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ADMIRALTY FLEET ORDERS

ADMIRALTY, S.W.1,
31st December, 1942.

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

A list of these Orders is enclosed.

By Command of their Lordships,

J. 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

P 1 MR. ANDERSON. MR. HAY. MR. HORN BROOK.

P 2

P 3

P 4

ADMIRALTY FLEET ORDERS

- | No. | Subject. |
|-------|---|
| 6356. | Travelling Arrangements for Naval Personnel. <i>Issued separately on 24th December, 1942.</i> |

31st December, 1942.

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

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

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 6402. Ammunition Supply—Ready-use Shell and Cordite Lockers in Lieu of Racks—A. and A.
 6403. Ammunition, Q.F., 4-in., Mark XVI*, Guns in Boxes, C.222—Use of Wood Packing Pieces in Boxes Stencilled "PP".
 6404. Fuzes, Time, No. 400, Mark II, Lot 48 R.L., filled Bridgend 6/41—Withdrawal for Examination—REPORT.
 6405. 0.303-in. S.A.A. Packages—Labelling.
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 6407. P.A.Cs.—Apparatus A.D., Type "D", Main Containers, Type "C"—Modification to Explosive Link Fittings.
Torpedo—(Torpedoes, Tubes, Mines and Minesweeping, Depth Charges, Paravanes, Electrical Equipment, Anti-Gas, Aircraft Torpedoes, etc., and Stores.)
 6408. Minesweeping—Roller Skackle, Pattern 8748—Modification.
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 6410. Warheads, 18-in., Mark XII Type—Washer for Duplex Pistol Pocket Cover.
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 6412. Searchlight Projectors, 24-in. and 36-in.—Iris Shutter Motors for.
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Navigation—(Navigation Stores, Sextants, Compasses, Charts, Anchors, Sails, etc.)
 6414. Magnetic Compasses—Safe Distances.
Engineer—(Main and Auxiliary Engines, Boilers, other Machinery in Charge of the Engineer Officer, including Catapults, Coal and Oil Fuel, and Engineering Stores.)
 6415. Boiler Manhole Doors—Fitting of.
 6416. Boiler Feed Water Testing Sets.
 6417. Perkins P6 Engines—Failure of Valve Springs.
Signals—(W/T and V/S Apparatus, R.D.F., D.F., S.R.E., Wa/T and Stores.)
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 6419. Radio and Signalling Installations—Use of Cable—Changing and Junction Boxes with Resilient Mounts.
 6420. Lagging and Ventilation of Wireless and R.D.F. Offices—As. and As.
 6421. D/F Outfit FH3—Tuner Amplifier B21A, Pattern X1516A—Maintenance.
 6422. D/F Outfits FH3, FH4X and FH4—Fitting of Cables to Frame Coil.
 6423. R.D.F. Sets, Types 271/2/3/1M/2M/3M—(Marks I, II and III)—Aerial Matching Unit—Modification.
 6424. R.D.F.—Types 282/4/5 (All Variations) and Type 283—Introduction of Valve Circuit Unit, Design "E".
 6425. R.D.F. Type 286MU—Conversion to Type 286PU—As. and As.
 6426. R.D.F. Types 286PQ and 292—Rewiring of Pulse Condensers in Panel 3AL.
Naval Aircraft—(Technical.)
 6427. Spitfire and Seafire Aircraft—Servicing of Undercarriage Oleo Struts.
General—(Hull, Armour, General Equipment and Fittings, etc., and Orders affecting two or more Departments.)
 6428. Docking Plans—Amendment.
 6429. Ventilation of After Living Spaces and Store Room—As. and As.
 6430. Ships Operating in Arctic Waters—De-icing.
 6431. Gun Mountings—Oil, Anti-Freeze (Air Ministry Specification D.T.D. 44D) for Use in small Powered Turret Circuits.
 6432. Aircraft Explosive Store—Weather Deck Lockers for—Drawings.
 6433. Recognition Lights—Plug and Socket Assemblies—Protective Covers—As. and As.
 6434. Repair of Aircraft Compasses.
 6435. Additional Allowances of Sea Stores.
 6436. Naval Aircraft Stores of American Manufacture—British Equivalent.
 6437. Inflatable Lifebelts—Leather washers for Repair Outfits.
 6438. Luminescent Materials and Fittings—Application and Uses in H.M. Submarines—REPORTS.
 6439. Phomene Generators, Type 77.
 6440. Telephone Apparatus for Use in Vicinity of Standard Compass—Introduction of.
 6441. Stretchers—Revised Allowances.
 6442. Bags, Canvas, Weighted for Confidential Books.
 6443. Hand Towels—Supply.
 6444. Gymnastic Gear—Allowances and Supply.
 6445. Easy Chairs for Ward Room—Allowance.

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

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

6446. Kits of L.D.D. Ratings.
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SECTION 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE

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6452. W.R.N.S.—Information as to Civil Occupation for Statistical Purposes—Forms N.S. 403 and S.160.
6453. Ground Handling Notes for Naval Aircraft (All Types).
6454. B.R.619—Distinguishing Pendants and Signal Letters of H.M. Ships, Royal Fleet Auxiliaries, Mercantile Fleet Auxiliaries, etc.—Issue.
6455. Form S.1034—State Insurance—Ratings in Detention, etc.

SECTION 6.—SHORE ESTABLISHMENTS

6456. Department of the Director of Electrical Engineering—Revised Overseeing Organisation.
6457. War Risk Allowance—Payment to Salaried Officers and Non-Industrial Staffs Employed Afloat.
6458. Women Industrial Employees—Increase in Bonus.
6459. Royal Fleet Auxiliaries and Non-Commissioned Mercantile Auxiliaries—Free Travel Warrants.
6460. Portable Welding and Air Compressor Sets with Metal Wheels—Speed Limit.
6461. Carbine, Machine, Lanchester, 9 mm., Marks I and I*—Resighting on Changing Barrels.

(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.**

***†6357.—Christmas and New Year Greetings**

(M. 4504/41.—31.12.1942.)

The British Legion has requested that their sincere and warm Greetings for Christmas and New Year may be conveyed to all ranks and ratings of the Royal Navy and the Merchant Navy.

***6358.—Message of Support to the Navy from Workers of B.S.A.**

(M.4234/42.—31.12.1942.)

(Included in Notice Boards Issue only.)

6359.—Warships Weeks—Limitation of Numbers Attending Exchange Ceremony

(M. 4072/42.—31.12.1942.)

With reference to A.F.O. 1219/42, hospitality and entertainment are sometimes offered to the whole or to a large number of a ship's company by towns or areas presenting a plaque to their adopted ship.

2. In order to restrict unessential travel and avoid invidious distinctions, ships should, when attendance is possible, be represented on such occasions by the Commanding Officer or his representative and a strictly limited number of the ship's company, as decided by the Commanding Officer in each instance.

(A.F.O. 1219/42.)

6360.—Dangerous Flying by Aircraft Approaching Ships Near the British Isles

(A.C.D. 50/42.—31.12.1942.)

Reports continue to reach the Admiralty of breaches of the flying regulations or of dangerous flying by friendly aircraft when approaching, or in company with, Naval or Merchant ships near the British Isles. These reports are either forwarded to the Air Ministry or the case is taken up with the Air Command or Group concerned, but, owing to the lapse of time since the incident, it is often difficult to trace the aircraft.

2. On receiving reports of this nature Flag and Naval Officers-in-Charge should normally take the case up direct with the Air Group concerned with as little delay as possible. Any serious cases which require further investigation should, however, be reported to the Admiralty as well. These reports should be made by signal giving:

- (a) The time, date and place.
- (b) The name or type of ship.
- (c) The type and, if possible, individual number of the aircraft.
- (d) A brief account of the occurrence.

An amplifying report should be rendered by letter where this is necessary.

6361.—Japanese Hospital Ships

(M. 4325/42.—31.12.1942.)

With reference to A.F.O. 3076/42, the Japanese Government now state that they have taken up as hospital ships the under-noted vessels which have been accepted by H.M. Government, in addition to those described in A.F.Os. 419/42, 3076/42, 3731/42 and 5994/42. No other Japanese ships are to be recognised as hospital ships unless further instructions are issued.

- (1) "Chicagomaru," 5,866 tons ... Length, 124 metres; 1 funnel, 2 masts.
- (2) "Arabiamaru," 9,480 tons ... Length, 144 metres; 1 funnel, 2 masts.
- (3) "Husomaru," 8,195 tons ... Length, 144 metres; 2 funnels, 2 masts.
- (4) "Buenosairesmaru, 9,625 tons ... Length, 140 metres; 1 funnel, 2 masts.
- (5) "Yoshinomaru, 8,990 tons ... Length, 141 metres; 1 funnel, 2 masts.
- (6) "Mikasamaru, 3,143 tons ... Length, 99 metres; 1 funnel, 2 masts.

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

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

6362.—School of Aircraft Maintenance, Lee-on-Solent

(A. 01115/42.—31.12.1942.)

It has been decided to consolidate the various maintenance, refresher maintenance, and air mechanics' courses undertaken at the R.N. Barracks, Lee-on-Solent, under the general title of the School of Aircraft Maintenance, Lee-on-Solent (short title S.A.M.).

2. Correspondence relating to these courses should be addressed to the Commodore, R.N. Barracks, Lee-on-Solent, and not to the School.

Section 2.—PERSONNEL, PAY, SERVICES, DISCIPLINE, etc.***6363.—Honours and Awards—"London Gazette" Supplement, 22nd December, 1942**

(H. & A.—31.12.1942.)

ADMIRALTY,

Whitehall,

22nd December, 1942.

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

For great bravery in attempting to save life at sea:

The Albert Medal (Posthumous)

Acting Chief Petty Officer Frederick William Smith, C/JX.127402.

C.P.O. Smith's ship was torpedoed and abandoned. She was settling and likely at any moment to capsize, when somebody was heard calling from her bows. C.P.O. Smith swam back to her, taking a desperate risk to save a comrade, but he was too late, and his gallant action cost him his life.

For gallant and distinguished services in successful patrols:

To be Companions of the Distinguished Service Order:

Lieutenant Alistair Campbell Gillespie Mars, R.N.
Lieutenant Stephen Lynch Conway Maydon, R.N.
Lieutenant Compton Patrick Norman, R.N.

The Distinguished Service Cross

Lieutenant John Renwick Haig Haddow, R.N.
Lieutenant James Stuart Launder, R.N.
Temporary Lieutenant George Gordon Clark, R.N.R.

Bar to the Distinguished Service Medal

Chief Engine Room Artificer Leslie Thomas John Manuel, D.S.M., C/MX.47540.
Petty Officer Alfred James Mallett, D.S.M., D/JX.130986.

The Distinguished Service Medal

Chief Petty Officer Frederick Philip Martin, C/J.113749.
Acting Chief Petty Officer Harold Lindsay, P/JX.137859.
Acting Chief Petty Officer Frank Sizer, D/J.96997.
Chief Engine Room Artificer Arthur Edward Burden, P/MX.47296.
Engine Room Artificer, Fourth Class, William Sammon, C/MX.73601.
Petty Officer William Frank Lee, D/JX.129908.
Petty Officer Telegraphist George Eric Ross, C/JX.133570.
Petty Officer Telegraphist John Gatenby Willey, C/JX.130133.
Acting Leading Seaman Thomas George Leslie James, D/JX.154312.
Acting Leading Seaman Francis James Voyzey, D/JX.149558.
Acting Leading Telegraphist Philip James Murray, P/JX.151721.
Leading Stoker Sidney Richardson, C/KX.83298.
Acting Leading Stoker Eric Puckering Wynne, P/KX.75809.
Able Seaman James Williams, D/SSX.22211.

Mention in Despatches

Temporary Lieutenant Percy Samuel Parmenter, R.N.R.
Engine Room Artificer Second Class William Harold Blee, D/MX.47300.
Engine Room Artificer Second Class Howard Lewis, D/MX.51405.
Stoker Petty Officer Frederick Charles Sharp, C/KX.81692.
Stoker Petty Officer Charles William Simons, P/K.66688.
Acting Stoker Petty Officer Peter McKeon, C/KX.81234.
Leading Seaman James Hutton, D/SSX.17784.
Acting Leading Seaman Desmond Campbell, D/JX.145834.
Able Seaman Peter Flett Fenton, C/SSX.19288.
Able Seaman Henry Edward Harding, P/JX.221795.
Able Seaman Frederick Ernest Wallington, C/JX.177924.
Stoker First Class John Gallacher, C/KX.113359.
Stoker First Class Arnold Roberts, D/KX.88525.

For gallantry and enterprise in attacks on enemy submarines:

Second Bar to the Distinguished Service Order

Commander Edward Albert Gibbs, D.S.O., R.N.

The Distinguished Service Cross

Lieutenant-Commander Henry Graham Dudley de Chair, R.N.

The Distinguished Service Medal

Stoker Petty Officer Harold Isaac Shaw, P/K.7866.
Acting Leading Seaman Clifford James, P/JX.154711.
Ordinary Seaman Henry William Hawkins, D/JX.285415.

Mention in Despatches

Lieutenant-Commander Allan Herbert Percy Noble, D.S.C., R.N.
Lieutenant John Bryan Butchard, R.N.
Temporary Lieutenant Errol Dudley Erskine Reed, D.S.C., R.N.
Temporary Lieutenant Stephen Hawes, R.N.V.R.
Temporary Lieutenant Reginald Cyril Griffiths, R.N.V.R.
Sub-Lieutenant Courtney Reginald de Burgh Harris, R.N.R.
Mr. Sydney Lewis Leech, Commissioned Engineer, R.N.
Acting Petty Officer Bernard Hood, P/JX.154034.
Able Seaman Charles Beech, D/MD/X.2853.

For courage, endurance and devotion to duty in minesweeping operations:

To be a Companion of the Distinguished Service Order

Lieutenant-Commander Charles Frederick Nock, R.N. (retd.).

The Distinguished Service Cross

Temporary Lieutenant Hugh Terence Armstrong, R.N.V.R.
Temporary Lieutenant Gordon Hibbs, R.N.V.R.
Temporary Lieutenant Robert Harry Marrion, R.N.V.R.
Temporary Lieutenant Robert Alfred Lewis Viner, R.N.V.R.
Temporary Skipper John Calver Monger, R.N.R., T.S.210.

The Distinguished Service Medal.

Chief Petty Officer Cyril Archer, LT/JX.281689, R.N.P.S.
Chief Engineman Reginald Shorten Pye, LT/KX.124881, R.N.P.S.
Engineman Sidney Victor Lewis, LT/KX.112130, R.N.P.S.
Engineman William George Lewis, LT/KX.107501, R.N.P.S.
Engineman Joseph Flett Parker, LT/KX.107484, R.N.P.S.
Ordinary Telegraphist Andrew Hamilton, D/JX.264648.
Stoker George Smith, LT/KX.131388, R.N.P.S.

Mention in Despatches

Temporary Lieutenant Arthur Ray Neville, R.N.V.R.
Temporary Lieutenant Harold Winterbourne Sabin, R.N.V.R.
Temporary Sub-Lieutenant John Leslie Dussek, R.N.V.R.
Temporary Sub-Lieutenant Roy Guilford, R.N.V.R.
Second Hand John Cook White, LT/JX.215876, R.N.P.S.
Engineman Alexander Slater, LT/X.344EU.
Telegraphist Charles Trevor Brent, D/JX.225984.
Signalman James Wood McIlwaine, P/UD/X.1604, R.N.V.R.
Seaman Peter Milligan, LT/JX.198762, R.N.P.S.
Seaman William O'Hara, LT/JX.210434, R.N.P.S.
Seaman George Burleigh Thom, LT/JX.228042, R.N.P.S.
Stoker First Class Reginald Francis Lawrence Bater, LT/KX.108121, R.N.P.S.
Wireman Cyril John Rushton, C/MX.92552.
Wireman Titus Lowe, C/MX.76548.

For great gallantry, leadership and devotion to duty in H.M. ships "Sikh", "Zulu" and other ships in the raid on Tobruk in September, 1942:

Second Bar to Distinguished Service Order

Commander Richard Taylor White, D.S.O., R.N.

The Distinguished Service Cross

Temporary Surgeon Lieutenant Ross McFaul Kirkpatrick, M.B., B.Ch., R.N.V.R.
Rev. Henry Pegg Chappell, M.A., R.N.V.R.

Bar to the Distinguished Service Medal

Chief Petty Officer James Owens, D.S.M., D/J.106046.

The Distinguished Service Medal

Chief Petty Officer Philip William Jenkins, D/J.108031.
Stoker Petty Officer John Marshall Dick, D/KX.81401.
Petty Officer Sidney Edgar Walsh, D/JX.140043.
Able Seaman Harold Knight, C/SSX.27694.
Able Seaman Sidney Reid, D/JX.214991.
Able Seaman James Edward Riley, D/JX.255591.
Stoker First Class George Graham, D/KX.106588.
Sick Berth Attendant Daniel Albert Lock, P/MX.56926.

Mention in Despatches (Posthumous)

Lieutenant (E) Aubrey Richard Moore, D.S.C., R.N.
Able Seaman Henry Smith, D/JX.230011.

Mention in Despatches

Captain St. John Aldrich Micklethwait, D.S.O., R.N.
Lieutenant-Commander Rupert Cyril Egan, R.N.
Lieutenant William John Patrick Church, D.S.C., R.N.
Lieutenant John Salter Drane, D.S.C., R.N.

Lieutenant Dudley Eric Burnley, R.A.N.V.R.
Petty Officer George Greenley Hutchings, D/J.107170.
Petty Officer Thomas Baird, D/JX.138684.
Cook Domenico Caruana, E/LX.22309.

For services in action with enemy Submarines while serving in H.M. Canadian Ships:

To be a Companion of the Distinguished Service Order:

Acting Lieutenant-Commander John Hamilton Stubbs, R.C.N.

The Distinguished Service Cross.

Temporary Lieutenant-Commander Guy Stanley Windeyer, R.C.N.
Acting Lieutenant-Commander Kenneth Lloyd Dyer, R.C.N.
Acting Lieutenant-Commander Andrew Hedley Dobson, R.C.N.R.
Lieutenant Ralph Lucien Hennessy, R.C.N.
Temporary Lieutenant Alan Herbert Easton, R.C.N.R.
Temporary Lieutenant Lesley Nelson Earl, R.C.N.V.R.
Sub-Lieutenant Daniel Lionel Hanington, R.C.N.V.R.

The Conspicuous Gallantry Medal.

Acting Chief Petty Officer Max Leopold Bernays, R.C.N.R., No. A-321.

The Distinguished Service Medal.

Engine Room Artificer Third Class Robert Renaud, R.C.N.R., No. A-3098.
Engine Room Artificer Fourth Class Leslie Mills, R.C.N., 21805.
Engine Room Artificer Fourth Class Donald Portree, R.C.N., 21972.
Temporary Petty Officer Arthur Alexander Butchart, R.C.N., 2808.
Acting Petty Officer Maurice Edward Biggs, R.C.N., 3278.
Temporary Petty Officer Cook (S) Claude Francis Daly, R.C.N.V.R., No. V-25372.
Acting Leading Seaman Kenneth Alleyne Medford, R.C.N.V.R., No. V-5989.
Temporary Acting Leading Seaman Percy Smith, R.C.N., 2821.
Temporary Acting Leading Seaman Earl Costello, R.C.N.V.R., No. V-5597.

Mention in Despatches, Posthumous.

Ordinary Seaman Kenneth William Watson, R.C.N., 4354.

Mention in Despatches.

Surgeon Lieutenant Arnold Livingstone Johnson, R.C.N.V.R.
Lieutenant Anthony George Scott Griffin, R.C.N.V.R.
Lieutenant Richard Kingsley Lester, R.C.N.V.R.
Lieutenant William W. Hackney, R.C.N.V.R.
Lieutenant Anthony George Osburn, R.C.N.V.R.
Lieutenant (E) William Pope, R.C.N.R.
Sub-Lieutenant Ernest Maurice Chadwick, R.C.N.
Sub-Lieutenant Neil Henley Chapman, R.C.N.V.R.
Sub-Lieutenant Daniel Turnbull Dunlop, R.C.N.V.R.
Sub-Lieutenant Douglas Sutherland Martin, R.C.N.R.
Sub-Lieutenant Frank Oatley Plant, R.C.N.V.R.
Mr. Norman Leslie Wilkinson, Gunner (G), R.C.N.
Mr. John Alexander McLeish, Mate, R.C.N.R.
Temporary Chief Petty Officer Alexander Auchterlone White, R.C.N., No. X-41092.
Chief Engine Room Artificer Samuel Clarke, R.C.N.R., No. A-4391.
Acting Chief Engine Room Artificer, Third Class, Leslie Wellington Bydwell, R.C.N.V.R., No. V-25270.
Engine Room Artificer Fourth Class Robert Innes Stuart, R.C.N.V.R., No. V-6455.
Chief Stoker Edgar Morris, R.C.N.V.R., No. V-7289.
Chief Stoker Joseph Edmond Patry, R.C.N., No. 21178.
Petty Officer Max Abramson, R.C.N.V.R., No. V-14193.
Temporary Petty Officer Frederick Alexander Trottier, R.C.N., 2407.
Acting Stoker Petty Officer James Henry Allison, R.C.N.R., No. A-2733.
Temporary Petty Officer Telegraphist Joseph Graham Wilkinson, R.C.N., 2618.
Temporary Leading Writer Trevor Frederick Heard, R.C.N.V.R., No. V-22198.
Leading Seaman Charles Moore, R.C.N.V.R., No. V-7371.
Acting Leading Seaman Allen McConney, R.C.N.V.R., No. V-7938.
Temporary Acting Leading Seaman John B. Bing, R.C.N.V.R., No. V-10240.
Temporary Leading Supply Assistant Roger Rodman Whynot, R.C.N.V.R., No. V-25745.

Temporary Acting Leading Telegraphist Walter Frederick Sutherland, R.C.N.V.R., No. V-5773.

Temporary Acting Leading Stoker Keith McCormick, R.C.N.R., No. A-4013.

Able Seaman John Henry Clarke, R.C.N., 3666.

Able Seaman Jess Lloyd Cranney, R.C.N.V.R., No. V-8576.

Able Seaman Bruce Richard Mitchell, R.C.N.V.R., No. V-7180.

Able Seaman George Joseph Saunders, R.C.N.V.R., No. V-5726.

Able Seaman Michael Joseph Scullion, R.C.N.V.R., No. V-5656.

Able Seaman Morris Henry Young, R.C.N.V.R., No. V-23290.

Signalman Paul Emile Dallaire, R.C.N.V.R., No. V-4145.

Sick Berth Attendant Norman Leckie, R.C.N.V.R., No. V-17338.

Steward Harry Reid Taggart, R.C.N.V.R., No. V-25120.

