}$ -in.

11. The stripe will not be worn with white uniform or tropical dress.

12. In cases where personnel have been awarded wound stripes in respect of wounds received in previous wars, a red rayon stripe may be worn of the same size and in a similar position on the left sleeve. One red stripe only is to be worn in respect of any number of wounds received in previous wars. The first gold stripe for a wound of the present war should be worn in front of and $\frac{1}{2}$ -in. away from the red rayon stripe, any subsequent gold stripes being worn as in paragraph 10.

13. The above regulations apply equally to officers and men of the Royal Naval Reserve, Royal Naval Volunteer Reserve and H.M. Coastguard, personnel serving under agreement T.124 and variants in commissioned auxiliary war vessels, and other naval auxiliary members serving afloat in H.M. ships. They apply also to members of the Q.A.R.N.N.S., the W.R.N.S., Q.A.R.R.N.S. Reserve and the V.A.D.s.

14. The issue of the braid is to be made free from stocks held by Accountant Officers, and demands for supplies are to be forwarded by Accountant Officers to the Royal Victoria Yard, Deptford. These demands are to be limited, in the first instance, to the quantities required for current issue, further demands being forwarded from time to time as necessary.

15. In the case of Royal Marines serving on shore strength, gold braid will be issued free to officers and other ranks by the First Quartermasters of the R.M. Divisions and Depot, Lympstone, who will obtain supplies from the Royal Victoria Yard, Deptford, as indicated in the foregoing paragraph.

16. The grant of a wound stripe does not carry any claim for financial recognition.

(A.F.O.s 4718/41 and 3658/43.)

*6207.—Diving Non-Substantive Rating

(N. 30028/43.—30 Dec. 1943.)

With reference to K.R. & A.I. Appendix XVII, Part 3, No. 25, as amended by K.R. 4/43, and paragraph 4 of A.F.O. 4413/43, it has been decided that Wiremen shall be eligible to hold the non-substantive rate of Diver 2nd class.

(K.R. & A.I., App. XVII, Part 3, No. 25—K.R. 4/43.)

(A.F.O. 4413/43.)

6208.—Ratings—Reports of Movements—S.543 Draft Note and Tobacco Permit—Use of

(N. 30364/43.—30 Dec. 1943.)

With reference to A.F.O. 5321/43, instances have arisen where quadruplicate and in some cases duplicate forms S.543, Draft Note and Tobacco Permit, have been forwarded to H.M.S. "St. George."

2. Attention is drawn to the fact that H.M.S. "St. George" is not one of the depots referred to in A.F.O. 5321/43, and Forms S.543 should be forwarded there only in the case of ratings on draft to H.M.S. "St. George."

(A.F.O. 5321/43.)

A.F.O. 6138/43

6209.—Entry of Youths as Seamen Boys, 2nd Class—(Buglers H.O.)

(N. 23321/43.—30 Dec. 1943.)

A limited number of youths who are not Sea Cadets are being entered as Seamen Boys, 2nd Class (Buglers H.O.).

2. They will serve under the conditions laid down in A.F.O. 5566/43 for Sea Cadet entries.

(A.F.O. 5566/43.)

6210.—National Service (Armed Forces) Acts—Position of Men Discharged from R.N. and R.M.

(N. 30442/43.—30 Dec. 1943.)

Paragraph 1 of A.F.O. 5636/42 is to be amended as follows :—

Line 2. After "discharges" add "(including discharges from the Unpaid Reserve)".

Line 3. After "ranks" add "(including "Y" entries)".

Line 4. Substitute "17" for "18" in two places.

(A.F.O. 5636/42.)

6211.—Kit Upkeep Allowance

(V. 1/5877/43.—30 Dec. 1943.)

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

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

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

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

(A.F.O. 5979/43 is cancelled.)

6212.—W.R.N.S.—Armament Store Duties—Employment of W.R.N.S. Officers in Lieu of Gunners—ReportsA.F.O.
275/45

(C.W. 40768/43.—30 Dec. 1943.)

Paragraph 5 of A.F.O. 5200/43 is to be amended to read as follows :—

"5. Local authorities are in the first instance to forward recommendations on Form S.1530 to the Superintendent, W.R.N.S., of the local Command, for onward transmission to the Captain, H.M.S. "Excellent".

(A.F.O. 5200/43.)

A.F.O. 2590/45 6213.—W.R.N.S.—Hairdressing Facilities

(C.W/N. 8700/43.—30 Dec. 1943.)

The official working time of service hairdressers is to be available only to W.R.N.S. ratings. Where most exceptional circumstances exist, however, *e.g.*, in isolated units where no civilian hairdressers are within reasonable reach, W.R.N.S. officers may, subject to the approval of the W.R.N.S. Superintendent, make private arrangements for hairdressing by the service hairdressers; such work is to be done in the hairdresser's off-duty time and the question of charges left as a private arrangement between the officer and the hairdresser. Care should be taken that adequate recreation of hairdressers is not prejudiced by the arrangements now approved.

2. A record of such instances is to be kept by the hairdressers for inspection and check and they are to refund to the Crown, Vote 2, subhead Q, at the rate of 2d. for each occasion, to cover the cost of setting lotion and liquid soap used and supplied from service stocks.

(A.F.O. 4727/42.)

6214.—W.R.N.S.—Medical History Sheets—Disposal

(M.D.G. 58944/43.—30 Dec. 1943.)

Medical history sheets of W.R.N.S. personnel are to be forwarded to the Medical Officer of the unit concerned immediately on the transfer of a rating. They should always accompany a rating discharged to a naval hospital. Steps should be taken to ensure that they are correctly addressed to the relevant establishment.

2. On discharge from the service, promotion to commissioned or warrant rank, or death, the medical history documents are to be forwarded to the Medical Director-General of the Navy, except where death is due to accident, when the documents are to be retained until any necessary enquiry has been held.

3. They must *not* be sent to the Director, W.R.N.S.

6215.—W.R.N.S. Personnel—Regular Medical Inspections

(M.D.G. 39805/43.—30 Dec. 1943.)

It has been decided that arrangements should be made for the regular medical examination of all W.R.N.S. personnel.

2. The provisions of K.R. and A.I., Article 1333, clauses 2 and 3a, should therefore be made applicable to all W.R.N.S. personnel.

(K.R. and A.I., Art. 1393 (2) and (3a))

6216.—Admiralty Surgeons and Agents

(C.E. 17981/43.—30 Dec. 1943.)

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

Place	Name	Address	Remarks
Aldershot ...	Mrs. A. M. B. Walker, M.R.C.S., L.R.C.P.	34, Church Hill, Aldershot. Tel. No. Aldershot 671.	Vice Dr. F. M. Purcell.
Godalming ...	Mr. A. R. Rendle, M.R.C.S., L.R.C.P.	The Manse, Godal- ming, Surrey.	
Hartford and Clovelly.	Mr. N. F. Sawers, M.B., Ch.B.	Hartford, North Devon.	
Milford-on-Sea	Mr. H. L. Hodgkin- son, M.R.C.S., L.R.C.P.	Grimspound, Milford- on-Sea, Hants. Tel. No. Milford- on Sea 350.	Vice Dr. Leicester (deceased).

2. Dr. Mackie has resigned his appointment as Admiralty Surgeon and Agent for Warsash and the necessary treatment of cases of sickness will be dealt with by the Medical Officer, H.M.S. "Tormentor".

6217.—Officiating Ministers of Religion

(C.E. 59632/43.—30 Dec. 1943.)

The following appointments have been approved :—

Church of England—

W.R.N.S. Establishment, Steeple-
Claydon. Rev. R. G. Griffith, M.A.,
The Vicarage,
Steeple-Claydon, Bucks.

Roman Catholic—

H.M.S. "Triphibian I" ... Very Rev. James Fleming,
Our Lady Star of the Sea,
St. David's Road,
St. Anne's-on-Sea, Lancs.
(Appointment to date 25th November,
1943.)

Roman Catholic—*contd.*

H.M.S. "Triphibian II" ... Rev. William Bickerdike,
St. Joseph's,
Skipton Road, Bilton,
Harrogate.
(Appointment to date 1st November,
1943.)

Milford Haven ... Rev. B. Cosulich,
Priory Road,
Milford Haven, Pembroke.
(Vice Canon Hope.)

The usual facilities are to be afforded.

The following amendment is to be made to A.F.O. 5578/43:—

Church of England—

H.M.S. "Grasshopper" }
and W.R.N.S. Establishment, } Rev. E. L. Langston.
Weymouth.

(A.F.O. 5578/43.)

*6218.—Naval Salvage Money—Distribution

(D.N.A. 3A./S.322/42.—30 Dec. 1943.)

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

Award for the salvage of S.S. "British Lord" during the period 21st and 27th April, 1941, by H.M.S. "Protector," "H.M.S. "Auckland", H.M.T. "Skudd V" and H.M. Tug "Roysterer".

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

	H.M.S. "Protector"		H.M.S. "Auckland"		H.M.T. "Skudd V"		H.M. Tug "Roysterer"	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.
1st Class...	35	5 0	34	3 9	—	—	—	—
4th Class...	14	13 9	14	4 11	—	—	—	—
5th Class...	11	15 0	11	8 0	15	12 7	17	0 8
6th Class...	8	16 4	8	11 0	11	14 2	12	15 5
7th Class...	7	1 0	—	—	—	—	10	4 4
8th Class...	5	17 7	5	14 0	—	—	8	10 4
9th Class...	4	14 1	4	11 3	6	5 0	6	16 2
10th Class...	3	10 7	3	8 5	—	—	5	2 1
11th Class...	2	18 9	2	16 11	3	18 3	4	5 1
12th Class...	1	15 4	1	14 3	2	6 11	—	—
13th Class...	1	3 6	—	—	—	—	—	—

3. Application 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.

6219.—French Visiting Forces (United Kingdom) Order, 1943

(N.L. 17491/43.—30 Dec. 1943.)

In view of the constitution and recognition of the French Committee of National Liberation an Order has been recently made entitled "French Visiting Forces (United Kingdom) Order, 1943", and is reproduced in the schedule to this Order.

2. The object of this Order is to amend the Allied Forces (Application of 23 Geo. 5 c. 6) (No. 1) Order, 1940, by including the Republic of France amongst the powers specified in that Order as being Allies of His Majesty. Further, by virtue of this Order-in-Council the Allied Forces (Relations with Civil Authorities) (No. 1) Order, 1940, Allied Forces (Penal Arrangement) (No. 1) Order, 1940 as amended by The Allied Forces (Greece and Yugoslavia) Order, 1941, now apply to the French Naval Forces in the United Kingdom.

3. The practical effect of this Order *inter alia* is to put the French Naval Forces on the same footing as other Allies as regards apprehension of deserters and absentees without leave, and detention or imprisonment of its members.

4. The Allied Forces (Application of 23 Geo. 5 c. 6) (No. 2) Order, 1940, The Allied Forces (Relations with Civil Authorities) (No. 2) Order, 1941, and the Allied Forces (Penal Arrangements) (No. 2) Order, 1941 have therefore been revoked.

5. Attention is therefore drawn to A.F.Os. 2712/41 and 2713/41. The French Naval Forces are now, by virtue of the above-mentioned new Order-in-Council reproduced in the schedule to this Order, considered for this purpose as an Allied Naval Force. In these circumstances the Forms A, B and C hitherto used for members of Allied Naval Forces, *e.g.*, Netherlands, Polish, etc. are to be similarly used for members of the French Naval Forces. The Forms A, B and C previously reserved exclusively for the Free French Naval Forces are obsolete and must not be used in future. The words "Free French Naval Forces" at the top of the descriptive report referred to in A.F.O. 2712/41 are in future to be deleted accordingly.

6. Thus the French Naval Force are in future to be treated for the purposes of A.F.Os. 2712/41 and 2713/41 in exactly the same manner as members of other Allied Naval Forces and any action required by these A.F.Os. is to be taken accordingly.

SCHEDULE

FRENCH VISITING FORCES (UNITED KINGDOM) ORDER, 1943

At the Court of Buckingham Palace, the 24th day of September, 1943

PRESENT

The King's Most Excellent Majesty in Council

Whereas it is expedient, having regard to the constitution and recognition of the French Committee of National Liberation, to make fresh provision with respect to such of the naval, military and air forces of France under the control of that Committee as are present in the United Kingdom or on board any of His Majesty's ships or aircraft, and in particular for giving effect to the jurisdiction conferred in relation to such forces by subsection (1) of section one of the Allied Forces Act, 1940(a):

Now, therefore, His Majesty, in exercise of the powers conferred on him by subsection (3) of the said section one and by section four of the said Act, and of all other powers enabling Him in that behalf, is pleased, by and with the advice of His Privy Council, to order, and it is hereby ordered as follows:—

1. *Extension to French Forces of S.R. & O. 1940, No. 1818.*—The Allied Forces (Application of 23 Geo. 5 c. 6) (No. 1) Order, 1940(b), the Allied Forces (Relations with Civil Authorities) (No. 1) Order, 1940(c), and the Allied Forces (Penal Arrangements) (No. 1) Order, 1940(d), as amended by the Allied Forces (Greece and Yugoslavia) Order, 1941(e), shall have effect as if at the end of Article 1 of the first-mentioned Order there were added the words "the Republic of France".

2. *Revocation of Orders relating to Free French Forces.*—The Allied Forces (Application of 23 Geo. 5 c. 6) (No. 2) Order, 1941(f), the Allied Forces (Relations with Civil Authorities) (No. 2) Order, 1941(g), and the Allied Forces (Penal Arrangements) (No. 2) Order, 1941(h), are hereby revoked.

3. *Interpretation and citation.*—(1) The Interpretation Act, 1889(j), shall apply to the interpretation of this Order as it applies to the interpretation of an Act of Parliament, and for the purpose of section thirty-eight of that Act (which relates to the effect of repeals) this Order and any Order revoked by this Order shall be deemed to be an Act of Parliament.

(2) This Order may be cited as the French Visiting Forces (United Kingdom) Order, 1943.

E. C. E. Leadbitter.

(A.F.Os. 2712/41 and 2713/41.)

6220.—Norwegian Operations, 1940—End of Leave Travel Concession

(N. 26086/43.—30 Dec. 1943.)

Admiralty General Message 518 AZ, of 13th May, 1940, approving the grant of an additional free travel warrant to their homes in the case of officers and men who had previously been engaged in the Norwegian operations, has been cancelled and, as from the date of receipt of this Order, no further free warrants are to be granted in this connection.

(A.G.M. 518 AZ, 13 May 1940, is cancelled.)

6221.—Customs Privileges for Major Landing Craft

(N.L. 6596/43.—30 Dec. 1943.)

The following is a consolidation of A.F.Os. 2732/43 and 3408/43.

2. Henceforth certain types of major landing craft will be eligible to receive duty-free mess and canteen stores, under precisely the same conditions as apply in the case of other H.M. commissioned sea-going ships.

3. Eligibility is at present confined to all types of L.C.T., L.C.F., L.C.I. (L), L.C.I. (S), L.C.G., and L.C.S. (L), Mark II. *L.C.S. (L), Mark I are not eligible for this privilege.*

4. Notification of the entitlement of such of these craft as are actually seagoing and commissioned should be forwarded in accordance with the procedure laid down in A.F.O. 345/42.

5. Duty-free service tobacco cannot be issued in craft whose crews are in receipt of subsistence allowance, e.g., L.C.Ts, but this prohibition does not apply to duty-free tobacco supplied as mess and canteen stores.

(A.F.O. 345/42.)

(A.F.Os. 2732/43 and 3408/43 are cancelled.)

6222.—Customs Privileges—Procedure for Notification under Article 916, K.R. and A.I.

(N.L. 13380/43.—30 Dec. 1943.)

Paragraph 6 of A.F.O. 345/42 is to be amended as follows:—

Customs Forms.

6. Applications for the issue of duty-free stores (Form C. & E. 90) and the certificate of receipt for the stores on the official shipping bill (Form 101 (Sale)) should be signed as follows:—

Class "A" Ships—

Ships (other than destroyers, frigates, corvettes and fleet minesweepers) commanded by officers below the rank of Lieutenant-Commander. Form C. and E. 90 and shipping bills to be—
(1) signed by the Captain or Commanding Officer and the Accountant Officer of the depot ship where borne;
(2) Countersigned by the Officer in Command at the base port.

Class "B" Ships—

Ships commanded by Officers of the rank of Lieutenant-Commander and above and also destroyers, frigates, corvettes and fleet minesweepers commanded by Lieutenants. Form C. and E. 90 and shipping bills to be—
(1) signed by the Commissioned Officer responsible for the receipt of the stores;
(2) countersigned by the Captain or Commanding Officer.

2. In all cases the naval rank of the signatory should be stated on the forms. There is no provision on the existing forms for this, and the classification of ships as printed on the forms are now out of date, having been amended as above, but, in view of the need for economy in the use of paper, the forms C. and E. 90 and 101 (Sale) will not be revised until the existing stocks have been exhausted. The particulars required on Form C. and E. 90 should be completed before signature, and any alterations should be initialled by the signatories.

3. Form C. and E. 90 is no longer required in duplicate.

(A.F.O's. 345/42 and 3807/43.)

6223.—Hospitalisation, Treatment and Disposal of U.S. Naval, Marine Corps, Coast Guard and Civilian Technician (Navy) Personnel in Royal Naval Medical Establishments.

(M.D.G. 59407/43.—30 Dec. 1943.)

The following procedure will be followed in the case of hospitalisation, treatment and disposal of U.S. Naval, Marine Corps, Coast Guard and Civilian Technician (Navy) personnel.

2. U.S. Naval, Marine Corps, Coast Guard and Civilian Technician (Navy) will be referred to as "U.S. Naval personnel" throughout these instructions:—

(a) *Hospitalisation and Medical Treatment.*—U.S. Naval personnel will be afforded full medical treatment similar to that given to British personnel. They should be attended by a Naval Medical Officer or Admiralty Surgeon and Agent who may order them hospital treatment. All treatment or hospitalisation will be rendered without charge to the individual or U.S. Government.

3. Admissions, transfers, deaths and discharges are to be notified on a form comparable to E.M.S. Form 105, e.g. :—

R.N. hospital or auxiliary hospital or sick quarters.....
Date
Name
Rank or rate
Official number
Unit
(Name of ship or station to which attached.)

Admission.....
Discharged
Date transfer
*Death
Disease or injuries†
Condition of patient
Disposal
Remarks

Medical Officer-in-Charge

* Delete as necessary † State if by enemy action.

In the case of U.S. Naval personnel attached to merchant vessels the armed guard centre to which attached should be shown.

In the case of battle casualties the name and address of next of kin should be shown.

These forms will be sent to the Staff Medical Officer, U.S. Naval Forces in Europe, 18, Grosvenor Square, London, W.1.

4. A record card (M.246) is to be made on each case and disposed of by post as follows:—

- To the Commanding Officer of the hospital to which patient is transferred, if he is transferred to another hospital.
- To the Staff Medical Officer, U.S. Naval Forces in Europe, 18, Grosvenor Square, London, W.1, if patient is returned to his ship or station.
- To the Staff Medical Officer, U.S. Naval Forces in Europe, 18, Grosvenor Square, London, W.1, in the event of death.

5. It will be the policy of the U.S. Navy to transfer its personnel from Royal Naval Medical Establishments in so far as is possible. When a patient is deemed ready to be transferred to a U.S. Navy Medical Establishment, the Medical Officer-in-Charge of the Royal Naval Medical Establishment will make the necessary arrangements with the Staff Medical Officer, U.S. Naval Forces in Europe, 18, Grosvenor Square, London, W.1, by post or telegram.

6. (a) U.S. Naval personnel, upon completion of hospitalisation or treatment, and ready for duty, will be returned to the unit from which received if practicable.

(b) Provided U.S. Naval personnel, when ready for duty, cannot be returned to the unit from which received, the Commander, U.S. Naval Forces in Europe, 20, Grosvenor Square, London, W.1, should be communicated with by post or telegram requesting disposal instructions.

7. U.S. Naval critically or seriously ill patients will be reported immediately to the Commander, U.S. Naval Forces in Europe (ComNavEu) by teleprinter or telegram giving the following information :—

- (a) Name, rank or rate, service number.
- (b) Armed guard centre to which attached in case of armed guard personnel.
- (c) Whether critically or seriously ill.
- (d) Name of hospital and location.
- (e) Diagnosis.
- (f) Name and address and relationship of next of kin.

The Commander, U.S. Naval Forces in Europe, should be informed when the patient has been removed from the critically or seriously ill list.

8. *Deaths*.—The following procedure is to be carried out :—

(a) Notify the patient's Commanding Officer (if known) and the Commander, U.S. Naval Forces in Europe, by teleprinter or urgent telegram, giving the following information :—

- (1) Full name.
- (2) Rank or rating and service number.
- (3) Branch of service.
- (4) Date, place and cause of death.
- (5) Full name and relationship of next-of-kin.
- (6) Address of next of kin.
- (7) What disposal has been or will be made of the remains.
- (8) From whence admitted.
- (9) Name of ship or station to which attached.
- (10) Religion.
- (11) Armed guard centre to which attached in case of armed guard.

(b) Notify immediately the Graves Registration Officer, H.Q. "SOS Etoussa," of the fact by telephone night or day (Thackery 8486 and 8487). If unable to establish direct contact, call Regent 8484 at London and place call through that exchange. The Graves Registration Officer when notified of a death will supply the information as to the disposal of remains.

(c) It is pointed out in order to prevent undue delay in the arrangements for burial of bodies by the Graves Registration Service that "Statutory Rules and Orders, 1942, No. 1444, Emergency Powers (Defence), The Defence (Burial, Inquests and Registration of Deaths) Regulations, 1942", provides for the disposal of deceased American military personnel without coroner's inquests.

(d) The identification tags should remain attached to the body.

(e) All personal effects of the deceased should be inventoried by the hospital authorities and shipped immediately to Supply Officer, U.S. Naval Forces in Europe, 18, Grosvenor Square, London, W.1, with a copy of the inventory in each packing case. The original of the inventory being posted to the Supply Officer, U.S. Naval Forces in Europe.

9. In cases of venereal diseases, Naval Forms S.576 and S.576S will be initiated and sent to the Commanding Officer of the hospital to which the patient is transferred or to the Staff Medical Officer, U.S. Naval Forces in Europe, 18, Grosvenor Square, London, W.1.

10. Medical Officers-in-Charge of R.N. Medical Establishments are not authorised to grant sick leave to U.S. Naval personnel under any circumstances.

11. U.S. Naval Port Officers in the vicinity of R.N. Medical Establishments should be informed regarding admission and discharge of U.S. Naval personnel.

(A.F.O. 2866/42 is cancelled.)