For gallant services in the escort of convoys :

Mention in Despatches, Posthumous.

Lieutenant John Molson Walkley, R.C.N.V.R.

Able Seaman Leslie Horne, R.C.N.V.R., No. V-9632.

For courage and resource in withdrawing forces from Tobruk in June, 1942 :

The Distinguished Service Cross.

Acting Temporary Lieutenant-Commander William Harold Brittain, R.N.R.

Mention in Despatches.

Temporary Lieutenant Philip Gerard Hilton, R.N.V.R.

Temporary Sub-Lieutenant Sidney Henry, R.N.V.R.

Temporary Skipper George James Sturdee Turrell, T.S.915.

Temporary Skipper Walter Ernest Spore, T.S.852.

Acting Leading Seaman Ronald Thomas Lawton, P/JX.222967.

Able Seaman Terence Edward Keefe, P/JX.247271.

Stoker First Class Thomas McCormick, D/KX.95011.

Motor Mechanic Douglas Albert Harper, D/MX.74006.

For gallant and distinguished conduct in the battles of Crete and of Cape Matapan, while serving in H.M.S. "Nubian" :

The Distinguished Service Cross.

Mr. Frank Miller, Gunner (T).

For bravery and enterprise in raiding operations :

The Distinguished Service Cross.

Temporary Sub-Lieutenant Frederick William Parnall Bourne, R.N.V.R.

The Distinguished Service Medal.

Petty Officer Motor Mechanic John Miall Smith, P/MX.89978.

Leading Seaman John James Hannar, C/JX.127892.

For courage and efficiency in attacks on enemy submarines :

The Distinguished Service Medal.

Leading Seaman Henry Lawrance, X.19523A.

Mention in Despatches.

Engineman Frederick Harold Collins, LT/JX.115944.

Ordinary Seaman Donald Charles Lambert, LT/JX.232976.

These Awards are made in addition to that already published for services in this action in *London Gazette* Supplement No. 35679, of 25th August, 1942.

For courage and skill during an attack by enemy aircraft, one of which was destroyed by their gunfire :

Mention in Despatches.

Able Seaman Thomas Francis Dalton, D/JX.133861.

Able Seaman William Henry Parker, C/J.86388.

Able Seaman William Hartley Billington, D/JX.240102.

Ordinary Seaman Philip Short, LT/JX.300167.

Ordinary Signalman Thomas Edward Holt, C/JX.223290.

For steadfastness and devotion to duty :

Mention in Despatches.

Acting Temporary Lieutenant-Commander Kenneth James Henderson, R.N.V.R.

Petty Officer Writer Stanley George Albert Dow, C/MX.60038.

Acting Petty Officer Telegraphist Wm. Henry Appleby, D/J.33264.

Acting Petty Officer Telegraphist Thomas Bryan Duffy, D/JX.137317.

For fortitude, seamanship and endurance in taking Merchantmen to North Russia through heavy seas and in the face of relentless attacks by enemy aircraft and submarines :

The Distinguished Service Cross.

Captain Archibald Hobson.

Mr. Albert Henry Hughes, Chief Engineer Officer.

Mr. William John Brown, Chief Engineer Officer.

Mr. Walter Idris Griffiths, Second Engineer Officer.

Mr. Griffith Owain Wyn Evans, Chief Officer.

The Distinguished Service Medal.

Mr. Horace Joy Carswell, Chief Steward.

Mr. Cecil Leonard Medhurst, Boatswain.

Boatswain Dennis Vance.

Pumpman Kenneth Richardson.

Greaser Ivor John Tilley.

For bravery and dauntless resolution in bringing the tanker "Ohio" to Malta in the face of heavy attacks by day and night from enemy submarines, aircraft and surface forces :

The Distinguished Service Cross.

Mr. Hector James McKilligan, 2nd Officer.

Mr. Joseph Ross Stephen, M.B.E., 3rd Officer.

Mr. Thomas Purvis Murray, 4th Engineer Officer.

Mr. Henry Sless, 7th Engineer Officer.

The Distinguished Service Medal.

Chief Steward Francis Watson Meeks.

Greaser William Joseph McConalogue.

Greaser John McConalogue.

Greaser William McLaughlin.

Greaser Albert Woods.

Fireman Peter Dolan.

Temporary Acting Leading Seaman Alexander Pilling, P/JX.185564.

These Awards are in addition to those already approved for this great convoy action and published in *London Gazette* Supplements 35695 of 8th September and 35780 of 10th November, 1942.

For courage and determination while serving in defensively equipped Merchant Ships :

The Distinguished Service Medal.

Acting Sergeant Frank Charles Edwin Hawkins, P.O/A., 20337, R.M.

Temporary Acting Leading Seaman Francis James Warburton, P/JX.200142.

Acting Leading Signalman Kenneth Ellery, C/JX.171117.

Seaman Gunlayer Robert Watson, R.N.R., P/UDX.1193.

Acting Corporal Alfred Frederick Charlton, Po. I. 17778 R.M.

Mention in Despatches.

Acting Leading Seaman Henry Leon Trunks, D/JX.191951.

Temporary Acting Leading Seaman George Arthur Poley, D/JX.222342.

The KING has been graciously pleased to grant unrestricted permission to wear the insignia of the Order of Polonia Restituta and other decorations conferred upon Officers and men of the Royal Navy as shown below by the President of the Polish Republic in recognition of their services to the Polish Navy :

Order of Polonia Restituta, First Class

Admiral of the Fleet Sir Alfred Dudley Pickman Rogers Pound, G.C.B., G.C.V.O.

Order of Polonia Restituta, Fourth Class

Vice-Admiral Sir George Frederick Basset Edward-Collins, K.C.B.

Order of Polonia Restituta, Third Class

Rear-Admiral Arthur John Power, C.B., C.V.O.

Rear-Admiral Victor Alexander Charles Crutchley, V.C., D.S.C.

Captain Roden Henry Victor Buxton, C.B.E., R.N.

Captain Peveril Barton Reiby Wallop William-Powlett, D.S.O., R.N.

Captain Cecil Hubert Lush, C.B.E., R.N. (retd.).

Captain Selwyn Victor Jephson, R.N.

Captain Alfred Spalding Russell, R.N.

Captain George Elvey Créasy, D.S.O., M.V.O., R.N.

Captain Geoffrey Meredyth Keble Keble-White, R.N.

Paymaster Captain Leslie Charles Edward Ayre, C.B.E., R.N.

Order of Polonia Restituta, Fourth Class

Commander Noel Wilbraham Dixon, R.N.

Commander Roderick Cosmo Gordon, D.S.O., R.N.

Commander Alec Murray McKillop, R.N.

Acting Paymaster Commander Geoffrey William Samuel Childs, R.N. (retd.).

Cross of Valour

Lieutenant-Commander Philip Frederick Powlett, D.S.O., D.S.C., R.N.

Temporary Acting Lieutenant Robert Gibson Service, R.N.V.R.

Temporary Sub-Lieutenant Sidney Gordon Venner, R.N.V.R.

Temporary Sub-Lieutenant Maurice Arthur ~~Hampley~~, R.N.V.R. HANBURY

Acting Petty Officer Edward James Jennings, D/SSX.21076.

Leading Telegraphist George Arthur Rouse, C/J.112785.

Ordinary Telegraphist Stephen Robert Hichens, P/JX.282738.

Coder Gordon Alan Vaggers, D/JX.210288.

Coder Cyril Foulds, C/JX.220023.

Signalman James Frederick Hill, C/JX.201082.

Signalman Eric James Hoyes, P/JX.131013.

Cross of Merit, Gold

Lieutenant James Francis Reginald Crews, R.N.

Paymaster Lieutenant Gerald Robin Muir, O.B.E., R.N.

Temporary Paymaster Lieutenant Lionel Roger Price Pugh, R.N.V.R.

Cross of Merit, Silver

Temporary Acting Warrant Supply Officer Francis Olver.

Cross of Merit, Bronze

Signalman Albert Edward Eastment, D/J.83887.

Amendments (where underlined> to previous Orders of Honours and Awards under heading :—

Distinguished Service Cross

A.F.O. 5618/42. Temporary Lieutenant (A) Frank Athol Joseph Pennington, R.N.Z.N.V.R.

Mention in Despatches

A.F.O. 5618/42. Temporary Sub-Lieutenant (A) Hugh Morrison, R.N.Z.N.V.R.

Kzryz Walecznych

A.F.O. 6102/42. Leading Seaman Joseph William Denis Seymour, C/J.94598.

***6364.—Honours and Awards**

(H. & A. 917/42.—31.12.1942.)

The King has been graciously pleased to approve the following award for good services in minesweeping operations :—

Mention in Despatches

Temporary Lieutenant Anton Hanssen, R.N.R.

2. This Award will not be gazetted.

***6365.—Honours and Awards—Free French Naval Forces**

(H. & A. 891/42.—31.12.1942.)

The King has been graciously pleased to approve the following Awards to officers and men of the Free French Naval Forces for their good services in successful patrols in the Free French Submarine "Junon" :—

Distinguished Service Cross

Capitaine de Frégate Jean Querville.

Lieutenant de Vaisseau Etienne Schlumberger.

Distinguished Service Medal

Sous Maître Timonier François Le Saout.

Mâtelot Radiotelegraphiste Jean Astier.

Maître Mécanicien (1) Louis Coadic.

2. These Awards will not be gazetted.

A.F.O. 3330/45

6366.—Senior Deputy Director of Stores—Appointment

(C.E. 9896/42: C.E. 16318/42.—31.12.1942.)

A new post of Senior Deputy Director of Stores, Eastern Theatre (short title S.D.D.S. (E.T.)) has been approved. This officer will co-ordinate Naval Store policy and staff questions and supervise Naval Store work in the Eastern Mediterranean, Red Sea, East and South Africa, India, Ceylon and Islands in the Indian Ocean.

2. Mr. W. Guy Luke has been appointed and will take up his duties shortly. His headquarters will be at Durban for the present.

6367.—Officers and Men Temporarily Released from Naval or R.M. Service—Compulsory Enrolment in Home Guard

(N. 19320/42.—31.12.1942.)

Under a recent amendment of the Defence (Home Guard) Regulations, 1940, members of His Majesty's Forces temporarily released from service are liable for service in the Home Guard as required.

2. In order that the Ministry of Labour and National Service may be in a position to select men for compulsory enrolment a form as specimen shown in the Appendix to this Order is to be completed and forwarded to the Ministry, for every Naval rating or Royal Marine (other rank) who is temporarily released from service indefinitely or for a definite period of not less than 3 months, except as stated in paragraph 4. The form is to be rendered in respect of the following categories :—

- Men granted deferment of service or released under A.F.O. 536/41.
- Pensioners under 51 years of age and Reservists released with exemption from service or granted exemption from service without being mobilised.
- Pensioners under 51 years of age not granted exemption but not yet mobilised.

3. The form will not be rendered in respect of Disability Pensioners (about whom further instructions will be issued), Pensioners granted indefinite or permanent exemption from service on account of medical unfitness, or men granted temporary deferment of reporting for service under the National Service Acts on account of medical unfitness.

4. The form will not be rendered for men released or granted exemption from service for employment in the following services :—

- Civil Police and Prison Service.
- National Fire Service.
- Civil Defence General Services.
- Mercantile Marine.
- Men employed on T.124, T.124X or T.124T Agreements.
- Men employed in Drifters, etc., on ENC.6 Agreement.
- Fishermen (Deep Sea).
- Coastguard.
- Royal National Lifeboat Service.

A.F.O. 335/43

Men employed in requisitioned small craft (fishing vessels, sloops, launches, motor boats, rescue tugs etc) at Naval Bases

Men employed Overseas (including Northern Ireland).
 Royal Marine Police Special Reserve.
 Admiralty Civil Police.
 Civilian Shore Wireless Service.
 Trinity House Light Vessel Service.
 Men employed in Cable Ships.
 Customs and Excise Launch Service.

5. The form will normally be rendered by the Commanding Officer of the Port Division or R.M. Establishment to which the man belongs, but Commanding Officers of New Entry Establishments will render it for all men granted deferment of service from or released by those Establishments for periods of 3 months and upwards. The Admiral Commanding Reserves will arrange for the rendering of the form for R.N.R. ratings and for members of the Royal Naval Special Reserve not yet mobilised (including those in the Section administered by the Registrar General of Shipping and Seamen). Forms in respect of men already released, or granted deferment, granted exemption from service and Pensioners not yet mobilised are to be rendered as soon as practicable. Those for men released or granted deferment in the future are to be rendered by the Depot or New Entry Establishment within 14 days of release or commencement of deferment. Where release is effected from a Ship or Establishment other than the Depot to which the man belongs, the releasing Authority will notify the date of release to the Commanding Officer of the Depot concerned, with a view to the form being rendered. In this connection attention is invited to A.F.O. 3613/42, paragraph 11.

6. Where a form has once been rendered it will be unnecessary to forward a further form when a fresh period of release is authorised, unless the man actually reports for service.

7. Supplies of the forms are to be produced locally.

OFFICERS

8. The Defence Regulation applies also to R.N. and R.M. Retired and Permanent Reserve Officers who are no longer required for Naval appointments and to Permanent and Temporary Officers who are granted special unpaid leave in order to undertake civil work of National importance. The particulars required by the Ministry of Labour and National Service will however be supplied from Admiralty records.

Appendix

Ministry of Labour and National Service,
 Claims and Record Office,
 Bromyard Avenue,
 Acton, W.3.

Surname

Christian Names

Number

Rating or Rank

Type of Engagement

Date of Birth

Home Address
 (in full)

Date of Release or
 commencement of Deferment

Period of Release or
 Deferment Granted

The above man has been released from Naval or R.M. service and is available for consideration for compulsory enrolment in the Home Guard if required.

Signature

Rank

H.M.S.

Date

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

6368.—Engineer Officers Holding Acting Higher Rank—Rates of Pay

(C.W.—31.12.1942.)

With reference to A.F.O. 3446/40, confusion has arisen as to the correct rate of pay of a Sub-Lieutenant (E) on promotion to acting higher rank.

2. Temporary Sub-Lieutenants (E) who are granted the rank of Temporary Acting Lieutenant (E) because they are performing duties appropriate to the rank of a Lieutenant (E) receive the full pay of 19s. a day (16s. 4d. a day prior to 1st December, 1942).

In the main this class consists of the following categories:—

(a) Temporary R.N. Engineer Officers entered for Engine Room Watch-keeping duties in the Fleet.

(b) Temporary R.N.R. and Temporary R.N.V.R. Officers entered for special shore maintenance duties.

3. Permanent R.N. Officers of the rank of Sub-Lieutenant (E) on promotion to Acting Lieutenant (E), receive the full pay of 16s. 6d. a day (13s. 6d. a day prior to 1st December, 1942).

4. Temporary Sub-Lieutenants (E), R.N.R. or R.N.V.R., entered for patrol service duties, and therefore employed in patrol service vessels, on promotion to Temporary Acting Lieutenant (E), receive the full pay of 16s. 6d. a day (13s. 6d. a day prior to 1st December, 1942).

5. Pay issued contrary to the above is to be adjusted forthwith, but any amounts overpaid prior to the date of receipt of this Order will be allowed to stand.

(A.F.Os. 3446/40 and 5862/42.)

†6369.—Navy Entrance Examinations—Reduction of Age Limits

(C.W. 46151/42.—31.12.1942.)

Consequent upon the recent decision to call up, for Military Service, boys aged eighteen years it has been approved to reduce the upper age limits for candidates for Special Entry Cadetships and First Appointments, Royal Marines.

2. Commencing with the October, 1943, Navy Entrance Examination, the upper age limits for the Executive, Engineering and Accountant Branches will be 18 years (instead of eighteen years eight months). For First Appointments in the Royal Marines the upper age limit will be 18½ years (instead of 19½ years).

3. In order to be eligible for the October, 1943, examination a candidate for a Special Entry Cadetship must have attained the age of 17 years and must not have attained the age of 18 years on 1st January, 1944. For a First Appointment in the Royal Marines a candidate must be 17½ years and must not have reached the age of 18½ years on 1st January, 1944. The portion of the year will be reckoned by calendar months.

4. The revised upper age limit of 18 years will also apply to the Direct Entry Candidates from the Mercantile Marine Training Establishments "Pangbourne", "Conway" and "Worcester" at the November, 1943, examination.

6370.—Temporary Special Branch Commissions—Reduction of Qualifying Service for C.W. Candidates

(C.W. 21930/42.—31.12.1942.)

As a temporary measure, it has been decided to reduce to two months the qualifying period of service required before C.W. Candidates for Temporary Special Branch commissions are eligible to appear before the Admiralty Selection Board.

(A.F.Os. 4371/40, and 3346/42.)

***6371.—Preliminary Professional Examination for Warrant Ordnance Officer, September, 1942—Results**
(C.W. 47920/42.—31.12.1942.)

The following ratings were successful in passing the Preliminary Professional Examination for Warrant Ordnance Officer, as laid down in K.R. & A.I., Appendix XII, Part 19, which was held on 1st September, 1942 :—

H. H. McGeeney	...	...	...	C.O.A.	D/MX.47358.
H. G. Lightfoot	...	...	...	C.O.A.	C/MX.48246.
H. Pryor	...	...	...	C.O.A.	D/MX.54400.
J. S. McCarthy	...	...	...	C.O.A.	C/MX.48587.
N. W. E. Bowen	...	...	...	C.O.A.	P/MX.52897.
A. D. Hanslow	...	...	...	O.A.2/c	P/MX.47352.
W. J. Montgomery	...	...	...	O.A.2/c	P/MX.47000.

2. The remainder of the candidates failed.

6372.—Convoy Signal Section—Revised Syllabus of Courses
(N. 28815/42.—31.12.1942.)

The following syllabus of courses for Convoy Leading Signalman and Convoy Yeoman of Signals are to be substituted for those given in A.F.Os. 3296/40 and 4124/41 respectively.

FOR CONVOY LEADING SIGNALMAN (DURATION OF COURSE, 3 WEEKS)

1. International Code, Volume I	...	Complete.
2. Mersigs, Volume I	...	Complete.
3. Mersigs, Volume II	...	Articles 201 to 210 inclusive.
4. Mersigs, Volume III	...	Chapter IV. Brief knowledge of contents of remaining chapters.
5. Current S.2, S.3, S. Orders, C.A.M.S.Is.	As applicable to communications in convoys or merchant vessels (working knowledge).	
6. Practical Coding and Decoding :—		
(a) International Code, Volumes I and II.		
(b) Mersigs, Volumes I and II.		
(c) Recoding Tables for Mersigs, Volume II.		
(d) Pendant List.		
(e) Operating Signals.		
(f) Mercantile War Call Signs.		
7. Miscellaneous Subjects :—		
(a) Examination Service	...	C.B. 01618(R) (42), Sections III, VII, VIII; Appendix 2, Part 1 and 2; Appendix B.
(b) K.R. & A.Is.	...	Chapter XVI.
(c) Material (Elementary)	...	V/S Material Handbook.
(d) Recognition Procedure	...	S.P. 02220(2), Chapter XII; S.P. 02220(3), Chapter XIII.
(e) Principal Foreign Ensigns.		
8. Practical Daily :—		
(a) Flashing	...	10 w.p.m. (to include blue shaded light exercises—two a week).
(b) Semaphore	...	Hand flags, 20 w.p.m.; Mec., 15 w.p.m.
(c) Buzzer	...	One exercise a week, 10 w.p.m.
(d) Mast	...	General flag hoisting (twice a week).
9. Examination.		
	<i>Marks.</i>	<i>Per cent. required to pass.</i>
(a) General Paper	200	80
(b) Coding	100	80
(c) Flashing	10 w.p.m.	97
(d) Semaphore	H.F., 20 w.p.m. Mec., 15 w.p.m.	96 96
(e) Buzzer	10 w.p.m.	85
(f) Mast	Practical Flag Hoisting.	90

FOR CONVOY YEOMAN OF SIGNALS (DURATION OF COURSE, 4 WEEKS)

1. International Code, Volume I	...	Complete.
2. Mersigs, Volume I	...	Complete.
3. Mersigs, Volume II	...	Articles 201 to 210 inclusive.
4. Mersigs, Volume III	...	Chapter IV. Knowledge of contents of remaining chapters.
5. Current, S.2, S.3, S. Orders, C.A.M.S.Is.	As applicable to communications in convoys or merchant vessels (good knowledge).	
6. Practical Coding and Decoding :—		
(a) International Code, Volumes I and II.		
(b) Mersigs, Volumes I and II.		
(c) Recoding Tables for Mersigs, Volume II.		
(d) Pendant List.		
(e) Operating Signals.		
(f) Mercantile War Call Signs.		
7. Miscellaneous Subjects :—		
(a) Colours of Naval Flags and Pendants.	Fleet Signal Book. Articles 11–101.	
(b) Alarm Signals	...	F.S.B. 150.
(c) Simple Naval Procedure	...	Flashing Semaphore and Flags.
(d) Inter-service Pyrotechnic Signal Code.	...	V.S.I., Chapters 1, 2, 3, 4, 5, 10, 14, 15. G.S.I., 108–111, 125, 129–134, 148–150.
(e) Principal Foreign Ensigns	...	
(f) K.R. & A.Is.	...	Chapter XVI.
(g) Material	...	V/S Material Handbook.
(h) Examination Service, C.B. 01618 (R) (42).	...	Preface, Definitions, Sections 1, 3, 5–8; Appendix 2, Part 1 and 2; Appendix B.
(i) Recognition Procedure	...	S.P. 02220(2), Chapter XII. S.P. 02220 (3), Chapter XIII.
8. Practical Daily :—		
(a) Flashing	...	10 w.p.m. (to include blue shaded light exercises—two a week).
(b) Semaphore	...	Hand flags, 20 w.p.m.; mec., 15 w.p.m.
(c) Buzzer	...	One exercise a week, 10 w.p.m.
(d) Mast	...	Take charge of a class of convoy signal ratings at flag hoisting exercise (twice a week).
9. Examination Subject.		
	<i>Marks.</i>	<i>Per cent. required to pass.</i>
(a) General Paper	200	80
(b) Miscellaneous	100	80
(c) Coding	100	80
(d) Flashing	10 w.p.m.	97
(e) Semaphore	H.F., 20 w.p.m. Mec., 15 w.p.m.	98 98
(f) Buzzer	10 w.p.m.	90
(g) Mast	—	90

(A.F.Os. 3296/40 and 4124/41.)

6373.—Newfoundland Officers and Men—Leave in Newfoundland—REPORTS
(C.W. 40755/42.—31.12.1942.)

Arrangements will be made for Newfoundland officers and men who have been absent from home for 2 years or more to be granted leave in Newfoundland as opportunity offers.

2. Leave will be granted on the foreign service scale of 7 days for every 6 months away from Newfoundland to a maximum of 21 days, but travelling time in Newfoundland will be in addition. The Flag Officer, Newfoundland Force, will be the authority to grant leave to ratings, and has the power to extend leave of both officers and men at his discretion in order to meet passage contingencies or special factors which may arise in individual cases.

3. *Officers.*—Officers who have completed 2 years' service with the Royal Navy may apply through their Commanding Officers to the Secretary of the Admiralty for leave to visit Newfoundland. The date on which they first left the Dominion should be stated, together with particulars of any leave taken in the Dominion subsequently. Time served as a rating will count towards the qualifying period of 2 years.

4. Officers will be granted a service passage to Newfoundland and will, therefore, be required to take leave as and when such passage is available. They will be appointed additional to the ship in which they are taking passage and to H.M.S. "Avalon III" for leave. They should report to Flag Officer, Newfoundland Force, on arrival, in order that they may receive instructions regarding their return passage.

5. *Ratings.*—See A.F.O. 5134/42.

(A.F.O. 5134/42.)

6374.—Newfoundlanders—Special Allowance while on Leave

(N. 8107/42.—31.12.1942.)

The following revised arrangements for the payment of a special allowance during periods of leave, to Newfoundlanders entered for service for the duration of the war, have been approved by the Newfoundland Government.

2. The concession is at the expense of the Newfoundland Government and the revised arrangements take effect as follows:—

Officers From 14th September, 1942.

Ratings From 1st July, 1942. In A.F.O. 3754/42 the effective date was given as 20th July, 1942, and any payments due for the period from 1st to 19th July, 1942, should now be credited to the men's pay accounts.

3. The special allowances are payable in respect of leave taken in the United Kingdom (including Northern Ireland), Eire, Canada and Newfoundland.

4. The rates of payment are:—

Officers 7s. 6d. a day.

Ratings 4s. 0d. a day.

5. Payment of the special allowance is to be made when the normal leave allowance is paid, for the same period and in addition thereto.

6. Payment is restricted to officers and men who were born in Newfoundland and who were domiciled there on the outbreak of war.

7. The special allowance is not payable to officers or ratings who entered the Royal Navy (in the case of the latter on normal engagements) before the outbreak of war.

8. Payments should be entered in the miscellaneous credits column of the ledger and described as "special allowance."

(A.F.O. 3754/42 is cancelled.)

6375.—Royal Fleet Auxiliaries and Non-Commissioned Mercantile Auxiliaries—Free Travel Warrants

(D.N.A. 14518/42.—31.12.1942.)

The Naval form of railway warrant (D.N.A. Form 800) is to be used for free leave travel granted to officers and men of Royal Fleet Auxiliaries and Non-Commissioned Mercantile Fleet Auxiliaries, including vessels engaged on Charter Parties T.97, 98, 99, or variants thereof. The use of D.N.A. Form 833 is to be restricted to journeys performed on duty.

The leave warrants are to be endorsed in red "Fleet Auxiliary" and, where applicable, "Payable by the Ministry of War Transport".

(A.F.Os 4042/41 and 576/42.)

6376.—Temporary Advancements to Certain Leading and Petty Officer Rates—New Arrangements

(N. 14334/42.—31.12.1942.)

In view of the present rapid expansion, and the unavoidable delay in effecting certain advancements of general service ratings from the depot rosters, temporary advancements to the following higher rates will be made without depot authority, provided that the men are qualified in all respects for these temporary rates and provided that they are not permanently medically unfit for general service:—

Acting Leading Seaman.

Acting Petty Officer.

Acting Leading Signalman } not including Convoy and T/P Signal

Acting Yeoman of Signals } ratings.

Acting Leading Telegraphist.

Acting Petty Officer Telegraphist.

Leading Seaman (R.D.F.).

Leading Writer.

Petty Officer Writer.

Leading Supply Assistant.

Supply Petty Officer.

Leading Steward.

Leading Cook (O) and (S).

Officers Cook 2nd Class.

Acting Leading Air Mechanic (A), (E), (O), and (L).

Chief Engine Room Artificer.

Chief Electrical Artificer.

Chief Ordnance Artificer.

Chief Mechanician.

2. Authority for temporary advancement to these rates is limited to Commanding Officers of Captain's rank except that Commanding Officers of ships or bases carrying the accounts of tenders are authorised to make such advancements (even though they may be below the rank of Captain) of ratings serving in the ship or belonging to the base staff as well as of ratings serving in the tenders; in other cases temporary advancement to these rates is to be subject to the approval of the Captains (D), (S). Reference is to be as convenient, i.e., a destroyer is to refer to Captain (D) or to the Commanding Officer of the ship in which the destroyer's accounts are borne.

3. The date of advancement to all the rates in paragraph 1 will be the date of passing for advancement, or the date of application for examination, where applicable, subject to the man in question being recommended and fully eligible in all other respects under the regulations for temporary advancement.

4. In regard to ratings of the Communications Branch, pay for the No. 3 rate is to be allowed on advancement to Acting Leading Signalman (Temporary) or Acting Leading Telegraphist (Temporary), and for the No. 2 rate on advancement to Acting Yeoman of Signals (Temporary) or Acting Petty Officer Telegraphist (Temporary).

5. Foreign stations are to telegraph to the depots concerned the ratings' names, official numbers and dates of men advanced to the grades in question; nil returns are not required. Whether individual ships or some central depots will despatch these messages is left to the discretion of Commanders-in-Chief, but for the Mediterranean Station the Central Drafting Office at Alexandria is to be the collecting centre. It will not be necessary for collecting centres to await the receipt from ships of all advancements, and an omnibus weekly telegram is suggested as being convenient, but, in any case, the interval should not exceed one month. These messages to the depots are to bear the delivery group for "POOLS".

Passing certificates should be dealt with in the usual way, and a note should be made on them that the men concerned have been advanced (giving date).

6. With regard to men who are apparently eligible for the higher rating and who, on passing, are not advanced, i.e. by reason of conduct, or because they are not qualified by service, not recommended, etc., Commanding Officers, in forwarding the passing certificates to the depots, are to state the reason for non-advancement. Such men are to be advanced, on qualifying, as from the date of such qualification

or recommendation; in the latter case, the man may not be advanced until *at least* six months after passing for the higher rating. Men whose advancement is deferred solely on the ground of inexperience may, however, be advanced by the Commanding Officer at any time after passing and qualifying otherwise.

7. In view of the impossibility of an immediate check on the correctness of these advancements, it is of the utmost importance that the greatest care should be taken to ensure that all men advanced are fully qualified in all respects. The discovery of *any* erroneous advancement should be reported to the depot concerned; the man need not be reverted, however, since it may be assumed that he was considered fit when he was advanced; accordingly, no pay adjustments will be necessary. Adjustments of *dates* will be made in depot records, to ensure that men erroneously advanced on a temporary basis will not gain an advantage in regard to permanent advancement, should such advancement be open to them; the adjusted date will be the basic date for permanent advancement.

8. The Admiralty will continue to collect and telegraph to the Eastern Mediterranean and Eastern Fleet other advancements made by depots.

9. All permanent advancements and *other* temporary advancements will continue to be authorised by the depots.

10. *Re-advancement after reversion for unsuitability.*—With regard to the re-advancement to the above temporary rates of men who have been reverted for unsuitability, the Commander-in-Chief or Senior Officer of the Squadron is to be the authority for *all* such re-advancements. No man is to be eligible for re-advancement until at least six months after reversion and this period may be lengthened at the discretion of Flag and Commanding Officers.

11. This scheme is not applicable to the R.N. Patrol Service or Boom Defence Service.

12. The scheme will remain in force until further notice.

(K.R. and A.I., Articles 406—418b.)

(A.F.O. 3913/41—not in annual volume—is cancelled.)

6377.—Leading Seamen, R.N. Patrol Service—Progressive Pay

(N. 25684/42.—31.12.1942.)

With the introduction of the Petty Officer (P.S.) rating in the R.N.P.S., the following amendment to A.F.O. 3014/40 is to be made:—

Delete the existing reference to Leading Seaman and *substitute* the following:—

	per diem.
	s. d.
Leading Seaman.	
After one year as such if passed for Petty Officer (P.S.) ...	4 6
After three years as such in any case ...	4 8

(A.F.Os. 341/40—not in annual volume—3014/40, 337/42, 431/42 and 2602/42.)

6378.—Wireman (L) Branch—Drafting

(N. 26058/42.—31.12.1942.)

In order to release as many torpedo ratings as possible for other important work, Leading Wiremen (L) and Wiremen (L) may be drafted in lieu, respectively, of Able Seamen, L.T.O., and Able Seamen, S.T., allowed in shore establishments and in base maintenance and repair staffs for electrical duties. They are not to replace ratings allowed for torpedo, depth charge, mine or similar maintenance.

2. In capital ships, cruisers, aircraft carriers, flotilla leaders, destroyers, sloops and repair and depot ships (including submarine depot ships) —

P.O. Wiremen (L) may be drafted in lieu of Able Seamen, L.T.O. (L.P.).

Leading Wiremen (L) may be drafted in lieu of Able Seamen, L.T.O. (E).

Wiremen (L) may be drafted in lieu of 50 per cent. of the combined numbers of Able Seamen, S.T., and Trained Seamen for S.T. duty allowed in the Standard complement, provided that the number of S.Ts. is not thereby reduced to less than is allowed for tubes crews and torpedo control in the Quarter Bill, and the Trained Seamen for S.T. duty, the latter ratings being relieved first.

3. Leading Wiremen (L) N.Q., are to count as Wiremen (L) for drafting purposes.

4. If it is necessary for any Wireman (L) to replace torpedo ratings allowed in the Quarter Bill as available for seaman "other" duties in gunnery quarters they should be trained on board for these duties.

5. Paragraphs 5, 6, 7 and 8 of A.F.O. 2903/39 are cancelled.

(A.F.O. 2903/39.)

(A.F.O. 4250/41—not in annual volume.)

(A.F.O. 2670/40 is cancelled.)

(A.F.O. 116/41—not in annual volume—is cancelled.)

6379.—Recommendations for Non-Substantive Ratings

(G.D. 01419/42.—31.12.1942.)

In order to meet the requirements for 3rd class Gunnery non-substantive ratings, it is essential that all trained men who are considered suitable for Gunnery ratings should either be trained and qualified at sea as 3rd class ratings, or else recommended on Form S.1303, so that they can be relieved when drafting commitments allow and be available to qualify in the Gunnery Schools.

2. It is not expected that men should be recommended for courses from newly-commissioned ships, but it is considered that all ships should be prepared to release ratings in a small steady flow for courses after one year in commission; unless the best type of rating is released for these courses, not only will ships continue to suffer by not getting the best type of man as their new 3rd class ratings, but the flow of eligible men for 2nd and 1st class ratings will dwindle.

3. In connection with the selection at sea of Ordinary Seamen and A.Bs. (trained men) for recommendations, attention is called to Form S.534e which is completed for each new entry rating on leaving his Training Establishment, and contains a recommendation for an appropriate non-substantive branch. This notation can be also of great value in selecting the man's Action Station on first joining.

4. Attention is called to C.A.F.Os. 64/42 and 985/42 with reference to the higher non-substantive ratings, and to the fact that Form S.1303 should be rendered for *all* ratings leaving a ship in which they have served three months or more, either recommending them or stating that they are *not* recommended.

(C.A.F.Os. 64/42 and 985/42.)

6380.—Officiating Ministers of Religion

(C.E. 60460/42.—31.12.1942.)

A.F.O. 6120/42 is to be amended as follows:—

Under *Roman Catholic*:

Cancel Wallsey
Substitute Wallasey

(A.F.O. 6120/42.)

6381.—Officiating Ministers of Religion

(C.E. 60786/42.—31.12.1942.)

The following appointments of Officiating Ministers have been approved:—

Church of England—

Belfast ... *Rev. J. D. Hutchinson, B.A.,
The Missions to Seamen,
45, Donegall Quay,
Belfast.

*Honorary.

Methodist—

Bermuda Rev. W. A. Burge,
Wesley Parsonage,
Ireland Island,
Bermuda.

The usual facilities are to be afforded.

The following amendment is to be made to A.F.O. 5764/42 :—

Church of England—

H.M.S. "Volcano" ... *Rev. R. A. C. Pooley.

*Honorary.

(A.F.O. 5764/42.)

6382.—Allotments—Stoppage, Reduction and Reinstitution

(D.N.A. 22049/42.—31.12.1942.)

Attention is drawn to the importance of prompt and exact compliance with the Regulations relating to the stoppage or reduction of allotments, and to their reinstatement, at reduced or full rates, after stoppage, or increase after reduction on account of punishment, debt, etc. (K.R. & A.I., Articles 1748, 1756, 1764, and Appendix III, and A.F.O. 2977/42.)

2. Their Lordships are particularly anxious that the hardship which must ensue to the dependants of Naval Ratings and Royal Marines following the enforced stoppage or reduction of allowances shall not be prolonged through failure of prompt notification for resumption of payment.

(A.F.Os. 2977/42 and 5131/42.)

(A. Message 718A is cancelled.)

6383.—Medical History Sheets—Compilation and Disposal

(M.D.G./N. 11057/42.—31.12.1942.)

The vital importance of a Medical History Sheet compiled correctly to a current date being readily available has generally been lost sight of, with the consequence that a considerable amount of time and man power is lost and the drafting machinery slowed down.

2. This situation is viewed with concern and since it forms one of the difficulties of the manning situation, must be speedily remedied.

3. The earliest possible action is to be taken to ensure that all Medical History Sheets, wherever held, are scrutinised and disposed of appropriately, according to Regulations, and all temporary medical history sheets linked up, or the contents incorporated into the main document.

4. Special care is to be taken to ensure that the medical history sheet, corrected to date, accompanies a rating (or follows him immediately afterwards) when he is drafted or discharged to hospital or sick quarters for treatment or investigation. Attention is drawn to K.R. & A.I., Articles 856 and 1412.

(A.F.Os. 3162/40, 5635/41, 2369/42 and C.A.F.O. 144/42.)

(A.F.Os. 489/41, 5630/41, 5631/41—not in annual volume.)

6384.—Pay Accounts of Kite and Balloon Ratings

(D.M.W.D.—31.12.1942.)

Pay accounts of Kite and Balloon ratings hitherto carried in H.M.S. "Pembroke II" are to be transferred to the books of H.M.S. "Aeolus", Tring, from 1st January, 1943.

*6385.—Maintenance of Wives and other Dependants of Men Serving Under T.124X and similar Agreements during Sentences of Detention, etc.

(N. 14527/42.—31.12.1942.)

Arrangements have been made with the Assistance Board for the maintenance where necessary of wives and other dependants of men serving under T. 124X and similar agreements who are sentenced to detention or imprisonment. Only dependants to whom the man was making an allotment at the time of the offence for which he was sentenced to detention, etc., will be eligible.

2. These arrangements will apply only in cases where, if the man were a Naval rating in similar circumstances, an allotment of 2s. 6d. a week, and no more, would be permissible under K.R. & A.I., Article 1748 (8) (iii), and it will be a necessary condition for consideration of payment of an allowance by the Assistance Board to the dependant concerned that the man should declare the allotment of 2s. 6d. a week to the dependant.

3. Reports to the Director of Navy Accounts of the detention or imprisonment of men who satisfy these conditions and who wish a dependant to be considered for an allowance by the Assistance Board should include a statement in the form "Allotment of 2s. 6d. a week under A.F.O. 6385/42 has been declared to....." The Director of Navy Accounts will then give the necessary directions to the dependant to enable her to be considered for an allowance.

4. It is essential that immediate notification should be given to the Director of Navy Accounts of any subsequent increase in the allotments of the men concerned.

5. Where necessary to secure prompt action, the notification in paragraphs 3 and 4 should be made by signal.

6. These arrangements will apply to personnel of Admiralty Cable Ships.

6386.—State Insurance—Ratings in Detention, etc.—Form S.1034

(P.M. 3182/42.—31.12.1942.)

It has come to notice that, in some cases, Forms S.1034 are being rendered to the Ministry of Health for ratings who undergo periods of detention or imprisonment as a result of being sentenced summarily or by court martial or conviction by the civil power, but who nevertheless are retained in the service after completing their sentences.

2. Form S.1034 is not applicable in such cases and should therefore not be rendered.

3. If, however, the punishment involves discharge from the service, Form S.1034 should be rendered showing the final date the rating is borne on ship's books.

(K.R. & A.I., Appendix XXIX, paragraph 9.)

6387.—Flying Clothing and Ancillary Equipment

(V./N.A.D. 1294/42.—31.12.1942.)

Attention is drawn to A.F.O. 6053/42 in Section 3 of the Admiralty Fleet Order issue dated 10th December, 1942.

(A.F.Os. 4428/41, 1798/42 and 6053/42.)

6388.—W.R.N.S.—Acceptance after Invaliding from W.R.N.S., A.T.S. or W.A.A.F

(M.D.G. 63964/42.—31.12.1942.)

No officer, rating nor other rank invalided from the W.R.N.S., A.T.S. or W.A.A.F. is to be re-entered or accepted into the W.R.N.S. without prior Admiralty approval. Any proposal for re-entry should be accompanied by a full medical report.

(A.F.O. 1044/41 is cancelled.)

6389.—W.R.N.S.—Service in the Same Establishments as Near Relatives

(N. 18062/42.—31.12.1942.)

The circumstances in which W.R.N.S. officers and ratings should be allowed to serve in the same Establishments as near relatives have been considered.

2. As a general rule, the only restrictions to be applied are that W.R.N.S. personnel will not be employed in the same Establishment as their husband or other near relative if—

- (a) one is an officer and the other a rating;
- (b) both being officers, there is a great difference between their ranks;
- (c) their work is such that they are likely to be brought in touch with each other in carrying out their duties.

3. When it is not possible for husband and wife to be employed in the same Establishment, every endeavour will be made to post the wife to a near Station.

4. It must be clearly understood, however, that this general policy is always subject to the interests of the Service, which must be the primary consideration and cannot be regarded as conferring any right to service in a particular Establishment.

***6390.—British and Allied Naval Personnel—Welfare, Comforts, etc.**

(P.N.L.O.N. 29346/42.—31.12.1942.)

The United Nations Forces' Club for ranks and ratings, 11, St. James's Square, S.W.1, is recommended to British and Allied personnel seeking club, canteen, and/or sleeping accommodation.

2. The Club has excellent sleeping accommodation, a spacious lounge, dining and reading rooms, and information bureau. The price of bed, bath and breakfast is 2s. 6d., and hot meals cost 1s. 4d.

***6391.—Children under 5 of Naval Ratings left without Parental Care—Admission to Residential Nurseries**

(N. 25839/42.—31.12.1942.)

Arrangements have been made for the admission to Residential Nurseries (maintained under the Government Evacuation Scheme) of the children under 5 of Naval ratings and R.M. other ranks whose mother dies or has to enter hospital (including a mental hospital or sanatorium) for a prolonged period, leaving the children with no relatives or friends able to look after them.

2. Children living in evacuation areas are already normally admitted in these circumstances; the present scheme applies to children from neutral or reception areas, who have not hitherto been eligible for admission.

3. Ratings who wish to send their children to a Residential Nursery in these circumstances should apply to the Divisional Hon. Secretary of the Soldiers', Sailors' and Airmen's Families Association, in the area in which the children are living (mentioning the Circular No. 2/1942, issued by the Association on 2nd September, 1942). If the application is accepted the Secretary will arrange with the W.V.S. for the children to be admitted to the nearest Nursery at which a vacancy is available.

4. The scheme only applies to long-term cases, and does not cover cases where a short stay in the Nursery is all that is required, e.g. during the period of the wife's confinement or temporary hospital treatment. Neither can children be admitted in cases where they have been deserted by their mother.

5. The Nurseries will meet all expenses for the accommodation, food, maintenance and clothing of the children. Service children's allowance will not be payable while a child is in the Nursery.

6. The arrangements notified in this Order should be borne in mind when requests for compassionate leave or release to enable men to look after motherless children are contemplated or received.

***6392.—Royal Naval Old Comrades Association**

(N. 28116/42.—31.12.1942.)

The following memorandum concerning the Royal Naval Old Comrades Association is reproduced for information:—

ROYAL NAVAL OLD COMRADES ASSOCIATION

Patron:—Admiral of the Fleet, H.M. The King.

The above Association was formed in 1935; its objects are as follows:—

- (1) To perpetuate the comradeship begun in the Service.
- (2) To foster good fellowship to one another.
- (3) To encourage and promote social gatherings among members.
- (4) To contribute to Charities devoted to the welfare of ex-Naval personnel.

The Association is non-political and non-sectarian.

The motto of the Association is "Unity, Loyalty, Patriotism, Comradeship".

Length of service necessary to make ratings eligible is normally one year, but for the period of hostilities has been reduced to one month.

Subscriptions are at the rate of 2s. 6d. annually. Entrance fee is 1s. 0d., Badge 1s. 0d., and Rule Book 3d.

There are 85 branches, and ratings desirous of becoming members and not in touch with a member or branch, should communicate with the Hon. General Secretary:—

Mr. H. J. Smith,
64, Barrington Road,
Sutton Common,
Surrey.

Section 3.—G., T., N., E., etc., & STORES; HULL, EQUIPMENT & FITTINGS**6393.—Gunnery Practices, H.A.—Observation of Bursts of H.A. Practice Projectiles**

(G./G.D. 01119/42.—31.12.1942.)

Due to the relative slowness with which the burst of an H.A. Practice Projectile forms, there is a time interval of about 0.8 seconds between the shell bursting and the instant the H.A.C.O. consciously observes the burst. This means that a burst which *appears* to be a hit on a 100 kt. target is actually some 50 yards ahead of it. This phenomenon should be brought to the notice of H.A.C.Os. when firings are carried out using practice projectiles.

2. Attention is also drawn to the fact that with practice shell bursting just above the surface of the sea, the sequence of events as *seen* is—

- (i) Splash below point of burst.
- (ii) A burst of smoke some 0.8 seconds later.
- (iii) A second splash beyond the smoke burst where the forward travelling portions of shell case enter the water at the end of the trajectory.

3. When firing H.E. shell, the time interval between the instant of shell burst and the instant the H.A.C.O. consciously observes the burst is in the nature of 0.1 second. This interval will have negligible effects on the accuracy of H.A. fire with H.A.C.S. or F.K.C.

6394.—Director Firing System—H.A. Directors Mark IV—Conversion to Mark IV G.B. and Mark IV G.E.

(G. 014509/42.—31.12.1942.)

Ships or establishments returning their H.A. Directors Mark IV, to makers' works for conversion to Mark IV G.B. or Mark IV G.E. should ensure that they are despatched complete with Evershed target indicator gear.

6395.—Gun Mountings, General—Hydraulic Leathers

Capital Ships, Aircraft Carriers, Cruisers, Repair and Depot Ships

(N.S. 35723/42.—31.12.1942.)