6224.—Cancelled

6225.—Burials in War Time

(N.L. 9184/43.—30 Dec. 1943.)

With the exceptions stated in paragraph 3, Their Lordships have decided to revert to the procedure laid down in K.R. & A.I., Article 1355, for sending home the bodies of officers and men, not buried at sea, for private burial and to the peacetime practice of asking the next-of-kin their wishes regarding the place of burial.

2. As early as possible after allowing a reasonable time for the casualty action to be taken, a reply-paid telegram should be sent to the next-of-kin (where postal or other means of notification are not appropriate) on the following lines :—

"Desire to express deepest sympathy with you in loss of your.....
(state relationship).

Yourcan be buried in.....(state place of burial) with Naval honours at(time) on.....
.....(day and date). Whole cost of burial under this arrangement would be borne by public funds. If you desire to attend funeral a railway warrant providing free third class return travel for two persons may be obtained at nearest police station on production of this telegram but no other personal expenses can be allowed.

If you prefer a private funeral the deceased will be sent home and cost of coffin and conveyance met from public funds. In addition, you will be allowed £5 (five pounds) towards remaining funeral expenses, but no other payment can be granted.

Please telegraph your decision as soon as possible."

3. Where the following circumstances obtain, bodies should be buried locally and next-of-kin should not be asked their wishes :—

- (a) If, in the opinion of the local Senior Officer, the distance to the home of the deceased is too great.
- (b) Transport to and from Eire or Northern Ireland is involved.
- (c) The number of bodies to be dealt with, or the transport necessitated, renders the procedure in paragraph 1 impracticable.
- (d) The state of the body makes early and local burial imperative.

In the event of (a), (b) or (c), the telegram to the next-of-kin should omit paragraph 3 and the opening of paragraph 2 should be worded "Yourwill be buried, etc." In the event of (d) and any case where the attendance of relatives at the funeral is clearly impracticable, e.g., when the place of burial is inaccessible, it will generally be desirable not to send a telegram to the next-of-kin, but details of the funeral arrangements made are to be communicated to the Admiralty and the Depots so that the next-of-kin may be informed in due course.

4. The cost of conveyance to the home of the deceased, not merely to the nearest railway station, is allowable from public funds.

(K.R. & A.I., Article 1355.)

(A.F.O. 3041/43.)

(A.F.O. 1305/40 is cancelled.)

6226.—Food Rationing

(V. 7453/43.—30 Dec. 1943.)

The following amendment is to be made to A.F.O. 3072/42, Section B :—

Insert "an asterisk" against "Butter and Margarine" in the list in paragraph 1 and add the following note at the end of the paragraph.

* The consumption of butter by personnel other than patients in naval hospitals victualled in naval shore establishments and harbour ships at home is not to exceed 2 ozs. per head per week.

(A.F.O. 3072/42.)

***6227.—Leave Tickets—Stamping by Railway Transport Officers**

(N.L./R.T. 28733.—30 Dec, 1943.)

In order to ensure uniform practice and to assist Commanding Officers in dealing with leave breakers, it has been arranged that Railway Transport Officers who are stationed at the London termini and other important stations throughout the country, shall undertake to stamp the leave tickets of naval ratings :—

(a) When the late arrival of the rating at the station is due to unpunctuality of trains, or other circumstances beyond his control.

(b) When there is no evidence available that the rating missed his train except through his own fault.

2. The endorsements used will be :—

(a) Train arrived.....late.

(b) Rating reported at.....

3. Liberty men should realise that all systems of communication in the country are now liable to delay and when making arrangements to return from leave, they should take this fact into account.

(A.F.O. 1904/41—not in annual volume—is cancelled.)

6228.—Travel To and From Eire and Northern Ireland—Permit Regulations for Wives and Families of Naval Personnel

(N.L. 20851/43.—30 Dec. 1943.)

This Order contains an outline of the Regulations governing travel to and from Eire and Northern Ireland by the wives and families of Naval personnel. It is not necessarily exhaustive and Naval officers and ratings who may have relatives or friends who are eligible to travel between Great Britain and Ireland and vice versa and desire to make the journey should ensure that the necessary regulations are duly observed.

I. *Persons eligible to travel.*—Exit permits to enable individuals to travel to Ireland will normally be granted to persons who have homes in Ireland; in this connection the expression "home" means the intending traveller's original place of residence or the home of his parent, wife or child. In addition the wives of members of H.M. Forces who may be stationed away from their homes are permitted to cross to or from Ireland to visit their husbands at such station.

II. *Restriction on the number of visits.*—Persons having homes in Ireland within the meaning of the above definition or wishing to visit their husbands who are members of H.M. Forces may be permitted to make the return journey not more than twice in any period of twelve months.

III. *Application for travel permits.*—(1) All passengers must hold one of the following documents bearing an Exit Permit granted by or under the authority of the Permit Office, viz. :—

For British subjects :

A valid passport.

or A Travel Permit Card obtainable in London, Liverpool or Glasgow.

or A Travel Permit Card issued by the authorities in Eire or Northern Ireland.

Citizens of Eire resident in Great Britain desiring to obtain a Travel Permit Card should apply in the first instance to the High Commissioner for Eire in London 33-37, Regent Street, S.W.1.

For persons who are not British subjects :

A valid passport.

or A Home Office Document of Identity.

or A Police Registration Certificate.

(2) To obtain a Travel Permit Card British subjects must furnish with their application for an exit permit a recent photograph, in duplicate, one copy of which must be certified by one of the referees given in paragraph 15 of the permit application form who should possess a professional or official qualification, viz. :—

Mayor, Magistrate, Provost, Justice of the Peace, Minister of Religion, Barrister-at-Law, Notary, Solicitor, Physician, Surgeon, Police Officer of a rank not lower than that of Inspector or a Senior Civil Servant.

No charge is made for the Exit Permit but the fee for the issue of a Travel Permit Card is 5s.

Application for a permit should be made on Form P. to one of the addresses given below. At least ten days' notice should be given. Personal attendance may be required.

Applicants must furnish the identity number of their National Registration Identity Card which must be produced on demand. Ration books must also be produced.

Documentary evidence in support of statements may be required.

Permits will be granted with as little delay as possible but their issue cannot be guaranteed within any specified time.

In no circumstances can the Permit Office give reasons for the grant or refusal of a permit.

(3) The addresses to which application for a travel permit card or passport should be made as follows :—

London : Passport and Permit Office, Dartmouth Street, Westminster, S.W.1.

Liverpool : Branch Passport and Permit Office, 36, Dale Street, Liverpool, 2.

Glasgow : The Permit Office, 10, Bothwell Street, Glasgow, C.2.

IV. *Facilities for unmarried dependant living as wife.*—An unmarried dependant living with a Naval rating as his wife may obtain an exit permit for travel between Great Britain and Northern Ireland on the same basis as a wife. Application for exit permits in these cases should be supported by a Certificate that the Special Dependants' Allowance is actually in issue. Certificates are obtainable on application to the Director of Navy Accounts (10), Admiralty, Bath, Somerset.

V. *Special facilities for wives of Naval personnel to visit their husbands in ports in Northern Ireland at short notice.*—The following arrangements are not intended for general use and are only applicable to the wives of Naval personnel whose ships may arrive unexpectedly in ports in Northern Ireland for stays of short duration where there would be no time for the wife to go through the ordinary procedure of filling up an application form for a permit, having her photograph taken and certified by someone who knows her and obtaining a permit. The procedure may not be used by personnel serving on shore in Northern Ireland or in ships based in that country.

An officer or rating of the Royal Navy (including Royal Marines serving afloat and personnel engaged on T.124 and T.124X agreements) who desires that his wife shall have advantage of these special facilities should apply in uniform to the Mercantile Marine Superintendent at the port at which or near which his ship is lying. He should take with him his Naval Identity Card but if he should not be in possession of such a card he should produce an official note from the Commanding Officer of the ship in which he is serving.

Mercantile Marine Offices in Northern Ireland are established at Belfast, Coleraine, Larne Harbour, Londonderry and Newry.

VI. *Travel from Ireland to Great Britain.*—Wives and families of Naval or Royal Marine personnel resident in Eire who wish to obtain a permit to enable them to join their relatives in the Navy or Royal Marines who may be serving in Great Britain should apply to the United Kingdom Permit Office, Merrion Square, Dublin, in accordance with the arrangements laid down in A.F.O. 5883/42. Applicants living in Northern Ireland should apply for permits to the Permit Office, Atlantic Buildings, Waring Street, Belfast.

In general, the facilities for travel from Ireland to Great Britain are similar to those for travelling from Great Britain to Ireland except as regards children.

(A.F.O. 5883/42.)

(A.F.Os. 4764/40, 840/41, 1886/41, 2717/41, 4849/41, 4264/42, 4342/42, and 4691/42 are cancelled.)

6229.—Cataplasma Kaolini—Precautions to be Taken during Heating

(M.D.G. 59022/43.—30 Dec. 1943.)

An incident recently occurred in an Admiralty civil establishment whereby a nurse received burns whilst re-heating a tin containing Cataplasma Kaolini. The lid had been replaced and the contents were forcibly ejected.

2. The accident could have been avoided by the simple precaution of occasional stirring during the process of heating, and all personnel concerned with the preparation of Cataplasma Kaolini should, therefore, observe this precaution when heating the material.

6230.—Maternity Homes for the Wives of Naval Personnel

(M.D.G. 60247/43.—30 Dec. 1943.)

The following maternity accommodation is available for wives of Naval personnel.

(a) Fulmer Chase Hospital, Fulmer, Slough, Bucks, is available for the wives of commissioned officers in the Royal Navy, Army and Royal Air Force, whose circumstances in war-time make such a hospital necessary. It is intended for persons of limited income only. Applications can be considered only from patients where the total gross income of husband and wife does not exceed £400 per annum unless dependents or special expenses can be substantiated.

Fees covering all medical and nursing charges are four guineas a week in wards for two to five patients. There are a few single wards available at a slightly higher rate. Grants in aid are made in special cases.

Forms of application for admission may be obtained from the Honorary Secretary of the Hospital at 60, Portland Place, London, W.1 (Telephone No. Langham 4322), to whom all communications should be addressed.

(b) Middlesex Hospital, London, W.1, is available for wives of Naval officers not above the rank of Lieutenant, R.N., and for wives of ratings.

The individual members of the Honorary Medical Staff of the hospital have offered to give their services and have declined to accept any fees. Accommodation will be provided in small ward units with a curtained cubicle for each patient. The expert medical and nursing care provided will cover not only the stay in hospital but also the period before the birth of the baby, and supervision of the baby by a children's specialist. The inclusive charge made by the hospital is at present fixed at twenty guineas, which covers any period of stay in hospital, however long. Applications for accommodation should be made to the Secretary, Woolavington Wing, Middlesex Hospital, London, W.1. (Telephone No. Museum 7961/2).

(c) St. Mary's Services Maternity Hospital, Adlington Hall, Adlington, Cheshire (five miles north of Macclesfield) is available for the wives of officers and ratings. This hospital offers similar advantages to those provided at Fulmer Chase and it is more convenient for cases from the North of England.

An inclusive fee of £5. 5s. a week provides for professional advice and attendance. No additional charge for ante-natal advice is made.

The hospital is connected with St. Mary's Hospital, Manchester, and application for admission should be made on forms obtainable from the Secretary, St. Mary's Hospital for Women and Children, Whitworth Park, Manchester 13 (Telephone No. Rusholme 1487).

(A.F.O. 1444/43 is cancelled.)

6231.—Educational Tests, 1944.

(N.31005/43.—30 Dec. 1943.)

(Included in Notice Boards issue only.)

6232.—Naval Canteens—Navy, Army & Air Force Institutes—Balance Sheet as at 29th August, 1942

(V. 2/8240/43.—30 Dec. 1943.)

(Included in Notice Boards Issue only.)

6233.—Rest Rooms at London Railway Termini

(N. 30262/43.—30 Dec. 1943.)

(Included in Notice Boards Issue only.)

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

6234.—Guns—General—Stripping and Cleaning

(A.S. 10774/43.—30 Dec. 1943.)

Breech mechanisms of B.L. and Q.F. guns in D.E.M.S. and in H.M. ships, other than Submarines and Coastal Force Craft, which do not carry an O.A., Q.O., O.M. or Gunner's Mate should, in normal circumstances, only be stripped by ship's personnel if—

- They have been damaged or damage is suspected ;
- they fail to function ;
- There is good reason to believe that they require cleaning which cannot be done without stripping the mechanism.

2. Periodical examinations which necessitate stripping will be done as circumstances permit, but in the ships referred to in paragraph 1 they should only be carried out by base staffs.

3. Similar orders as regards automatic weapons were issued in A.F.O. 1024/43, Part V.

4. Files and abrasives are not to be used for routine cleaning of gun mechanisms, as they cause undue wear which may lead to failure of the weapon. For the removal of rust, fine emery paper with a little oil is permissible, but its use should be restricted to a minimum.

5. D.E.M.S. Staff Officers are to inform merchant ships.

(A.F.O. 1024/43.)

6234a.—Guns—20-mm. Oerlikon, Marks II and U.S. IV—Breech Face Pieces—Modification

(A.S. 17121/43.—30 Dec. 1943.)

The following modification is to be carried out :—

<i>Gun</i>	...	...	Oerlikon, 20-mm., Marks II and U.S. IV.
<i>Part affected</i>	...	...	Breech face piece, Mark I.
<i>Purpose</i>	...	...	To prevent caps of American ammunition blowing out
<i>Nature of modification</i>	...	...	An annular groove of triangular section to be cut in the face. To be etched Mark II if possible.
<i>Drawing</i>	...	...	N.O.D. 3114/76.
<i>By whom to be done</i>	...	...	Naval Armament Depots.
<i>Degree of urgency</i>	...	...	Components and spares on ships and in store as rapidly as possible.

2. Detailed instructions for the use of the special tools required were sent to Naval Armament Depots by letter, A.S. 17121/43/A32, dated 18 Dec., 1943.

(A.F.O. 4288/43.)

6235.—Gun Mountings—6-in., Triple, Mark XXIII—Shell Hoist on Revolving Structure—Modification to Interlock to Loading Tray at the Bottom of the Hoist—As. and As.

Ships concerned

(Pt. G. 08266/43.—30 Dec. 1943.)

A.F.O. Diagram 350/43 (G.R. 6404) referred to in A.F.O. 5593/43, is drawn for centre or right-hand hoist only. The bracket, item 11, requires to be to opposite hand for the left-hand hoist. An additional item, No. 21, has been allocated to this bracket and the detail drawing of the washer should be amended to read "Item 5".

2. The list of details should be modified accordingly by ships' staff.

(A.F.O. 5593/43.)

6236.—Gun Mountings—0.5 in., Mark V, 2 pdr., Marks XV and XVI, 20 mm. Mark V—Local Orders on Marine Mountings, Ltd., Swindon

Dockyards, G.M.Os, F.O.G.M.Os, E.R.Os and Repair Establishments

(G./C.P. 88116/43.—30 Dec. 1943.)

The works of Messrs. Marine Mountings, Ltd., Swindon, are Admiralty owned and are operated by the management, as Admiralty agents, exclusively for the production of small powered mountings.

2. It is not possible or necessary therefore, for the firm to quote prices for local Purchase Orders, and such orders should be endorsed "To be supplied without direct payment under the Agency Agreement." These orders need not be included in yard, etc., monthly returns.

3. In addition to copies of orders required locally, two copies of the orders should be forwarded to the Admiralty Principal Accountant, Rex House, London, S.W.1, one copy to Director of Naval Ordnance, Admiralty, Bath, and one copy to Gun Mounting Overseer, c/o Messrs. Marine Mountings, Ltd., Swindon, for inspection purposes.

6237.—Ammunition—Fuzes, Primers and Tubes—Tubes, Vent, Electric, 1 in., Mark IV, Lots 24, 28 and 35 of I.C.I. Manufacture, 1941

(A.S. 12628/43/B.89.—30 Dec. 1943.)

All tubes of the above description on board H.M. ships at home and abroad are to be landed at the nearest Naval Armament Depot at the first opportunity.

2. These tubes are to be regarded as coming under category (b) C.A.F.O. 991/42.

3. At Naval Armament Depots home and abroad, all tubes of this description, together with any received under this order, are to be brought to produce.

(C.A.F.O. 991/42.)

6238.—Ammunition—Fuzes, Primers and Tubes—Tubes, Vent, Electric, 1 in., Mark IV, of I.C.I. Manufacture required for Examination

(A.S. 12628/43/B.89.—30 Dec. 1943.)

Ten 1-in. tubes, vent, electric, Mark IV, from each of Lots 25, 26, 27, 29, 30, 31, 32, 33 and 34 of I.C.I. manufacture, 1941, are required for examination.

2. Commanding Officers of H.M. ships are to arrange for tubes on board to be examined, and if any of the above lots are found, to set aside ten of each lot and inform the Admiralty, D.A.S. (Branch B.89), Bath.

3. Naval Armament Depots are to examine stocks as soon as possible, set aside ten of each lot available, and report to D.A.S. (Branch B.89), Bath.

6239.—Ammunition—Fuzes, Primers and Tubes—Primers, Electric, No. 17, Mark II, Lot 10—Plessey Manufacture, 1939—Withdrawal for Examination by I.N.O. Woolwich.

(A.S. 13998/43.—30 Dec. 1943.)

Primers, Electric, No. 17, Mark II, Lot 10 of PL (Plessey), 1939 manufacture, filled 4/40, having been found liable to missfire it has been decided to withdraw them from the service for examination.

2. These primers may be found in either Q.F. 5.25-in., Q.F. 4.7-in., in Mark XI or Q.F. 4.5-in. cartridges, and all such cartridges containing primers of this description and lot number should be landed at the first opportunity (category (b), C.A.F.O. 991/42).

3. At Naval Armament Depots, home and abroad, all primers of this description together with any received under this Order, are to be forwarded to Naval Armament Supply Officer, Woolwich, or Inspector of Naval Ordnance, Woolwich, the packages being marked "G. 5190/43 for examination".

4. Despatch to be reported to Director of Armament Supply (B.89), Bath.

(C.A.F.O. 991/42.)

6240.—Ammunition—0.5-in. and Below—Cartridges, S.A., 0.303-in. Ball, Mark VII Filled G.B. 3 Mar. 1942 (Case B.E.)—Withdrawal

(A.S. 16736/43/B.89.—30 Dec. 1943.)

All cartridges of the above-mentioned description make and date on board H.M. Ships and D.E.M.S. and at Naval Air Stations at home and abroad are to be returned to the nearest Naval Armament Depot at the first opportunity. These cartridges are to be regarded as coming under category (b), C.A.F.O. 991/42.

2. D.E.M.S. staff officers should make the necessary arrangements in regard to merchant vessels.

3. 0.303-in. Ball, Mark VII ammunition of the above make and date in stock or subsequently received at Naval Armament Depots is to be brought to produce.

(C.A.F.O. 991/42.)

6241.—Ammunition Supply—Naval Armament Depots, Supply, Tests and Returns of Ammunition—More Frequent Exchange of Outfit in Small Craft

(G. 2620/43.—30 Dec. 1943.)

Reports have been received that the orders and regulations for the withdrawal of specific lots of ammunition, found defective, and, the instructions as to landing (and marking) ammunition for "broken seal" examination (N.M.E.R. Article 24(1)) are in many instances not being carried out correctly. This is particularly so in the smaller ships where fully trained gunnery staff is not available.

2. It is desired to stress the importance of these orders and regulations which are necessary in order that ammunition at sea may be fully efficient.

3. With a view to improving the position, arrangements are to be made for the outfit of ammunition of H.M. ships smaller than destroyers and frigates to be exchanged and examined after 9–12 months instead of after 2–2½ years (N.M.E.R. Article 300).

It is impracticable to apply this more frequent exchange and examination to destroyers, frigates and larger vessels.

4. The classes of ships falling into the categories described above are:—

I.—*Outfits to be changed every 2 to 2½ years—*

Destroyers (including vessels converted to A/S escort).
"Hunts".
Cutters.
Sloops.
Fleet minesweepers.
Gunboats.
British escort craft.
Frigates,
and larger vessels.

II.—*Outfits to be changed every 9 to 12 months.*

Corvettes.
Eagle ships.
Trawlers.
Drifters and whalers.
Boom defence and barrage vessels and net layers.
B.Y.M.S. and B.A.Ms.
M.M.S.
Surveying ships.
Tugs and salvage vessels.
Controlled and coastal minelayers.
Miscellaneous small auxiliary vessels.
Landing ships and major landing craft.
Coastal force craft.

5. Submarines and vessels which carry no gun ammunition are to continue to exchange their outfits every year.

(N.M. and E.R.)

6242.—Ammunition Supply—Handing Trays, Hand ups, Hand through Scuttles and Shell and Ammunition Carriers—Carriers, Shell, Quadruple, Q.F., 4.7 in.—Modification

Destroyers concerned

(G. 4901/43.—30 Dec. 1943.)

It has been reported that difficulty has been experienced in loading shell on 4.7-in. quadruple shell carriers owing to the hooks facing the same way.

2. Where considered necessary, arrangements should be made by Commanding Officers to reverse alternate hooks as indicated on A.F.O. Diagram 389/43, the work being treated as a defect.

3. All carriers supplied in future will be fitted with reverse hooks.

(A.F.O. 1819/43.)

6243.—Aircraft—Bombs—Life of Detonators

H.M. Ships and Naval Air Stations

(G. 013568/43.—30 Dec. 1943.)

Attention is drawn to A.F.O. P.733/43 which contains amendments to Naval Magazine and Explosive Regulations (B.R. 862) consequent upon recent experience with spontaneous ignition of aircraft bomb detonators.

2. As regards paragraph 2(i) of the new Article 248, in view of the initial production effort necessary to replace over-age detonators in service, this regulation will come into force gradually as stocks of new detonators are built up. Detonators on board ships and in air stations outfits should be retained temporarily beyond the age limit of two years as necessary until stocks are available to replace them.

3. Naval air stations should comply with the revised Articles 248 and 252 in N.M.E.R. until the special Magazine and Explosive Regulations applicable to them (B.R. 863) has been issued and corrected to conform. A corresponding amendment to B.R. 863 will be issued in due course.

(B.R. 862 and B.R. 863.)

6244.—Aircraft—Guns—Electrical Heaters in Hellcat

(G. 014032/43.—30 Dec. 1943.)

Morris electrical heaters are attached to the guns in Hellcat aircraft by means of springs and it is possible to damage these heaters when closing the gun cover. The heaters are therefore to be removed before the covers are opened and refitted after closing the covers and this must be done by raising the lever which releases the springs holding the heaters to the gun. S.I. Hellcat/4.