The following table shows the quantities of the hides referred to in A.F.O. 5280/42, concerning the manufacture of hydraulic leathers for gun mounting purposes, which should be regarded as the "first outfit" and "emergency stock" quantities for the ships concerned:—

	Pattern 2121.		Pattern 2122.		Pattern 2123.		Pattern 2124.		Pattern 2125.	
	First Outfit.	Emergency Stock.	First Outfit.	Emergency Stock.	First Outfit.	Emergency Stock.	First Outfit.	Emergency Stock.	First Outfit.	Emergency Stock.
Capital ships.	10 lb.	4 lb.	40 lb.	15 lb.	40 lb.	15 lb.	60 lb.	20 lb.	40 lb.	15 lb.
Aircraft carriers and cruisers.	4 lb.	2 lb.	30 lb.	10 lb.	30 lb.	10 lb.	20 lb.	7 lb.	30 lb.	10 lb.
Repair and depot ships.	10 lb.	*	40 lb.	*	40 lb.	*	60 lb.	*	40 lb.	*

* A quantity equivalent to two months' expenditure should be maintained as an emergency stock on board these vessels.

2. Ships concerned in commission should forward demands as necessary to their storing yards. For ships of new construction the above first outfit quantities should be included by the warrant yards in the "first outfit list of consumable stores".

3. B.R.323—Establishment of Naval Stores for Gunnery Purposes—will be amended.

(A.F.Os. 4495/40 and 5280/42.)

6396.—Gun Mountings—4.5-in., Marks II & III, 4.7-in., Marks XIX and XX, 5.25-in., Marks I and II, 6-in., Marks XVI, XXI, XXII, XXIII, 8-in., Marks I, I* and II—Modification of 1.9-in. Bye-Pass and Stop Valves on Gun Mountings and Associated Equipment

(G. 012689/42.—31.12.1942.)

A modified type of 1.9-in. bye-pass and stop valve has been evolved which equalises pressure on both sides of the valve more rapidly than the existing type, thus making opening and closing operations easier. This modification has been devised to permit of ready alteration of existing valves, and is as follows:—

- The 3 in No. $\frac{3}{16}$ -in. dia. holes should be increased to 9 in No. $\frac{3}{16}$ -in. dia., on a centre line 0.625-in. from the bottom of the valve.
- A groove should be cut in the sides of the valve, 0.17-in. deep \times 0.55-in. wide, and the existing hole 0.21875-in. dia. in the bottom of the valve should be opened out to 0.75-in. dia., and radiused as shown on drawing.
- A depth of 0.05-in. should be taken off the bottom of the valve collar to allow correct lift of the valve when operating.

The valve collar and valve should be amended generally as shown on A.F.O. Diagram 340/42 (Drg. No. G.R.6155).

Ships concerned should therefore carry out the work of modification to bye-pass valves at the earliest opportunity, and others as opportunity arises, in accordance with the diagram. Consideration is being given to modifying the larger valves of this type in a similar manner, and if proved satisfactory on trial, a further A.F.O. will be issued.

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

6397.—Gun Mountings, 2-pdr., Mark II*—Fitting of Protective Shields—As. and As.

Ships and Dockyards concerned.

(G. 6966/42.—31.12.1942.)

With reference to paragraph (b) on A.F.O. Diagram 310/42, issued with A.F.O. 5770/42, for "Left and right hand shields to be positioned as G" read "Left and right hand shields to be positioned as C."

(A.F.O. 5770/42 and A.F.O. Diagram 310/42.)

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

6398.—Guns, Q.F., 4-in., Marks XV, XVI and XVII—Obsolete for Future Manufacture

(A.S. 7390/42.—31.12.1942.)

Q.F. 4-in. Marks XV, XVI and XVII guns having been declared "Obsolete for future manufacture", nomenclature and stamping which previously included these guns will in future specify Mark XVI* only.

2. The above will also apply to ammunition, ammunition components, packages etc., and stencilling particulars will not in future include Marks XV, XVI and XVII guns.

3. Package labels will be amended as necessary when due for reprint.

6399.—Guns, Q.F., 2-pdr., Mark VIII—Rustproofing of Barrel Springs

(A.S/G.6651/42.—31.12.1942.)

Barrel springs, for Q.F., 2-pdr., Mark VIII guns, manufactured in future will be parkerised (black rustproof finish) instead of nickel plated.

6400.—Guns, Browning 0.303, Type A, Mark II*—Introduction

(A.S. 17115/42.—31.12.1942.)

The 0.303-in. Browning Machine Guns now being introduced into naval service for use in Auxiliary vessels and D.E.M.S. are to be described as:—

Guns, Browning, 0.303-in., Type A, Mark II*.

2. The Type A, Browning gun comprises a Browning 0.303-in. aircraft gun, No. 2, Mark II* (R.A.F., Ref. No. 7H/1662) with a hand-operated fire and safe unit (R.A.F., Ref. No. 8A/1156) assembled to the gun. For twin mountings, Type A, guns are to be prepared in pairs (1 R.H. feed and 1 L.H. feed). For single mountings R.H. feed guns are required. In addition, to enable the foresight to be assembled the blast tube adapters are to be removed before issue from guns for single mountings. Guns will be prepared at R.N.A. depots accordingly as directed by the Admiralty.

3. A.A. Sights for Type A Browning guns for single mountings will be supplied as follows:—

Sights, back, 0.303-in., Browning gun—1 }
Sights, fore, 0.303-in., Browning gun—1 } per gun in single mounting.

Sights for twin equipments are provided with the mounting.

6401.—Gun, Machine, Oerlikon, 20-mm.—Stoppages Due to Blown-out Caps

(G. 012852/42.—31.12.1942.)

Instances have occurred of stoppages in 20-mm. Oerlikon guns being caused by caps blowing out of the cartridge cases.

2. A stoppage of this type usually takes the following form:—

- After the gun has fired, the breech block is driven to the rear, ejecting the empty case, and leaving the loose cap which falls into the lip of the breech face piece.
- As the breech block moves forward, the rim of the round being fed cannot reach its seating in the lip of the breech face piece because of the presence of the cap. This causes the round to enter the chamber at a higher level than normal.

(c) As the breech block continues to move forward, interference between the chamber and the cartridge case attempts to drive the cartridge in a downward direction. The cap, however, prevents this and severe distortion and jamming of the cartridge case in the chamber results.

3. This type of stoppage is cleared as laid down on pages 17 and 18 of B.R. 274/41. If the cartridge is firmly jammed in the chamber it may be necessary to start the recoiling parts to the rear by means of a lead hammer on one of the breech bars while hauling on the cocking lanyard.

4. Some American manufactured ammunition and British made ammunition of early lots made up with cartridge cases marked "B.P.F." on the base are liable to produce this defect.

(B.R. 274/41.)

6402.—Ammunition—Supply—Ready-Use Shell and Cordite Lockers in Lieu of Racks—A. and A.

Corvettes, Auxiliary Vessels and Authorities concerned

(G. 2348/42.—31.12.1942.)

Numerous reports have been received of deterioration of ammunition stowed at ready-use positions due to insufficient protection against weather. It has, therefore, been decided that, if suitable arrangements have not already been made, watertight locker stowage is to be provided wherever practicable, and where stability conditions permit, for both projectiles and cordite in lieu of racks.

2. Particulars of lockers for shell and cartridges are as follows:—

Ammunition.	Contents.	Drawing No.	Dimensions.		
			Length.	Depth.	Height.
			in.	in.	in.
4-in. Shell	10	DNC.2/A1000	20	19	17½
B.L., 4-in. Cartridges	10	DNC.2/A1007	41½	17½	34
Q.F., 4-in. Cartridges	10	DNC.2/A1001	19½	33½	42
12-pdr. Shell	20	DNC.2/A820	19½	14	20½
12-pdr. Cartridges	30	DNC.2/A436	26	20	32

3. The shell lockers described are designed to accommodate shell of types having various fuze lengths.

4. Generally, locker stowage should be arranged for 20 shells and 20 cartridges, except that for 12-pdr. in order to provide for the various types of shell supplied provision should be made for 40 shell and 30 cartridges. To maintain a good supply on all bearings and to avoid crossing in the rear of the gun when firing, sets of R.U. lockers should, where practicable, be placed 180° apart.

5. Lockers holding 8 B.L. charges in Clarkson's cases already fitted in accordance with A.F.O. 1391/42, should be retained and one additional 10-round locker provided.

6. The watertight stowages referred to above will result in a net increase of topweight and in certain ships compensation will be necessary. If this is not available, or if space is restricted, existing stowages may have to be retained.

7. Arrangements are being made for the lockers to be supplied by the Admiralty. Pending establishment of stocks, lockers are to be demanded from D.N.C. Department, Warminster Road Hutments, Bath.

8. Commanding Officers of ships in commission which are affected should include an item, Classification "A," in their lists of As. and As. to cover the work involved in fitting the necessary lockers. For new construction, W.P.Ss. and P.S.Os. should arrange for the lockers to be fitted subject to no delay in completion being involved.

(A.F.O. 1391/42 is cancelled.)

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

6403.—Ammunition, Q.F., 4-in., Mark XVI*, Guns in Boxes, C.222—Use of Wood Packing Pieces in Boxes Stencilled "PP"

(A.S. 17865/42.—31.12.1942.)

Instances have occurred in which H.M. ships returning ammunition, Q.F., 4-in., Mark XVI* guns, to Naval Armament Depots in C.222 boxes, have omitted to fit the wood packing pieces referred to in paragraphs 4 and 5 of A.F.O. 4749/41.

2. To avoid the possibility of accidents occurring when boxes, C.222, containing ammunition are being handled, particular care by ships' staffs is necessary to ensure that the C.222 boxes are fitted with the two wood packing pieces, when Q.F., 4-in., Mark XVI* gun ammunition is packed.

(A.F.O. 4749/41.)

6404.—Fuses, Time, No. 400, Mark II, Lot 48, R.L., filled Bridgend 6/41—Withdrawal for Examination—REPORT

(A.S. 9372/42/B.94.—31.12.1942.)

Attention is drawn to A.F.O. 3385/42. All fuzes, No. 400, Mark II, of Lot 48, R.L., filled BR. 6/41, still held are to be returned to the nearest Naval Armament Depot at the earliest opportunity.

R.N. Armaments Depot only.

2. A report is to be rendered to the Director of Armament Supply on or before 28.2.43 stating the quantity of fuzes located and rectified. This report is additional to that which was required on 31.8.42.

(A.F.O. 3385/42.)

6405.—0-303-in. S.A.A. Packages—Labelling

(A.S./G. 7736/42.—31.12.1942.)

The use of Label H.628—"All Services. Not to be fired from synchronised guns after / / ." will cease on 31st December, 1942. On and from 1st January, 1943, packages containing 0-303-in. ammunition of all types will be labelled with Label H.2272.

2. A.F.O. 2383/42 is to be amended as follows:—

Paragraph 1. *Add* at end "(The date shown being 2 years from the date of manufacture)."

Paragraph 3. *Cancel*.

3. Naval Magazine and Explosives Regulations will be amended.

(A.F.O. 2383/42.)

6406.—Packages for Oerlikon 20-mm. Ammunition—Recovery of Interior Fittings

(A.S./C.I.N.O. 12114/42.—31.12.1942.)

Reports received from Naval Armament Depots indicate that a high percentage of the empty Oerlikon packages returned to store are deficient of their packing pieces.

2. The provision of these items, particularly the felt packing, is costly both in material and labour. Arrangements should, therefore, be made for them to be replaced in the package from which they are taken immediately after removal of the ammunition in order to prevent unnecessary expenditure in replacing them when the packages are re-filled.

6407.—P.A.Cs.—Apparatus A.D., Type "D", Main Containers, Type "C"—

Cancelled by Modification to Explosive Link Fittings
AFO 5083/46
(C.I.N.O./G. 08592/42.—31.12.1942.)

A.F.O. Diagram 341/42 shows the modifications which are to be made to the explosive link fittings of all main containers, Type "C", of P.A.Cs.

2. On fitting the lower container in the ready-use position, make sure that the ends of the spring securing band of the lid on the bottom of the container for the lower parachute are firmly held under the bottom ends of the two explosive links. The ends of the spring band should show at least ½-in. inside the explosive links *but must not overlap each other and must be clear of the wooden peg*. The wooden peg should be wired in position as in A.F.O. Diagram 341/42.

If the explosive links do not overlap the ends of the spring band properly, this can usually be corrected by tying the links firmly against the parachute container with a length of spun yarn passed twice round the explosive links and container, *just above the lower brass strap which holds the links*. After tying, adjust the position of the links to get the necessary overlap. The spun yarn *must* be clear of the spring securing band.

These precautions are necessary to avoid premature release of the lower parachute when its container is lifted out of the main container and before the explosive links have fired.

3. To ensure water-tightness, the whole body of each explosive link is to be coated with shellac by dipping into shellac varnish for 30 seconds and being allowed to dry.

It is specially important that the entry of the "nibs" into the bodies of the friction tubes is well sealed up against moisture.

If dipping cannot be done, the shellac varnish can be applied with a brush.

4. The work of modifying the containers in ships' outfits should be carried out as follows:—

H.M. Ships	...	...	...	...	by Ship's Staff.
D.E.M.S.	...	...	...	...	by Base Staff.

Future supplies will be modified before issue.

5. Publications affected are *O.U. 5542—P.A.C. Pamphlet and Addendum No. 1.*

(*C.A.F.O. 447/41—not in annual volume.*)

(*A.F.O. 4636/42 and A.F.O. Diagram 244/42 are cancelled.*)

6408.—Minesweeping—Roller Shackle, Pattern 8748—Modification

(T.3141/42.—31.12.1942.)

A quantity of roller shackles, Pattern 8748, have been manufactured with a boss cast on the side of the roller as shown at "B" in A.F.O. Diagram 342/42. This increases the clearance between the edge of the roller and the side of the shackle and allows the buoy mooring to jam between the roller and the shackle.

2. All roller shackles, Pattern 8748, held in store are to be examined and those found to have a clearance as described in paragraph 1 are to be modified by fitting cheek plates as shown at "B" of A.F.O. Diagram 342/42 by the yards concerned.

3. Ships having similar shackles on board are to demand modified shackles in lieu, quoting this A.F.O. as authority, and return the defective shackles to store upon receipt of the modified type.

4. It is not intended to modify existing shackles, with rollers which have only working clearance as at "A" in A.F.O. Diagram 342/42, unless further reports from sea show this to be necessary.

5. All shackles of future manufacture will be fitted with cheek plates.

6409.—21-in. Mark VIII-VIII** Torpedoes—Chamfering of Top Lug.

(T. 08413/42.—31.12.1942.)

To prevent damage to the face of the spring catch in submarine torpedo tubes when loading 21-in. Mark VIII type torpedoes, it has been decided to introduce a 0.125-in. chamfer on the top forward edge of the top lug in lieu of the present 0.05 in. radius, the chamfer being cut at an angle of 45°.

2. The above modification is to be carried out by submarine depot ships' staffs and coastal force base staffs as opportunity offers for all 21-in. Mark VIII type torpedoes now afloat.

3. New torpedoes will already have this modification incorporated during manufacture and torpedoes in depots will be modified before issue to sea if possible. The appropriate T.D.I. number for this modification is T.D.I. 1467.

6410.—Warheads, 18-in., Mark XII Type—Washer for Duplex Pistol Pocket Cover

(A.S.18213/42.—31.12.1942.)

A washer has been introduced for use with duplex pistol pocket cover in 18-in. Mark XII double purpose warheads, in order to prevent moisture entering the pistol pocket, when torpedoes are dispersed in the open *without pistols fitted in place*.

2. As this washer will be required for use only under the conditions referred to in paragraph 1, it is not intended to supply a washer with each warhead, but each R.N. air station and aircraft carrier with torpedoes will be allowed washers for use as and when required.

3. The new washers will be known as—

Section IV.

Washer, compressed asbestos fibre, cover, duplex pistol pocket, 18-in., Mark XII C or D Warheads, St. No. 8986.

and will be added to the contents of "Chests, spare gear, 18-in., Mark XII-XII*** torpedoes" in the proportion of 12 per chest.

4. Aircraft carriers and naval air stations concerned are to demand the quantity of washers St. No. 8986 required to complete chests carried, from the nearest torpedo depot, and supply will be made on receipt from manufacture.

5. Torpedo store accounts and labels of chests are to be amended as necessary.

6411.—Multiplane Kite-Otters, Pattern 8711—Modification—REPORTS

(N.S./M/S. 0569/42.—31.12.1942.)

Minesweeping vessels having on board Multiplane Kite-Otters, Pattern 8711, with square edges as described in A.F.O. 203/42, should demand modified Kite-Otters from their storing yards or operational bases, and on receipt of these should land the un-modified type.

2. Messrs. Macintosh Bros. & Co., of Edinburgh, can modify at the rate of 25 per week (contract C.P. 69470/42, dated 2.9.42), and the Kite-Otters should, therefore, be landed at Rosyth, if practicable, in preference to other ports where less favourable rates of delivery are quoted.

3. *Dockyards, Depots and Bases.*—The number of Kite-Otters forwarded by each yard, etc., to contractors by the end of March, 1943, should be reported.

(*A.F.Os. 203/42 and 4640/42.*)

6412.—Searchlight Projectors—24-in. and 36-in.—Iris Shutter Motors for

(N.S. 33419/42.—31.12.1942.)

Some Iris shutter motors larger than those normally supplied have been delivered to dockyards and projector manufacturers by Messrs. Klaxon, Ltd.

2. These motors are not readily interchangeable with the motors supplied previously by Messrs. Small Electric Motors, Ltd., and in order to avoid difficulty when replacements are required by ships, dockyards and ships concerned should arrange for a letter (K) to be stamped as a suffix to the pattern number on all large motors not already so stamped by the maker.

The serial numbers of the motors which require stamping are:—

Nos. 711 to 721 (inclusive)—Pattern 9070.

Nos. 880 to 919 (inclusive)—Pattern 9071.

Nos. 798 to 851 (inclusive)—Pattern 9070A.

3. Ships fitted with motors of this type should, when demanding replacement, ask for Pattern 9070(K), 9071(K) or 9070A(K) as required.

Ships fitted with other Iris shutter motors should demand Pattern 9070, 9071 or 9070A when replacements are necessary.

No difficulty will arise in fitting a small motor in place of a larger one.

4. Dockyards should be able to fit either size of motor to any projector. In order that the large motors shall be used up, they should be fitted whenever possible.

5. Arrangements have been made for future supplies of Iris shutter motors from Messrs. Klaxon to be fully interchangeable with the motors manufactured by Messrs. Small Electric Motors, Ltd.

6. When present stocks of the larger motors are expended, the normal motors will be supplied in all cases.

7. The Sea Store Establishments concerned will be amended.

6413.—List of Laying Stores for Controlled Minelayers—Amendments

(N.S. 33600/42.—31.12.1942.)

The List of Laying Stores for Controlled Minelayers (including trawlers fitted for such duties, also miners) should be amended as shown in the appendix to this order.

2. Stocks on board the vessels concerned should be adjusted as necessary any excess quantities being returned to the storing yards, except items marked * which are obsolescent and need not be returned.

3. B.R. 372—Establishment of Naval Stores for Minelaying Lighters—will be amended.

APPENDIX

Amendments to List of Laying Stores for Controlled Minelayers

Sub Head	Pattern No.	Description	Quantity			
			From	To		
<i>Delete throughout</i>						
F.2C	3139*	Pump, hand.				
	5104*	Plugs, short circuiting.				
	16553	Clamps, cable, Pattern 13139 cable.				
	2491*	Rings, I.R., for J.B., Pattern 16507.				
	16521*	Rings, cord, I.R., for J.B., Pattern 16507.				
	6924* 2498*	Coils, resistance, 6 ohm. Rings, rubber.				
<i>Amend Quantity.</i>						
F.2.C	16571	Springs, contact } Components	50	12		
	16572	Insertion tool } of tool outfit				
	18650	Plugs, concentric			24	4
	18651	Sockets, concentric			24	4
E.2	300	Tape, pure para rubber, ½ in. wide.	8 lbs. per loop	2 lbs. per loop		
E.7	16836	Compound rubber, St. Helens 1868 quality.	2	1 tube		
E.12	249	Solution, I.R....	12	4 tubes		
	982	Cloth, emery	12	6 shts.		
	987	Cloth, emery	12	6 shts.		
F.2.C	2492	Bush, rubber	48	8		
	2493	Bush, rubber	48	8		
	16526	Bush, rubber	64	24		
	2495	Bush, rubber, for socket ...	48	8		
	2496	Plug, rubber	48	8		
	2497	Rings, rubber	65	24		
	2499	Sleeves, rubber	49	8		

(Ref. A.L.N.S. 010771/41/32813—18.12.41.)

6414.—Magnetic Compasses—Safe Distances

(C.D.758/42.—31.12.1942.)

Attention is drawn to the necessity for care in keeping magnetic materials away from the vicinity of magnetic compasses.

2. Steel boxes for signal books are normally portable and when moved can cause serious deviations of the compass. A suitable stowage should be provided for these boxes at a distance of not less than 10-ft. from the standard or 6-ft. from the steering compass. Where the small size of the wheelhouse precludes such distances being conveniently maintained these distances may have to be slightly reduced.

A notice is to be painted in red on the outside of the lid of each box stating that in view of effect on the compass it is not to be moved from its stowage without the permission of the Commanding Officer.

3. The safe distances for electrical instruments laid down in paragraph 8 of C.D. Pamphlet 11 are the safe distances for the instruments themselves. Electrical instruments within 10-ft. of the standard compass should not be fitted in steel boxes.

4. In coastal craft only Lewis guns and guns of similar type may be brought closer to the compass than the normal safe distances laid down. The pivot of the gun itself (not the pivot of the mounting, where a cranked mounting is fitted) is not to be brought closer to the compass than 6-ft.

5. In Fairmile M.Ls, B type, approval has been given for the distance quoted, in paragraph 4, to be reduced to 4-ft. minimum as shown on Fairmile drawing B356. Since this will entail some reduction in the accuracy of compasses in the craft, Commanding Officers should exercise the greatest vigilance and should make sure that the guns are always in their stowage position when compasses are being adjusted or when accurate navigation is essential.

(A.F.O. 5675/42 is cancelled.)

6415.—Boiler Manhole Doors—Fitting of

(D. 11185/42.—31.12.1942.)

A fatal accident has occurred recently owing to the blow out of an asbestos manhole door joint of non-Admiralty type fitted in a cylindrical boiler.

2. The asbestos joint did not comply with the Admiralty Specification for asbestos jointed rings, and examination after the accident revealed that the door had not been correctly centred in the manhole orifice.

3. Administrative Authorities of ships fitted with boilers of commercial type are to satisfy themselves that the clearances of the spigot and recess are not excessive, that the door can be correctly centred in the manhole orifice and that Admiralty pattern asbestos joints which fit correctly are used.

4. The commercial practice of fitting extra thick joints to McNeil type doors which have defective joint seatings may increase the total effective clearance of the spigot. This practice is to be discontinued.

5. Arrangements are to be made to ensure that a responsible person is present when the joint is fitted and the boiler door replaced.

(C.-in-C. Rosyth. 20.6.42, No. 2826/250.)

6416.—Boiler Feed Water Testing Sets

(N.S. 20011/42.—31.12.1942.)

With reference to A.F.O. 3011/42, paragraph 1, arrangements have now been made for a book of instructions for use with Nos. 1 and 2 Boiler Feed Water Testing Sets, Patterns 2541/2, to be supplied by contractors and included in each box of apparatus.

(A.F.O. 3011/42.)

6417.—Perkins P.6 Engines—Failure of Valve Springs
Fast Motor Boats

(D. 16713/42.—31.12.1942.)

Reports have been received of failure of inlet and exhaust valve springs of Perkins P.6 engines fitted in fast motor boats causing major damage to the engines as a result of the valves falling into the cylinders.

2. Investigation reveals that the failure of the springs is attributable to corrosion fatigue resulting from faulty cadmium plating and the defects are probably confined to a particular batch of springs, but it is not possible to state the serial numbers of the engines affected.

3. With a view to preventing damage resulting from such failures it has been decided to introduce a modified design of spring cap, makers Part No. 102694, incorporating a circlip, Part No. 873321, to retain the cap in place and prevent the valve from falling into the cylinder in the event of failure of both valve springs. These fittings will be supplied by the makers free of charge for all engines now in service and will be issued by M.E.D., Portsmouth, without demand, as they become available.

4. The engine makers have further agreed to replace free of charge any valve springs found defective on engines on which this modification is carried out.

5. Pending supply of modified spring caps the valve springs of Perkins P.6 engines are to be examined after every 30 hours running and any springs showing signs of rust or corrosion, as well as those actually broken, are to be renewed immediately.

6. Demands for springs to replace those found defective are to be forwarded to M.E.D., Portsmouth, who will obtain replacements from Messrs. Perkins.

7. Valve springs may be changed without removing the cylinder heads. Each piston should be brought to top dead centre in turn to support the valves whilst the old spring caps are removed and the new caps fitted.

6418.—W/T Offices—3-in. Supply Fan—As. and As.

71-ft. 6-in. M.G.Bs.

(S.D. 03088/42.—31.12.1942.)

A 3-in. supply fan is to be fitted to supply air to the W/T office in all of the above boats in which this fan has not already been fitted.

2. R.C.A.F. should raise an A. and A. item in the next list of As. and As. to cover the work involved.

3. The 3-in. fans will be made available to C.F.M.S.O. for this service.

6419.—Radio and Signalling Installations—Use of Cable-Changing and Junction Boxes with Resilient Mounts

(S.D. 1308/42.—31.12.1942.)

When fitting resilient mountings for radio apparatus, etc., in accordance with A.F.O. 3665/42, it is necessary to provide for sufficient slack in the connecting cables. This is specified accordingly in A.S.E. Specification No. B.169/42.

2. In the detail fitting out drawings for certain installations provision is made for introducing a short slack length of flexible cable between the main lead-covered cable run and the resiliently mounted machines or other apparatus concerned by means of:—

(a) Cable-changing boxes to be provided by the dockyard or contractor,
or

(b) Junction boxes provided by the Admiralty to A.S.E. design.

3. As a war measure the cable-changing boxes mentioned at 2 (a) above are to be omitted except for special cases described at 5 below, and the lead-cased cables are to be run to the apparatus to which connection is to be made. The lead covering is not to be removed from the cable before it enters the terminal box. A bight in the cable to ensure a reasonable degree of flexibility is essential.

4. The junction boxes mentioned at 2 (b) above should continue to be fitted together with flexible cables, since these boxes are generally used for looping in circuits and the flexible cables for connection to instruments which are required to be easily removable for servicing (e.g. receivers and wavemeters).

5. The special cases for which cable changing boxes are still to be fitted are:—

(a) When the wiring is already run and is not long enough to connect to the terminals after the apparatus is raised on its resilient mountings. In such cases it will usually be more economical to insert the changing box than to replace the wiring.

(b) Where heavy cables are used and the lead-cased cable cannot enter by a route which will ensure the necessary degree of flexibility.

6. The foregoing should be regarded as over-riding the provisions of existing specifications.

(A.F.O. 3665/42.)

6420.—Lagging and Ventilation of Wireless and R.D.F. Offices—As. and As.

(S.D. 1230/42.—31.12.1942.)

Difficulties have arisen through the effective space of W/T and R.D.F. offices, lined in accordance with A.F.O. 2281/42, having been reduced due to fitting the lining away from bulkheads and following the inner edge of stiffeners. The offices are, where applicable, to be lagged in future as described below.

2. All W/T offices (not already specified to be sound insulated) and R.D.F. offices are to be lagged internally on all steel and metallic surfaces exposed on the other side to cold air or water. Stiffeners need not be lagged but are to be cork cemented.

The lagging should be of 1-in. Celotex (coated with a fire-resisting paint) applied with Bostik adhesive. Sprayed asbestos lagging with non-absorbent covering is recommended in new construction ships where work is not too far advanced.

3. Bulkhead mounted apparatus is not to be secured to the lagging but is to be secured by bolts passing through the structure or studs secured to the structure and protruding through the lagging.

4. Type 271PF installations are cork cemented during manufacture and pending experience on service are not to be lagged.

5. The ventilation supplied to W/T and R.D.F. offices on weather decks of all new construction ships, except those intended for service exclusively in warm climates, is to be steam heated; provided that a steam supply and drain can be made available.

6. Where not already provided the lagging and ventilation arrangements detailed above are to be carried out by shipbuilders in new construction including the purchase and fitting of air-heaters, provided no delay in completion or appreciable disturbance of completed work is involved.

7. All steam and drain pipes are to be efficiently lagged and steam traps and by-passes fitted. The parent firms for heating arrangement drawings for the various classes of vessels affected should prepare fly drawings showing the heating arrangements proposed, or modify existing drawings as necessary, and circulate the information to all other firms concerned. Names of vessels fitted to be indicated by each firm.

8. Ships on service troubled by excessive condensation in unlined W/T and R.D.F. offices are to insert an item Classification "A" in their list of As. and As. to cover the work involved, if considered essential. In cruisers, destroyers, sloops and other vessels in which topweight compensation is required, proposals for such compensation must accompany the proposed A. and A. and must be approved before any of the work is taken in hand. The necessary air heaters will be provided by the Admiralty.

9. In carrying out the work, due consideration is to be given to fitting improvised arrangements in order to avoid disturbance of existing wiring and instruments. Where steam heating has been fitted electric radiators are no longer required and are to be returned to store.

(A.F.O. 2281/42 is cancelled.)

6421.—D/F Outfit FH3—Tuner Amplifier B21A, Pattern X1516A—Maintenance
(S.D. 03364/42.—31.12.1942.)

In order to maintain performance of tuner amplifier B21A, pattern X1516A, it is essential that good electrical contact is made between the rhodium-plated contacts on the turret drum and the fixed spring fingers.

2. Cleaning of the contacts should be carried out at intervals not exceeding one month and also in the event of poor performance.

3. The cleaning is to be done with chamois leather and carbon tetrachloride. *On no account* is any abrasive cleaning material, such as emery paper, to be used, as this results in the removal of the rhodium plating and subsequent high resistance in the contact.

4. The spring fingers are adjusted during manufacture and attempts should not be made to bend them.

5. Ships concerned are to demand the following stores from storing yards, quoting this order as authority:—

Pat. No.	Description	Quantity	Remarks
C30	Skins, chamois leather	1	—
597	Bottle, glass, 6 oz.	1	To be filled with carbon tetrachloride.

6. The chamois skins are already supplied as "consumable" stores. The glass bottle and the carbon tetrachloride will be included in the relevant W/T Establishment Lists.

6422.—D/F Outfits FH.3, FH.4X and FH.4—Fitting of Cables to Frame Coil
(S.D. 03691/42.—31.12.1942.)

Frame coils S25, S25A and S25B are now being manufactured with longer glands in the base in order to simplify production. It is, therefore, necessary to amend the instructions regarding the method of preparing cable ends contained in fitting-out Specifications B.132/42 and B.154/42, when the modified type of frame coil is supplied, as follows:—

Frame Coil S25.—Dimension "C" in the table on drawing 30299C attached to Specification B.132/42 should be increased from $\frac{3}{4}$ -in. to $1\frac{1}{4}$ -in.

Frame Coils S25A and S25B.—The detail of gland on drawing 30640A attached to Specification B.154/42 should be amended in a similar manner to that for frame coil S25, i.e., the dimension $3\frac{1}{4}$ -in. should be increased to $4\frac{1}{4}$ -in. It should be noted that the distance for which the telcothene filling is stripped back should be identical to that shown for frame coil S25 in Specification B.132/42.

2. When a ship is taken in hand for the replacement of an existing frame coil S25 by a coil having longer glands, arrangements are to be made, when this is practicable, to cut back the cable to the point of attachment of the ferrule and prepare fresh ends in accordance with paragraph 1, using any "slack" that is available. It is not considered satisfactory to solder an additional length to the existing cables and if, therefore, the arrangements described at the beginning of this paragraph are not practicable then the following procedure is to be adopted:—

- (i) Each of the three Pattern 13800 (BA4ERB) cables, is to be disconnected from its junction box, Pattern W.3125 in the FH3 Office.
- (ii) Each cable run is then to be unclipped and moved so as to provide an extra length of 6-in. at the frame coil.
- (iii) The cable ends at the frame coil are then to be cut back to the point of attachment of the ferrule and fresh ends prepared in accordance with paragraph 1 above.
- (iv) The three junction boxes, Pattern W.3125, are then to be re-positioned in the office so that the cable, Pattern 13800, can be re-connected. Great care is to be taken to ensure that good electrical connections are made in the junction boxes, also that a good new earth connection is made.

3. In all cases of difficulty, the services of the local D/F Fitting-out Officer are to be requested.

4. Fitting-out Specifications B.132/42 and B.154/42 will be amended in due course.

6423.—R.D.F. Sets, Types 271/2/3/1M/2M/3M—(Marks 1, 2 and 3)—Aerial Matching Unit—Modification

(S.D. 1439/42.—31.12.1942.)

A slightly modified valve N.T.98, Pattern W.2510, is being manufactured for use with the above sets. This valve has a larger diameter output pin seal than the previous type and this is liable to foul the 6 B.A. screw on the aerial matching unit, part of Transmitter 9P, Pattern W.2851.

2. The head of this screw acts as a stop for the aerial coupling tap. The part of this screw which projects inside the matching unit is to be filed off so that it is flush with the inner wall of the matching unit.

6424.—R.D.F.—Types 282/4/5 (all Variations) and Type 283—Introduction of Valve Circuit Unit, Design "E"

(S.D. 1173/42.—31.12.1942.)

Valve Circuit Unit, Design "E", Pattern W5534, has now been introduced to replace Valve Circuit Unit, Design "B", Pattern W2515, and will be issued to ships when stocks of the latter are exhausted.

2. The Valve Circuit Unit, Pattern W5534, is designed to work at 12 KV, and can be fitted by ship's staff.

6425.—R.D.F. Type 286MU—Conversion to Type 286PU—As. and As.

(S.D. 03799/42.—31.12.1942.)

Sufficient stocks of aerial outfits A.T.S. are now available to enable all Type 286MU sets to be converted to Type 286PU.

2. Coastal Force craft concerned are to raise an A. and A. item "To convert Type 286MU to Type 286PU", quoting this order as authority.

(C.A.F.O. 1546/42 is cancelled.)

6426.—R.D.F. Types 286PQ and 292—Rewiring of Pulse Condensers in Panel 3AL

(S.D.1405/42.—31.12.1942.)

In order to obviate the risk of breakdown due to sparking the six Pattern 5001 condensers fitted in the upper left hand corner of Panel 3AL (C4 to C9 inclusive in figure 1 of the handbook) are to be rewired as shown in A.F.O. Diagram 343/42 (A.S.E. Drawing 33697).

2. This rewiring, which should be done by ships' staff under the supervision of a qualified R.D.F. Officer or Radio Mechanic, should be carried out using 10 S.W.G. copper wire, rigidly connected and fitted so that there is a maximum clearance between leads.

6427.—Spitfire and Seafire Aircraft—Servicing of Undercarriage Oleo Struts

(A.M.R./A.D.P. 868/42; N.S. Air 2719/42.—31.12.1942.)

To prevent any uncertainty as to the oil contents of the above struts, the following procedure, which supersedes that now laid down in A.P. 1565E, Vol. I, Section 4, Chapter 3, is to be adopted:—

- (a) Jack the aircraft until the wheels are clear of the ground.
- (b) If struts are not already charged with air ensure that piston is fully extended by pumping in air to a pressure of approximately 100 lbs. per sq. in.
- (c) Remove the air pipe line and open the air valve 2 or 3 times to release all air pressure.
- (d) Remove the oil-level plug and insert an adaptor valve, Part No. 30/5650, Stores Ref. No. 27457. With this valve 2 turns open, pump in oil, Specification D.T.D. 44, until a clear stream of oil flows from the air valve and it is certain all air has been driven out.
- (e) Substitute the oil-level valve for the adaptor valve, losing as little oil as possible.

- (f) By giving several strokes of the pump, ensure no oil remains in the pipe and reservoir.
- (g) Connect the pipe to the air valve, open the oil-level valve 2 or 3 turns and, with a measuring vessel held to it, pump in air steadily. This should drive out, through the oil-level valve, the excess oil above the correct oil level. If the retaining pin is a correct fit a stream of oil, with little admixture of air, should continue to flow until the oil level reaches the bottom of the oil-level tube when air only will be emitted. Since oil will continue to drain from the internal surfaces above the oil level, more air should be pumped in after an interval of 10 minutes until oil ceases to pass, when the level should be correct. The measuring vessel should contain not less than 0.85 pints (29.7 cubic inches) of oil. Should the quantity be less, after the above procedure has been carefully followed, a defect is indicated and a report should be rendered on Form A21.
- (h) When the correct oil level has been obtained, the oil-level valve should be screwed down and air pumped in through the air valve until the correct initial air pressure for the appropriate aircraft weight is reached.
- (i) Screw in the air valve, remove the pipe line and lower aircraft on to its wheels.

2. In order to implement the instructions given in paragraph 1 of this Order, Adaptor Valves (Oleo Leg), Stores Ref. 26AJ/27457, Part No. 30/5650, will be allowed to ships and services in accordance with the undermentioned scales of allowances:—

B.R. 378 (J).—Seafire. *Permanent.*

Col. 1	Col. 2	Col. 3	Col. 4	Col. 5	Col. 9	Col. 10	Col. 14
	26AJ/27457	30/5650	Adaptor Valve (Oleo Leg).	No.	1	2	1

B.R. 377 (J).—Seafire. *Permanent.*

Ref. No.	Part No.	Description	Qty.	Class "A" Stns.	Class "B" Stns.	Rep. Yds. Class "A"	Rep. Ship
26AJ/27457	30/5650	Adaptor Valve (Oleo Leg).	No.	2	1	4	2

3. Supply will be made to ships and services concerned from Perth. Supply to new services will be made with their initial outfit of stores.

4. A copy of this A.F.O. is to be attached to A.P. 1565E, Vol. I, pending official amendment.

6423.—Docking Plans—Amendment

(D. 026806/42.—31.12.1942.)

A.F.O. 5444/42 is to be amended as follows:—

Delete "N.O.I.C., Holyhead..... Ex Nos. 11, 14-16, 22, 24 and 25" from second part of appendix.

Insert "N.O.I.C., Holyhead" opposite bracket under heading—"Administrative Authorities" in first part of appendix.

(A.F.O. 5444/42.)

6429.—Ventilation of After Living Spaces and Store Room—As. and As.

"Esses" ex H.M.S. "Scout"

(D. 026114/42.—31.12.1942.)

It has been approved to fit ventilation to the after living spaces and store room in the above mentioned vessels in accordance with the following drawings, copies of which are to be applied for by the refitting authorities when ships are taken in hand:—

"Saladin," "Sardonyx" and "Shikari" ... D.N.C. 17A/A189.
 "Scimitar" and "Sabre" ... D.N.C. 17A/A190.
 "Skate" ... D.N.C. 17A/A191.

2. An item, Classification "B", is to be included in the next lists of As. and As. of the ships concerned to cover the work.

3. The Commanding Officers are to arrange for compensation to be provided for the additional topweight, i.e., 8-cwts., at the upper deck level, and to report the action taken.

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

6430.—Ships Operating in Arctic Waters—De-icing

(N.S. 26136/42.—31.12.1942.)

Attention is drawn to the importance of preventing the upper works and weather decks of H.M. ships operating under Arctic conditions from being covered with an accumulation of ice. Ice should be chipped continuously and not allowed to accumulate.

2. Three grubbing mattocks are to be allowed for this purpose to each destroyer and smaller ship (in lieu of pick axes, Pattern 90A, authorised by A.F.O. 1816/42) and six grubbing mattocks to each cruiser and above—when likely to proceed to Arctic waters.

3. Ships concerned in commission should forward demands to the nearest of the storing yards or naval store depots named below when necessary.

Any pick axes, Pattern 90A, which may have been supplied to destroyers, etc., in accordance with A.F.O. 1816/42 may be retained on board if desired: otherwise they should be returned to store when the grubbing mattocks are received.

4. The following 5-lb. grubbing mattocks (handled) have been purchased (Subhead B, item 11) under Contract 301/DHT/22/845 from Messrs. A. & F. Parkes & Co., Ltd., Dartmouth Street, Birmingham, for early delivery to:—

Chatham	Portsmouth	Devonport	Rosyth	Severn	Mersey
100	50	50	200	50	50

5. Three shovels, Pattern 756B, and three marline spikes, Pattern 2433, are also allowed to destroyers and similar vessels for de-icing purposes in accordance with the A.F.O. quoted in paragraph 2 above.

6. The establishments of naval stores concerned will be amended.

(A.F.O. 1816/42.)

6431.—Gun Mountings—Oil, Anti-Freeze (Air Ministry Specification D.T.D. 44D), for Use in Small Powered Turret Circuits

Bases and Ships concerned, except Coastal Force Craft

(G. 012978/42.—31.12.1942.)

The following additional quantities of Oil, D.T.D. 44D, will be shipped from Severn Area to meet requirements for the services referred to in A.F.Os. 1535/42 and 5156/42:—

Freetown	... ..	400 gallons.
Sydney, Australia	... ..	800 gallons.
Auckland, New Zealand	... ..	400 gallons.
Durban	... ..	400 gallons.
Colombo	... ..	400 gallons.

2. The American equivalent of Oil, D.T.D. 44D, is obtainable from the Standard Oil Co., New Jersey, under the name of UNIVIS 40.

(A.F.Os. 4162/41, 1535/42 and 5156/42.)

6432.—Aircraft Explosive Store—Weather Deck Lockers for—Drawings*Catapult Ships*

(P./A.M. 6560/42.—31.12.1942.)

The following standard drawings of lockers for Aircraft Explosive Stores have been prepared and should be worked to generally in Catapult Ships of new and future construction:—

- (a) D.N.C. 2/A 619 } Details for lockers for 11½-lb. practice bombs,
D.N.C. 2/A 626 } filled, smoke (six boxes of 10).
- (b) D.N.C. 2/A 1010 Details of lockers for aircraft gun ammunition,
(12 pans Lewis or 10 drums Vickers).
- (c) D.N.C. 2/A 715 } Details of lockers for Markers, Sea, Aluminium,
D.N.C. 2/A 626 } Mark X (two boxes, M.47, Mark I) and Mark III
(twelve boxes, M.73, Mark I).

2. One locker of each of the above type should be fitted in each catapult ship.

3. Lockers as (c) above may be dispensed with in ships where stowage can be provided in a suitable dry storeroom. Markers, Sea, Aluminium, may be stowed in the same store as flame floats, if it is on or near the weather deck.

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

(A.F.O. 3556/42 is cancelled.)

6433.—Recognition Lights—Plug and Socket Assemblies—Protective Covers—As. and As.

71 ft. 6 in. M.G.B's.

(P.16114/42.—31.12.1942.)

In view of the failure of recognition light circuits due to the ingress of salt water, protective covers are to be fitted to plug and socket assemblies in this circuit on the above vessels not already fitted.

2. Covers are to be supplied and fitted by base staffs in accordance with drawing D.N.C. 28/A/1618, copies of which can be obtained on application to the Director of Naval Construction, Admiralty, Bath.

3. R.A.C.F. is to raise an A. and A. item to cover this work.

6434.—Repair of Aircraft Compasses

(C.D. 643/42.—31.12.1942.)

Instances have come to notice of repairs to aircraft compasses having been effected locally or at aircraft repair yards.

2. It should be borne in mind that aircraft compasses which develop defects should be repaired at approved depots only. Those at Home are to be returned to the Naval Store Officer, Admiralty Compass Observatory, Ditton Park, Slough, Bucks. Those abroad may be repaired by certain approved Naval Aircraft Repair Yards and "Royal Air Force Maintenance Units" and arrangements should be made accordingly with the appropriate Naval or Royal Air Force Command.

6435.—Additional Allowances of Sea Stores*Boom Working Vessels*

(N.S. 24533/42.—31.12.1942.)

The following additional items of sea stores have been approved for boom working vessels:—

F.10 Permanent

Pattern 1806. Voltmeter 3·0·3· portable ... 1 No.

B.11 Consumable.

Pattern 1398. Pliers insulated ... 1 No.

*E.7 Consumable.*Methyl chloride gas for Sufficient to provide
refrigerators. three complete charges.

2. Vessels in commission should forward demands to their storing yards or bases as necessary. Supply to ships of new construction should be arranged by storing yards or depots in the usual manner.

3. B.R. 371.—Establishment of Naval Stores for Boom Working Vessels—will be amended.

(S.N.S.O. Devonport Postal Message No. 1285, dated 8/7/42.)

6436.—Naval Aircraft Stores of American Manufacture—British Equivalents

(N.S. 01331/42.—31.12.1942.)

The following statement shows particulars of items of British manufacture which are suitable substitutes for stores supplied from U.S.A. sources.

2. Ships and Services with American types of naval aircraft should normally replenish with the equivalent British types. Where, however, it is more convenient owing to location or lack of stock of British types, to obtain the American items, this should be done.

3. R.N. Store Depots at home and Dockyards abroad will not replenish stocks of American items where British equivalents exist.

4. To facilitate reference, the store ledgers and records should be annotated with the stores reference numbers of the equivalent items.