6245.—Aircraft—Guns—Fitting of Charging Cylinders in Hellcat, Corsair and Martlet V

(G. 014032/43.—30 Dec. 1943.)

Hellcat, Corsair and some Martlet V aircraft are fitted with hydraulic charging cylinders for gun cocking. Some charging cylinders have been fitted to the guns with the base pieces incorrectly assembled. The rear base piece is to be assembled so that the cut away portion faces forward to allow clearance for the cocking stud. The wing nuts may also have been assembled to face downwards, this is incorrect and the base pieces should be stripped and re-assembled so that the wing nuts face upwards. All aircraft are to be inspected for correct assembly of the clips. STI Hellcat/6, Corsair/7 Martlet V/6.

2. If it is necessary to change the cylinders to opposite sides the clips must be stripped and re-assembled to conform to the instructions in paragraph 1.

3. When removing guns the cylinders are to be disconnected from the base pieces and stowed in the clips provided in the gun bays.

6246.—Rangefinders—Elevation Errors—Air Disturbance Gear—Rhodiumized Windows—Care and Maintenance—Tests and Reports

(G. 3615/43.—30 Dec. 1943.)

Paragraph 9 and paragraph 11 from "The allowance . . ." to ". . .storing yards." of A.F.O. 4036/43 should be cancelled.

2. Seven only of the hand pumps referred to have been delivered by Messrs. Barr & Stroud, and as a result of the general fitting of Q.G II units for air disturbing purposes there is no requirement for the remaining 43.

3. Contract C.P. 91921/41, dated 12 Oct., 1943, cancels the previous contract for these pumps.

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

6247.—Torpedo Tubes and Torpedo Equipment—Trials of

Coastal Force Torpedo Craft (C.F.T.C.)

(T.2856/43.—30 Dec. 1943.)

General Outline of Trials

A shop test of the firing gear is to be carried out to the satisfaction of the Engineer Manager or Admiralty Gun Mounting Overseer concerned, on all torpedo tubes before they are despatched to the shipbuilders' yards.

2. A torpedo equipment trial is to be carried out in all C.F.T.C. :—

(a) Before passing into service; this trial will be carried out at the builders' yards except in the case of "Fairmile" "D" type M.T.B.s where the trial will be carried out at the equipping ports; also

(b) on completion of extensive alterations or repairs affecting their tubes or torpedo equipment.

Note.—Instructions regarding torpedo equipment trials of commissioned M.G.Bs. converted to M.T.Bs. on being fitted with torpedo tubes are given in A.F.O. 4973/43.

3. "Vernon" N.T.S., Carlisle, and "Vernon" S.T.S., Stokes Bay, will carry out torpedo equipment trials taking place north and south respectively of the line Great Yarmouth—Milford Haven.

Shop Tests at Tube Builders

4. The shop test is to include :—

(a) Calibration and setting of cordite valves by air test.

(b) Gauging of striker and testing strength of blow by pellet testing set.

Torpedo Equipment Trials—Steam Gun Boats

5. Torpedo equipment trials of S.G.Bs. are to be carried out in accordance with the instructions contained in B.R. 633(1) for ships.

Torpedo Equipment Trials, Coastal Force Torpedo Craft other than S.G.Bs. and "Fairmile" Type "D" M.T.Bs.

6. *Initiation of trial programmes.*—Procedure for the initiation of equipment trial programmes and for reporting the results of the trial are to be in general accordance with that given in B.R. 633(1) except that the functions of the Naval Superintendent as laid down therein are to be performed by the D.C.F.M.

7. The Warship Production Superintendent of the area concerned should arrange direct with H.M.S. "Vernon," N.T.S. or S.T.S., as to the date of the trial and inform D.C.F.M. accordingly.

Conduct on Trial

8. The trial, which will last one day, is to be carried out by the Equipment Officers, H.M.S. "Vernon," N.T.S. or S.T.S., on the general lines laid down in B.R. 633(1).

Provision of Personnel, Stores and Gear for use in Connection with Trials

9. *Vessels building.*—The Director of Armament Supply will arrange for the supply of a torpedo to each of the builders' yards, where it will be retained in charge of the Admiralty Engineer Overseer for successive trials.

10. The Captain, H.M.S. "Vernon" N.T.S. or S.T.S., will arrange for the necessary stores and for the party to service the torpedoes before and after the trial.

11. The Admiralty Engineer Overseer of the shipbuilding firms concerned, in consultation with the Captain, H.M.S. "Vernon," N.T.S. or S.T.S., will arrange for the provision of the necessary air supply.

12. The Warship Production Superintendent is to arrange for all ship's gear and equipment to be in place for the trial and for the provision by the shipbuilders of the men and gear necessary to handle the torpedoes and to recover them after fring.

13. *Vessels in commission.*—The provision of personnel, stores and gear for the trial will be arranged by the Commanding Officers, Coastal Force Bases, or by the Captains M.L. concerned, as directed by the D.C.F.M.

Maintenance of Torpedoes Supplied for Trials

14. *Vessels building.*—The shipbuilder is to supply the torpedo, when required for trials, to the servicing party mentioned in paragraph 10.

15. On completion of the trials, the torpedo is to be placed in a state of preservation by the servicing party and then returned to the shipbuilder.

16. The responsibility for the care and preservation of the torpedo while in the custody of the shipbuilder rests with the Admiralty Engineer Overseer, who will call upon the shipbuilder to carry out any work required.

17. Should a torpedo and/or blowing head become unserviceable the Admiralty Engineer Overseer is to arrange with the issuing torpedo depot to effect an exchange.

Maintenance and Installation of Torpedo Tubes

18. The torpedo tube builder is responsible that tubes and fittings are put in a state of preservation before despatch to the shipbuilder, and that they are adequately protected against damage during transit to the shipyard.

19. The shipbuilder is responsible, under the direction of the Admiralty Engineer Overseer, that torpedo tubes and fittings are thereafter maintained in efficient working condition until taken over by the ships' officers.

20. The Admiralty Engineer Overseer is responsible for the correct installation of the torpedo tubes, and is to arrange for representatives of the torpedo tube builders to:—

- (i) Carry out an examination of torpedo tubes and fittings within a period of six days prior to the date of the equipment trial; and
- (ii) Attend at the torpedo equipment trial.

Torpedo Equipment Trials—"Fairmile" Type "D" M.T.Bs.

21. *Initiation of trial programmes.*—Procedure for the initiation of equipment trial programmes and for reporting the results of the trial are to be in general accordance with that given in B.R.633(1), except that the functions of the Naval Superintendent as laid down therein are to be performed by the Captain M.L. of the equipping port (hereinafter referred to as the Captain M.L.).

22. The Captain M.L. should arrange direct with H.M.S. "Vernon" N.T.S., or S.T.S., as to the date of the trial.

23. *Conduct of trial.*—The trial, which will last one day, is to be carried out by the Torpedo Equipment Officers, H.M.S. "Vernon," N.T.S. or S.T.S., on the general lines laid down in B.R. 633(1).

The Captain M.L. should arrange for a representative of the Fairmile Marine Co. to attend the trial as it is the responsibility of the Fairmile Marine Co. to arrange for the completion of outstanding or defective items which affect the shipbuilder.

Provision of Personnel, Stores and Gear for use in Connection with Trials

24. *New vessels.*—The Director of Armament Supply will arrange for the supply of a torpedo and blowing head, also torpedo and armament stores, to the Captain M.L. at each equipping port, where they will be retained in his charge for successive trials.

25. Naval stores for torpedo purposes will be supplied to each equipping port, Captains M.L. to forward demands to N.S.O. for replenishment of consumable stores as and when required.

26. Air supply for the trials will be taken from the air vessel of the torpedo supplied for the equipment trials. The Director of Torpedoes and Mining will make arrangements for provision from the nearest H.P. air supply and will inform Captains M.L. of the procedure.

27. The Captain, H.M.S. "Vernon," N.T.S. or S.T.S., will arrange for the party to service the torpedoes before and after the trial.

28. The Captains M.L. will arrange for the torpedo and all gear and equipment to be in place for the trial, and for the provision of personnel and gear necessary to handle the torpedoes and to recover them after fring.

29. *Vessels in commission, after alterations or large repair.*—The provision of personnel, stores and gear for the trial will be arranged by the Commanding Officer, Coastal Force Bases, or by the Captains M.L. concerned as directed by the D.C.F.M.

Maintenance of Torpedoes Supplied for Trial

30. *Vessels building.*—The Captain M.L. is to arrange for the torpedo, when required for trials, to be supplied to the servicing party mentioned in paragraph 27.

31. On completion of the trial the torpedo is to be placed in a state of preservation by the servicing party and returned to the custody of Captain M.L.

32. The Captain M.L. is responsible that adequate arrangements are made to ensure the safe handling and preservation of the torpedo while in his custody.

33. Should a torpedo and/or blowing head become unserviceable, the Captain M.L. is to arrange with the issuing torpedo depot to effect an exchange.

Maintenance and Installation of Torpedo Tubes and Sights

34. The torpedo tube builder is responsible that tubes and fittings are put in a state of preservation before despatch to the shipbuilder, and that they are adequately protected against damage during transit to the shipyard.

35. The Warship Production Superintendent of the area is responsible for the correct installation of the torpedo tube girders and for placing datum marks.

36. The Fairmile Marine Company is responsible for the correct installation of the torpedo tubes and sights and is to arrange with H.M.S. "Vernon" (N.T.S. or S.T.S.) for an alignment test of the torpedo tubes and sights to be carried out after tube and sight installation at the boat builder's yard.

Torpedo sights are to be demanded from the S.N.S.O., Portsmouth, by the Fairmile Marine Company in the case of Fairmile boats, and by the P.S.O. in other craft in sufficient time for the sights to be fitted before the date arranged for the alignment test.

37. The boat builder is responsible, under the direction of the Fairmile Marine Company's Overseer, that torpedo tubes and fittings are thereafter maintained in efficient working condition until taken over by ship's officers on commissioning.

38. The Captain M.L. is to arrange for representatives of the tube builders to:—

- (1) Carry out an examination of torpedo tubes and fittings at the equipping port within a period of six days prior to the date of the equipment trial.
- (2) Attend at the torpedo equipment trials.

(A.F.O. 4973/43.)

(A.F.Os. 5016/42, 5017/42, 1213/43 and 4972/43 are cancelled.)

6248.—Torpedoes—U.S. 22·4-in., Mark 13 Mods.—Stabiliser, Mark 6

(T. 09591/43.—30 Dec. 1943.)

The use of triggers with Mark 6 stabilisers is now cancelled, as the lower speed band is not now used (see C.A.F.O. 2660/43).

2. Future supplies of Mark 6 stabilisers will have the triggers, springs, bridle and snatch wires removed.

3. Ships and Naval Air Stations are to remove these items from Mark 6 stabilisers on receipt of this order; and the two position flap should be fixed in the closed position by wood screws.

(C.A.F.O. 2660/43.)

6249.—Torpedoes—18 in., Marks XII—XV—Gag for Relief Valves to Simplify Test of Balance and Buoyancy Chambers

(T. 09292/43.—30 Dec. 1943.)

The gag shown in A.F.O. Diagram 388/43 may be made by ships' staffs if desired.

2. Its use is to hold the relief valve on its seat during watertightness tests of balance and buoyancy chambers. This saves the time and trouble of blowing down and pumping up the balance chamber necessitated by the present method of blanking the relief valves by reversing them.

3. The gag should be first screwed on to the shoulder of the relief valve case. The valve may then be held on its seat by screwing down on the central spindle, taking care not to use excessive force. Care must also be taken not to unscrew the relief valve case when unshipping the gag.

4. Full instructions for carrying out the tests with the aid of the gag are being included in B.R.635.

5. It will be introduced as a store article when the supply position admits.

6250.—Heads, Blowing, 18-in., Marks XIA and B—Use with 18-in., Marks XII and XV Type Torpedoes

(A.S. 15254/43.—30 Dec. 1943.)

To augment supplies of 18-in., Mark XII and XV blowing heads, it has been approved to issue 18-in. Mark XI blowing heads in lieu, subject to the following restrictions:—

(a) The issue of 18-in., Mark XIA heads is restricted to M.T.Bs. as these heads are not strong enough for use from aircraft.

(b) 18-in., Mark XIB blowing heads when fitted with strengthened nose-caps may be used from aircraft, but will not be issued to aircraft carriers as they are 2 in. longer than the 18-in., Mark XII and XV type blowing heads and therefore cannot be accommodated in them as fitted stowages.

2. The small differences of length, centre of gravity and metacentric height will not affect the performance of torpedoes.

3. Distribution of 18-in., Mark XI blowing heads to users at home will be arranged by D.A.S, Admiralty.

4. The following amendments are to be made to C.A.F.O. 1471/43:—

Delete all reference to 18-in., Marks XII and XVA blowing heads. Add at end of paragraph 2:—

“ 18-in., Mark XIB reinforced with an external nose cap and used on 18-in., Mark XI, XII or XV torpedoes ”

“ 210 knots ”.

(C.A.F.O. 1471/43.)

6251.—Gyro Adjusting Facilities—Supply of Stores for Fitting Purposes

New Construction Depot Ships, Aircraft Carriers, Cruisers and Battleships

(T. 3092/43.—30 Dec. 1943.)

In new construction ships in which gyro adjusting facilities are fitted, the following stores are to be demanded by the P.S.O. of the ship concerned from the Director of Armament Supplies, Bath, in sufficient time to enable the gear to be fitted and tested prior to the torpedo equipment trials:—

(a) Benches, adjusting gyroscopes (all marks), complete with valve group, St. No. T.345.

(b) Tables, adjusting gyroscopes, Mark VII.

2. These items of stores are to be taken over as outfit stores by ships' officers after completion of the torpedo equipment trials.

(A.F.Os. 3743/40 and 1151/42 are cancelled.)

6252.—Hedgehog—Fitting of Double Crank Handwheels on Mark II Mountings

(T. 3041/43.—30 Dec. 1943.)

Double crank handwheel devices will shortly be available for replacing the horizontal handwheel fitted on Mark II hedgehog mountings. These double crank handwheels cannot be fitted to either Mark I or I* mounting because there is insufficient clearance between the roll correction housing and the pedestal for the fire control equipment.

2. Supplies of these units will be sent, without demand, to the following Bases for fitting by Base staffs:—

Londonderry
Greenock
Liverpool
St. Johns
Gibraltar
Freetown
Alexandria
Durban
Colombo

Allocations will be made in the above order of priority.

3. Instructions for fitting this equipment are as follows (see A.F.O. Diagram No. 387/43):—

- (1) Remove handwheel.
- (2) Remove top housing cover and withdraw the four $\frac{1}{2}$ -in. studs, replacing these by four $\frac{1}{2}$ -in. studs $1\frac{3}{4}$ -in. long (provided).
- (3) Cut off vertical 1-in. dia. worm spindle at a point $3\frac{1}{4}$ -in. above top face of roll correction housing. Care to be taken that no foreign matter enters the ball race whilst the cover is removed.
- (4) Fit muff end of extension shaft over worm spindle and push right home so that top of the former is $6\frac{7}{8}$ -in. above top face of roll correction housing. The diameter of the worm spindle may have to be eased slightly in some cases to permit entry into the muff end of extension shaft.
- (5) Drill and ream two holes $\frac{5}{16}$ -in. dia. through worm spindle, using holes in extension shaft as guides.
- (6) Insert, and rivet over at both ends, two $\frac{5}{16}$ -in. dia. parallel mild steel pins (provided). It is important that the riveted ends of these pins do not stand more than $\frac{1}{2}$ -in. proud of the circumference of the muff end of extension shaft.
- (7) Pack ball bearing in top of roll correction housing with suitable lubricant.
- (8) Remove crank handle from end of crank shaft opposite circular cover plate and withdraw complete cover plate, bearing, mitre wheel and crank shaft assembly as one unit.
- (9) Place double crank pedestal over extension shaft, entering end of shaft into bore of mitre wheel and engaging Woodruff key with keyway in the latter. Bottom of double crank pedestal must then be brought right down into contact with top face of roll correction housing. *This must be done by pressing down on top face of mitre wheel through the greasing hole in top of pedestal and NOT by pressing on the pedestal casting.* Failure to observe this last instruction will cause faulty meshing of bevel gears.
- (10) Fix pedestal in position with nuts removed in operation No. 2. This should be done so that circular cover plate is on port side of pedestal looking forward.

(11) Replace circular cover plate, bearing, mitre wheel and crank shaft assembly. Replace crank handle.

(12) Pack top of pedestal with suitable grease and replace filler plug.

6253.—Paravane Towing Equipment—Subhead B.5 Roller Cutters, Pattern 8871

(N.S./T. 2944/43.—30 Dec. 1943.)

Recent reports on Form S.313 indicate that roller cutters, Pattern 8871, manufactured by Messrs. Ransomes, Sims and Jefferies, are defective in the welding of the seam of the frame, and that this defect has in some instances had the ultimate result of the loss of a paravane.

2. Stocks on board H.M. ships are to be examined and any roller cutters found to have flaws in the welding should be returned to the nearest dockyard or Naval store depot.

3. Stocks at yards, depots and bases should be examined and the number of roller cutters found to be defective reported to the Director of Stores (9A), stating—

(1) quantity which can be repaired locally.

(2) quantity which are repairable by Contractors.

(C.-in-C., H.F., No. 1771/H.F., 420/73 of 22 Nov. 1943 and "Ariadne" No. 282/42 of 11 Nov. 1943.)

6254.—Modification to Slave Battery Equipment

L.C.T.

(D/D.C.O.M. 172/43.—30 Dec. 1943.)

In all L.C.T. (2), L.C.T. (3) and L.C.T. (4) in commission and fitted with slave battery equipment the following arrangements are to be made:—

(a) The 12 W.D.9 batteries, Pattern 14068 (6 volt units), are to be taken out, fully charged, emptied and thoroughly washed out with distilled water. They are then to be returned to the nearest (S) N.S.O. for maintenance pending re-issue.

(b) The battery cables are to be taken out of the slave panel and the cable glands blanked.

(c) The following modification is to be made to the slave panel:—

The + ve interconnecting cable from the D.P.C.O. switch to the slave battery charging switch and the — ve interconnecting cable from the D.P.C.O. switch to the battery terminal, are to be taken out. This isolates the battery charging sockets from the remainder of the panel.

(d) The existing instruction plates are to be painted over leaving only (2) *To Charge Tank Battery*. and the items below.

(e) The above modification is to be undertaken by Base staffs.

6255.—Boiler Tubes, etc.

H.M. Ships "Aire", "Ballinderry", "Cockatrice", "Dochet", "Gateshead", "Itchen", H.M.I.S. "Cauvery" and S.V. "Ocean Salvor"

(N.S.P. 21183/43.—30 Dec. 1943.)

H.M.S. "Aire" (P.21183/43).

H.M.S. "Itchen" (P.21183/43).

H.M.S. "Ballinderry" (P.18894/43).

S.V. "Ocean Salvor" (P.21184/43).

H.M.I.S. "Cauvery" (P.21148/43).

2. Particulars of the boilers and tubes fitted in the ships shown under Column A are identical with those published in the A.F.Os. quoted against those shown under Column B.

A	B	A.F.Os.
"Aire" }	"Exe" ...	1415/43
"Itchen" }		
"Ballinderry" ...	"Helford", etc. ...	4314/43
"Ocean Salvor" ...	"Salventure", etc. ...	1415/43
"Cauvery" ...	"Pheasant" ...	2700/43

H.M.S. "Cockatrice" (P. 21054/43.)

Type and No. of boilers... Three Drum Small Tube ... 2 No.
Total No. of tubes fitted ... Generator ... 2908 No.

Row	Extl. Diam.	Thickness	Fitted Length	Total No. of Tubes fitted	Remarks
	in.	W.D.G.	in.		
A	1½	116	7 9¼	128	All tubes are bent.
B	1½	116	7 7 13/16	128	
C	1½	116	7 6 11/16	172	
D	1½	116	7 6 3/8	172	
E	1½	116	7 6 3/8	172	
F	1	104	7 9	196	
G	1	104	7 9 5/8	192	
H	1	104	7 10 9/16	196	
J	1	104	7 11 9/16	192	
K	1	104	8 0 7/8	196	
L	1	104	8 2 5/8	192	
M	1	104	8 4 9/16	196	
N	1	104	8 6 11/16	192	
O	1	104	8 9 1/8	196	
P	1	104	8 11 9/16	192	
Q	1	104	9 2 13/16	196	

H.M.S. "Dochet" (P. 21102/43).

H.M.S. "Gateshead" (P.21700/43).

Type and No. of boilers... Multitubular Scotch Marine ... 1 No.
Total No. of tubes fitted ... Generator ... 386 No.
Preheater ... 266 No.

Row	Extl. Diam.	Thickness	Fitted Length	Total No. of Tubes fitted	Remarks
Plain ...	2¾ in.	8 W.G.	7 ft. 11½ in.	270	All tubes are straight
Stay ...	Swelled to 2¾ in. at front end for 3 in.	7/16 in.	8 ft. 0 in.	4	
Stay ...	2¾ in.	¾ in.	8 ft. 0 in.	8	
Stay ...	2¾ in.	5/16 in.	7 ft. 11½ in.	50	
Stay ...	2¾ in.	½ in.	7 ft. 11½ in.	54	
Plain ...	2¾ in.	12 B.W.G.	3 ft. 5½ in.	260	Preheater Tubes Not enlarged at ends but expanded and beaded in place.
Stay ...	2¾ in.	¼ in.	3 ft. 7 in.	6	
			Upset at both ends to 3 in. O.D. for a length of 2½ in. and screwed for 3 in. 9 T.P.I. Nuts fitted both ends.		

Records affected, D.354 and D.682 (Standard copy).

(This Order will not be reprinted.)

(A.F.Os. 1415/43, 2700/43 and 4314/43.)

6256.—Oil Fuel Service Pump—Replacement of—As. and As.

“Tracker” and “Smiter” classes of Escort Carriers

(D. 026474/43.—30 Dec. 1943.)

The following item, classification A, is to be inserted in the class lists of alterations and additions to Escort Carriers of “Tracker” and “Smiter” classes:—

“To replace the existing oil fuel service pump by a pump of modified design.”

2. The new pump will be supplied by Admiralty on receipt from U.S. sources. The existing pump, when removed, is to be landed for return to the U.S.A. for modification.

3. This item applies to B.A.C.V.6, C.V.E's 7, 14, 15, 19, 22 and 24 of “Tracker” class, and to all vessels of “Smiter” class not fitted with the pump of modified design.

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

(A.F.O. 5616/43 is cancelled.)

6257.—Asdic and Echo Sounding Installations—Establishment Lists—Errata

(N.S. 020376/43.—30 Dec. 1943.)