Table of Equivalent Items

American Stock No.	Part No.	Description	British Stores Reference No.
(R)8-C-5600 ...	—	Cores (or insides), air valve, all purpose, similar to Schröder †6000-B.	27A/1057
(R)8-C-655 ...	—	Caps, air valve, all purpose, similar to Schröder †880 or Dill †641.	27A/1964
(R)8-G-500 ...	—	Gages, tire, 4-50-lbs. ...	27A/889
(L)8-A-2990 ...	—	Gages, tire-automatic reading 20-130-lbs.	27A/1197
(L)8-A-3700 ...	—	Kit, tube repair †0 ...	16B/2900
8-A-5075 ...	NAF.38398 ...	Pumps, tire, 1cyl. 1½ × 17 in.	4K/1609
(L)12-T-460 ...	AN.100-C4 ...	Thimbles, cable dia. ¼-½	28C/6068
(L)12-T-470 ...	AN100-C5 ...	Thimbles, ⅜ ...	28C/6069
(L)12-T-480 ...	AN100-C6 ...	Thimbles, ⅜ ...	28C/6070
(L)12-T-500 ...	AN100-C8 ...	Thimbles, ¼ ...	28C/6072
(L)12-T-510 ...	AN100-C.10 ...	Thimbles, ⅜ ...	28C/6074
(L)14-F-110 ...	—	Fluids, Lockheed †21 ...	34A/81
(L)14-F-120 ...	—	Fluids, Lockheed †5 ...	34A/136
—	14-G-3 ...	Graphite, flake, powdered, size C (fine).	33C/81
14-G-621 ...	M-304 ...	Grease, grade A ...	34A/65 or 95
14-G-619 ...	M-304 ...	Grease, grade B ...	34A/54 or 72
14-G-950 ...	14-G-2 ...	Grease, lubricating, graphite (cup grease-aeronautic) soft "GRE DAG †2".	34A/65 or 95 equiv. to GRE DAG No. 32.
	Gr. AA ...	Oil, Curtiss speed reducer †2 or Gargoyle speed reducer †2 Socony Vacuum Oil Co. (both identical for all operating conditions) ...	34A/43, 74 or 141
(L)14-0-890 ...	M-339 or AC-3580 ...	Oil, hydraulic ...	34A/43, 74 or 141
14-0-1350 ...	AC-3563 ...	Oil, instrument ...	34A/43, 74 or 141
14-0-3105 ...	14-093 ...	Oil, lubricating ...	34B/99
14-0- ...	NBS.431 ...	Oil ...	34A/123
14-0-3220 ...	O-2 ...	Oil, penetrating ...	34A/57
14-P-98 ...	14-P-1 ...	Petrolatum ...	33C/512/515
		Clips, banding, loop type:—	
(L)17-C-10540-8	NAF1051-8 ...	⅜ in. dia. ...	5K/AGS.1617/1
(L)17-C-10540-12	NAF1051-12 ...	⅜ in. dia. ...	5K/AGS.1617/3
(L)17-C-10540-16	NAF1051-16 ...	⅜ in. dia. ...	5K/AGS.1617/5
(L)17-C-10540-20	NAF1051-20 ...	⅜ in. dia. ...	5K/AGS.1617/6
(L)17-C-10540-24	NAF1051-24 ...	⅜ in. dia. ...	5K/AGS.1617/7
(L)17-C-10540-28	NAF1051-28 ...	⅜ in. dia. ...	5K/AGS.1617/8

American Stock No.	Part No.	Description	British Stores Reference No.
21-C-207-25	Type A	Cord, linen, braided, lacing	32A/6
21-C-207-50	Type B	Cord, safety, belt, lacing	32A/7
		Cord, silk parachute:— Strength lbs.	
21-C-255	Type I	100	15A/95
21-C-260	Type III	450	15A/94
22-W-700	NAF.1042	Wire, copper	30B/529
24-D-192	CCC-D-771	Duck, cotton, aircraft grey, 36 in. wide.	Blue/grey, 32B/558
24-D-925	24-D-4	Duck, cotton, Olive - drab, waterproofed, 36 in. wide.	32B/474, 72 in. wide, khaki.
27-B-4025	NAF.1127-1-B	Buttons, upholstery, metal	E.11/2131 buttons or E.11/2133 studs.
27-C-740	AN-CCC-C-399	Cloth, airplane, cotton, 36 in. wide.	32B/559, 48 in. wide
	27F7	Felt, wool, grey:— Thick. Width. Grade.	
27-F-342	—	$\frac{1}{4}$ in. 72 in. B	32B/236 (50 in.)
27-F-344	—	$\frac{1}{2}$ in. 72 in. B	32B/476 (50 in.)
27-S-9655	AN-CCC-S-371	Silk, cloth, parachute	15A/103
	AN-DDD-T-91...	Tape, cotton:— Width.	
27-T-790	—	1 in.	32B/198
27-T-794	—	$1\frac{1}{2}$ in.	32B/199
27-T-806	27-T-14	Tape, cotton, predoped, $2\frac{1}{2}$ in. wide.	32B/570, cotton pinked edged tape $2\frac{1}{2}$ in., not predoped.
27-T-812	AN-DDD-T-91	Tape, cotton, plain, $\frac{1}{4}$ in. wide	32B/405
	V-T-276	Thread, cotton, silk finish:—	
27-T-1802	—	\uparrow 16 1-lb. tube	15A/163
27-T-1806	—	\uparrow 24 1-lb. tube	15A/106 15A/107
		Thread, linen:—	
27-T-2648-15	V-T-291	\uparrow 30 1-lb. tube	32B/462 451 653
27-T-2942	V-T-301	Thread, silk	15A/106 15A/107
		Clamps, Hose:—	
33-C-139	AN746-5	$\frac{3}{8}$	28/6415
33-C-141	AN746-6	$\frac{1}{2}$	28/6193
33-C-143	AN746-7	$\frac{3}{4}$	28/6194
33-C-145	AN746-8	1	28/6474
33-C-147	AN746-9	$1\frac{1}{8}$	28/6474
33-C-149	AN746-10	$1\frac{1}{4}$	28/6474
33-C-151	AN746-11	$1\frac{3}{8}$	28/6195
33-C-153	AN746-12	$1\frac{1}{2}$	28/6195
33-C-155	AN746-13	$1\frac{3}{4}$	28/6195
33-C-157	AN746-14	$1\frac{7}{8}$	28/6195
33-C-159	AN746-15	2	28/6195
	AN746-16	2	28/6195
		Hose, gas, oil:—	
(L)33-H-344-10	AN880-4-144	$\frac{1}{4}$	32C/10
(L)33-H-344-30	AN880-6-144	$\frac{3}{8}$	32C/12
(L)33-H-344-40	AN880-8-144	$\frac{1}{2}$	32C/14
(L)33-H-344-50	AN880-10-144	$\frac{3}{4}$	32C/16
(L)33-H-344-60	AN880-12-144	1	32C/18
(L)33-H-344-70	AN880-16-144	1	32C/21
(L)33-H-344-80	AN880-20-144	$1\frac{1}{4}$	32C/24
(L)33-H-344-90	AN880-24-144	$1\frac{1}{2}$	32C/61
	NAF1039	Plastic, transparent, "A":—	
33-P-3800	—	20 x 50 x 0.080	Perspex, 48 in. x 36 in. x $\frac{1}{4}$ in., 33C/569 Perspex, 48 in. x 36 in. x $\frac{5}{32}$ in., 33C/570
33-P-3805	—	20 x 50 x 0.100	Perspex, 48 in. x 36 in. x $\frac{3}{16}$ in., 33C/571 Perspex, 48 in. x 36 in. x $\frac{1}{4}$, 33C/572

American Stock No.	Part No.	Description	British Stores Reference No.
	R.14:—	Rubber, sponge:—	
33-R-1030	Class V	$\frac{3}{4}$ x 20 x 20	Obtainable by local purchase on Fortifex Ltd., or Sorbo Rub- ber Co., Ltd.
33-R-1040	Class V	$\frac{1}{2}$ x 20 x 20	
34-S-500	—	Skins, chamois 23 x 26	32B/399
39-P-1600	—	Plywood: Mahogany	31A/27. Birch
39-P-1610	—	Plywood: Mahogany	31A/29. Birch
39-P-1650	—	Plywood: Mahogany	31A/32. Birch
39-P-895	—	Plywood: Fir	31B/117
41C-2283	—	Clippers, bolt, $\frac{1}{2}$ -in.	1A/3743
(R)41-C-85000	41-S-38	Cups, dope or paint	1A/340
41-G-405	—	Gage, thickness	1B/4299
(R)41-G-82000	NAF310138	Guns, lubricating	Uniguns, 1B/4352, 1B/4353
(R)41-G-86000	41-S-38	Guns, spray, dope and paint	3A/915
		Needles:—	
(R)41-N-26200	NAF213153-30MH	Mattress, curved, heavy, 30 MH	1B/2936
(R)41-N-26300	NAF213153-40MH	Mattress, curved, heavy, 40 MH	1B/1629
(R)41-N-26500	NAF213153-25ML	Mattress, curved, Light, 25 ML	1B/2935
(R)41-N-28100	NAF213153-10U	Upholsterers, straight, 10 in.	1B/1636
(R)41-N-28130	NAF213153-16U	Upholsterers, straight, 16 in.	1B/1638
(R)41-T-12000	41-S-38	Tanks, dope or paint, 10-gall.	3A/1016 container, point pressure, 2-gall.
(R)41-T-75000	41-T-25	Torches, oxyacetylene welding	4A/950
		Fastener, zipper:—	
(L)42-F-3248	NAF1083-2AS48	12-in.	Sec. 22A
(L)42-F-3272	NAF1083-2AS72	18-in.	
(L)42-F-4286	NAF1083-2AS96	24-in.	
(L)42-F-4292	NAF1083-2AS120	30-in.	
		Grommet, round, plain, with washer:—	
42-G-780	AN230-A20	Alum. \uparrow 00	28/471, eyelets $\frac{3}{16}$ in.
42-G-782	AN230-A10	Alum. \uparrow 0	
42-G-785	AN230-A2	Alum. \uparrow 2	28/472, eyelets $\frac{1}{4}$ in.
42-G-790	AN230-A5	Alum. \uparrow 5	
42-G-820	AN230-B1	Brass \uparrow 1	28/6691, eyelets $\frac{3}{16}$ in.
42-G-830	AN230-B2	Brass \uparrow 2	
		Pin, cotter:—	
42-P-6510	AN380-2C-2	$\frac{1}{16}$ in. dia. $\frac{1}{2}$ in. effective length	28B/5030
42-P-6512	AN380-2C-3	$\frac{3}{16}$ in. effective length	28B/5031
42-P-6514	AN380-2C-4	1 in. effective length	28B/5032
42-P-6516	AN380-2C-5	$1\frac{1}{2}$ in. effective length	28B/5033
42-P-6525	AN380-3C-2	$\frac{3}{32}$ in. diam. $\frac{1}{2}$ in. effective length	28B/5036
42-P-6527	AN380-3C-3	$\frac{1}{4}$ in. effective length	28B/5037
42-P-6529	AN380-3C-4	1 in. effective length	28B/5038
42-P-6531	AN380-3C-5	$1\frac{1}{4}$ in. effective length	28B/5039
42-P-6533	AN380-3C-6	$1\frac{1}{2}$ in. effective length	28B/5040
42-P-6538	AN380-4C-3	$\frac{1}{8}$ in. diam. $\frac{3}{4}$ in. effective length	28B/5042
42-P-6540	AN380-4C-4	1 in. effective length	28B/5043
42-P-6542	AN380-4C-5	$1\frac{1}{2}$ in. effective length	28B/5044
42-P-6544	AN380-4C-6	$1\frac{3}{4}$ in. effective length	28B/5045
42-P-6548	AN380-4C-8	2 in. effective length	28B/5046
		Rivets, countersunk head, aluminium alloy:—	
		Diameter Length	
		in. in.	
(L) 43-R-750-308	AN425-AD3-8	$\frac{3}{32}$	28B/5976
(L) 43-R-750-406	AN425-AD4-6	$\frac{1}{8}$	28B/5984

American Stock No.	Part No.	Description	British Stores Reference No.
Rivets, round head, aluminium alloy :—			
43-R-803	AN430-AD2-6	$\frac{1}{8}$ $\frac{3}{16}$	28B/6215
43-R-824	AN430-AD3-8	$\frac{3}{16}$ $\frac{1}{2}$	28B/1689
43-R-836	AN430-AD3-20	$\frac{3}{16}$ $1\frac{1}{2}$	28B/6331
43-R-848	AN430-AD4-8	$\frac{1}{2}$ $\frac{1}{2}$	28B/1690
43-R-876	AN430-AD5-8	$\frac{5}{16}$ $1\frac{1}{2}$	28B/1691
43-R-884	AN430-AD5-16	$\frac{5}{16}$ 1	28B/1731
43-R-903	AN430-AD6-8	$\frac{1}{2}$ $\frac{1}{2}$	28B/1692
43-R-911	AN430-AD6-16	$\frac{3}{16}$ 1	28B/1732
43-R-927	AN430-AD6-32	$\frac{3}{16}$ 2	28B/1772
43-R-968	AN430-AD8-16	$\frac{1}{2}$ 1	28B/1734
Rivets, flat head, aluminium alloy :—			
43-R-402	AN442-AD3-5	$\frac{3}{16}$ $\frac{5}{16}$	28B/5878
43-R-412	AN442-AD4-6	$\frac{1}{2}$ $\frac{3}{4}$	28B/6297
43-R-418	AN442-AD4-12	$\frac{1}{2}$ $\frac{3}{4}$	28B/5881
43-R-430	AN442-AD6-8	$\frac{1}{2}$ $\frac{1}{2}$	28B/6644
Rivets, aluminium alloy :—			
43-R-489	AN455-AD3-8	$\frac{3}{16}$ $\frac{1}{2}$	28B/6678, countersunk 90°
43-R-500	AN455-AD4-4	$\frac{1}{2}$ $\frac{1}{2}$	28/6640, countersunk 90°
43-R-504	AN455-AD4-8	$\frac{1}{2}$ $\frac{1}{2}$	28B/6680, countersunk 90°
43-R-510	AN455-AD4-16	$\frac{1}{2}$ 1	28B/6875, countersunk 90°
Washers, lock, spring steel :—			
		Bolt size Hole size	
43-W-950	AN935-4	4 0.115	28C/3096
43-W-952	AN935-6	6 0.143	28C/3097
43-W-954	AN935-8	8 0.169	28C/3098
43-W-956	AN935-10	10 0.200	
43-W-958	AN935-12	12 0.226	28C/3099
43-W-960	AN935-416	$\frac{1}{2}$ $\frac{3}{16}$	28C/3100
43-W-968	AN935-616	$\frac{3}{8}$ $\frac{1}{4}$	28C/3101
43-W-973	AN935-716	$\frac{7}{16}$ $\frac{3}{16}$	28C/3102
43-W-984	AN935-816	$\frac{1}{2}$ $\frac{3}{8}$	28C/3103
Washers, steel, plain, cadmium :—			
43-W-1900	AN960-4	4 $\frac{1}{8}$	28C/160
43-W-1908	AN960-6	6 $\frac{3}{16}$	
43-W-1916	AN960-8	8 $\frac{1}{4}$	
43-W-1924	AN960-10	10 $\frac{5}{16}$	
43-W-1932	AN960-416	$\frac{1}{2}$ $\frac{1}{4}$	
43-W-1940	AN960-516	$\frac{5}{16}$ $\frac{3}{8}$	
43-W-1948	AN960-616	$\frac{3}{8}$ $\frac{1}{2}$	
43-W-1956	AN960-716	$\frac{7}{16}$ $\frac{5}{16}$	
43-W-1964	AN960-816	$\frac{1}{2}$ $\frac{3}{4}$	
Washers : Aluminium, plain			
		Bolt size Hole size	
43-W-300	AN960-A4	4 $\frac{1}{8}$	28C/568
43-W-302	AN960-A6	6 $\frac{3}{16}$	
43-W-304	AN960-A8	8 $\frac{1}{4}$	
43-W-306	AN960-A10	10 $\frac{5}{16}$	
43-W-308	AN960-A416	$\frac{1}{2}$ $\frac{1}{4}$	
Washers : Aluminium Alloy			
		Bolt size Hole size	
43-W-530	AN960-D4	4 $\frac{1}{8}$	28C/970
43-W-532	AN960-D6	6 $\frac{3}{16}$	
43-W-534	AN960-D8	8 $\frac{1}{4}$	
43-W-536	AN960-D10	10 $\frac{5}{16}$	
43-W-538	AN960-D416	$\frac{1}{2}$ $\frac{1}{4}$	
43-W-540	AN960-D516	$\frac{5}{16}$ $\frac{3}{8}$	
43-W-542	AN960-D616	$\frac{3}{8}$ $\frac{1}{2}$	

American Stock No.	Part No.	Description	British Stores Reference No.
Tubing : Aluminium alloy, round			
	NAF1040	O.D. Wall Wts. per thick linear ft. lbs.	
44-T-3352	—	0.028 1 0.026	} DTD220 or DTD520
44-T-3354	—	0.049 $\frac{1}{16}$ 0.036	
44-T-3358	—	0.028 $\frac{1}{16}$ 0.033	
44-T-3359	—	0.035 $\frac{1}{16}$ 0.035	
44-T-3365	—	0.035 $\frac{1}{16}$ 0.043	
44-T-3371	—	0.035 $\frac{1}{16}$ 0.051	
44-T-3378	—	0.035 $\frac{1}{16}$ 0.059	
44-T-3380	—	0.049 $\frac{1}{16}$ 0.080	
44-T-3385	—	0.035 $\frac{1}{16}$ 0.075	
44-T-3387	—	0.049 $\frac{1}{16}$ 0.111	
44-T-3390	—	0.065 $\frac{1}{16}$ 0.137	
44-T-3395	—	0.035 $\frac{1}{16}$ 0.091	
44-T-3397	—	0.049 $\frac{1}{16}$ 0.135	
44-T-3402	—	0.035 $\frac{1}{16}$ 0.107	
44-T-3404	—	0.049 $\frac{1}{16}$ 0.147	
44-T-3406	—	0.058 $\frac{1}{16}$ 0.181	
44-T-3412	—	0.035 $\frac{1}{16}$ 0.123	
44-T-3414	—	0.049 $\frac{1}{16}$ 0.184	
44-T-3416	—	0.058 $\frac{1}{16}$ 0.208	
44-T-3417	—	0.065 $\frac{1}{16}$ 0.222	
44-T-3421	—	0.035 $\frac{1}{16}$ 0.145	
44-T-3422	—	0.049 $\frac{1}{16}$ 0.201	
44-T-3426	—	0.058 $\frac{1}{16}$ 0.235	
44-T-3430	—	0.035 $\frac{1}{16}$ 0.162	
44-T-3431	—	0.049 $\frac{1}{16}$ 0.210	
44-T-3435	—	0.058 $\frac{1}{16}$ 0.235	
44-T-3436	—	0.065 $\frac{1}{16}$ 0.270	
44-T-3441	—	0.049 $\frac{1}{16}$ 0.247	
44-T-3449	—	0.049 $\frac{1}{16}$ 0.269	
44-T-3451	—	0.058 $\frac{1}{16}$ 0.310	} DTD520 or DTD220
44-T-3452	—	0.065 $\frac{1}{16}$ 0.330	
44-T-3465	—	0.058 $\frac{1}{16}$ 0.373	
44-T-3474	—	0.058 $\frac{1}{16}$ 0.430	
44-T-3487	—	0.065 $\frac{1}{16}$ 0.541	
44-T-3507	—	0.065 $\frac{1}{16}$ 0.579	
44-T-3525	—	0.065 $\frac{1}{16}$ 0.630	
44-T-3542	—	0.065 $\frac{1}{16}$ 0.690	
44-T-3544	—	0.083 $\frac{1}{16}$ 0.922	
44-T-3603	—	0.032 $\frac{1}{16}$ 0.011	} DTD440
44-T-3607	—	0.032 $\frac{1}{16}$ 0.019	
44-T-3611	—	0.032 $\frac{1}{16}$ 0.027	
44-T-3615	—	0.032 $\frac{1}{16}$ 0.035	
44-T-	—	0.049 $\frac{1}{16}$	
44-T-3619	—	0.032 $\frac{1}{16}$ 0.043	
44-T-	—	0.049 $\frac{1}{16}$	
44-T-3628	—	0.042 $\frac{1}{16}$ 0.042	
44-T-	—	0.058 $\frac{1}{16}$	
44-T-3633	—	0.042 $\frac{1}{16}$ 0.093	
44-T-3638	—	0.049 $\frac{1}{16}$ 0.135	
44-T-3642	—	0.049 $\frac{1}{16}$ 0.184	
		0.058 $\frac{1}{16}$	
Tubing, steel, chrome, round :—			
	NAF.1043	O.D. Wall Wts. per thick linear ft. lbs.	
44-T-6204	—	0.035 $\frac{3}{16}$ 0.057	} 30B Spec. DTD 178 or DTD 347.
44-T-6210	—	0.035 $\frac{1}{8}$ 0.081	
44-T-6218	—	0.035 $\frac{1}{8}$ 0.104	
44-T-6222	—	0.058 $\frac{1}{8}$ 0.158	
44-T-6228	—	0.035 $\frac{3}{16}$ 0.127	
44-T-6233	—	0.065 $\frac{3}{16}$ 0.215	
44-T-6234-5	—	0.035 $\frac{7}{16}$ 0.151	
44-T-6235	—	0.065 $\frac{7}{16}$ 0.259	
44-T-6238	—	0.035 $\frac{1}{2}$ 0.174	
44-T-6242	—	0.065 $\frac{1}{2}$ 0.302	

American Stock No.	Part No.	Description	British Stores Reference No.
Tubing, steel, chrome, round :—			
	NAF.1043	Wts. per linear ft. lbs.	
		O.D. Wall Thick	
44-T-6248 ...	—	0.035	0.221
44-T-6253 ...	—	0.065	0.389
44-T-6258 ...	—	0.035	0.267
44-T-6263 ...	—	0.065	0.475
44-T-6270 ...	—	0.049	0.432
44-T-6273 ...	—	0.065	0.563
44-T-6278 ...	—	0.035	0.361
44-T-6280 ...	—	0.049	0.500
44-T-6290 ...	—	0.049	0.563
44-T-6292 ...	—	0.058	0.661
44-T-6300 ...	—	0.049	0.629
44-T-6304 ...	—	0.065	0.822
44-T-6314 ...	—	0.058	0.816
44-T-6328 ...	—	0.065	1.000
44-T-6358 ...	—	0.065	1.170
44-T-6386 ...	—	0.083	1.700
			30B Spec., DTD 178 or DTD 347.
Bar, hexagon, aluminium alloy :—			
	NAF.1040	Size.	Lbs. per ft.
46-A-820 ...	—	$\frac{1}{2}$	0.268 L.40
Bar, round, aluminium alloy :—			
		Size	Lbs. per ft.
46-A-900 ...	—	$\frac{1}{2}$	0.015 L.40
Bar, brass alloy, 46-B-26, round :—			
	AN-QQ-B-646 ...	Size	Lbs. per ft.
46-B-2276 ...	—	1	2.897 30B/67
Bar, steel :—			
	AN-QQ-S-684 ...	Size	Length
46-S-1205 ...	—	$\frac{1}{8}$	10-20 0.167 175
46-S-1210 ...	—	$\frac{1}{8}$	10-20 0.260 176
46-S-1215 ...	—	$\frac{1}{8}$	10-20 0.375 177
46-S-1225 ...	—	$\frac{1}{8}$	10-20 0.667 178
46-S-1230 ...	—	$\frac{1}{8}$	10-20 1.043 180
46-S-1245 ...	—	1	10-20 2.670 184
46-S-1260 ...	—	2	10-20 10.730 189
			30A/Spec. S.2B
Bar, steel, chromium, round :—			
	AN-QQ-S-770 ...	Diameter	
46-S-3532-505 ...	—	$\frac{1}{4}$	30A/2184
46-S-3532-525 ...	—	$\frac{1}{4}$	2188
46-S-3532-535 ...	—	$\frac{1}{4}$	2356
46-S-3532-545 ...	—	1	2357
46-S-3532-555 ...	—	1 $\frac{1}{2}$	2358
Rod, welding :—			
	NAF.1044	Diameter	Length
46-R-980 ...	—	$\frac{1}{8}$	36 30B/1007
46-R-490-30 ...	—	$\frac{3}{32}$	10 lb. 30B/1008
46-R-570 ...	—	$\frac{1}{16}$	36 30B/1153
46-R-1465 ...	—	$\frac{1}{16}$	36 D.T.D./549
46-R-1325 ...	—	$\frac{1}{16}$	36 30A/1051
46-R-1330 ...	—	$\frac{1}{8}$	36 30A/1048
Solder, silver wire :—			
		Grade	
46-S-650 ...	—	Grade III	36-in. } 30B/283
46-S-655 ...	—	Grade IV	36-in. }
46-S-657 ...	—	Grade IV	36-in. }
46-S-905 ...	—		Solder, wire, flux, core ... 30B/545
Sheet, aluminium alloy :—			
	NAF1040	Thick	Width
47-A-613-350 ...	—	0.064	18 72 } 30B/Spec.
47-A-613-400 ...	—	0.125	18 72 } DTD275
47-A-613-450 ...	—	0.188	24 96 } DTD390
47-A-613-500 ...	—	0.250	1 120 } Sizes as appropriate.