Lists of Errata to Asdic and Echo Sounding Establishment Lists as detailed hereunder, have been prepared and copies will be distributed to the services concerned by the Superintending Naval Store Officer, R.N. Store Depot, Copenacre, Hawthorn, Wiltshire.

Errata No.	Dated	Establishment List No.	Dated	Types
2	6 Nov. 1943	A/S 33	3 Jan. 1942	A/S 133 and 133A.
1	6 Nov. 1943	A/S 55	20 Jan. 1943	A/S 136.
1	6 Nov. 1943	A/S 59	12 Sept. 1942	A/S 140 and 140A.
1	6 Nov. 1943	A/S 59	12 Sept. 1942	A/S 140 and 140A (Bases)
		(Supplement)		
1	6 Nov. 1943	A/S 61	14 Aug. 1941	E/S 753, 754, 756, 760, 758N, 758P, 758S, 761 and 761P. (Bases).
1	6 Nov. 1943	A/S 65	20 Nov. 1942	E/S 762.
1	6 Nov. 1943	A/S 82	21 Sept. 1942	E/S 763 and 763A.
1	6 Nov. 1943	A/S 67	21 Sept. 1942	E/S 762, 763 and 763A (Bases).

6258.—Asdic Installation—Type 147B and Echo Sounding Installations, Types 758N, 758P, 758Q, 758S, 761 and 761P—Establishment Lists

(N.S. 020762/43 and N.S.020502/43.—30 Dec. 1943.)

The undermentioned Establishment Lists have been prepared and copies will be distributed to the services concerned by the Superintending Naval Store Officer, R.N. Store Depot, Copenacre, Hawthorn, Wiltshire.

No.	Date	Description
A/S 110	13 Nov., 1943	Asdic Installation, Type 147B.
A/S 38	6 Nov., 1943. (Superseding Establishment List No. A/S 38, dated 14 Aug., 1941).	Echo Sounding Installations, Types 758N, 758P, 758Q, 758S, 761 and 761P.

6259.—Additional Loudspeakers, Patterns 4480 K/R and 4481K/R

Submarines “S,” “T” and “U” Classes

(N.S. 34283/43.—30 Dec. 1943.)

It has been approved to supply additional loudspeakers, pattern 4480 K/R, to all submarines of the above classes for use with the spare receiver B. 28 (Receiver Outfit C.D.C.) for entertainment purposes as follows:—

“U” Class Submarines	... ..	{ 2 loudspeakers—pattern 4480 K/R 1 loudspeaker—pattern 4481 K/R
“S” and “T” Class Submarines	... ..	{ 3 loudspeakers—pattern 4480 K/R 1 loudspeaker—pattern 4481 K/R

2. Submarine Depot Ships should forward demands to the Superintending Naval Store Officer, Haslemere, for loudspeakers required in attached vessels to complete to the above allowances.

3. Paragraph 2 of C.A.F.O. 1429/43 is cancelled.

4. Establishment List No. E. 504 for Receiver Outfit C.D.C. will be amended.

(Admiral (Submarines) No. 2371/S.M. 833 dated 11 Nov. 1943.)

(C.A.F.O. 1429/43.)

6260.—A.C. Supply Outfit D.P.A.—Types 282M (3) (4), 283, 284M (3) (4), 284P (3) (4) 285M (3) (4), 285P (3) (4)

(N.S. 26024/43.—30 Dec. 1943.)

Cruisers and above fitted with A.C. supply outfit D.P.A. are to be supplied with one additional motor alternator, Pattern W4440, to be carried as spare.

2. Supply to ships concerned will be made as stocks permit, by the Superintending Naval Store Officer, Haslemere, without demand.

6261.—Daylight Signalling Lantern, Pattern 443, 3 kW. (Aldis Type)—Pattern 446A Glazing

(S.D. 1062/43.—30 Dec. 1943.)

Glazings, Pattern 446, for daylight signalling lanterns, Pattern 443, are now being manufactured from a new type of glass and will be known as Pattern 446A. This number will be etched on the glazing.

2. Ships requiring replacements should demand accordingly.

(C.A.F.O's. 336/43 and 1873/43.)

6262.—10-in. Signalling projectors Supplied for “After Action” Purposes

(S.D. 1075/43.—30 Dec. 1943.)

With reference to A.F.O. 1842/43, Note A of the table of allowances refers to the additional allowance of one 10-in. signalling projector which is supplied for “After Action” or “Landing Purposes.”

2. Some confusion appears to exist in ships with regard to the use of this signalling projector.

This projector is supplied primarily as a standby for use after action in case the normal and permanently wired signalling projectors and their positions have been put out of action. It should be fitted with the necessary resistance or resistances (supplied by Shipbuilder) mounted on its portable pedestal (supplied by Admiralty) and obtain its electrical power supply from any convenient high power junction box or from any emergency source capable of carrying 18.5 amperes. A length of flexible cable, Pattern 5671A, should be provided and connected to the projector and its resistance for purpose of carrying the power supply. The length of cable should be suitable for the class of ship concerned.

3. It is not intended that the signalling projector should be mounted permanently either in an “alternative” signalling position in the after part or in the forward part of the ship.

4. The normal stowage position for “After Action” projector with its portable pedestal and flexible power supply cable should be under armour, or protection, during “Action” conditions.

(A.F.O. 1842/43.)

6263.—W/T Sets, Type 89/M—Replacement of Control Units

(S.D. 1040/43.—30 Dec. 1943.)

An improved type of control unit, Design C, Pattern W7134, has been introduced to take the place of control units, Patterns W6304 and W6304A, used with Type 89/M W/T sets.

2. The new type of control unit incorporates the following features in addition to those already provided by the older pattern articles :—

- (a) Suitability for operation under tropical conditions.
- (b) Provision for electro-magnetic or carbon type microphone.
- (c) Provision for R/T control of Type 89 over short land lines.
- (d) Control of power to the speech amplifier including disconnection of the supply to the amplifier during periods when Type 89 is used for W/T signalling.

3. Pattern W7134 control unit will be used for all new fittings but will not be fitted retrospectively unless Pattern W6304 control units become defective, when the new type of control unit is to be demanded.

4. Establishment List No. E.559 and Planned Packing Schedule will be amended.

5. A new fitting-out specification for Type 89/M is now in course of preparation ; the fitting and wiring of both old and new control units will be included therein.

6264.—Aircraft—Fire in Flight

(A./A.M.R. 2475/43.—30 Dec. 1943.)

These instructions are based on those in A.P. 2095, Part IV, Note J, which cover multi-engined aircraft fitted with Graviner. In the following form they are applicable to Naval aircraft :—

(1) *Immediate Preparation to abandon Aircraft.*—Fire may not be detected at once, and may spread quickly and cause the explosion of a fuel tank within a minute or two of its outbreak. On suspecting fire the pilot must, therefore, at once warn the crew to prepare to abandon aircraft.

(2) *Alternative Preparation for Crash Landing.*—If the aircraft is at 1,000 ft. or less, so that it may not be possible for all the crew to escape by parachute, the pilot should consider making an immediate crash landing and, on deciding to do so, at once warn the crew to take up crash stations.

(3) *Notes on Fire Extinction.*—(i) As the fire may not necessarily be a carburettor fire which can be sucked through the engine, the former instruction to open the throttle is now cancelled. The burning substance may be fuel, or mixture, or oil, or hydraulic fluid which may be pumped out through some fracture by the engine or one of its accessories. The pilot's first action therefore, should be to stop the engine by closing the throttle. If possible the propeller should also be feathered.

(ii) The ignition should not be switched off till the engine has more or less stopped because, if this is done, unburnt gases may leak from some fracture in the exhaust system and feed the flames around the engine.

(4) *Action to Extinguish the fire.*—(i) *If Propeller can be feathered.*—The pilot should take the following actions at once, and as far as practicable, in the order given :—

- (a) Close the throttle of the engine on fire.
- (b) Feather its propeller.
- (c) Turn off fuel from this engine.
- (d) Wait until the engine has stopped or is revolving very slowly and then switch off.

(ii) *If Propeller is Non-feathering.*—On aircraft with non-feathering propellers the procedure to be observed, which is very similar to that given above, is as follows :—

- (a) Close throttle.
- (b) Set propeller fully coarse.
- (c) Turn off fuel.
- (d) Wait till the engine has slowed down to minimum r.p.m. and then switch off.

(5) *Engine not to be Re-started.*—The pilot must not attempt to re-start an engine after a fire in its nacelle as such action may cause the fire to recur.

(6) *Landing with Fire in an Aircraft.*—It is seldom wise to attempt to land with fire in an aircraft when it is practicable to escape by parachute. The fire may spread disastrously when it is too late to jump, and the chance of saving the aircraft after landing may be small.

(7) *Fuel not to be Jettisoned.*—Fuel must never be jettisoned while there is fire in any part of the aircraft.

(8) *Assistance in the Event of Fire in Take-off.*—The second pilot's seat should be occupied by some member of the crew, who is to render assistance to the pilot in the event of a fire occurring during take-off, when the pilot may be fully occupied in controlling the aircraft.

(9) *Aircraft fitted with Graviner.*—(i) Where Graviner is fitted at the engine, the action in case of fire at the engine is exactly as in 3 and 4 above ; with the addition of a final instruction "Operate the Graviner".

As the fire is liable to recur after the brief action of the extinguisher if the engine is still running, the Graviner should not be operated until the engine has nearly stopped. No attempt must be made to restart an engine after a fire in its nacelle, as this may cause a fresh outbreak, and the Graviner will not act a second time.

(ii) The Graviner system, which is fitted to some aircraft carrying fuel in the wings, should be operated at once in the case of fire in the wing tanks.

(A.F.O. 3124/43, paragraph 15, clause 2, is cancelled.)

(A.F.O. 3124/43.)

6265.—Aircraft—Martlet IV and V, Hellcat and Corsair—Quick Release Gun Mountings

(A.W.D. 1258/43.—30 Dec. 1943.)

Due to manufacturing tolerances the quick release gun mountings in the above aircraft may not lock correctly because the male spigot is an incorrect fit in the quick release ring. This may result in the guns jumping off their mountings when fired.

2. The check detailed below is to be carried out and mounting rectified if required :—

- (a) Before fitting the gun to the aircraft make two vertical marks in line, one on the knurled ring and one on the standing portion of the quick release ring.
- (b) Fit the gun to the aircraft mounting. Close the knurled ring as far as possible and measure the distance between the two marks referred to at (a). If this exceeds $\frac{1}{4}$ in. for either the front or the rear mounting the spigot is oversize and the sides and possibly the top must be carefully stoned down to bring the groove in line with the balls in the quick release ring.
- (c) To do this the mounting spigot should be removed from the aircraft and the stoning down carried out on a lathe. Should the ring return to the same position as at (a), i.e. with the two marks in line, excessive stoning has been carried out and the spigot made unserviceable. The fact that the ring does not go fully home indicates that the balls are holding tight and are correctly in the groove. The groove should not be touched unless it is burred or the balls fail to seat properly. The mounting should then be locked with suitable Jubilee clips.

3. The above instructions were also promulgated by Admiralty message 763R and designated Special Technical Instruction S.T.I./R.N./6, and any inspections carried out should be recorded on log cards, quoting the S.T.I. number.

6266.—Corsair Aircraft—Hydraulic Accumulator

(A.M.R. 3225/43.—30 Dec. 1943.)

Modification Corsair/130 introduces the installation of a revised hydraulic accumulator of Simmonds or Vickers manufacture, and has been embodied in Corsair I aircraft, serial number JT.-143 *et seq.* It has also been embodied in all Corsair II aircraft released to date.

2. Endorsement of Form 1125 covering the embodiment of the above modification may have been omitted from the log cards of some aircraft. Those relating to the aircraft mentioned in paragraph 1 are to be examined at the first opportunity and the necessary entry made where applicable.

6267.—Sparking Plugs for Aero Engines—Approved Types

(A.M.R. 519/43.—30 Dec. 1943.)

A.F.O. 3967/43 is to be amended as follows:—

- (a) Mercury XX and 30.
Add "A.C. Sphinx type, R.Z.14R, Stores Ref. 37/B/5018."
- (b) Perseus XII
(i) Add "Lodge type, R.S.4/1R, Stores Ref. 37B/5039."
(ii) Amend "A.C. Sphinx type, R.Z.4R.2" to read "R.Z.4/2R".
- (c) Taurus XII
(i) Add "Lodge type, R.S.4/1R, Stores Ref. 37B/5039".
(ii) Amend "A.C. Sphinx type, R.Z.4R.2" to read "R.Z.4/2R".
- (d) Add "engine Hercules VI" after "Taurus XII" with details as follows:—
(i) No. of plugs, 28.
(ii) Lodge type, R.S.4R, Stores Ref. 37B/5030.
(iii) A.C. Sphinx types, R.Z.4R.M.-1, Stores Ref. 37B/5034.
R.Z.4R-2, Stores Ref. 37B/5036.
- (e) Gypsy VI, Series II
Gypsy Major II
Gypsy Queen II
Add "Lodge type, R.S.9R, Stores Ref. 37B/5014".
- (f) Engines with maximum permissible boost not exceeding plus 12½ lb./sq. in.
Merlin II, III, VIII, XX:
(i) Add "K.L.G. type, R.C.5/3, Stores Ref. 37B/5038".
(ii) Add "Lodge type, R.S.5/5, Stores Ref. 37B/5035".
Merlin 30:
(i) Add "K.L.G. type, R.C.5/3, Stores Ref. 37B/5038".
(ii) Add "Lodge type, R.S.5/5, Stores Ref. 37B/5035".
- (g) Engines with maximum permissible boost, plus 12½ to plus 16 lbs./sq. in.
Merlin III, XX, 45, 46, 47, 50, 55:
(i) Add "K.L.G. type, R.C.5/3, Stores Ref. 37B/5038".
(ii) Add "Lodge type, R.S.5/5, Stores Ref. 37B/5035".
Griffon II.
(i) Place a dagger (†) alongside all existing types of sparking plugs quoted.
(ii) Add "K.L.G. type, R.C.5/5, Stores Ref. 37B/5038".
(iii) Add "Lodge type, R.S.5/5, Stores Ref. 37B/5035".
- (h) Add the following note at the end of the A.F.O. :—
† These plugs are obsolescent but may be used until stocks of K.L.G. type, R.C.5/3, and Lodge type, R.S.5/5, are available.
(A.F.O. 3967/43.)

6268.—Accumulators—Unserviceable, Transport of

(N.S. 33389/43.—30 Dec. 1943.)

Complaints have been received from the Railway Companies of damage being caused to property and employees' clothing by acid from accumulators.

2. When any unserviceable accumulators are prepared for transport (road and rail) care is to be taken to ensure that all acid is removed. The articles should then be washed out with water, thoroughly drained, and the stoppers replaced.

3. The waste acid is of no commercial use.

4. Unserviceable accumulators ex Fleet Air Arm Services should be dealt with as above and forwarded in truckloads to:—

The Superintendent,
No. 1 Metal and Produce Recovering Depot,
R.A.F.,
Cowley, Oxford.

6269.—Aircraft—Appendix "A" Equipment—**Procedure on Allotment of Aircraft for Repair Modification or Major Inspection**

(N.S. Air 5056/43.—30 Dec. 1943.)

The following procedure is to be carried out with regard to Appendix "A" equipment on allotment of aircraft for repair, modification or major inspection.

2. (i) *Naval Air Stations and Sections at Home.*—The Naval Air Stations or Sections from which an aircraft is allotted to a contractor or Royal Air Force Maintenance Unit for repair, modification or major inspection, is to be responsible for removing all items of Appendix "A" equipment marked "R" in column 8 of the Standard Checking List or, where no Standard Checking List for the type has been issued, all items shown in the relevant list in the appendix to this order. Further lists will be issued for other types if it seems likely that the issue of Standard Checking Lists will be delayed.

(ii) In the cases of aircraft of miscellaneous types for which Standard Checking Lists have not been issued and which are not shown in the appendix hereto, all S.S. (Service Supply and Service fitment) items are to be removed, together with all guns, radio equipment and any easily removable items of camera equipment.

(iii) Any Appendix "A" items which are held for, but not fitted to, the aircraft and are not directed to be removed by this order, are to be sent with the aircraft, which is to be carefully checked before despatch as laid down in B.R.4 Part II, paragraph 10, to ensure that no items which should be fitted have been omitted, and that all "R" items have been removed.

3. Equipment so removed is to be returned forthwith to the appropriate R.N. Store Depot, except where there is a specific requirement at the Station, e.g., to make good a deficiency on an aircraft already held, or to complete to authorised allowances. In these instances care is to be taken to ensure that any demands which may have been forwarded to a Store Depot in respect of these requirements, are cancelled.

4. Items in a repairable condition should be made fully serviceable before return to the Store Depot, but if the repairs cannot be effected within a reasonable time, say four weeks, the stores are to be returned forthwith as beyond the capacity of the stations to repair.

5. Care is to be exercised in the packing and handling of items of Appendix "A" equipment, particularly those of a delicate nature, e.g., wireless sets, to minimise the possibility of damage in transit.

6. To meet the special requirements of Donibristle, a reserve stock of removable items of Appendix "A" equipment equal to approximately two months expenditure is to be maintained on that station, but any quantities in excess are to be returned to the appropriate Store Depot.

7. Aircraft allotted to a Naval Aircraft Repair Yard, Repair Ship, Naval Air Station or Naval Air Section for repair, modification or major inspection are to be sent complete with operational equipment which should be overhauled and completed concurrently with the aircraft.

8. (i) *Aircraft Carriers and Catapult Ships in Home Waters.*—When information is received that an aircraft is to be consigned to a contractor or Royal Air Force Maintenance Unit for repair, modification or major inspection, action is to be taken in accordance with paragraph 2 above.

(ii) Aircraft allotted to a Naval Aircraft Repair Yard, Repair Ship, Naval Air Station or Naval Air Section for repair, modification or major inspection are to be sent complete with operational equipment which should be overhauled and completed concurrently with the aircraft.

(iii) Should the destination of an aircraft not be known, the procedure laid down in paragraph (b) (1) above is to be carried out.

9. *All Ships and Services Abroad.*—When an aircraft is to be shipped to U.K. for repair, modification or major inspection, Appendix "A" equipment is to be dealt with as in paragraph 2 above.

10. Aircraft allotted to a Royal Naval Aircraft Repair Yard, H.M. Repair Ship, Royal Naval Air Station or Royal Naval Air Section for repair, modification or major inspection are to be sent complete with operational equipment, which should be overhauled and completed concurrently with the aircraft.

11. Except at Donibristle, where stocks held should be sufficient, the re-equipment of aircraft with removable items on allotment from Contractors after repair modification or major inspection, will be arranged by the Admiralty. Instructions detailing the items required, will be forwarded to the appropriate R.N. Store Depot for supply to be made from depot stocks to the station concerned.

12. *Radar Equipment.*—The above instructions are subject, as regards Radar equipment, to the special directions contained in C.A.F.Os. 287/43 and 1012/43.

APPENDIX

Lists of items to be removed from Aircraft prior to despatch to Contractors or Royal Air Force Maintenance Unit for Repair Modification or Major Inspection.

Defiant I

Appendix "A" Item No.	Stores Ref. No.	Description	Quantity
24A	8A/2127	Units, rear sear release, electric, No. 3, right hand.	2
25A	8A/2128	Units, rear sear release, electric, No. 3, left hand.	2
59A	7H/1663	Guns, Browning, 0.303 in., No. 2, Mark II*	4
60A	8A/1156	Units, fire and safe, hand operated, No. 1 ...	4
63A	8B/1588	Sights, machine gun, relative speed, reflector type, free gun, Mark IIIA*.	1
64A	5A/1707	Filament lamp, 24 volts, 6 and 18 watts, double filament.	4
34C	6A/676	Clocks, Mark IIIA—Lum.	1
34aC	6A/579	or Mark II—Lum.	
34bC	6A/1002	or Mark IIA—Lum.	
34cC	6A/1060	and Plate adaptor.	
16D	23/89	Rations, emergency flying	2
		Transmitter-Receiver AVT.15-AVR.20 ...	1
	10DB/2	Receiver R.3003 c/w valves, and	1
	10LB/4	Control unit, type 18	1
		or	
	10DB/506	Receiver R.3109, c/w valves, and	1
	10LB/111	Control unit, type 109	1
		or	
	310/NIV/102	Receiver, type ABK-1 (24 volts) c/w valves, and control unit assembly	1
		or	
	10DB/444	Receiver R.3090 c/w valves, and	1
	10LB/137	Control unit assembly	1
	10D/325	Transmitter-Receiver TR.1196, c/w valves	1
	105/22	Electric controller, type 4	1

Fulmar I and II

Appendix A Item No.	Stores Ref. No.	Description	Quantity
1A	7H/1669	Guns, Browning, 0.303 in., No. 4, Mark II*	8
2A	8A/1133	Units, fire and safe, pneumatic, No. 1 ...	8
3A	8A/1127	Units, rear sear release, pneumatic, No. 1 ...	8
47A	8B/1124	Sight, machine gun, relative speed, reflector type, Mark II.	1
	or	or	
48A	8B/2350	Mark IIS.	
	or	or	
49A	8B/2361	Mark II*.	
52A	5L/2014	Lamps, filament, 24 volts, 6 and 18 watts, Type B.	4
63A	11A/560	Carrier, bomb, light series, 24 or 12 volt, c/w Mark III, E.M. release unit and brass plug.	1
64A	26BE	Removable fittings for L.S. carrier	1 set
51C	6A/1072	Clocks, Mark IIB, lum.	2
	or	or	
52C	6A/1104	Mark IIC, lum.	
72C	6A/380	Compass, type O.2	1
	or	or	
73C	6A/892	type O.2A.	
29D		Emergency pack, c/w	1
30D	27P/7	Emergency flying rations, Mark II	2
31D	27P/8	Water, canned	4
32D	27C/2033	Cup, drinking	1
33D	33C/634	Markers, sea, fluoresceine	2
34D	27C/1925	Flag, recognition	1
35D	27C/1918	Mast, telescopic	1
36D	27C/1894	Paddles, glove type	2
		First aid outfit	1
37D	27H/2072	Heliograph, stainless stell	1
38D	7B/971	Pistol, signal, 1-in.	1
	or	or	
	12D/181	Signals, marine, distress, Mark III	2
39D	12D/514	Cartridges, signal, 1-in., red, Mark XII ...	30
40D	12D/527	Boxes, tin plate, No. 381, Mark I	10
41D	27C/2036	Covers, weather, Type M	1
	10D/10470	Transmitter receiver, TR.9D, c/w coils and valves.	1
	10X/	Crystals for TR.9D	1 Set
	5J/1615	Battery, dry, 120 volt, type B	1
	or	or	
	5J/1333	type A	
	5J/1338	15 volts	1
	5J/1383	4.5 volts	1
	10J/8580	Adaptor ring switch coupling	1
	or	or	
84E	10D/325	Transmitter-receiver, TR.1196, c/w valves...	1
69E	10J/22	Controller, electric, type 4, c/w filament lamps	1
	or	or	
17E	10D/256	Transmitter-receiver, TR.1161, c/w valves ...	1
15E	10L/31	Control unit, type 62, c/w filament lamp ...	1
	or	or	
135E	10D/52	Transmitter-receiver, TR.1143, c/w valves...	1
131E	10J/26	Controller, electric, type 3, c/w filament lamps	1
	or	or	
154E	10D/540	Transmitter-receiver, TR.1133G, c/w valves	1

Appendix "A" Item No.	Stores Ref. No.	Description	Quantity
149E	10J/7	Controller, electric, type 1A, c/w filament lamps	1
177E	and 10U/10	and Amplifier, A.1219, c/w valves	1
181E	5J/1387	Accumulator, 2 volts, 20 amp.-hour, type B...	1
182E	5J/1251	Battery, dry, grid-bias, 6 volts	1
183E	5J/1333	120 volts, type A	1
184E	or 5J/1615	or type B.	
188E	or 10U/549	or Amplifier, A.1271, c/w valve	1
34E	10D/69	Receiver, R.1147, c/w valves	1
42E	10L/1	Control unit, type 19	1
43E	10K/2	Power unit, type 23	1
206E	10DB/2	Receiver R.3003, c/w valves	1
212E	or 10DB/506	or Receiver R.3109, c/w valves .	
211E	10LB/4	Control unit, type 18	1
216E	or 10LB/111	or type 109.	
230E	10DB/444	Receiver R.3090, c/w valves	1
237E	10LB/137	Control unit assembly	1
	110D/NIV/102	Receiver ABK, 24 volts, c/w valves	1
		Control unit assembly	1
<i>Kingfisher I</i>			
1A	107L/1	Gun, Browning, 0.30 in., M.G.40-2 (M-2), Mark II, No. 1.	1
6A	108A/1	Motor, trigger, type E.3, Mark I (B.O.178474)	1
9A	105D/	Mechanism, firing, solenoid, Type 230 ...	1
16A	8B/1139	Sight, relative speed, ring and bead, Mark I (modified).	1
20A	107L/2	Gun, Browning, 0.30-in. M.G.40-2 (M.2), Mark II, No. 2, with muzzle stabiliser B.O.204674.	1
21A	—	Mounting, traversing and rotating, Type C.V.-54505.	1
22A	150J/	Adapter, gun mount, Mark IX	1
23A	—	Latch, V.S. type (B.O.S.K. 4005)	1
30A	8B/1139	Sight, relative speed, ring and bead, Mark I. (Modified to fit brackets on gun).	1
37A	111A/28	Bomb racks, model 1, Mark XLI. Drawing No. B.O.227555. (Modified by contractor in Great Britain.)	2
38A	and 126JO/	and Accessories—mountings	2
41A	or 11A/2575	or Carriers, bomb, universal, Type M, No. 1 Mark II (11A/594 modified).	2
42A	—	Accessories:—	
43A	—	Mountings	2
25C	106A/1001	Removable fittings	1 Set
26C	106A/980	Clock, F.S.S.C. No. 88-C-580, eight day, 1½ in.-12-hour dial.	1
30C	6A/380	Clock, F.S.S.C., No. 88-C-570. Elapsed time, 2¼ in. dial 24-hour, with civil date.	1
31C	or 6A/892	or Compasses, Type O.2	2
		or Type O.2A.	

Appendix "A" Item No.	Stores Ref. No.	Description	Quantity
1E	110D/448	Receiver, Model R.U.13 N.A.F. 213248-7 C.B.Y. 46051.	1
2E	or 110D/	or Model R.U.16	
17E	—	complete with valves.	
6E	110D/239	Cover, slip for receiver... ..	1
7E	110D/236	Coil sets:—	
8E	110D/240	Range K, Type C.B.Y.-47075	1
9E	110D/237	Range D, Type C.B.Y.-47068	1
10E	110D/238	Range E, Type C.B.Y.-47069	1
11E	110M/1271	Range F, Type C.B.Y.-47070	1
12E	110D/235	Range H, Type C.B.Y.-47072	1
13E	110D/234	Containers, N.A.F.-213270-2, C.B.Y.-47029 ...	5
14E	110D/232	Dual coil sets:—	
15E	110D/	Low range "L," high range "N," Type C.B.Y.-47112.	1
16E	110M/1271	Low range "Q," high range "M," Type C.B.Y.-47108.	1
22E	110L/28	Low range "O," high range "P," Type C.B.Y.-47105.	1
23E	110D/449	C.W.47107, low range "Q," high range "G"	1
24E	110E/28	Containers, N.A.F.-213270-2, C.B.Y.-47029...	2
25E	110D/226	Extension control box, N.A.F.-213282-6, C.B.Y.-23098.	1
26E	or 110D/	or Direction finder, loop, Model D.U.-I, N.A.F.-214084-1.	1
29E	110D/	Valves, No. 12SK7	2
30E	110D/230	Transmitter, Model G.F.-8, N.A.F.-213281-4, C.B.Y.-52063.	1
31E	110D/229	or Model G.F.-11, complete with valves.	
32E	110D/228	Cover, slip	1
33E	110M/1271	Coil sets:—	
34E	110L/29	Range †7350-9050, Type C.B.Y.-47142 ...	1
35E	110T/5	Range †6000-7350, Type C.B.Y.-47141 ...	1
84E	10DB/505	Range †3675-4525, Type C.B.Y.-47138 ...	1
88E	10LB/110	Containers, N.A.F.-213270-2, C.B.Y.-47029...	3
	10D/10380	Transmitter control box, N.A.F.-213282-5, C.B.Y.-23097.	1
		Frequency indicator, Type LM.7, N.A.F.-214086, complete with valves.	1
		Receiver, Type R.3108, complete with valves	1
		Unit, control, Type 108	1
		Transmitter T.1115	1
<i>Martlet II</i>			
1A	107K/92	Guns, 0.50-in. Colt, M.G.-53-2, Mark II, No. 1	6
8A	105D/20	Solenoid firing mechanism, U.A.P., No. U2660A.	6
	8B/1124	Sight, reflector, Mark II	1
	8B/2275	Reflector, Calorex	1
	5L/2014	Lamp, filament, 24 volt, Type B	1
11A	126HM/	Sight, ring	1
12A	126HM/	Sight, bead	1
18C	106A/20	Clock, Pioneer, Type 3310-2	1
	10D/325	Transmitter-Receiver, T.R.1196, c/w valves	1
	10J/22	Electric controller	1
	10A/14093	Impedance matching unit	1
	10X/	Crystals	1 set

Appendix "A" Item No.	Stores Ref. No.	Description	Quantity
19E	10D/69	Receiver, R.1147, c/w valves and lamp filament.	1
25E	10K/2	Power unit, Type 23	1
26E	10L/1	Control box, Type 19	1
33E	110K/164	Transformer, low frequency (United Transformer Corpn.)	1
43E	10DB/2	Receiver, R.3003, c/w valves	1
44E	10LB/4	Control unit, Type 18	1
<i>Roc I</i>			
39A	8A/2127	Units, rear sear release, electric, No. 3, right hand.	2
40A	8A/2128	Units, rear sear release, electric, No. 3, left hand.	2
67A	7H/1663	Guns, Browning, 0.303 in., No. 2, Mark II*...	4
68A	8A/1156	Mechanism, firing control, hand operated fire and safe units.	4
70A	8B/	Sight, machine gun, relative speed, reflector type, free gun, Mark IIIA*.	1
71A	5L/2269	Lamp filament, 18 watt and 8 volts 18 watts and 1.6 watts, Type D.	4
72A	6A/579	Clock, Mark II, Lum.	1
	or	Mark IIA.	
72aA	6A/1852	Accumulators, 2 volts, Type B, 20 amp. hours	5
71B	5A/1387	Clocks, Mark II, Lum.	1
39C	6A/579	or	
	or	Mark IV	
39bC	106A, 322 and	and	
39cC	6A/1246	Plate, adaptor	1
50aC	6A/380	Compass, Type 0-2	1
34E	10A/9507	Transmitter-receiver T.R.9B, c/w valves or TR.9D.	1
40E	5A/1333	Battery, H.T. 120 volts, Type A	1
	or	or	
	5A/1615	Type B (overseas) ...	1
41E	5A/1338	15 volts	1
42E	5A/1383	4.5 volts	1
44E	5A/1387	Accumulator, 2 volts 20 amp. hours, Type B	1
	or	or	
99E	10D/8415	Receiver R.1082, c/w valves	1
101E	10D/8456	Transmitter T.1083, c/w valves	1
97E	5A/1333	Battery, dry, 120 volts, Type A	1
	or	or	
	5A/1615	Type B.	
102E	10F/150	Switch, unit type D, c/w R.1082 external leads	1
109E	10A/8475	Unit, neutralising	1
113E	10D/	Coils, transmitter	1 Set
114E	10D/8571	Case, transit, coils, transmitter	1
115E	10D/	Coils, receiver	1 Set
149	10DB/2	Receiver, R.3003, c/w valves	1
	or	or	
150E	10DB/306	R.3109, c/w valves	1
	or	or	
	110D/NIV/102	Receiver ABK-1 (24 volts), c/w valves, and control unit assembly	1
	or	or	
	10DB/444	Receiver R.3090 c/w valves, and	1
	10LB/137	control unit assembly.	1

Sea Hurricane IA, IB. Hurricane IIA, IIB, IIC.

Appendix "A" Item Nos.		Stores Ref. No.	Description	Qty.	Remarks	
Sea Hurricane IA, IB.	Hurricane IIA, IIB IIC.					
1A	1A	7H/2079	Guns, Browning, 0.303 in., No. 5, Mark II*.	8	Hurricane IA, IB, IIA.	
	or	57A		or		
2A	2A	8A/1133	Units, fire and safe, pneumatic ...	8	Hurricane IIB.	
	or	58A		or		
3A	3A	8A/1127	Units, rear sear release, pneumatic	8		
	or	59A		or		
	140A	7G/480	Guns, Hispano, 20mm., No. 7, Mark II*	4	Hurricane IIC.	
	141A	7G/231	Units, firing, pneumatic, Mark II ...	4		
			Sight, gun, relative speed, reflector type :-			
58A	174A	8B/2350	Mark IIS	1		
	or		Mark II*			
59A	175A	8B/2361	Lamps, filament, 12 volt, 2.4 and	4		
60A	177A	5L/2013	18 watt, type B.			
	55C	6A/579	Clock, Mark II, lum.	1		
	or		Mark II A, lum.			
53C	56C	6A/1002	Mark II B, lum.	1		
	or		Mark II C, lum.			
54C	57C	6A/1104	Mark II D, lum.			
	or		Mark IV			
	58C	106A/322	Plate, adapter	1	For Mark II, Mark II A, or Mark II D. clocks.	
	59C	6A/1060	or			
	or		Plate, adapter		For Mark II C clocks.	
54aC	6A/1066	or	Plate, adapter		For Mark IV. clocks.	
	or		Plate, adapter			
60C	6A/1247	31E	33E	10D/10470	Transmitter-receiver, TR. 9D, c/w valves, coils and crystals ...	1
		29E	25E	10A/10984	Contact, master Type 1, 12 volts ...	1
		30E	26E	10A/10985	Contact, remote, Type 3, 12 volts	1
		38E	41E	5T/1333	Battery, dry, 120 volts, Type A ...	1
			or		Type B	
		39E	42E	5T/1615	15 volts	1
		40E	43E	5T/1338	4.5 volts	1
		41E	44E	5T/1383	Accumulator, 2 volts, 20 amp. hour, Type B	1
		43E	46E	5T/1387	or	
			or		Transmitter-receiver T R. 1133D/BA., c/w valves	1
		84E	10D/13224	or		
			or		T R 1133H	
91E		10D/542	Power unit, Type 2A	1		
89E	83E	10K/44	Controller, electric, Type 1A ...	1		
86E	81E	10T/7	or			
		104E	10D/14267	Army set, No. 19, Mark II (TR. 1329)	1	
		109E	10L/13011	Control unit, Type 180	1	
			or			
			10D/369	Transmitter-receiver, TR. 1196A, c/w valves		

Appendix "A" Item Nos.		Stores Ref. No.	Description	Qty.	Remarks
Sea Hurri- cane IA, IB.	Hurri- cane IIA, IIB IIC.				
		10T/22	Controller, electric, type 4		
	121E	10U/549	Amplifier, A.1271, c/w valves	1	
	139E	10DB/1	Receiver R.3002, c/w valves	1	
	144E	10LB/3	Control unit, Type 17	1	
		or			
		10DB/505	Receiver R.3108, c/w valves		
178E		10LB/110	Control unit, Type 108		
183E		or			
		10DB/293	Receiver R.3067, c/w valves		
202E	162E	10LB/137	Control unit assembly, Type 1		
209E	168E	10D/69	Receiver R.1147, c/w valves	1	
109E		10K/1	Power unit, Type 22	1	
123E		10L/1	Control unit, Type 19	1	
121E					

Skua

Appendix "A" Item No.	Stores No. No.	Description	Quantity
T 8A	7A/1570	Guns, Browning, 0.303-in., Mark II	4
9A	7A/1133	Fire and safety device, pneumatic, c/w flexible, pipe, union, nut and nipple.	4
25A	7A/1127	Units, rear, sear, release	4
20A	7A/1124	Sight, reflector, type, Mark II,	1
	or		
	7A/1138	Mark III.	
22A	5A/2013	Lamps, filament, 12 volt, 2.4 and 18 watts	4
82B	5A/1387	Accumulators, Type B 2 volt, 20 amp. hr.	5
46C	6A/579	Clocks, Mark II, lum.	2
	or		
46bC	106A/322	Mark IV	
	and		
46cC	6A/1246	Plate, adaptor	—
33E	10A/8415	Receiver, R.1082, c/w valves and filament lamp	1
35E	10A/8456	Transmitter, T.1083, c/w valves,	1
	or		
97E	10D/9507	Transmitter-Receiver TR.9B, c/w, with valves and coils,	
	or		
	10D/10470	TB.9D.	
151E	5A/1333 or	Battery, 120 volt H.T., Type A or	1
158E	5A/1615	Type B.	
104E or	5A/1338	Battery, 15 volt	1
160E			
105E or	5A/1383	Battery, 4.5 volt	1
161E			
108E or	5A/1387	Accumulator, Type B, 2 volt, 20 amp. hr.	1
163E.			
172E	10DB/	Receiver, R.3002, c/w valves, and	1
173E	10LB/3	Control unit, Type 17	
	or		
172aE	10DB/505	Receiver, R.3108, c/w valves and	1
173aE	10LB/10	Control unit, Type 108	
	or		
	110D/NIV/	Receiver, Type ABK, c/w valves, and control unit assembly or	1
	103.		
	10DB/293	Receiver, type R.3067, c/w valves and	1
	10LB/137	Control unit assembly	

Swordfish I and II

Appendix "A" Item No.	Stores Ref. No.	Description	Quantity
1A	7A/33	Guns, Lewis, 0.303-in. aircraft, Mark IIIA	1
2A	7A/602	Guns, Lewis, pins, quick release, Mark II*	1
3A	7A/933	Guns, Lewis, deflectors, cartridges, Mark I...	1
4A	7A/25	Guns, Lewis, deflectors, cartridges, bags	1
4aA	7A/1028	Holdall, spare parts, Mark II	1
33B	5D/126	Heaters, gun, Lewis	1
	or		
9A	7J/1166	Guns, Vickers G.O., 0.303-in. aircraft, No. 1, Mark I, c/w deflector and bag.	1
11A	7J/1342	Guns, magazines, No. 1, Mark I	6
13A	7A/1015	Guns, Vickers, 0.303-in., Mark V.L.H.	1
	or		
14A	7A/1016	Guns, Vickers, 0.303-in., Mark V, R.H.	
17A	7A/970	Mechanism, loading, Mark I	1
25A	8A/529	Motor, trigger, Vickers, Mark II	1
34B	5D/128	Heaters, gun, Vickers, Type "A"	1
	or		
35A	7H/1663	Guns, Browning, 0.303-in., aircraft...	1
36A	7H/1153	Guns, handle, operating, No. 1	1
	or		
36aA	7H/2075	Guns, handle, operating, No. 2	
37A	7H/1154	Mechanism, loading, No. 2	1
37aA	7H/2076	Mechanism, loading, No. 2, Mark II	1
38A	8A/1127	Rear sear release	1
49A	8A/615	Motor, trigger, Mark II	1
54A	8B/1139	Sights, M.G., relative speed, ring and bead...	1
	or		
55aA	8B/1661	Sights, M.G., prismatic, Type G.1	1
55bA	8B/2401	Bracket for prismatic sight	1
58A	8B/912	Sights, M.G., ring and bead, Type B...	1
	8B/1142	Sights, M.G., clips, horseshoe, securing	1
69A	11A/459	Carriers, bomb, L.S., Mark II	2
	or		
70A	11A/559	Carriers, bomb, L.S., Mark III	
82A	11A/598	Carriers, bomb, Universal No. 1, Mark II	4
	or		
83A	11A/2026	Carriers, bomb, Universal No. 1, Mark III	
84A	11A/607	Carriers, bomb, Universal, No. 2, Mark II	3
	or		
85A	11A/2026	Carriers, bomb, Universal, Mark III	
86bA	26A/	Accessories, removable fittings	7 Sets
42C	6A/579	Clocks, Mark IIB, lum.	2
	or		
43C	6A/1104	Clocks, Mark IIC, lum.	
49C	6A/380	Compasses, Type O.2	2
	or		
49aC	6A/892	Compasses, Type O.2A	
56D	26A/	Packs, emergency equipment	1
56aD	27P/7	Rations, emergency flying, Mark II	3
56bD	27P/8	Canned water, 16-oz. tins	6
56cD	27C/2033	Cup and baler	1
56eD	33C/634	Fluorescine sea markers	2
56fD	27C/1925	Flag	1
56gD	27C/1918	Mast	1
56hD	27C/1894	Paddles, glove type	1 pair
56jD	7B/971	Pistols, signal, 1 in., No. 2, Mark V	1
56kD	12D/514	Cartridges, signal, 1 in., red, Mark XII	30

Appendix "A" Item No.	Stores Ref. No.	Description	Quantity
56ID	12D/527	Box, tin plate, No. 381	10
56mD	27C/2036	Aprons, weather, Type M	1
56nD	12D/245	Smoke floats, red smoke, No. 3, Mark I	2
56oD	27H/2072	Heliograph, stainless steel	1
—	—	First aid outfit	1
26E	10D/11715	Attachment, fine tuning	1
27E	10D/11768	Attachment, fine tuning	1
28E	10J/10560	Coupling pedestal, Type D	2
—	10/X	Crystals for T.1115	1 Set
29E	10D/10310	R.1116 c/w lamp, filament and valves	1
38E	5J/1878	Battery, dry, 10½ volts	1
37E	5J/1251	Battery, dry, 6 volts	1
39E	5J/1333	Battery, dry, 120 volts, Type A	1
—	—	or	—
40E	5J/1615	Battery, dry, 120 volts, Type B	—
41E	10D/10380	T.1115, c/w valves and coils	1
72E	5J/1387	Power supply for radio accumulators, lead acid, 2 volts 20 amp. hours, Type B.	4
76E	10D/69	R.1147, c/w lamp, filament and valves	1
—	—	or	—
76aE	10D/13128	R.1147A, c/w lamp, filament and valves	—
—	—	or	—
—	10D/13129	R.1147B, c/w valves.	—
88E	10L/1	Unit control, Type 19	1
89E	10K/1	Unit power, Type 22	1
144E	10DB/1	R.3002, c/w valves	1
—	—	or	—
145aE	10DB/505	R.3108, c/w valves	—
150E	10LB/3	Unit control, type 17	1
—	—	or	—
—	110D/NIV/103	Receiver ABK, c/w valves.	—
—	110D/	Control unit assembly.	—
162E	10DB/308	T.3040E, c/w valves	1
165E	10DB/405	R.3039E, c/w valves and condenser adjusting key.	1
—	—	or	—
—	10DB/631	R.3132, c/w valves.	—
—	—	or	—
—	10DB/1286	R.3132B, c/w valves.	—
174E	5J/1251	Battery, dry, 6 volts	1
175E	10QB/45	Unit indicator, Type 6B c/w valves	1
179E	10QB/53	Unit indicator, type 6C c/w valves	1

Walrus I and II

Appendix "A" Item No.	Stores Ref. No.	Description	Quantity	Remarks
1A	7J/1166	Guns, Vickers, 0·303-in., G.O., No. 1, Mark I, c/w, deflector and bag.	1	
4A	—	Pins, quick release	1	
2A	7J/1342	Magazines, No. 2, Mark I	5	
15A	8B/1661	Sight, Prismatic, Type G.1	1	
—	8B/2401	Bracket	—	
—	—	or	—	
17A	8B/1139	Sight, relative speed, ring and bead, Mark I	1	

Appendix "A" Item No.	Stores Ref. No.	Description	Quantity	Remarks
—	7J/1166	Gun, Vickers, 0·303-in., G.O., No. 1 Mark I, c/w, deflector and bag.	1	The twin mounting and five magazines are introduced by Mod. 328
—	—	or	—	
7A	7J/1166	Guns, Vickers, 0·303-in., G.O., No. 1, Mark I, c/w, deflector and bag.	2	
10A	—	Pins, quick release	2	
12A	7J/1758	Twin gun mounting	1 set	
8A	7J/1342	Magazines No. 2, Mark I	10	
18A	8B/1661	Sight, Prismatic, Type G.1	1	
19A	8B/2422	Bracket	1	
—	—	or	—	
20A	8B/1139	Sight, relative speed, ring and bead, Mark I	1	
27A	11A/460	Carriers, bomb, L.S., Type E.M. :— Mark II	2	
—	—	or	—	
28A	11A/560	Mark III	—	
38A	11A/597	Carriers, gomb, universal, Type EM/EF :— No. 1, Mark II	4	
—	—	or	—	
39A	11A/2027	Mark III, with trunnion plates	—	
55C	6A/1072	Clocks, Mark IIB, lum.	2	
—	—	or	—	
56C	6A/1104	Mark III C, lum.	—	
66C	6A/380	Compasses, Type 0·2	2	
—	—	or	—	
67C	6A/892	Type 0·2A	—	
15D	—	Bag stowage, c/w	1	
16D	27P/7	Rations, emergency flying, Mark II	3	
17D	27P/8	Water, canned	6	
18D	33C/634	Markers, sea fluorescine, blocks	2	
19D	27C/1925	Flag, recognition	1	
76cE	10DB/975	Transmitter T.3180, complete	1	
21D	27C/1894	Paddles, glove type	2	
22D	7B/971	Pistol, signal, 1-in., No. 2, Mark V	1	
23D	12D/514	Cartridges, signal, 1 in., red, Mark XII	30	
24D	12D/527	Boxes, tinplate, No. 381, Mark I	10	
20aD	27H/2072	Heliograph, stainless steel	1	
25D	27G/2036	Aprons, weather, type M	1	
26D	12D/245	Smoke floats, No. 3, Mark I	2	
20bD	—	First aid outfit (dinghy)	1	
21aD	32B/403	Sponge	1	
30E	10D/8415	Receiver, R.1082, c/w valves, filament lamp and coils.	1	
36E	10D/8456	Transmitter T.1083, c/w valves and coils... ..	1	
39E	26B/	Cover, canvas for transmitter and receiver	1	
38E	10F/9501	Switch unit, Type D... ..	1	
51E	10A/8050	Handle, operating switch unit	1	
41E	10A/8475	Unit, neutralising, c/w filament lamp	1	
43E	10C/8473	Condenser unit, earth	1	
44E	10C/8474	Condenser unit, listening through... ..	1	
26E	5J/1333	Battery, dry, 120volts, Type A	1	
—	—	or	—	
27E	5J/1615	Type B.	—	
69E	5J/1387	Accumulators, 2 volts, 20 amp. hours, Type B.	5	
111E	10DB/505	Receiver, R.3108, c/w valves	1	
—	—	or	—	
115E	10DB/1	Receiver R.3002, c/w valves.	—	
—	10LB/110	Control unit, Type 108	1	
—	—	or	—	
—	10LB/3	Type 17.	—	
—	—	or	—	
177E	10DB/293	Receiver R.3067, c/w valves	—	
184E	10LB/137	Control unit assembly, Type 1	—	
—	—	or	—	
—	110D/NIV/103	Receiver ABK, c/w valves	—	
—	—	Control unit assembly.	—	

Appendix "A" Item No.	Stores Ref. No.	Description	Quantity	Remarks
132E	10DB/405 or 10DB/631 or 10DB/1286	Receiver R.3039E, c/w valves ... or R.3132, c/w valves. or R.3132B, c/w valves.	1	
129E	10DB/205	Transmitter, T.3040B, c/w valves ...	1	
140E	10QB/45	Unit, indicating, Type 6B, c/w valves ...	1	
144E	10QB/53	Unit, indicating, Type 6C, c/w valves ...	1	
139E	10H/1145	Caps, plug, W. medium ...	1	
138aE	—	Tool, tuning, ebonite ...	1	
143aE	10AB/343	Scales, time base, Type 4 ...	1	
90E	10D/69 or 10D/13128 or 10D/13129	Receiver R.1147, c/w valves ... or R.1147A, c/w valves. or R.1147B, c/w valves.	1	When fitted
82E	10K/1	Power unit, Type 22... ...	1	

C.A.F.Os. 287/43 and 1012/43.)