American Stock No.	Part No.	Description	British Stores Reference No.
Sheet, aluminium alloy :—			
		Thick	Width
		Length	Lbs. per sq. ft.
47-A-614-250 ...	—	0.018	36 120 0.262
47-A-614-260 ...	—	0.020	36 120 0.291
47-A-614-267 ...	—	0.023	36 120 0.335
47-A-614-274 ...	—	0.025	36 120 0.364
47-A-614-287 ...	—	0.032	36 120 0.465
47-A-614-303 ...	—	0.040	36 120 0.582
47-A-614-317 ...	—	0.051	36 120 0.742
47-A-614-345 ...	—	0.064	48 120 0.932
47-A-614-359 ...	—	0.081	36 120 1.180
47-A-614-373 ...	—	0.102	24 120 1.48
47-A-614-391 ...	—	0.125	36 120 1.82
47-A-614-414 ...	—	0.187	18 72 2.73
			30B/Spec. DTD270 Sizes as appropriate.
			30B/Spec. DTD270 Sizes as appropriate.
Sheet, aluminium :—			
		Thick	Width
		Length	Lbs. per sq. ft.
47-A-624 ...	NAF1040	0.032	48 96 0.460
47-A-628 ...	—	0.040	45 96 0.576
47-A-632 ...	—	0.051	48 96 0.735
47-A-636 ...	—	0.064	48 96 0.922
47-A-640 ...	—	0.081	48 96 1.170
			L.38 or DTD/390
Sheet, steel :—			
		Size	Length
(L)47-S-2201 ...	NAF1043	0.022	18 96 —
(L)47-S-2206 ...	—	0.028	18 96 —
(L)47-S-2211 ...	—	0.035	18 96 —
(L)47-S-2216 ...	—	0.049	18 96 —
(L)47-S-2221 ...	—	0.065	18 96 —
(L)47-S-2224 ...	—	0.083	18 96 —
(L)47-S-2226 ...	—	0.100	18 96 —
(L)47-S-2230 ...	—	0.125	18 96 —
(L)47-S-2236 ...	—	0.188	18 96 —
(L)47-S-2241 ...	—	0.250	18 96 —
			30B/Spec. DTD124A Sizes as appropriate.
	NAF.1043	Sheet, steel, stainless	D.T.D.166
51-A-220 ...	0-A-51	Acetone	Obtainable by local purchase on British Industrial Solvents, Ltd.
51-A-945 ...	51-A-8	Acid, hydrochloric	33C/1 or 2
51-A-1857 ...	RM-44	Alcohol, butylic	Obtainable by local purchase on British Industrial Solvents, Ltd.
51-A-1935 ...	52-A-8	Alcohol, ethyl	33C/517
51-B-450 ...	51-B-3	Benzol	34A/26
51-C-1635 ...	51-C-22	Compound, valve-grinding, coarse.	33C/237
51-C-1645 ...	—	Compound, valve-grinding, fine.	33C/238
51-F-638 ...	NAF.1044	Flux	33C/517
51-F-675 ...	—	Flux	33C/233
51-F-712 ...	—	Flux	33C/556
(L)51-F-640 ...	—	Flux	33C/588
51-G-356 ...	51-G-1	Glycerin	33C/245
51-S-1325 ...	—	Soap, Castile	ES/Soap, yellow
52-B-230 ...	52-B-4	Beeswax	33C/10
52-C-1296 ...	52-C-9	Cement, rubber	44/134
		Type B	
(L)52-C-1190 ...	M-270	Cement, rubber	44/134
52-C ...	M-391	Cement, rubber to metal	33C/605
52-C ...	AN-9516	Compound, anti-seize	33C/581
52-C-3081 ...	AN-3578	Compound, anti-seize	33C/581
52-C ...	C.67	Compound, paint removing	33B/146, 33B/884, 33B/147.
52-D-212 ...	D-15	Dope, clear	33B/85
52-E-4100 ...	E-6	Enamel, air-drying	33A/344/347
52-E-4160 ...	E-5	Enamel, grey	33B/360/3
52-G-400 ...	52-G-8	Glue	33C/78

American Stock No.	Part No.	Description	British Stores Reference No.
52-L	ML485	Lacquer	
52-L	—	Black	33B/186-188 (night)
52-L	—	Orange-yellow	33B/77-78
52-L	—	Insignia red	33B/73-74
52-L	—	Insignia white	33B/75-76
52-L	—	Insignia blue	33B/69-70
52-P-100	Formula †28	Paint, acid-resisting	33A/408/410
52-P-6605	15-A	Paint, shellac	33/A511-513
52-P-9295	Army 2-85	Paste, gasket	33C/523
52-P	—	Paste, gasket	
52-S-1615	S-60	Solvent remover	33B/140/2
52-T-590	AN-TT-T-256	Thinner	33B/115, 117 (2 gal.)
52-V-2900	V-10	Varnish, water-resisting	33B/107
53-T-1154	53-T-7	Tape, cellulose	32B/560
53-T-1340	—	Masking:—	
53-T-1344	—	1 in. wide × 72 yds. long	Obtainable by local purchase on Durex Abrasive's, Ltd.
53-T-1348	—	1½ in. wide × 72 yds. long	
(L)85-MT-1100-11	NAF1100-11	2 in. wide × 72 yds. long	
(L)85-MT-1100-20	NAF1100-20	Pliers, two position	1B/4107
(L)85-MT-1100-50	NAF1100-50	Pliers, diagonal cutting	1B/4033
85-S	NAF1101-1	Pliers, long nose	1B/1779
85-S	NAF1101-1	Screw drivers, ¼ in.	1C/3193
85-S	NAF1101-2	Screw drivers, ½ in.	1C/5321
85-S	NAF1101-3	Screw drivers, ⅝ in.	1C/2165
(L)85-MT-1101-4	NAF1101-4	Screw drivers	1C/5085
85-P	NAF1102-5	Punches, drive pin:—	
85-P	NAF1102-6	¾ in. end	1B/2977
85-P	NAF1102-7	⅝ in. end	1B/1834
85-P	NAF1102-7	⅞ in. end	1B/1835
85-F	NAF1103-2	Files:—	
85-F	NAF1103-3	Half round, ⅞ in. × ⅞ in. × 8 in.	1A/902
85-F	NAF1103-4	Round, ⅞ in. × 8 in.	1A/923
85-C	NAF1104-1	Three square, ⅝ in. × 8 in.	1A/941
85-W	NAF1105-2	Chisels, cold	1A/440
(L)85-MT-1106-1	NAF1106-1	Wrench, pipe	1C/2630
(L)85-MT-1106-3	NAF1106-3	Wrench, adjustable	1C/2220
85-H	NAF1107-5	Wrench	1C/2224
85-H	NAF1107-6	Hammers, ball peen	1B/1327
85-M	NAF1166	Hammers	1B/1329
88-P-940	—	Mirror, inspection	1H/8
88-S-900	—	Binocular	6E/300
88-W-510	—	Protractor	13/35
88-W-590	—	Sight, drift recording	6B/138 or 150
18-R-705	—	Watch, navigational	6B/159
		Watch, stop, navigational	6B/129
		Ruler, parallel	13/88

6437.—Inflatable Lifebelts—Leather Washers for Repair Outfits

(N.S.16494/41.—31.12.1942.)

Experience shows that inflatable lifebelts sometimes leak through the valve washer becoming defective. In order to enable this defect to be remedied, repair outfits will, in future, include 50 leather washers.

2. Purchase of 500,000 washers, for use with existing repair outfits, has been arranged, and demands should be forwarded by ships and shore establishments concerned to their storing yards.

3. Supply to yards abroad should be made as follows:—

Alexandria	25,000	} From Preston.
Gibraltar	15,000	
Trincomalee	12,500	
Simonstown	25,000	} From Severn Area.
Bermuda	5,000	
Durban	25,000	

(H.M.S. "Malaya," 13.8.42.)

(A.F.O. 285/42.)

6438.—Luminescent Materials and Fittings—Application and Uses in H.M. Submarines—REPORTS

(N.S./S.R.E.962/42.—31.12.1942.)

The use in submarines of luminescent materials and fittings treated with luminous vitreous enamels has been approved, and the purposes and methods of application, together with details of arrangements made or to be made for supply, are as described herein.

I. *Purpose.*—The present application of luminescent materials in H.M. submarines is intended primarily to assist in finding one's way about the ship in the event of failure of the normal lighting system and before the secondary lighting system is put into operation. In addition to this general scheme of treatment, important operational parts, such as blow panel groups, may be treated to enable them to be picked out easily in total darkness.

II. *Nature of luminescent materials employed.*—The luminescent materials to be employed for this purpose are not radio-active, but rely for their effect on adequate exposure to light (either daylight or artificial light). After such exposure, the materials will continue to glow in the dark for a length of time. This glow, which is at first bright, gradually fades away, but the materials can be re-activated by re-exposure to light. This process may be repeated indefinitely. The luminescent substance employed in all the forms of application considered herein is phosphorescent zinc sulphide which possesses high resistance to moisture and oil, coupled with an afterglow of high initial brightness, lasting for a sufficient length of time for the purpose. The colour of the after-glow is green or greenish-yellow. Materials containing strontium sulphide, which has a blue or bluish-green after-glow, should not be used in H.M. submarines owing to the ease with which strontium sulphide is decomposed by moisture.

III. *Forms of application.*—The luminescent material may be employed in three forms:—

- Paint applied to selected areas.
- Panels previously treated and mounted in suitable position.
- Electric light reflectors treated with luminous vitreous enamel and saddle fittings with luminous vitreous enamel plaques—for marking Oldham lanterns.

These three forms have the following advantages:—

Paint is flexible in application in that it can be applied to any internal area of the submarine, especially where the mounting of panels in effective positions would be inconvenient or impossible.

Panels being prepared beforehand under controlled conditions possess maximum luminescence and a good protective finish. They are also easily replaceable.

Luminous electric light reflectors continue to glow after the light is extinguished, thus acting as luminous markers in well defined positions.

(A) Phosphorescent Paint

(1) *Paint system*—The paint system should consist of the following:—

Two coats of white undercoating lead-free.

This will effectively seal off the underlying paint and provide an opaque reflecting background suitable to receive the succeeding coats of phosphorescent paint.

Two coats of phosphorescent zinc sulphide paint.

Two coats of clear medium as a protective varnish.

(2) *Application of the paint*—The surface to be painted should be clean, dry, and free from oil. Existing paint should have had time to harden well.

The utmost cleanliness should be observed during the painting operation. Contamination with lead and iron is especially undesirable. When the underlying paint is a lead paint, care should be exercised to see that this existing paint is first well sealed off by the application of the white undercoating.

New brushes, or at least brushes reserved for the purpose, should be used.

Contact with brushes, paint containers, rags, etc., soiled from previous painting operations should be avoided.

Sufficient time should be allowed between successive coats for complete drying and hardening.

(3) *Characteristics of finished work*—The finished work should be—

Smooth and even (consistent with the nature of the underlying surface) so that, in a black-out test, the luminescence of the painted area is seen to be as uniform as possible.

(4) *Recommended paint*—Tests have been made of a number of paints of British origin and the most suitable for the present purpose has been found to be one provided by I.C.I. (Paints) Limited, Wexham Road, Slough, employing the following materials:—

	<i>I.C.I. Ref. No.</i>
White undercoating	49-605
Luminescent zinc sulphide powder	812-32
Clear medium	123-537

Thinner 141-548 (this is useful for cleaning brushes and pots).

The luminescent paint should be mixed immediately before use. The paint should not be kept long in the mixed condition, as the powder rapidly settles, forming in time a hard cake which cannot easily be stirred up.

The mixing proportions are—

1 lb. of luminescent zinc sulphide powder for 1 pint of clear medium.

For each pint of phosphorescent paint so mixed, a further pint of clear medium will be required for the two top coats of protective varnish.

The *approximate* drying times of the various coats are—

1st coat of white undercoat ... 3 to 6 hours, according to conditions.

2nd coat of white undercoat ... 6 to 12 hours (this should be allowed to dry well before applying the phosphorescent paint).

The coats of phosphorescent paint and protective varnish take about 2 hours each to dry.

(5) *Quantities of materials required*—The following quantities will be found ample for submarines of each class:—

“U” Class Submarine.

4 lbs. of luminescent zinc sulphide powder ...	812-32	} Sufficient for about 60 sq. ft.
1 gall. of clear medium	123-537	
$\frac{1}{2}$ gall. of white undercoat	49-605	
2 pints of thinner	149-548	

“S” Class Submarine.

5 lbs. of luminescent zinc sulphide powder ...	812-32	} Sufficient for about 80 sq. ft.
$1\frac{1}{4}$ galls. of clear medium	123-537	
$\frac{3}{4}$ gall. of white undercoat	49-605	
2 pints of thinner	149-548	

“T” Class Submarine.

9 lbs. of luminescent zinc sulphide powder ...	812-32	} Sufficient for about 130 sq. ft.
$2\frac{1}{4}$ galls. of clear medium	123-537	
$1\frac{1}{2}$ galls. of white undercoat	49-605	
2 pints of thinner	149-548	

Larger Ships in Proportion.

(6) *Areas recommended for painting*—In selecting areas for painting, it should be borne in mind that the paint will not glow effectively in the dark unless it has been previously activated by exposure to light. The areas selected for treatment should, therefore, be in a position such that light can fall directly upon them.

The following indications, which are based on a number of trials, will serve as a general guide to the scheme to be adopted in a given ship. The aim should be, in the first place, to obtain as far as possible a continuous line of luminescent surfaces extending throughout the vessel from bow to stern. This continuity is important—too many isolated areas merely tend to be confusing in the dark and defeat the desired object. Any special parts, such as handwheels, can be shown up by “silhouette” effect by treating a surface some little distance behind them.

(a) *Throughout the ship.*

- (i) Top panels of each water-tight door, fore and aft sides (on the forward side of the door only the recessed portion of the top panel should be treated, to avoid finger-marking of edges).

- (ii) Strip about 4-ins. wide extending over the top of each doorway, fore and aft sides.

- (iii) Lower coaming of escape hatchways or upper portion of escape chamber doors.

- (iv) Oldham lantern stowages and electric torch stowages (where provided).

(b) *Tube space.*

Rear doors of upper torpedo tubes, port and starboard.

(c) *Torpedo stowage compartment.*

- (i) Evershed guard.

- (ii) Underneath side of torpedo loading rails.

- (iii) Front panel of forward ballast pump starter (in auxiliary machinery space).

- (iv) Upper side of ventilation trunk and patch on forward side of exhaust fan motor.

(d) *Accommodation space.*

Gangway marked by painting L.P. Blow Line, or ventilation trunking.

(e) *Control room.*

- (i) Gangway marked by painting L.P. Blow Line and ventilation trunking.

- (ii) H.P. Blow Panel “Groups”.

- (iii) Patches on lower conning tower hatch coaming.

(f) *Engine room.*

- (i) Patch on battery ventilation trunk, on mufflers, fore and aft sides, port and starboard.

- (ii) Patches on fore and aft ends and on underside of distilled water tank (in “U” Class Submarines).

- (iii) Engine telegraph brackets fore and aft sides, port and starboard.

- (iv) Cross-bars of motor switch handles.

(g) *Crew space aft—*

- (i) Ventilation trunking.

- (ii) Uprights along gangway.

(h) *Steering compartment—*

- (i) Motor starter panels.

- (ii) Spokes of hand steering wheel.

- (iii) End of steering ran cylinder.

- (iv) Stanchions on aft bulkhead.

(7) *Distinctive marking of the paint*—Luminous areas in submarines to be indicated by a small letter “L” in red and, where possible, by outlining the patches red in order to minimise the risk of their subsequently being painted out. Where a long length of piping or trunking is treated with luminous paint, the letter “L” should be painted in red every two yards or so apart.

(8) The zinc sulphide powder, clear medium, white undercoating, and thinners should be obtained by local purchase from Messrs. I.C.I. (Paints) Limited, Wexham Road, Slough, Bucks, as required. The paints involved are liable to harden quickly, and, in view of the scarcity and of the constant development of new types of paint, it is inadvisable to purchase quantities in bulk.

(B) *Luminescent Panels*

Luminescent panels may be metal plates treated with luminous vitreous enamel or with phosphorescent paint suitably protected by a top coating. A form of panel which has been found suitable in trial has been developed by Messrs. I.C.I. (Paints) Limited. These panels consist of thin, mild steel plate, coated with white undercoat, on which phosphorescent paint is sprayed. The final protective coating is formed by several layers of varnish, stoved to render them hard and durable. A suitable size of panel is 12-in. by 6-in. with $\frac{3}{16}$ -in. holes at the corners. A convenient method of fixing the panel is by screwing to angle irons or nuts welded to doors, etc.

It is not easy to find suitable positions in submarines for the fixing of large numbers of these panels, but it is considered that they can be used as follows:—

8 in “U” and “S” Class Submarines.

12 in “T” Class Submarines.

The panels can be obtained from Messrs. Peek, Frean & Company Limited, Keetons Road, London, S.E.16. These are made according to I.C.I. specification, using zinc sulphide powder 812-32, and should be ordered under Peek, Frean's Code Number P.1. The following panels are being purchased for delivery to the depots mentioned:—

	<i>Stroud</i>	<i>Preston</i>
Panels, 12-in. by 6-in., with $\frac{3}{16}$ -in. holes at the corners	280 No.	280 No.

(C) *Luminous Electric Light Fittings and Saddle Fittings for Lanterns, Pattern 8115, Oldham or Ceag Type*

Two fittings treated with luminous vitreous enamel have been introduced and the pattern numbers allocated, and descriptions are as follows:—

	<i>Subhead and Item</i>
Pattern 17072. Bulkhead fitting similar to Pattern 17015 but fitted with luminous reflector for use on submarines	F.2B
Pattern 16104. Saddle, luminous (to Drawing D.E.E.10480 R/2), for lanterns, Pattern 8115, Oldham or Ceag type, for use on submarines	F.2A

and the following quantities are being purchased for delivery to the Central Storing Depots:—

Pattern 17072. Bulkhead fittings, 500 No. to Stroud, 500 No. to Preston.
Pattern 16104. Saddles, luminous, 700 No. to Stroud, 700 No. to Preston.

2. Sufficient lamp fittings, Pattern 17072, should be fitted so that, on failure of lights, the reflectors continue to glow and form a series of luminous markers along gangways throughout the vessel.

In view of the difficulty which has been experienced in some cases in fitting luminous treated reflectors into existing fittings, it has been decided that bulkhead fittings in new construction submarines only are to be provided with luminous reflectors.

The supply of the bulkhead fittings will be a shipbuilder's liability and such orders should specify that the reflectors are to be vitreous enamelled by Messrs. Benjamin Electric Limited, London, N.17.

General Remarks.

Reports are to be forwarded stating the names of the submarines in which requirements have been or will be met.

Reports concerning the behaviour of these luminescent materials under service conditions should be forwarded to the Director of Scientific Research, Admiralty, through the administrative authorities.

6439.—Phomene Generators, Type 77

(N.S. 36189/42.—31.12.1942.)

Supplies of Phomene Generators, type 77, Subhead B. 8, are now urgently required, and any of H.M. Ships which have not returned them to storing yards in accordance with paragraph 7 of A.F.O. 878/41, should do so *immediately*.

2. On return to Home Dockyards or Depots, early survey should be arranged and any found repairable (if not within the capacity of the dockyard) should be returned at once to Messrs Pyrene Co., Ltd., with a request for early repair.

A special report should be furnished to the Director of Stores (5B) on 31st January, 1943, showing stocks, quantity being repaired, etc., and any outstanding demands.

3. Phomene Generators returned to Dockyards abroad should be shipped to England by the *first available opportunity*, and particulars of shipment reported to the Director of Stores, quoting this Order.

(A.F.O. 878/41.)

6440.—Telephone Apparatus for Use in Vicinity of Standard Compass—Introduction of

(N.S. 23322/42.—31.12.1942.)