(A.F.Os. 5554/42 and 1952/43 are cancelled.)

6270.—Aircraft—Sparking Plugs for Aero Engines—Testing and Cleaning
Equipment for

See AFO 5572/46.

(D. 11703/43.—30 Dec. 1943.)

The following equipment, chargeable to Vote 8/III, has been provided to enable the servicing and testing of aero-engine sparking plugs to be carried out:—

"Champion" sparking plug servicing unit complete with the following accessories:—

Item.	Part No.	Quantity
Steel adaptor for tester, 18 mm. ...	AB/S	1
Steel adaptor for tester, 14 mm. ...	AB/T	1
Steel adaptor for tester, 12 mm. ...	AB/U	1
Steel adaptor for tester, 10 mm. ...	AB/V	1
Rubber adaptor for cleaner, $\frac{7}{8}$ in. ...	AB/40	1
Rubber adaptor for cleaner, 18 mm. ...	AB/39	1
Rubber adaptor for cleaner, 14 mm. ...	AB/38	1
Rubber adaptor for cleaner, 12/10 mm. ...	AB/37	1
Plug insulator cleaning adaptor (steel), 14/18 mm. ...	AB/42	1
Plug body cleaning adaptor (steel) 14/18 mm. ...	AB/41	1
Abrasive compound, 10-lb. tins ...	AB/33	1
Nozzles ...	AB/22	3
Schrader chuck unit ...	8952-12	1
Schrader adaptor ...	8787-11	1
Schrader coupling ...	6363	1
Schrader chuck clip ...	6529	1
Schrader air chuck ...	5499	1
Hose ($\frac{1}{4}$ -in. ID) fitted with 2 Schrader ferrules ...	625	6 ft.
Test gap, ball standard, A.M. Ref. ...	5A/2205	1
Gauge for test gap, A.M. Ref. ...	5A/2207	1

2. In addition the following replace parts are provided with each unit:—

Item.	Part No.	Quantity
Steel adaptor for tester, 18 mm. ...	AB/S	3
Steel adaptor for tester, 14 mm. ...	AB/T	3
Steel adaptor for tester, 10 mm. ...	AB/V	1
Rubber adaptor for cleaner, $\frac{7}{8}$ in. ...	AB/40	5
Rubber adaptor for cleaner, 18 mm. ...	AB/39	5
Rubber adaptor for cleaner, 14 mm. ...	AB/38	5
Rubber adaptor for cleaner, 12/10 mm. ...	AB/37	3
Nozzle housing for cleaner ...	AB/26	3
Nozzle jet ...	B/26A	12
Plug insulator cleaning adaptor (steel) 14/18 mm. ...	AB/42	2
Plug body cleaning adaptor (steel) 14/18 mm. ...	AB/41	2
Abrasive compound, 10-lb. tins ...	AB/33	30
Each tin complete with 3 nozzles ...	AB/22	90
Cleaner bag ...	B/13	2
Transformer ...	B/H	1
Coil ...	B/D	1
Trembler point assembly ...	AB/M	3
Schrader chuck slip ...	6529	1
Schrader air chuck ...	5499	1

3. The unit is suitable for operation from either 230 volts A.C. or alternatively a 12-volt battery. When required for battery operation the transformer should be disconnected and the battery connected in lieu as indicated on the instruction plate fitted to the coil box.

4. A compressed air supply of 100/150 lb./sq. in. is required for the operation of the unit and the air lead is provided with a $\frac{1}{4}$ -in. bore male gas thread for connection to the air supply.

5. Supply of units complete with all the accessories and spares as detailed above will be made to the following services, without demand:—

- R.N. Air Stations, Classes A and B—2 units per station.
- R.N. Aircraft Repair Yards, Classes A and B—2 units per yard.
- H.M. Aircraft Carriers—1 unit per carrier.
- All other H.M. Ships carrying Naval aircraft—1 unit per ship.
- R.N. Air Sections—1 unit per section.

6. In the event of removal of aircraft from H.M. ships to which supply of a unit has been made, the Director of Dockyards, Electrical Engineering Section 2, Admiralty, Bath, should be advised accordingly so that the equipment may be allocated to another service.

7. Three types of units are in service:—

- U.S.A. make, Series 300.
- U.S.A. make, Series 300X.
- British make, type B.

The tester fitted on the Series 300X is identical to the tester fitted on the Series 300 and is marked Series 300.

Present and future supply will be type B.

8. Demands for replace parts for this equipment should be forwarded through the Admiral Superintendent of the appropriate dockyard quoting the series number of the unit (viz. 300, 300X or B) and the part number required.

Spare Parts List

- (1) Parts prefixed AB suitable for all types of units.
 (2) Cleaner parts suffixed * only suitable for Series 300 cleaner.
 (3) Cleaner parts suffixed † only suitable for Series 300X cleaner.

Cleaner			Tester		
Item	U.S.A. pattern	British pattern	Item	U.S.A. pattern	British pattern
Cleaner unit complete.	A/9	B/9	Cable (tester to sparking plug).	A/A	B/A
Cleaner bag ...	A/13	B/13	Cable, switch ...	A/B	B/B
Bag clips ...	A/15	B/15	Compression chamber assembly.	A/C	B/C
Hopper cap ...	A/20	B/20	Coil... ..	A/D	B/D
Nozzle ...	AB/22	AB/22	Cable assembly (mains).	AB/E.1	AB/E.1
Nozzle housing ...	AB/26	AB/26	Cable assembly (battery).	AB/E.2	AB/E.2
Replacement jet ...	A/26A	B/26A	Pressure gauge ...	A/F	B/F
Abrasive compound (10 lb. tin) with 3 Part No. AB/22.	AB/33	AB/33	Pressure gauge glass	A/FF	B/FF
Rubber adaptors, 10-12 mm.	AB/37	AB/37	Mirror ...	A/G	B/G
Rubber adaptors, 14 mm.	AB/38	AB/38	Transformer ...	A/H	B/H
Rubber adaptors, 18 mm.	AB/39	AB/39	Air valve ...	AB/I	AB/I
Rubber adaptors, 7/8 in.	AB/40	AB/40	Air valve gland ...	AB/J	AB/J
Top shelf ...	A/202	—	Rubber hose to tester.	AK	—
Top plate ...	—	B/202	Switch ...	A/L	B/L
Plug shelf ...	A/203	B/203	Trembler point assembly.	AB/M	AB/M
Cleaner guard cover	A/208	B/208	Copper tube (chuck nipple to tester).	—	B/N
Water trap assembly	A/211	B/211	Glass window for Part No. A/C.	A/O	—
Copper tube (water trap to cleaner).	AB/213*	AB/213	Window (Perspex) for Part No. B/C.	—	B/O
Copper tube to cleaner.	A/213†	—	Rubber gasket for Part No. A/C.	A/P	—
Copper tube (chuck nipple to blow-out nipple).	A/214*	B/214	Rubber gasket for Part No. B/C.	—	B/P
Copper tube (chuck nipple to blow-out).	A/214†	—	Copper gasket for Part No. A/C.	A/Q	—
Water trap drain cock.	A/215*	—	Copper gasket for Part No. B/C.	—	B/Q
Water trap drain plug.	—	B/215	Steel adaptors, 18 mm.	AB/S	AB/S
Water trap chuck nipple	A/216*	B/216	Steel adaptors, 14 mm.	AB/T	AB/T
Chuck nipple to blow out.	A/218	B/218	Steel adaptors, 12 mm.	AB/U	AB/U
Chuck nipple to cleaner.	A/218†	—	Steel adaptors, 10 mm.	AB/V	AB/V
Blow out nipple ...	A/219*	B/219	Coil and transformer box.	A/W	B/W
Cleaner guard hinge	A/220	—	Cable spring clip (plug).	AB/X	AB/X
Cleaner guard spring	A/221	—	Cable spring clip (battery).	AB/Y	AB/Y
Plug body cleaning adaptor (steel) 14/18 mm.	AB/41	AB/41	Tester plate ...	A/209	—
Plug insulator cleaning adaptor (steel) 14/18 mm.	AB/42	AB/42	Tester guard cover	A/210	—
			Chuck nipple to tester hose connection.	A/217	—
			Chuck nipple to tester.	—	B/218

(A.F.O. 3965/41 is cancelled.)

6271.—Breathing Apparatus, Pattern 230—Allowance

L.S.T. (Class 2)

(N.S. 021099/43.—30 Dec. 1943.)

Each L.S.T. (Class 2) is to be allowed three sets of breathing apparatus, Pattern 230, each complete with 60 ft. of hose, i.e., one length of Pattern 2313 or two lengths of Pattern 2314, and one strainer, Pattern 2305, for fire fighting purposes.

2. Ships concerned should forward demands accordingly to their storing yards.

3. In view of the importance of the requirement for L.T.S. (Class 2), supply to these ships is to be given priority over issues in accordance with C.A.F.O. 546/43.

(C.A.F.O. 546/43.)

6272.—Electric Cable—Patterns 13493-13494-13495-13496-13497—Introduction

(N.S. 31197/43.—30 Dec. 1943.)

To meet additional requirements for Radar purposes, the following electric cables, single and multicore H.T., Polythene insulated and P.V.C. sheathed have been added to the Rate Book of Naval Stores under Subhead FIC, Part I (page 1199).

Pattern No.	No. of Cores.	No. of Wires.	Diameter of Each Wire.
13493	1	7	0.012 in.
13494	3	7	0.012 in.
13495	5	7	0.012 in.
13496	7	7	0.012 in.
13497	9	7	0.012 in.

2. Arrangements have been made for the purchase of the following quantities of these cables which will be held by Superintending Naval Store Officer, Haslemere.

Pattern No.	Quantity ordered.
13493	13,000 yards.
13494	4,000 yards.
13495	7,000 yards.
13496	4,000 yards.
13497	2,500 yards.

6273.—Lifeboats

C. T. Boats

(N.S. 28688/43.—30 Dec. 1943.)

It has been approved for each C. T. boat to be supplied with one lifeboat, Pattern 23 or 23B.

2. Boats not already supplied should forward demands to their storing yards quoting this order as authority for supply.

6274.—Limitation of Top-weight

"Halcyon" and "Bangor" Class Minesweepers

(D.O. 30933/43.—30 Dec. 1943.)

The attention of all refitting authorities and the Commanding Officers concerned is directed to the necessity for restricting addition to top-weight in vessels of "Halcyon" and "Bangor" classes and the observance of the requirements of C.A.F.O. 343/43.

2. No unauthorised alterations and additions are to be carried out by refitting authorities or requirements of approved class items exceeded without prior Admiralty approval.

(C.A.F.O. 343/43.)

6275.—Naval Stores for Damage Control Purposes

Flotilla Leaders, Destroyers and Smaller Vessels.

(N.S. 34618/43.—30 Dec. 1943.)

For reasons of stability and space and having regard to the damage control repairs which can usefully be undertaken in the various ships, the allowance of damage control stores laid down in A.F.O. 1642/43 for flotilla leaders and destroyers and certain smaller vessels has been reduced.

2. A.F.O. 1642/43 is to be amended as follows:—

(i) Page 16, groups 4, 5, 6 and 7, delete allowance of planking, tongued and grooved.

(ii) Page 15, group 4, against "Deals" insert asterisk.

Page 16, group 4, against "Shores" insert asterisk.

In remarks column insert "*Allowance reduced to 50 per cent. for 'Town' Class destroyers."

3. In flotilla leaders and destroyers the allowance of cement is to be stowed below the upper deck.

4. Flotilla leaders and destroyers are to land 1½ tons of topweight from upper deck level to compensate for damage control stores. A report of the items landed and their positions should be made to the Admiralty.

5. The allowance of damage control stores to be carried by converted trawlers, whalers, drifters and yachts is to be as follows:—

Perma- nent or Con- sumable.	Subhead.	Pattern No.	Description.	De- nomi- nation.	Amount
P	B.11	C.673	Axes, junk	No.	1
C	D.4	2	Bags (Ensigns) (for tools), letters "Damage Control" stencilled on outside.	No.	1
C	B.11	50	Bars, pinch	No.	1
C	B.11	C.788	Blades, hacksaw	No.	3
C	E.8	—	Candles	lb.	1
C	B.11	C.693	Chisels, Firmer, 1½-in.	No.	1
C	B.11	C.617	Hammers, Engineers, ball pane ...	No.	1
C	D.5	—	Oakum, white	lb.	1
C	B.11	4313	Saws, hack	No.	1
C	E.8	—	Tallow	lb.	1
C	E.13	—	Plugs, soft wood, tapered round section 1-in., tapered to ½-in., 3 in. long.	No.	10
			2 in., tapered to 1 in., 6 in. long ...	No.	5
			3 in., tapered to 2 in., 6 in. long ...	No.	5
			4 in., tapered to 3 in., 8 in. long ...	No.	5
*P	B.11	C.766	Saws, hand, 26 in.	No.	1
*C	A.	—	Planking, tongued and grooved, 6 in. × 1½ in.	Ft.	25
*C	B.10	380	Nails, spike, die head, 3-in. ...	lb.	4

* These items to be supplied to wooden vessels only.

6. All damage control stores held in excess of that allowed by A.F.O. 1642/43 as amended above, should be landed forthwith.

7. The Sea Store Establishment concerned will be amended.

(C.-in-C., *The Nore*, 18 Sep., 1943, No. 4411/6187.)

(F.O. i/c., *Harwich*, 28 Jul., 1943, No. 407/233 (L).)

(*Portsmouth Y.L.*, 8 Jun., 1943, No. 4832.)

(Admiralty message 111536/Aug. 1943, to F.O. i/c., London.)

(C.O. "Paris" message 241455/Aug. 1943.)

(A.F.Os. 1642/43 and 4997/43.)

6276.—Rapid-hardening Cement and Sand for Damage Control Purposes and Emergency Repairs—Containers

(N.S. 33623/43.—30 Dec. 1943.)

The rapid-hardening cement supplied to L.C.T. and L.C.F. for emergency repairs in accordance with A.F.O. 4310/42, and to ships for damage control purposes in accordance with A.F.O. 1642/43, is to be issued in tins, Pattern 52 (Subhead B, Item 10,) instead of in paper bags. The sand supplied to the former is to be issued in hessian bags.

(A.F.Os. 4310/42 and 1642/43.)

(A.F.O. 2657/43 is cancelled.)

6277.—Sound-powered Telephone Units—Patterns 13221 and 13222—Servicing

(N.S. 33012/43.—30 Dec. 1943.)

Instruments have been returned from ships as defective which on examination have been found to be fitted with incorrect nuts, etc.

2. It is understood that yards have been arranging with local firms for the servicing of sound-powered units, some of which prove to have been those examined and referred to above.

3. The manufacturers, The Telephone Manufacturing Co., Ltd., are at present the only firm capable of servicing these units satisfactorily, and defective sound-powered units, Patterns 13221 and 13222, must in all cases be forwarded by yards to this contractor.

6278.—Scottish Ground Tale in lieu of French Chalk, Pattern 17A

(N.S. 35997/43.—30 Dec. 1943.)

Owing to the difficulty of obtaining French chalk, Pattern 17A, Scottish Ground Tale will be supplied instead.

2. The Sea Store Establishments concerned will be amended.

6279.—Still Projectors—Instructions for Operating Standard Model

(T.S.D./3018/43.—30 Dec. 1943.)

In A.F.O. 4251/43, Section E, paragraph 22, the issue of still projectors and film strips is referred to. This matter is dealt with more fully in B.R. 873, "Notes on the Use of the Cinema as an aid to Training", which is to be issued shortly.

The following information and instructions are promulgated for the efficient operating of this projector. See A.F.O. Diagram 390/43.

General

1. Keep projector clean and dry and in its case when not in use.

2. The still projector is designed for use in classrooms; and with a throw of 25 ft. it will at that distance give a 6-ft. picture, with good definition. Where necessary for large audiences it can be used successfully with a throw up to 60 ft., giving a picture size of 16 ft.

3. Lens, glass aperture plates and condensers should be cleaned and polished regularly, with methylated spirit or other cleaning fluid, finished off with a dry chamois leather. Aperture plates should not be removed but condensers are easily taken out for cleaning by lifting condenser unit out bodily.

4. When setting up the projector, bring extending feet (1) to the front of the base and pull out extension legs.

5. Film strips must be wound with the first frame (or picture) on the outside of the roll and the emulsion or dull side *outwards* so that when threaded this emulsion side faces the light.

Resistance

6. The projector may be used with any electric supply from 110 volts to 250 volts, a separate unit resistance being supplied with tappings at 115, 200, 210, 220, 230, 240 and 250 volts. Great care should be taken to see that the small plug in the side of the resistance is screwed into the correct socket marked with the ship's voltage supply. The resistance is connected to the projector by means of the short lead fitted with a 2-pin socket (9) giving 115 volts output to the projector lamp.

Projector Lamp

7. Projector lamps fitted are 115 v., 100 w., pre-focus Type A. They are designed to burn base down and care should be taken never to move or tilt projector while lamp is burning. Always have projector lamp switched off when threading film strip.

Screens

8. Special screens are not issued for use with still projectors and where an ordinary cinematograph screen is not available, any white opaque material or surface will serve.

Threading Film Strip

9. Open film gate by releasing catch (2) and swing lens jacket outwards. Insert film strip in top magazine (3) thread through slot (4) at the bottom of magazine leaving 4 ins. of film free. Pull forward retaining arm (5). Place film strip over sprocket teeth, seeing that they are properly engaged and insert end of film under overhanging edges of film track (6). Close gate securely. *Important.*—The film strip is advanced by turning the operating knob (7) in a clockwise direction, care should be taken to see that the film follows the twisting curve of the film track into the take up magazine which should then begin to rotate.

10. Connect mains plug (10) into source of supply and turn on projector lamp switch at side of projector.

Focussing

11. Pull out lens (8) slightly and turn operating knob in a clockwise direction until an image is seen on the screen, then move the lens forwards or backwards as necessary with a twisting motion until image is clear and sharp.

Framing

12. Framing is very essential as this model is fitted with a releasing rear aperture glass, and it must be seen that the operating knob is at stop position when threading. If the picture is not entirely on the screen this can be adjusted by turning the operating knob anti-clockwise until the full picture is on the screen.

13. Each quarter turn of the operating knob advances the film strip by one frame or picture. To reverse or repeat a picture turn knob anti-clockwise. When reversing relieve the film strip from binding or forming a loop at top of the gate by placing a finger inside the top magazine and turning film roll slowly to the right to make the roll smaller.

14. Raising the picture on the screen is done by means of a milled screw at the front of the projector base, this screw should be returned to normal before replacing projector in its case.

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

6280.—Table Fans—Allowance

Fairmile D type craft with 220-volt electrical installation

(N.S. 25377/43.—30 Dec. 1943.)

Fairmile D type craft with 220-volt electrical installation (Nos. 632, 641 et seq.) are to be allowed five table fans when on foreign service.

It is not considered necessary to supply fans to such craft on home service.

2. Appropriate spares as follows are to be held by bases for each flotilla of eight craft :—

Fans, table, electric, 12-in., 220 volt	...	...	...	5 No.
Armatures, with bearings	...	...	...	2 No.
Field coils	...	...	...	2 sets
Brushes	...	...	...	10 sets.

Coastal force bases concerned should forward demands as necessary to their storing yards for these spares. Pattern numbers of armatures, etc., should be quoted on demands and should be suitable for the fans fitted in attached craft.

Supply of fans to those boats now on foreign service has already been arranged.

3. The establishment of Naval stores for Fairmile craft will be amended.

(C.O., M.T.B. 650, letter dated 24 Jun., 1943.)