The following telephones and accessories manufactured, as far as possible, from non-ferrous material have been introduced into the Rate Book of Naval Stores for use in vicinity of standard compasses only:—

<i>Pattern No.</i>	<i>Description.</i>
13734	Telephone, Mark XV* (aluminium alloy case). For direct circuits with H.F. generator call up.
13735	Telephone, Mark XVII* (aluminium alloy case). For group circuits with H.F. generator call up.
13736	Boxes, stowage (brass), for telephones, Patterns 1191 and 1192, and telaupad, Pattern 1190.
13737	Boxes, stowage (brass), for telephone, Pattern 1193.
13738	Covers, waterproof (brass), for telephones, Patterns 13734 and 13735.

2. A running contract for the following total quantities has been placed with Messrs. Telephone Manufacturing Co., Ltd., for delivery equally between Stroud and Mossley (C.P. 55621/42, dated 4th July, 1942):—

<i>Pattern No.</i>	<i>Description.</i>	<i>Rate per month.</i>
13734	Telephones, Mark XV*	200
13735	Telephones, Mark XVII*	10
13736	Stowage boxes	100
13737	Stowage boxes	50
13738	Weather covers	200

3. The items will be dealt with under Subhead F.1C, part 3, and shown on page 26 of the Annual Demand.

6441.—Stretchers—Revised Allowances

(N.S. 26871/42.—31.12.1942.)

The allowances of stretchers to vessels of 2,000 tons and over have been revised and are to be as follows:—

<i>Pattern</i>		
475	Neil Robertson 4 per cent. of War complement	} For cruisers and larger ships fitted with high coamings to hatches, high sills to W.T. doors, etc., the total allowance of 11 per cent. should be composed of 8 per cent. Neil Robertson type and 3 per cent. War Office type.
—	War Office type 7 per cent. of War complement	

2. PB., Mark X, stretchers supplied to ships mentioned in paragraph 1 on the basis of 2 per cent. of the war complement in accordance with A.F.O. 4200/41, should be retained but the total number of stretchers on board should not exceed 11 per cent. of the war complement. When the PB., Mark X, stretchers become defective they should be replaced by an equivalent number of War Office type.

3. Ships concerned in commission should adjust the number of stretchers on board as and when necessary, to conform to the above allowances. Supply to ships of new construction should be arranged by storing yards.

4. This Order does not apply to H.M.S. "Unicorn" as the stretchers allowed to this ship (on the basis of 11 per cent. of the war complement) are all Pattern 475.

5. The allowances of stretchers to all ships below 2,000 tons, except submarines, are shown in A.F.O. 1955/42, as amplified by A.F.Os. 2548/42 and 3155/42. The allowance to submarines is as promulgated in A.F.O. 3676/42.

6. It has been reported that the War Office type stretcher can be usefully employed as a cot for the accommodation of injured or wounded personnel. A small number of additional stretchers of this type may, therefore, be demanded if desired, for rescue duties.

7. The Sea Store Establishments concerned will be amended.

(Principal Medical Officer on Staff of Admiral Superintendent, Contract Built Ships, 8.6.42, No. 511/6.)

(Superintending Naval Store Officer, Alexandria, 27.4.42, No. N.S. 2571/42.)

(A.F.Os. 1955/42, 2548/42, 3035/42, 3155/42, 3158/42 and 3676/42.)

(A.F.O. 4200/41 is cancelled.)

6442.—Bags, Canvas, Weighted for Confidential Books

Fairmile M.Ls., Types A and B

(N.S. 29779/42.—31.12.1942.)

The allowance to Fairmile M.Ls., Types A and B, of a weighted canvas bag, Pattern 1537, has been approved.

2. For craft in commission, bases should forward demands to storing yards to complete the boats concerned to the new allowance, and to provide one spare bag per flotilla attached.

3. Supply to new construction should be arranged by storing yards in the usual manner.

4. Purchase of 100 each for Chatham, Sheerness, Portsmouth, Devonport, Rosyth, Severn and Mersey, is being arranged, and supplies should become available about the end of January, 1943.

5. The Establishment of Naval Stores for Fairmile Craft will be amended.

(H.M.S. "Attack" minute, 16.9.42, GNJ/BP, N.S.O., Portland letter, dated 18.9.42, No. 891/42.)

6443.—Hand Towels—Supply

MA/SB's on Air/Sea Rescue Duties.

(N.S. 22508/42.—31.12.1942.)

Three hand towels, Pattern T.343, are to be allowed to each motor A/S boat employed on air/sea rescue duties.

2. Demands should be forwarded to storing yards by coastal force bases concerned.

(A.F.O. 5448/42.)

6444.—Gymnastic Gear—Allowances and Supply

(N.S. 22555/42.—31.12.1942.)

With reference to paragraph 4 of A.F.O. 3689/42, no gymnastic gear of any description will in future be issued to H.M. ships except on demand and an A.F.O. will be issued shortly showing revised allowances of this equipment which are to be regarded as the *maximum* quantities which can be supplied *if demanded*.

2. The requirements of gymnastic gear for vessels under construction are now to be included in the Lists of Particulars.

3. In view of the necessity for conserving labour and materials, provision of articles with a high standard of finish will be relaxed in future purchases, and a relatively lower specification of material, consistent with satisfactory efficiency and safety, will be accepted.

(A.F.O. 3689/42.)

6445.—Easy Chairs for Ward-Room—Allowance

Corvettes ("Flower" Class), Dockyards, and P.(S).Os. concerned

(N.S. 26780/42.—31.12.1942.)

The allowance of easy chairs for the ward-room of each corvette ("Flower" Class) is to be increased from one to two. For ships in commission, one tub type chair, Pel type A.1831, may be allowed in lieu of the additional chair, Pattern 691, if the latter is not available.

2. Ships concerned, in commission, should forward demands to their storing yards as necessary.

3. Provision of the Pel type chairs for ships under construction is the liability of the shipbuilders, and P.(S).Os. should arrange for the supply by shipbuilders of the additional chair now allowed.

4. B.R. 347—Establishment of Naval Stores for Corvettes ("Flower" Class)—will be amended.

(Enclosure 1 to Rosyth Daily Letter—6.8.1942.)

(A.F.O. 1582/42.)

Section 4

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

A.F.O. 2713/43

6446.—Kits of L.D.D. Ratings

(V. 5305/42.—31.12.1942.)

The following articles may be issued gratuitously to L.D.D. ratings now serving or entered in the future who will be transferred to General Service on condition that the men concerned agree to pay for them in the event of their not being transferred to General Service within 12 months of the date of receiving the articles:—

1 Bag, soap.
1 Brush, foot, hard.
1 Brush, foot, polishing.
1 Brush, hair.
1 Brush, tooth.
1 Case, attache.
1 Comb, hair.
1 Overcoat, horn buttons.

(Commodore, R.F. Barracks, Portsmouth's No. M. 242/71 of 27.9.42.)

(A.F.Os. 1220/40 and 2475/41.)

(A.F.O. 5332/42 is cancelled.)

6447.—Vegetables—Addition to List of Contracts, 1942/43

(C.P. 89118/42.—31.12.1942.)

The following additions should be made to the List of Vegetable Contracts for 1942/43:—

			Bag Deposit
HULL ...	Potatoes, cabbages and greens, turnips, carrots and parsnips.	C. W. Hewson, 361, Hedon Road, Hull, Yorks.	Telephone : Central Hull 34329.
BRISTOL	Potatoes, cabbages and greens, turnips, carrots and parsnips.	T. Mansfield & Sons, Ltd., 40, Baldwin Street, Bristol.	Telegrams : Tomato, Bristol. Telephone : Bristol 25076.

6448.—Timber—Use of, without Licence to Acquire

(P.P.O. 2561/42.—31.12.1942.)

The Raw Materials Department of the Ministry of Supply has recently complained that cases have occurred in which timber has been consumed by contractors, acting under pressure from a Government Department although the contractor has received no licence to acquire and/or consume such timber. In such cases the contractor appears to have been informed that he should go ahead as the job was urgent and that the department would later provide him with a certificate to purchase.

2. This situation has often led to the contractor's consuming and/or acquiring timber without a licence, which is of course illegal. It has sometimes happened that a contractor has used timber released against another department's certificate, and not infrequently the timber has been used unnecessarily or wastefully.

3. Departments concerned should take all possible precautions to ensure that timber used is that released under the appropriate certificate. Contractors should be instructed that in all cases of urgency contact should immediately be made with the Timber Control Area Officer and/or Messrs. Denny, Mott & Dickson Ltd., Admiralty Timber Agents, who will be able to take all necessary steps to arrange an early release.

4. A list of Timber Control Area Officers was published in A.F.O. 4223/42 on 27th August, 1942, and of Denny, Mott & Dickson's Liaison Officers in A.F.O. 1059/42 dated 5th March, 1942.

(A.F.O. 1059/42 and 4223/42.)

Section 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE**6449.—Amendments to Books**

(E.F.O.—31.12.1942.)

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

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

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

A.F.O. *P.593/42.—B.R. 378—General—A.S.E.—Amendment No. 1.

*P.594/42.—Form A.P. (N) 1—Amendment No. 2.

P.595/42.—B.R. 93—Manual of Victualling—Amendment No. 10.

P.596/42.—B.R. 268 (2) (Formerly O.U. 6282 (2))—Electrical Manual, Volume II—Plotting Table A.R.L.—Amendment No. 4.

P.597/42.—B.R. 317 (15)—Mining Drill Book—Mark XVI Mine-Assembly Nos. 5 and 6—Amendment No. 1.

P.598/42.—O.U. 5225—Home Dockyard Regulations—Amendment.

P.599/42.—O.U. 6090 (J)—R.T. No. 271 for 6-in. Guns—Amendment.

P.600/42.—O.U. 6090 (K)—R.T. No. 230 for 4-in. Guns—Amendment.

P.601/42.—O.U. 6090 (O)—R.T. No. 176A for 3-pdr. Hotchkiss Guns—Amendment.

P.602/42.—O.U. 6090 (U)—R.T. No. 199 for 16-in. Guns—Amendment.

P.603/42.—O.U. 6090 (X)—R.T. No. 399 for 4.5-in. Guns—Amendment.

P.604/42.—O.U. 6090 (Y)—R.T. No. 415 for 14-in. Guns—Amendment.

P.605/42.—O.U. 6366—Regulations for Maintenance of 18-in. Duplex Pistols, Marks I and II—Amendment No. 13.

* Exceptionally as regards A.F.Os. P.593/42 and P.594/42, distribution will be made 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 books.

(A.F.O. 6329/42.)

6450.—A.M.S.Is.

(E.F.O.—31.12.1942.)

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

(A.F.O. 6330/42.)

6451.—H.M.S. "Gosling"—Telephone Numbers

(A/M. 2630/42.—31.12.1942.)

The telephone numbers of H.M.S. "Gosling" are now as follows:—

Warrington 2186, 2187, 2188 and 2189.

2. A.F.O. 3701/42 is to be amended accordingly.

(A.F.O. 3701/42.)

6452.—W.R.N.S.—Information as to Civil Occupation for Statistical Purposes—Forms N.S.403 and S.160

(N. 25558/42.—31.12.1942.)

With reference to A.F.O. 3106/42, it has been reported that difficulties have arisen in a large number of instances in obtaining the necessary information as to Industry Group and Occupational Classification from Part II of Form N.S.403 (S.1514A) for inclusion on Form S.160.

2. Form N.S.403 should be attached to the application form (S.1514) of all candidates for entry in the W.R.N.S. and part II completed in respect of Occupational Classification No. and Industry Group Letters by the local office of the Ministry of Labour. It is the responsibility of the W.R.N.S. Recruiting Officer who completes the candidate's papers to obtain these details from the Ministry of Labour if they have been omitted.

3. The W.R.N.S. Officer-in-Charge of an establishment where ratings are enrolled should supply details of Occupational Classification No. and Industry Group Letters for every new entry, to the Accountant Officer of the Ship in which the rating is borne for pay. Where exceptionally this information is not available from the candidate's papers, the W.R.N.S. Officer should send an explanation to the Accountant Officer, forwarding N.S.403 if this is found to be incomplete.

4. Forms S.160 which have to be forwarded to Naval Branch (Statistical Section) incomplete as regards Occupational Classification No. and Industry Group, should either be accompanied by N.S.403 or a brief explanation of the circumstances in which this form is not available.

(A.F.Os. 2026/42, 3106/42 and 4815/42.)

6453.—Ground Handling Notes for Naval Aircraft (all Types)

(A.M. 6128/42.—31.12.1942.)

A series of Ground Handling Notes is being made available to Naval Air Stations in order that, in the event of a strange aircraft landing, some information on the method of handling the type of aircraft concerned is to hand.

2. On all occasions where the Standard Air Publications are available they are to be used in preference to the Ground Handling Notes.

6454.—B.R.619—Distinguishing Pendants and Signal Letters of H.M. Ships, Royal Fleet Auxiliaries, Mercantile Fleet Auxiliaries, etc.—Issue

(S.D.—31.12.1942.)

B.R.619 will be issued shortly in accordance with the establishment laid down for this book in O.U.2A.

2. The new book is a combination of O.U.5339/1941, O.U.5339A(3) and O.U.5516/41, and when brought into force will supersede these three publications.

3. Attention is drawn to the instructions contained on the cover of the book.

4. A first issue to all concerned will be made from R.N. Store Depot, Park Royal, without demand.

(Also issued as A.F.O. S.350/42)

6455.—Form S.1034—State Insurance—Ratings in Detention, etc.

(P.M. 3182/42.—31.12.1942.)

Attention is drawn to A.F.O. 6386/42 in Section 2 of this issue.

Section 6.—SHORE ESTABLISHMENTS

6456.—Department of the Director of Electrical Engineering—Revised Overseeing Organisation

(C.E. 11031/42.—31.12.1942.)

The Overseeing Organisation of the Department of the Director of Electrical Engineering is to be divided into two separate branches, namely Shipbuilding and Manufacturing. The arrangements apply to Great Britain only; no alteration is to be made in respect of Northern Ireland.

2. The Shipbuilding branch of the Overseeing Organisation will be divided into the same areas as hitherto. The headquarters of the officer in charge of the areas will be as shown in Appendix A. The names, addresses, telephone numbers, etc., of these officers are also included therein. It has also been approved for these officers to be designated as Warship Electrical Superintendents (short title W.E.S.).

3. The Manufacturing Branch of the Overseeing Organisation will be divided into areas similar to those applicable to the Regional Organisation set forth in A.F.O. 3889/41. The officer in charge of the Electrical Departmental Overseeing Organisation in each region will be known as the Admiralty Regional Electrical Engineer (short title A.R.E.E.). The names, addresses, telephone numbers, etc., of these officers are as shown in Appendix B.

4. The existing title of District Admiralty Electrical Engineer will, therefore, lapse.

5. The position of the Admiralty Electrical Cable Overseer remains unchanged.

6. The areas covered by the respective branches of the revised organisation will be shown in an A.F.O. Diagram, which will be issued shortly.

7. The revised arrangements come into force on 11th January, 1943.

APPENDIX "A"—LIST OF WARSHIP ELECTRICAL SUPERINTENDENTS

District.	Address.	Tel. No.	Officer-in-Charge.
Scottish ...	13, Crown Terrace, Dowanhill, Glasgow.	Glasgow Western 4160, Ext. 5.	Mr. R. L. Waters
North Western	Room 318, Royal Liver Buildings, Liverpool, 3.	Liverpool Advance 8221, Ext. 128.	Mr. J. E. Matthews
North Eastern	Commercial Union Buildings, 47 Pilgrim Street, Newcastle-on-Tyne, 1.	Newcastle-on-Tyne 22952, 26977, Ext. 232.	Mr. F. B. Allcock
South Wales ...	Imperial Buildings, Mount Stuart Square, Cardiff.	Cardiff 7924, Ext. 14.	Mr. E. Gaubert
London ...	"Alverstoke," 21, Montpelier Row, Blackheath, S.E.3.	Lee Green 3211-2-3-4.	Mr. J. G. Watson
South Western	2, Leigh Mansions, Oakmount Avenue, Highfield, Southampton.	Southampton 74050, 74059.	Mr. F. Dossor
Northern Ireland.	c/o Messrs. Harland & Wolff, Ltd., Belfast.	Belfast 57002, 58247	Mr. L. Bomford

APPENDIX "B"—LIST OF ADMIRALTY REGIONAL ELECTRICAL ENGINEERS

District.	Address.	Tel. No.	Officer-in-Charge.
No. 1 Northern	Commercial Union Buildings, 47 Pilgrim Street, Newcastle-on-Tyne, 1.	Newcastle-on-Tyne 22952.	Mr. O. A. Eagling
No. 2, North Eastern.	9, York Street, Sheffield.	Sheffield 20843 ...	Mr. W. H. Frost
No. 3, North Midland.	Gordon House, Carrington Street, Nottingham.	Nottingham 40963, 42621.	Mr. H. D. Spitteler
No. 4, Eastern	New Court, Trinity College, Cambridge.	Cambridge 56493...	Mr. R. M. L. Evans
No. 5 & 6, London and S. Eastern.	"Alverstoke," 21, Montpelier Row, Blackheath, S.E.3. <i>Sub-Office:</i> 43/4, Grange Park, Ealing, W.5.	Lee Green 3211 ... Ealing 6461-3, 6495	Mr. L. A. Sansbury
No. 7, South Western.	West India House, 54, Baldwin Street, Bristol.	Bristol 23641 ...	Mr. F. S. Merchant
No. 8 & 9, Wales and Midland.	174, Corporation Street, Birmingham, 4.	Birmingham Central 1234.	Mr. R. W. Adams
No. 10, North Western.	Imperial Buildings, 7, Oxford Road, Manchester, 1.	Manchester Ardwick 1788-9, 1780.	Mr. E. J. Hooper
No. 11, Scotland	13, Crown Terrace, Dowanhill, Glasgow.	Glasgow Western 4160.	Not yet appointed

(A.F.O. 3889/41.)

(A.F.O. 1681/40—not in annual volume—is cancelled.)

6457.—War Risk Allowance—Payment to Salaried Officers and Non-Industrial Staffs Employed Afloat

(C.E. 15865/42.—31.12.1942.)

Home Establishments and Mediterranean

With effect from 8th November, 1942, War Risk Allowance is payable, subject to the terms and conditions applicable under A.F.O. 3089/40, to civilian salaried officers and non-industrial staffs employed in the open sea on duties (including repairs or trials) in H.M. Ships, Repair Ships or Store Ships, or in any other type of vessel.

2. As from the same date the rates of War Risk Allowance are to be doubled, i.e. 6s. 8d. a day will be payable to adult grades and 3s. 4d. a day to non-adults. The new rates for Gibraltar and Maltese staffs will be 4s. a day for adults and 2s. a day for non-adults.

Other Stations Abroad

3. Where authority has been given for the payment of war Risk Allowance to be extended to other Stations abroad, the rates payable may also be increased with effect from 8th November, 1942, to 6s. 8d. a day for adult grades and 3s. 4d. a day for non-adult grades, subject to the same terms and conditions as are at present applicable to payment of War Risk Allowance at such Stations.

(A.F.O. 1879/40, 3089/40 and 5987/42.)

6458.—Women Industrial Employees—Increase in Bonus

(L. 17990/42.—31.12.1942.)

The rate of bonus (at present 18s.), payable to women workers of 18 years and upwards, employed on women's work in all Admiralty establishments, should be increased to 22s. The inclusive rates for girls under 18 shall in future be expressed as basic rate plus bonus, as in paragraph 2.

2. Women and girls engaged on plain time work in all Admiralty establishments, including H.M. dockyards, and who are not employed on any system of payment by results, or in receipt of any additional payments by way of compensation for working in concert with piece-workers, etc., e.g. certain Female Examiners in the Naval Ordnance Inspection Department, shall be paid in addition a special time-workers' bonus as follows:—

Age	Basic Rate (new).		Revised Bonus.		Time-workers' Bonus.	
	s.	d.	s.	d.	s.	d.
14	10	0	7	0
15	11	8	8	0
16	13	4	12	0
17	14	8	15	0
18	—	—	22	0
19	—	—	22	0
20	—	—	22	0
21 and over	—	—	22	0

3. These revised arrangements do not apply to—

- (i) Women who in accordance with A.F.Os. 3182/42 and 3438/41 are paid a percentage of men's rates.
- (ii) Women process workers, etc., at R.N. Propellant Factory, Caerwent, and R.N. Cordite Factory, Holton Heath.
- (iii) Resident domestics at hospitals.
- (iv) Any other women whose current rates of pay are not expressed as "basic rate plus 18s. bonus".

4. With reference to the rates for stages (i) and (ii) of training for men's work, authorised by A.F.O. 3438/41, the revised rate of bonus (including time-workers' bonus if applicable) set out in paragraphs 1 and 2 above, is to be substituted for the 18s. bonus wherever the latter rate is quoted in paragraph 3 of A.F.O. 3438/41.

5. These increases should have effect from the beginning of the pay period in which 21st December, 1942, falls.

(A.F.Os. 1662/41, 3438/41, 87/42 and 3182/42.)

6459.—Royal Fleet Auxiliaries and Non-Commissioned Mercantile Auxiliaries— Free Travel Warrants

(D.N.A. 14518/42.—31.12.1942.)

Attention is drawn to A.F.O. 6375/42 shown in Section 2 of this issue.

6430.—Portable Welding and Air Compressor Sets with Metal Wheels— Speed Limit

(D./C.P.84034/42.—31.12.1942.)

Owing to the need for conserving rubber, the chassis of many portable welding and air compressor sets are being accepted with cast iron or steel wheels.

2. The Special Types General Order, 1941 (S.R. and O.1941 No. 98), imposed a speed limit of 5 m.p.h. for such trailers, whether two or four wheeled, whenever they are constructed with such wheels, in view of the serious damage which would result to road surfaces if such trailers were drawn at a higher speed.

3. While the Minister of War Transport is not prepared to consider that the speed limit for these trailers should in general be increased, he realises that there may be exceptional cases, particularly where two-wheeled trailers are concerned, in which a 5 m.p.h. speed limit would seriously slow down important journeys.

4. Should it therefore be necessary for some types of portable welding and air compressor sets to be drawn at speeds above the 5 m.p.h. limit, the Minister is prepared to consider the question of relaxations in respect of light trailers.

5. It is assumed that the 5 m.p.h. speed will usually meet requirements for the limited travelling that may be necessary over public roads. In cases where a higher speed is necessary, appropriate action is to be taken with the Ministry of War Transport.

6431.—Carbine, Machine, Lanchester, 9 mm., Marks I and I*—Resighting on Changing Barrels

(G. 010709/42.—31.12.1942.)

When the barrel of a Lanchester Carbine is changed the weapon must be re-sighted and shot for accuracy before re-issue. A group of 10 shots at 25 yards should not be greater than 3-in. by 3-in.

2. Care must always be taken when re-assembling carbines that barrels are replaced in their correct guns.