6281.—Target Towing Cable for Aircraft—Re-winding of

(N.S. Air 2099/43.—30 Dec. 1943.)

Re-winding on to Drums Ref. 9A/793 of Target Towing Cable, Ref. No. 9A/801 for all R.N. Air Stations at home will be undertaken at R.N. Aircraft Workshops, Coventry. All empty Drums Ref. 9A/793 at present held at R.N. Air Stations at home, and those which become available in future should therefore be returned to Coventry.

2. F.R.U.s. abroad should re-wind their own drums, supplies of Cable Ref. 9A/801 being demanded from their storing depots as necessary.

(A.F.O. 5006/43 is cancelled.)

6282.—Towing Spans—Provision of

L.C.M. (3)

(D. 015133/43.—30 Dec. 1943.)

With reference to A.F.O. 2989/43, towing spans for L.C.M. (3) are being provided on the basis of one for every two craft fitted with towing lugs.

2. Purchase of the spans has been made from Messrs. Edge & Sons, Ltd., Shifnal, Shropshire, under contract dated 23rd October, 1943, C.P.7D/95108/43 for delivery to L.C.M.S.O., Staines.

3. The spans, which are expected to be available in January, 1944, can be drawn from L.C.M.S.O., Staines, as shown below. They will be shipped to authorities abroad without demand.

C.-in-C., Mediterranean	...	...	...	60
C.-in-C., Levant	...	...	...	40
C.-in-C., E.F.	...	...	...	50
C.O., "Mylodon"	...	...	...	40
C.O., "Monck"	...	...	...	50 for training craft and as reserve.
C.O., "Helder"	...	...	...	4
C.O., "Westcliff"	...	...	...	3
C.O., "Northney"	...	...	...	5
C.O., "Hopetoun"	...	...	...	6
A.S., Portsmouth	...	...	...	20 at disposal of Com. C.O.B.
C.C.O.	...	...	...	2 for X. & D.

(A.F.O. 2989/43.)

Section 4**OTHER STORES—NAVAL STORES, VICTUALLING STORES, MEDICAL STORES, CONTRACTS****6283.—Oil Contaminated Clothing—Return of**

(V.8/5723/43.—30 Dec. 1943.)

Clothing and other textile materials which have become oil-contaminated can be rendered fit for re-use after appropriate treatment. Such articles are not to be condemned and destroyed, but are to be returned to a victualling yard, dockyard, or naval store depot, as appropriate.

2. Clothing and textile materials so returned, if likely to be of any use after cleaning either as serviceable articles or for salvage purposes, should be separated from other soiled clothing and bedding; and arrangements for such articles to be reconditioned should be made with a laundry or cleaning agency by means of a local purchase contract.

(A.F.O. 4356/43 is cancelled.)

6284.—Scale of Medical Stores for Service Afloat—Amendment

(M.D.G. 35337/43.—30 Dec. 1943.)

Sulphacetamide ("Albucid") burn and wound dressing, 6 per cent., in a neutral ointment base, in two forms, one for use in temperate climates and the other in tropical climates, is now available for issue in tubes of 1 oz. and 4 oz.

Initial supplies are being made to issuing medical depots without demand.

The following amendment should be made to the Scale of Medicines, etc., for the Service Afloat.

Delete present references to Anti-burn jelly.

Add

Anti-burn Jellies, etc.	No. 1	No. 2	No. 3	Double	Double
	Unit	Unit	Unit	No. 1	No. 2
	lb. oz.	lb. oz.	lb. oz.	lb. oz.	lb. oz.
Gentian violet jelly	1 -	- 12	- 12	2 -	1 8
Triple dye jelly	1 -	- 8	- 8	2 -	1 -
Sulphacetamide (Albucid) burn and wound dressing	1 -	- 12	- 12	2 -	1 8

	No. 4	No. 5	No. 6	No. 7	No. 8
	Unit Tubes (4 oz.)	Unit Tubes (4 oz.)	Unit Tubes (4 oz.)	Unit Tubes (4 oz.)	Unit Tubes (1 oz.)
Gentian violet jelly	1	1	1	1	2
Triple dye jelly	1	1	1	-	-
Sulphacetamide (Albucid) burn and wound dressing	1	1	1	1	2

The Sulphacetamide product may also be issued as required in First Aid bags for use in Shore Establishments, etc.

On exhaustion of present stocks the following items are no longer to be issued to the Service Afloat and are to be deleted from the scale of issue.

Acid Tannicum.

Acid Tannicum Co. Solution, pellets.

Acid Tannicum Jelly.

Lint, Picric.

Section 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE

6285.—Amendments to Books

(E.F.O.—30 Dec. 1943.)

The undermentioned amendments (A.F.Os. P.733-748/43) to B.R. and O.U. books are available for issue from the R.N. Store Depot, Elveden Road, Park Royal, N.W.10, in accordance with A.F.O. 1268/39, paragraph 3.

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

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

A.F.O. P.733/43.—B.R. 862—Naval Magazine and Explosives Regulations, 1941—Amendment No. 10.

***P.734/43.**—B.R. 378(Z)—Walrus A.S.E.—Amendment No. 17.

***P.735/43.**—B.R. 378(E)—Albacore A.S.E.—Amendment No. 20.

***P.736/43.**—B.R. 378(H)—Sea Hurricane A.S.E.—Amendment No. 3.

***P.737/43.**—B.R. 378(H)—Hurricane A.S.E.—Amendment No. 4.

P.738/43.—B.R. 291—Tables showing particulars in regard to Naval Ordnance, 1942—Amendment No. 14.

P.739/43.—B.R. 912(14)—Director Handbook—"P" Sight—1940—Amendment No. 8.

P.740/43.—B.R. 960A—Handbook for 6-in. B.L., Mark XXIII Gun on Twin Mark XXI Mounting—1932—Amendment No. 5.

P.741/43.—B.R. 961A—Handbook for 6-in B.L., Mark XXIII Guns on Triple Mark XXII Mounting—1937—Amendment No. 4.

P.742/43.—B.R. 962—Handbook for 6-in B.L., Mark XXIII Guns on Triple Mark XXIII Mounting—1939—Amendment No. 5.

***P.743/43.**—B.R. 380/C—Firefly(F), Mark I, S.C.L.—Amendment No. 1.

***P.744/43.**—B.R. 378(C)—Firefly A.S.E.—Amendment No. 4.

***P.745/43.**—O.U.A.P.(N) 1—Amendment No. 15.

P.746/43.—B.R. 669—Instructions for the Conduct of Cash Duties, 1932—Amendments.

P.747/43.—B.R. 859—Regulations for Maintenance of 21-in. VIII-VIII** Torpedoes (excluding certain Periodical Routines for 21-in. VIII** Torpedoes)—Amendment No. 2.

P.748/43.—B.R. 917—Handbook for 4.5-in. Q.F., Mark I(N) and Mark III(N) Guns on the Twin Mark II (B.D.) and Mark III(U.D.) Mountings—1940—Amendment No. 9.

* *Exceptionally A.F.Os. P.734, 735, 736, 737, 743, 744 and 745 will be distributed without demand by the Superintending Naval Store Officer, R.N. Store Depot, 191a, Askew Road, Shepherds Bush, W., who holds the stock of the parent book.*

(A.F.O. 6166/43.)

6286.—A.M.S.Is.

(E.F.O.—30 Dec. 1943.)

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

(A.F.O. 6167/43.)

6287.—A.F.O's. 6069—6193/43—23rd December, 1943—Reference to Diagram Issue

(E.F.O.—30 Dec. 1943.)

The reference on the title page of Admiralty Fleet Orders 6069-6193/43, dated 23 Dec. 1943, to A.F.O. Diagram Issue No. 51/43, should be amended to read "A.F.O. Diagram Issue No. 52/43".

6288.—B.R. 155/1943.—The Diving Manual, B.R. 155A/1943—Handbook for Breathing Apparatus, Pattern 230, and Salvus Self-contained Breathing Apparatus—Issue

(G. 8422/42.—30 Dec. 1943.)

A.F.O. 6051/43 is to be amended as follows:—

Paragraph 4. For "B.R. 155A/1943" read "B.R. 155/1943". For "B.R. 155" read "B.R. 155A/1943".

(A.F.O. 6051/43.)

6289.—B.R. 369—Establishment of Naval Stores for Controlled Mining Base—List of Errata No. 3

(N.S. 28746/43.—30 Dec. 1943.)

List of Errata No. 3 to the Establishment of Naval Stores for Controlled Mining Base has been prepared and will be distributed to holders of B.R. 369 by Superintending Naval Store Officer, R.N. Store Depot, Elveden Road, Park Royal, N.W.10.

6290.—B.R. 377 (B)—Barracuda Provisional Copy of Air Stores Establishment

(N.S. Air 10011/43.—30 Dec. 1943.)

A limited number of a provisional issue of B.R. 377 (B) has been printed. These will be distributed without demand, from Shepherds Bush, on the basis of one copy only to each of the undermentioned services:—

Flag Officer, Naval Air Stations.	R.N. Aircraft Repair Yards.
Rear Admiral, Naval Air Stations (N).	Donibristle, Evanton, Fayid, Fleet-
Flag Officer, Carrier Training.	lands, Nairobi, Wingfield, Clappen-
Rear Admiral, Naval Air Stations,	burg Bay, Katukurunda, Tambaram
Indian Ocean.	(Madras), Coimbatore.
The Commodore, Naval Air Stations,	
East Africa.	S.N.S.O.
R.N. Air Stations.	Copenacre, Perth, Stafford, Ceylon,
Arbroath	Durban, Levant.
Belfast	
Burscough	N.S.O.
China Bay	Bermuda, Freetown, Gibraltar, Kilin-
Cochin	dini, Malta, Simonstown.
Crail	
Dale	Repair Ships.
Easthaven	H.M.S. "Unicorn."
Eglinton	
Fearn	
Gan	
Gibraltar	

2. The allowances in this establishment have recently been under review and arrangements are in hand for the printing of a revised edition for supply to services in accordance with the full scale shown in A.P. (N) 1.

6291.—B.R. 847—Preliminary Pamphlet for 2 pdr. Mounting—Mark VII*P (Power Operated)—Issue

(G.5622/43.—30 Dec. 1943.)

The above-mentioned book is now in the press and copies will be issued without demand, by the Superintending Naval Store Officer, R.N. Store Depot, Elveden Road, Park Royal, London, N.W.10. when supplies become available, in accordance with the following establishment viz. :—

	Copies
Flag Officers Afloat and F.O.s. i/c at Home	1 each
Ships fitted with the 2-pdr. mounting, Mark VII*P (power operated)	2*
H.M.S. "Excellent"	10
Captain (G), R.N. Gunnery School, Chatham	10
Captain (G), H.M. Gunnery School, Devonport... ..	6
Cdr. (G), Durban (H.M.S. "Assegai")	5

	Copies
General Officer commanding Royal Marines	8
Captain "F", Mediterranean	2
Gun Mounting Engineer Officer, H.M.S. "Dunluce Castle"	1
Dockyards:—	
Portsmouth	5
Devonport	5
Chatham	5
Sheerness	5
Rosyth	3
Orkneys	1
Pembroke	2
Malta	4
Gibraltar	3
Alexandria	2
Bermuda	3
Durban	2
Ceylon	1
Kilindini	2
E.O. for Gun Mountings, Alexandria	1
R.N. College, Greenwich	1
Naval Staff Library, Admiralty	2
Ministry of Supply S-S2B, for:—	
A1	1
C.S.A.R.	1
S.O.B.	1
C.I.A.	1
C.E.A.D.	1
S. of E., Shoeburyness	1
Gun Mounting Overseers:—	
N.E. Area; Barrow; Woolwich; Crayford; }	1 each
West Midlands; East Midlands; Parkhead; }	
Coventry	1 each
Fitting Out Gun Mounting Overseers	1 each
B.A.T.M.	2
B.A.D.	1
B.A.S.R.	1
N.S.H.Q., Ottawa	10
Secretary, Navy Board, Melbourne	20

6292.—B.R.980(J)—Range Table No. 558 for B.L. 6 in. Guns, Mark VII, dated September, 1943—Issue

(G.013348/43.—30 Dec. 1943.)

The above-mentioned Range Table is now in the press and copies will be issued to all concerned, *without demand*, by the Superintending Naval Store Officer, R.N. Store Depot, Elveden Road, Park Royal, London, N.W.10, when supplies become available.

6293.—B.R.991—Restricted—Procedure for Transfer of Depth Charges at Sea—Issue (T.D. 2220/43.—30 Dec. 1943.)

B.R.991 (Restricted) "Procedure for Transfer of Depth Charges at Sea" is now being distributed without demand for issue to the following vessels—

- (i) H.M. ships engaged on convoy escort duties in the North Atlantic including those on the Gibraltar and Freetown runs.
- (ii) Home Fleet destroyers and below, as and when required.
- (iii) Merchant ships fitted with improvised or flotation stowage.

2. Supplies as shown in Appendix I and II will be made, without demand, to enable the issues at (i), (ii) and (iii) to be effected.

3. Stocks are to be maintained by C.-in-C., Western Approaches, C.-in-C. Canadian North Atlantic, C.-in-C. Mediterranean, R.A.(D), Commodore (D), Western Approaches, F.O.C., West Africa, F.O.N.F., B.R.L.O., New York and N.C.S.Os. at United Kingdom ports specified in Appendix II.

4. This handbook is to be brought into force on receipt.

Appendix I

Commander in Chief, Western Approaches	450
Commander in Chief, Canadian N. Atlantic	50
Commander in Chief, Mediterranean	50
Flag Officer Commanding West Africa	25
Flag Officer Newfoundland	50
Rear Admiral (Destroyers)	50
Commodore (D), Western Approaches	100

Appendix II

Commander in Chief, Plymouth	20
Commander-in-Chief, Canadian N. Atlantic	50
Commander-in-Chief, Mediterranean	50
Commodore (D), Western Approaches	50
Flag Officer in Charge, London	10
Flag Officer in Charge, Humber	10
Flag Officer in Charge, Tyne	20
Flag Officer in Charge, Glasgow	40
Flag Officer in Charge, Greenock	60
Flag Officer in Charge, Liverpool	100
Flag Officer in Charge, Milford Haven	20
Flag Officer in Charge, Cardiff	30
Flag Officer in Charge, Northern Ireland	20
Naval Officer in Charge, Tees	10
Naval Officer in Charge, Aultbea	10
Naval Officer in Charge, Oban	10
Naval Officer in Charge, Avonmouth	20
A/S Orkney (Scapa)	10
Flag Officer Commanding West Africa	25
British Routeing Liaison Officer, New York	100

6294.—O.U. 5409—Rate Book for Naval Stores
(N.S. 8542/41.—30 Dec. 1943.)

Many approved demands cannot be met until the new edition is ready for issue.

2. On receipt of the new edition, ships and establishments at home should forward surplus serviceable copies of the previous edition to the Superintending Naval Store Officer, Elveden Road, Park Royal, London, N.W.10, for re-issue.

3. Copies which can be spared *now* should be sent at once.

6295.—Use of Abbreviations and Short Titles in Signals and Written Correspondence

(M. 013850/43.—30 Dec. 1943.)

In all correspondence, including signals, the practice of using initials and other abbreviations which, though well known to the originator, are unfamiliar to the addressees, causes delay and confusion. There is no objection to the use of well-known abbreviations without explanation of their meaning, but it should be realised that even those shown on pp. xiv-xvi of K.R. and A.I. may not be understood outside the Naval service or even by everyone within it. In particular, the use of purely local abbreviated titles of subordinate authorities or of titles which are of internal application only within Forces and other organizations should normally be confined to signals and correspondence between local or Force authorities concerned. For instance, the use in signals to the Admiralty of local and internal titles of authorities in landing craft bases and on staffs dealing with Naval Combined Operations matters gives rise to confusion and is to be discontinued.

2. Before using an abbreviation the originator of any communication should consider whether the recipients will readily understand it. If any doubt exists, the abbreviation should either not be used or it should be adequately explained. It will normally suffice to add after the first use of the abbreviation its meaning in full, e.g. D.B.S. (Distressed British Seaman). If, however, it is essential to employ the abbreviated local or internal titles mentioned in paragraph 1 above in communications whose recipients include the Admiralty or other authorities to whom they would not naturally be known, Commanders-in-Chief and Flag or senior Officers concerned are to notify such titles and their meaning to the Admiralty and to the other authorities concerned.

(A.F.O. 6212/42 is cancelled.)

(A.G.M. 179A of 18 Dec. 1943 is cancelled.)

6296.—Telegraphic Addresses for Naval Authorities Abroad—REPORTS

(M. 013618/43.—30 Dec. 1943.)

The accompanying list of telegraphic addresses which have been registered for the use of the Naval authorities indicated is promulgated for information.

2. It should be noted that these addresses are additional to those for authorities abroad contained in Part II of the Appendix (1938) to the Government Telegraph Code.

3. Commanders-in-Chief and Naval authorities concerned are requested to report to the Admiralty any additional telegraphic addresses which have been registered and brought into use but not yet notified.

4. The telegraphic addresses of Naval Control Service Officers and British Routeing Liaison Officers abroad are promulgated in C.A.F.O. 1613/43.

Abadan

Inspector of Admiralty Fuel ADSPEC, Abadan.

Aden

Contraband Control Service Officer NAVIBAND, Aden.
Officer-in-Charge, R.N.W/T Station NAVYWIRELESS, Aden.
Commodore-in-Charge, Aden NAVYPORTOFF, Aden.

Alexandria (Egypt)

Commander-on-Staff, Alexandria UNBROKEN, Alexandria
Commander-in-Chief, Levant NAVYAFLOAT, Alexandria.
Sea Transport Officer SEATRANS, Alexandria.
Superintending Civil Engineer, Eastern Mediterranean. ADMIRALTY WORKS, Alexandria.
Staff Officer (Intelligence), Levant NAVYNTPELL, Alexandria.
Rear Admiral, Alexandria NAVYCHARGE, Alexandria.

Algiers

Naval Cypher and Coding Office NAVYCODE, Algiers.
Commander-in-Chief, Mediterranean NAVYCHARGE, Algiers.
Commodore, Algiers NAVYCHARGE, Algiers.

Aruba

British Consular Officer BRITCONSUL, Aruba.

Ascension

R.N.W/T Station NAVY WIRELESS, Ascension
British Naval Liaison Office MAILBAG, Ascension.

Auckland

Naval Officer-in-Charge NAVYCHARGE, Devonport, New Zealand.

Balbao

British Naval Liaison Officer NATIVE, Balbao.

Barbados

Resident Naval Officer NAVYRES, Barbados.

Basra (Iraq)

Naval Officer in Charge } NAVYCHARGE, Riverport,
Staff Officer (Intelligence) } Basra.
S.N.O., Persian Gulf

Bathurst

Naval Officer-in-Charge NAVYCHARGE, Bathurst.

Beira (Mozambique)

British Consular Officer { BRITISH CONSUL, Beira.
BRITCONSUL, Beira.

Beirut

Naval Officer-in-Charge, Syrian Ports NAVYCHARGE, Beirut.
Staff Officer (Intelligence) NAVYNTPELL, Beirut.

Bermuda

Commodore-in-Charge, Bermuda NAVYCHARGE, Bermuda.
 Officer-in-Charge, R.N. W/T Station,
 Bermuda Dockyard. NAVYWIRELESS, Bermuda.
 S.B.N.O., Western Atlantic NAVYCOM, Bermuda.

Bizerta

Flag Officer-in-Charge, Tunisia NAVYCHARGE, Bizerta.

Bombay

Commodore, Royal Indian Navy NAVYRIN, Bombay.
 Officer-in-Charge, R.I.N. W/T Station,
 Bombay Fort NAVYWIRELESS, Bombay.
 Principal Sea Transport Officer, India NAVYSEATRANS, Bombay.
 Staff Officer (Intelligence) NAVYNTTELL, Bombay.

Buenos Aires

British Consul BREASTRAIL, Buenos Aires.
 British Naval Attache BRITNAVAT, Buenos Aires.
 Staff Officer (Intelligence) MAILBAG, Buenos Aires.

Cairo

Principal Sea Transport Officer, Egypt PRINTRANS, Cairo.

Callao

Staff Officer (Intelligence) PUFFIN, Callao.

Capetown

Commander-in-Chief, South Atlantic NAVYAFLOAT, Capetown.
 Naval Officer-in-Charge NAVYCHARGE, Capetown.
 Staff Officer (Intelligence) NAVYNTTELL, Capetown.

*Ceylon (see Colombo)**Colombo*

Flag Officer, Ceylon NAVYCHARGE, Colombo.
 C.O.I.S., Colombo AMBITION, Colombo.
 G.O.C., Ceylon GENCOM, Colombo.
 Commander-in-Chief, Eastern Fleet... .. ADMIRAL, Colombo.
 Staff Officer (Intelligence), Colombo NAVYNTTELL, Colombo.

Cristobal (Colon)

Assistant Staff Officer (Intelligence) BROUTOF, Cristobal.

Curacao

Senior British Naval Officer NAVYCHARGE, Curacao.

Dakar

British Naval Liaison Officer MAILBAG, Dakar

Delhi

Flag Liaison Officer NAVY LIAISON, Delhi.
 F.O.C.R.I.N. NAVYRIN, Delhi.
 Commander-in-Chief Eastern Fleet
 (S.E.A.C.). NAVYCHARGE, Delhi.

Durban

Naval Officer-in-Charge NAVYCHARGE, Durban.
 Rear Admiral Training Establishments, c/o
 Fleet Mail Officer. RATE, Durban

East London

Naval Officer-in-Charge NAVYCHARGE, East London.

Falkland Isles

Naval Officer-in-Charge NAVYCHARGE, Falkland.

Faroes

Naval Officer-in-Charge NAVYCHARGE, Faroes.

Fremantle

Naval Officer-in-Charge NAVAL OFFICE, Fremantle.

Freetown (Sierra Leone)

Naval Officer-in-Charge NAVYCHARGE, Freetown.
 Staff Officer (Intelligence) NAVYNTTELL, Freetown.

Gibraltar

Contraband Control Service Officer CONBAND, Gibraltar.
 Flag Officer Commanding NAVYCHARGE, Gibraltar.
 Officer-in-Charge, R.N. W/T Station NAVYWIT, Gibraltar.
 Staff Officer (Intelligence) NAVYNTTELL, Gibraltar.
 Sea Transport Officer NAVYTRANS, Gibraltar.

Haifa (Palestine)

Naval Officer-in-Charge, Palestine Ports NAVYCHARGE, Haifa.
 Sea Transport Officer NAVYTRANS, Haifa.

Halifax (N.S.)

Chief Examining Officer CHEXOFF, Halifax.
 Commander-in-Chief, Canadian Northwest
 Atlantic. ADMIRAL, Halifax.
 Commodore, Halifax NAVYCOM, Halifax.

Hobart

Naval Officer-in-Charge NAVAL OFFICE, Hobart.

Horta

Naval Officer-in-Charge TARTUFFE, Horta, Azores.
 S.B.N.O., Azores PANTAGRUEL, Horta, Azores.

Ismalia

Flag Officer Commanding Red Sea and Suez
 Canal Area. NAVYCHARGE, Ismalia.

*Jamaica (see Kingston)**Kilindini*

Captain-on-Staff, Kilindini AMBITION, Kilindini.
 Flag Officer, East Africa NAVYCHARGE, Kilindini.
 Staff Officer (Intelligence) NAVYCHARGE, Kilindini.

Kingston (Jamaica)

Captain-in-Charge NAVYCHARGE, Kingston,
 Jamaica.
 Staff Officer (Intelligence) NAVYNTTELL, Kingston,
 Jamaica.

Lagos (Nigeria)

Resident Naval Officer NAVYASHORE, Lagos, Nigeria

Lisbon

H.M. Consul-General BREASTRAIL, Lisbon.
 British Naval Attache NAVAL ATTACHE, c/o PRO-
 DROME, Lisbon.

Malta

Contraband Control Service Officer NAVIBAND, Malta
 Officer-in-Charge, R.N.W/T Station NAVYWIT, Malta.
 Staff Officer (Intelligence) NAVYNTTELL, Malta.
 Vice-Admiral, Malta NAVYCHARGE, Malta.

Massawa

Naval Officer-in-Charge NAVYCHARGE, Massawa.

Mauritius

Officer-in-Charge, R.N.W/T Station NAVYWIRELESS, Mauritius.

Melbourne

Australian Commonwealth Navy Board NAVY, Melbourne.
 Director of Naval Intelligence NAVY, Melbourne.

Montevideo

British Naval Attache BRITNAVAT, Montevideo.

<i>Montreal</i>			
Naval Officer-in-Charge	...	...	NAVYCHARGE, Montreal.
<i>New York</i>			
British Naval Liaison Officer	...	...	BRADREP, New York.
<i>North Russia</i>			
Senior British Naval Officer	...	...	BRITANNIA, Polyarnoe.
<i>Oran</i>			
Senior British Naval Officer	...	...	NAVYCHARGE, Oran.
<i>Ottawa</i>			
High Commissioner for Canada	...	...	HIGHCOMA, Ottawa.
Secretary, Navy Board Ottawa	...	...	NAVAL, Ottawa.
Director of Naval Intelligence	...	...	NAVAL, Ottawa.
<i>Panama</i>			
British Consul	...	...	NATIVE, Panama.
<i>Philadelphia</i>			
British Submarine Officer	...	...	DOBSA, Navy Yard, Philadelphia.
<i>Port Elizabeth</i>			
Naval Officer-in-Charge	...	...	NAVYCHARGE, Port Elizabeth.
<i>Port Hawkesburg, N.S.</i>			
Chief Examining Officer	...	...	CHEXOFF, Port Hawkesburg.
<i>Port Moresby</i>			
Naval Officer-in-Charge	...	...	NAVAL OFFICE, Port Moresby.
<i>Port of Spain (see Trinidad)</i>			
<i>Port Said</i>			
Contraband Control Service Officer	...	...	NAVIBAND, Port Said.
Naval Officer-in-Charge	...	...	NAVYCHARGE, Port Said.
Sea Transport Officer, Port Said	...	...	NAVYTRANS, Port Said.
Staff Officer (Intelligence)	...	...	BRACKET, Port Said.
<i>Port Sudan</i>			
Naval Officer-in-Charge	...	...	NAVYCHARGE, Port Sudan.
<i>Prince Rupert, B.C.</i>			
Chief Examining Officer	...	...	CHEXOFF, Prince Rupert (B.C.).
Naval Officer-in-Charge	...	...	NAVYCHARGE, Prince Rupert (B.C.).
<i>Quebec</i>			
Chief Examining Officer	...	...	CHEXOFF, Quebec.
Naval Officer-in-Charge	...	...	NAVYCHARGE, Quebec.
<i>Recife</i>			
Assistant British Naval Staff Officer	...	...	MAILBAG, Recife.
<i>Reykjavik</i>			
Admiral Commanding, Iceland (C)	...	...	JONES, Reykjavik.
<i>Rio de Janeiro</i>			
Naval Attache	...	...	BRITNAVAT, Rio de Janeiro.
British Naval Staff Officer	...	...	MAILBAG, Rio de Janeiro.
British Consul	...	...	BREASTRAIL, Rio de Janeiro.
<i>St. John, N.B.</i>			
Chief Examining Officer	...	...	CHEXOFF, St. John.
Naval Officer-in-Charge	...	...	NAVYCHARGE, St. John.
<i>St. Johns, N.F.</i>			
Flag Officer, Newfoundland	...	...	NAVYCHARGE, St. Johns.

<i>St. Lucia (B.W.I.)</i>			
Resident Naval Officer	...	...	NAVYRES, St. Lucia.
<i>Santiago de Chile</i>			
British Naval Attache	...	...	BRITNAVAT, Santiago de Chile.
<i>Simonstown</i>			
Senior Naval Officer	...	...	NAVYASHORE, Simonstown.
<i>Sydney, C.B.</i>			
Chief Examining Officer	...	...	CHEXOFF, Sydney, C.B.
Naval Officer-in-Charge	...	...	NAVYCHARGE, Sydney, C.B.
<i>Sydney, N.S.W.</i>			
Royal Edward Victualling Yard	...	...	VICTUAL, Sydney.
Staff Officer (Intelligence)	...	...	GARDEN, Sydney.
<i>Suva</i>			
Resident Naval Officer	...	...	NAVAL, Suva.
<i>Takoradi</i>			
Naval Officer-in-Charge	...	...	NAVYCHARGE, Takoradi.
<i>Tamatave</i>			
Naval Officer-in-Charge	...	...	NAVYCHARGE, Tamatave.
<i>Taranto</i>			
Flag Officer	...	...	NAVYCHARGE, Taranto.
<i>Thursday Island</i>			
Naval Officer-in-Charge	...	...	NAVAL OFFICE, Thursday Island.
<i>Trinidad</i>			
Contraband Control Service Officer	...	...	CONBAND, Port of Spain, Trinidad.
Senior British Naval Officer	...	...	NAVYCHARGE, Port of Spain, Trinidad.
<i>Tripolia</i>			
Senior Naval Officer, Tripolitania	...	...	NAVYCHARGE, Tripolia (Syria).
<i>Vancouver, B.C.</i>			
Chief Examining Officer	...	...	CHEXOFF, Vancouver.
<i>Victoria, B.C.</i>			
Chief Examining Officer	...	...	CHEXOFF, Victoria, B.C.
<i>Washington, D.C.</i>			
British Admiralty Delegation	...	...	BRITMAN, Washington, D.C.
British Admiralty Repair Mission	...	...	BRADREP, Washington, D.C.
<i>Wellington</i>			
New Zealand Navy Board	...	...	NAVAL, Wellington.
R.N. W/T Station	...	...	NAVYWIRELESS, Wellington.
Director of Naval Intelligence	...	...	NAVYNTTELL, Wellington.

(C.A.F.O. 1613/43.)

(A.F.O's 160/40, 1260/40, 1857/40, 2295/40, 2995/40, 2969/40, 172/41, 1445/41, 295/42, 948/42 and 2100/42 are cancelled.)

6297.—Combined Operations Bases—G.P.O. Box Number Addresses

(M. 011908/43.—30 Dec. 1943.)

Recent inspections have disclosed that a considerable amount of official correspondence for C.O. Bases is being delayed in transmission because various Departments of the Admiralty, Combined Operations Headquarters and Combined Operations Bases are (1) using incomplete or incorrect forms of address, and (2) using the address "c/o G.P.O. London" for shore establishments for which "open" addresses have been authorised.

2. To reduce mail transmission time the following postal addresses have been authorised for the establishments shown. All records affected should be suitably amended and the new addresses brought into use.

<i>Base or Establishment.</i>	<i>New Postal Address.</i>
H.M.S. "Armadillo"	G.P.O. Box 2, Dunoon, Argyll.
H.M.S. "Brontosaurus" :	
(i) Castle Camp	G.P.O. Box 3, Dunoon, Argyll.
(ii) Hoppers Pier	G.P.O. Box 4, Dunoon, Argyll.
H.M.S. "Copra"	G.P.O. Box 456, Chelsea, London, S.W.3.
H.M.S. "Helder"	G.P.O. Box 10, Clacton-on-Sea, Essex.
Internal Combustion Engine School, Rosneath	G.P.O. Box 55, Rosneath, Dum- bartonshire.
H.M.S. "James Cook"	G.P.O. Box 400, Glasgow.
H.M.S. "Mastodon"	G.P.O. Box 500, Southampton, Hants.
H.M.S. "Medina"	G.P.O. Box 22, Ryde, I. of W.
H.M.S. "Monck" :	
(i) Headquarters, Greenock	Campbell Street, Greenock, Ren- frewshire.
(ii) R.N. Barracks, Port Glasgow	G.P.O. Box 50, Port Glasgow, Renfrewshire.
H.M.S. "Newt"	G.P.O. Box 800, Newhaven, Sussex
H.M.S. "Turtle" :	
(i) Lake Camp and Round Island	G.P.O. Box 30, Poole, Dorset.
(ii) Shaftesbury Homes and Accommodation Ships.	G.P.O. Box 22, Parkstone, Dorset.
H.M.S. "Westcliff"	G.P.O. Box 8, Southend-on-Sea, Essex.

3. It should be emphasised that when the authorised postal address is a G.P.O. Box No., the name of the ship, establishment and/or number of a craft or flotilla *MUST NOT* be used.

4. Authorised "open" addresses, including those shown above, may be used in correspondence to Eire and abroad.

Section 6.—SHORE ESTABLISHMENTS

6298.—Civil Servants Serving with the Forces—Returns

(C.E. 18264/43.—30 Dec. 1943.)

Establishments are reminded that a further return, showing the position as at 1st January, 1944, is to be rendered of Civil Servants—non-industrial and industrial—who have been released for service with H.M. Forces or 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, 1944.

3. It should be observed that when any draughtsmen are included in the return, the number of such officers whose grades are basically industrial should be stated.

(A.F.O. 3127/39.)

6299.—Clothing Coupons for Civilian Uniforms (Including R.M. Police Uniforms)

(C.E. 57235/43.—30 Dec. 1943.)

To meet the circumstances due to changes in the Rationing Orders, the Board of Trade have introduced certain modifications to the tariff of coupons to be surrendered for the year 1st September, 1943, to 31st August, 1944, as follows:—

<i>Men</i>	<i>Coupons</i>
External uniform excluding great-coat	6
Jacket only	3
Trousers only	3
Great-coat, mackintosh or both	2
Boots or shoes (when included)	8
<i>Women</i>	
Coat and skirt with or without shirt or tie; or nursing uniform	6
Coat only	3
Skirt only	3
Great-coat, mackintosh, cape or any two of them	2
Boots or shoes (when included)	8

2. To facilitate the collection of this year's coupon contribution, the Board of Trade have agreed that any coupons on pages III or IV of the new (1943/44) ration books may be collected even though they may not all be valid for purchases in retail shops. Coupons on other pages including those marked "token" may not be taken.

3. The collection and forwarding of coupons, as laid down in A.F.O. 89/42 paragraph 9, as amended by A.F.O. 1990/42, remains unaltered with the exception that coupons in respect of Admiralty Civil Police and staff of Office Keeper (Bath) should be forwarded to the Secretary (Under Secretary's Office), Admiralty, Bath. It is emphasised that all coupons should be collected under the scheme as early as possible in the uniform year.

4. Refunds or rebates of coupons to civilians (including R.M. Police) entering or leaving uniformed employment after the beginning of the uniform year should be calculated on a monthly basis and not quarterly as hitherto.

5. While it is desirable that those covered by the scheme should co-operate, it is nevertheless open to anyone to remain outside it provided he or she surrenders the full number of coupons in exchange for any article of uniform issued. Defaulters should be warned that failure to surrender the appropriate coupons will render them liable to prosecution without further notice. Full particulars, including the number of coupons owing and the address of any participant in the scheme who persistently refuses to surrender coupons should be forwarded to the Admiralty.

(A.F.Os. 89/42 and 1990/42.)

6300.—Clothes Rationing—Industrial Accident Scheme—Issue of Coupons to Replace Clothing Lost or Destroyed

(L. 4802/43.—30 Dec. 1943.)

By agreement with the Board of Trade, claims from Admiralty employees, under the Industrial Accident Scheme, for the issue of coupons to replace clothing destroyed by industrial accident, are dealt with by the Admiralty.

2. The scheme applies to workers in Admiralty industrial establishments and other Admiralty employees engaged on industrial work, but is not necessarily confined to "industrials" in the strict sense, *e.g.*, non-industrials engaged in factory supervision, laboratory work, etc., are eligible. The scheme does not, however, cover accidents in offices or warehouses; and a separate scheme is operated by the Salvage Department in respect of persons employed by these departments.

3. Where a worker's clothing is irreparably destroyed by accident resulting from his or her job, coupons will be granted for full replacement. Claims, giving full details of the name and occupation of the claimant, the exact quantity and nature of the clothing destroyed, and the exact nature, circumstances, and date of the accident, should be forwarded by Heads of Departments or Establishments, independently of any claim for monetary compensation, to the Secretary of the Admiralty (Labour Branch), Bath, for settlement.

4. Claims can only be allowed if the garments in question are so damaged as to be irreparable and unfit for any further wear, and if they were actually being worn by the claimant at the time of the accident. Coupons will not be issued in cases where the destruction of the clothing was due in any way to lack of care on the part of the employee in taking proper precautions to protect his clothing.

5. Where clothing has been lost or destroyed by causes not connected with the employee's occupation, or by employees not entitled to the benefit of the Industrial Accident Scheme, applications should be made to the nearest Collector of Customs and Excise, or the local Council Offices or Citizens' Advice Bureau, for a form C.R.S.C.1a, which should be completed and returned to the Collector of Customs and Excise. In such circumstances full replacement of coupons is not automatic, supplementary coupons being allowed only if, in the opinion of the Board of Trade, the claimant's remaining stock of clothing has fallen below an essential minimum level.

6. Paragraph 4 of A.F.O. 5357/42 is cancelled.
(A.F.O. 5357/42.)

6301.—Fire Fighting at Admiralty Naval and Civil Shore Establishments—R.N. Fire Force—Operational Control and Relations with the National Fire Service
(M/L.D.(P.D.) 193/43.—30 Dec. 1943.)

The responsibility for the extinction of fires, including those in Admiralty Naval and Civil Shore Establishments, rests by statute with the Home Office, through the National Fire Service. Cases may arise where, after the N.F.S. has been called in, it is desirable owing to the number of fires, absence of N.F.S. officers, etc., for Naval officers or ratings to take charge. Where such officers or ratings take charge over N.F.S. personnel the arrangement, whether made previously or on the spot, must be subject to the prior agreement of the appropriate N.F.S. officer, as the ultimate responsibility for the extinction of the fire rests with him.

2. Where the risk warrants it, establishments are provided with sufficient fire appliances to cover the "first call" to a fire. If the N.F.S. be called in for assistance, the senior N.F.S. officer should normally take charge of the fire-fighting operations, subject to the directing policy of the Officer-in-Charge of the establishment. The latter should ensure that a responsible officer or rating familiar with the lay-out and fire organisation of the establishment should be attached to the N.F.S. Officer-in-Charge to assist him to direct the activities of Naval pumps and personnel.

3. Where applicable, a prearranged rendezvous point for the reception of incoming N.F.S. reinforcements is to be established. Sufficient guides are to be available at this point to guide appliances to fire incidents as directed by the control room. Where necessary, alternative reinforcement entrances should be arranged.

4. Owing to the diversity of size, manpower available, degree of fire risk and availability of N.F.S. reinforcements, it is not practicable to lay down a procedure which will cover all establishments.

5. In the larger establishments where four or more major appliances are provided, or where conflagration risks exist and large N.F.S. reinforcements may be required, a control room is to be established, from existing accommodation if possible. If a sector point under the Fire Guard plan is sited at the establishment, the control room should be that sector point.

A control room is a focal point at which a complete picture of the fire situation is available at any time and should be such as to allow the N.F.S. to superimpose their control and take over the fire ground on being called in. It is of mutual advantage to consult the senior local N.F.S. officer on the position and lay-out of control rooms. In the event of a large fire or of several fires occurring simultaneously, a properly equipped control room is an essential requirement if the best use is to be made of resources available and reinforcements coming in.

The following are the minimum requirements of a control room :—

- (i) A comprehensive plan of the establishment and its immediate vicinity, showing all water services, special fire risks and the stations of major appliances; flags or coloured-headed pins should be available for depicting incidents.
- (ii) Adequate telephone communications.
- (iii) Mobilising Board. The local N.F.S. officer should be consulted as to the lay-out of this board.
- (iv) Clock.

6. In smaller establishments where a control room may be unnecessary, arrangements for liaison with the N.F.S. should be mutually agreed and clearly understood, whether on a sector or block basis in the Fire Guard plan.

7. In all establishments the method of calling for N.F.S. assistance, whether during air raid alerts or at other times, should be clearly laid down and understood by all concerned, due consideration being given to the Fire Guard plan which is applicable during "alerts" between half hour before and half hour after blackout.

8. The R.N. Fire Force may be asked to assist the N.F.S. *outside their establishment*, particularly where it may be in danger; Commanding Officers and Heads of Establishments are, therefore, authorised to render assistance up to 50 per cent. of the available appliances, due regard being given to the circumstances and the fact that the establishment is not otherwise endangered.

For fires not due to enemy action, this assistance may be increased to 75 per cent. of the appliances available if warranted by the circumstances. Should an unattended fire be observed in the vicinity but outside the establishment, the R.N. Fire Force may be sent to deal with it. This fact and the number of appliances attending should be reported concurrently to the National Fire Service.

9. Combined exercises with the N.F.S. have shown in some instances that fire organisations, especially control, communications and liaison with the N.F.S., leave much to be desired. Such exercises do much good in bringing out weak points and should be encouraged.

10. It is essential that Fire Officers of establishments should know personally the N.F.S. officers in their district and maintain a close liaison with them. N.F.S. officers should be encouraged to visit Admiralty establishments particularly where special fire risks exist, in order that they may be familiar with the lay-out and with the conditions under which they may have to work. In connection with these visits, it should be noted that N.F.S. officers have been instructed that any formal recommendations regarding fire organisation they may see fit to make, are to be forwarded through the Fire Force Commander, and not made direct to the Head of the establishment.

11. Chief Fire Officers on the Staff of Commanders-in-Chief are responsible for assessing the requirements of fire precautions and fire equipment of all establishments and requisitioned premises in the command. They should maintain close touch with the N.F.S. in order to appreciate possibilities of N.F.S. assistance in any particular area. They should make personal contact with the various Fire Force Commanders and the Chief Regional Fire Officers in the geographical limits of the command.

(A.F.O. 3123/43.)

6302.—Hurt Pay—Payable to Apprentices and Other Juvenile Workpeople—Calculation of Pre-injury Average Weekly Earnings

(L. 11504/43.—30 Dec. 1943.)

It has been decided that, for the purpose of calculating average earnings for hurt pay under the provisions of paragraph 2 of Article 269 of the Cash Duties Instructions, a change of grade is in future to be deemed to have occurred as follows :—

- (1) in the case of apprentices who receive increments in their scale of pay according to years of service: after each annual rise in pay and also after the increase in bonus from the apprentice rate to the adult rate at the age of twenty;
- (2) for other juvenile workpeople who receive annual advances according to age: after each annual increase in pay.

6303.—Superannuation Forms D.73, etc.—Rendering of in Respect of Non-Industrial Staff

(C.E. 12813/43.—30 Dec. 1943.)

The prescribed forms of application for non-effective grants to or in respect of established civil servants (pension, gratuity, marriage gratuity or death gratuity) ask for particulars of leave taken in the last five years in three columns (ordinary leave, sick leave or leave due to other causes).

2. In the cases of unestablished civil servants similar information is asked for in respect of the last ten years.

3. In present circumstances, if only the normal amount of paid leave or less has been taken during the relevant period, Cashiers (or Paying Officers) need only state in the first column "Not more than normal leave taken".

4. This arrangement does not apply to applications in respect of industrial staff.

6304.—Grants under the Injury Warrant

(C.E. 13280/43—30 Dec. 1943.)

Establishments abroad may, on the advice of the Cashier, make local advances in the following circumstances where there is satisfactory evidence that awards will ultimately be made :—

(a) For total incapacity, advances may be made under Scale III from the date of discharge on the basis of an annual allowance not exceeding one quarter of pensionable pay and emoluments at the date of injury, i.e., at the full rate apart from any additions in respect of length of service.

(b) For partial incapacity where the award will be a gratuity, advances may be made up to the amount of the gratuity if there is no doubt as to the degree of incapacity. Where there is doubt the advance should be the amount of the minimum gratuity (at present six months' pensionable pay and emoluments at the date of injury).

(c) In death cases advances may be made to the widow on the basis of either (i) two-thirds of the annual allowance due to her, or (ii) eight, sixtieths of pensionable pay and emoluments at the date of injury, whichever is the greater.

2. The above provisions do not apply to Egypt, Persia and Iraq.

3. Full particulars of any advance made should be enclosed when forwarding compensation documents.

4. No advance should be made unless the Cashier is satisfied as to the amount, and doubtful cases should first be referred to the Admiralty before any advance is made.

5. Establishments at home should expedite as much as possible the submission of compensation documents, stating whether an advance is desirable to avoid hardship pending a formal award under the Injury Warrant.

(A.F.O. 4542/40 is cancelled.)

6305.—Blockboard and Sheathing—Use of in lieu of Unfireproofed Plywood

(N.S. 22925/42.—30 Dec. 1943.)

Blockboard and sheathing may now be substituted for unfireproofed plywood in the construction of furniture for Shore Establishments and packing cases where demands cannot be met wholly in plywood. Future purchases will be arranged accordingly.

(Chatham Yard Letter No. 2931, 10 Jul. 1943)

Portsmouth Yard Letter No. 3518, 17 Apr. 1943

Devonport Yard Letter No. 1163, 1 Mar. 1943.)

6306.—New Vessels Building for Armament Supply Department

(A.S. 1073/42.—30 Dec. 1943.)

The four wooden ammunition lighters building by Messrs. A. V. Thomas & Co. Ltd., Allapey, India, have been designated "N.A. 185" to "N.A. 188".