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ADMIRALTY FLEET ORDERS

ADMIRALTY, S.W.1,

18th February, 1943.

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

A list of these Orders is enclosed.

By Command of their Lordships,

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 ¹²⁵ Branch

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ADMIRALTY FLEET ORDERS

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| No. | Subject. | Shore
Commands
at Home
only |
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670. Traffic Accidents at Home—Procedure.
671. Maintenance Men, etc., in Admiralty Industrial Establishments—Pay Arrangements.
672. Disposal of Redundant Labourers in Admiralty Supply Establishments. Issued separately on 11th February, 1943.
- 18th February, 1943.
- SECTION 1.—ADMINISTRATION OF THE FLEET, CEREMONIES, FOREIGN PORT REGULATIONS, ETC.
- (Station Limits: Fighting Efficiency of Ships: Naval Aircraft Administration: Internal Organisation of Ships: Navigation and Seamanship: Fleet Exercises and Practices, etc.)
673. Naval Aircraft—Accident Reports.
674. Emergency Rations for Life-floats and Life boats.
675. Japanese Aircraft—Nomenclature.
- SECTION 2.—PERSONNEL, PAY, SERVICES, DISCIPLINE, ETC.
676. Honours and Awards—"London Gazette" Supplement of 9th February, 1943.
677. Midshipmen, R.N.—Practical Navigation to Continue after Examination in Astronomical Navigation.
678. Junior Engineer Officers, R.N.—Revised Scheme of Training.
679. R.N.V.R. Officers for Gunners' Duties.
680. Examination for Warrant Engineer and Warrant Mechanician, February, 1942—Additional Result and Promotions.
681. R.C.N.R. and R.C.N.V.R. Ratings serving with H.M.C. Ships on loan to the Royal Navy—Selection Boards for Promotion to Commissioned Rank.
682. Electrical Artificers and Electrical Mechanics—Scale of Drafting.
683. Application for, and Result of Professional Examination for Advancement in Rating.
684. Rating Pilots—Revised Age Limits for Promotion to Permanent Commissions.
685. Ratings Recommended for Pilot Training—Procedure.
686. Landing Craft Signalman (Sig. L.C.)—Institution of Non-Substantive Rating.
687. Advancement of Cooks (S), Cooks (O) and Stewards.
688. Releases from Service on Compassionate Grounds.
689. Plain Clothes Gratuity and Civilian Clothing on Discharge.
690. R.N. Training Units (London Area).
691. Royal Australian Navy—Pay, etc.
692. Fire Fighting Appliances in Aircraft.
693. City and Guilds of London Institute Examinations in Radio.
694. Educational Examinations—June and July, 1942—Results.
695. Officiating Ministers of Religion.
696. W.R.N.S. Officers—Revised Wartime Rates of Pay.
697. W.R.N.S.—Officers Income Tax Relief for Uniform Maintenance.
698. W.R.N.S.—Advancement to Chief Wren Writer and Supply Chief Wren—Institution of Written Qualifying Examination.
699. W.R.N.S.—Increased Uniform Allowances.
700. W.R.N.S.—V/S and W/T Ratings—Conditions of Service.
701. Wills Executed by R.N. and R.M. Personnel.
702. Drafting of Boy Buglers.
703. Assessing of Cine Camera Gun Films.
704. Respirator Dermatitis.
705. Political Facilities—Expedited Procedure to be Adopted when Permission is Sought for Parliamentary Candidature.
706. Forms S.46—Naval and Marine Personnel Deceased. (See A.F.O. 761/43.)
707. Enemy Prisoners of War—Treatment on Capture.

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.)

708. Guns, B.L., 15-in.—Ejectors, Projectile, Mark II—Withdrawal.
709. Guns, B.L., 14-in., Mark VII—Catch Retaining Breech Mechanism Open—Maintenance.
710. Naval Aircraft—Guns, Hispano, 20 mm., Vickers G.O. 0.303-in. and Browning 0.50-in., 0.303-in. and 0.30-in.—Cover Muzzle for.
711. Rifles—Restoration of Allowances in H.M. Ships.
712. Cartridges, S.A. 0.303-in., Mark VII, R.L. 25.6.42A and G.B. 3.4.42—All Services—Restricted Use.
713. Ammunition—Links Ammunition—0.5-in. Browning M.G.
714. Ammunition Supply—Carriers (Ammunition) Quadruple—Dumping Bars.
715. Rockets, Target, Practice, 1 lb. Mark II—Introduction.

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

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

716. 21-in., Marks VIII*, IX** and IX** N.A. Torpedoes—Fitment of New Design Bulkhead Relief Valve.
717. Torpedoes, 18-in., Mark XI—XII and XV and 21-in., Mark VIII—IX**—Modification to Improve Functioning of Servomotor Piston.
718. Torpedo Stores—Use of Bushes St. Nos. 6135 and 6134 in Lieu of Bushes St. Nos. 754 and 763.
719. Mining Stores—Nomenclature.
720. Greasing of Large Ball and Roller Bearings of Electrical Machines.

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

721. Valves for Superheated Steam—Nuts for Seats.
- Signals.*—(W/T and V/S Apparatus, R.D.F., D.F., S.R.E., Wa/T and Stores.)
722. W/T Receiving Aerials—Transformers.
723. Wireless Installation, Type TBS—Fitting-out Notes.
724. Modification to Wiring of W/T Sets, Types 49M/MR.
725. R.D.F. Aerial Outfit ASF—Fitting-out Information.
726. S.R.E.—Fitting—As. and As.
727. D/F—Corrections to Observed D/F Bearings.

Anti-Submarine.—(Asdics, Hydrophones and Echo Sounding and Stores.)

728. Asdic Installation, Type 128D—Establishment List.
- Naval Aircraft.*—(Technical.)
729. Naval Aircraft—Bomb Carriers—Corrosion of Faulty Material.
- General.*—(Hull, Armour, General Equipment and Fittings, etc., and Orders affecting two or more Departments.)
730. Refits and Docking.
731. Collision and Leak Stopping Mats.
732. Boats, Pulling and Sailing—Identification Marks.
733. Deck Winches—Fracture of Blowout Box Supporting Arms in 1 and 1½ ton Winch Controllers of Messrs. Laurence Scott's Manufacture.
734. Dual Purpose Davits—A. and A.
735. Provision of Stern Anchors.
736. Radio Interference Suppression Coil—Introduction.
737. "Low Freeze" Pyrene Fire Extinguishers, 1 quart Size, and Refills for.
738. Scrap Rubber—Disposal of.
739. Life Jackets, Pattern 305.
740. Substitutes for Latex Deck Compositions.
741. Aircraft Fuel Tanks—Nomenclature.
742. Dark Adapting Goggles.
743. "Lists of Particulars" of Naval Stores for Ships Building by Contract—Responsibility for Preparation.

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

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

744. Loan Clothing.
745. Non-commissioned Rescue Tugs—Provisions and Clothing for.—
746. W.R.N.S. (1) Uniform Kits. (2) Supply and Accounting Procedure.
747. Emergency Rations for Life-floats and Life-boats. (See A.F.O. 674/43.)
748. Flour Economy—Use of Potatoes in Pastry and Puddings.
749. Spare Gear held for Royal Fleet Auxiliaries—REPORTS.

SECTION 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE

750. Amendments to Books.
751. A.M.S.Is.
752. Director of Contract Work (Supplies)—Telegraphic Address.
753. Addresses of Rear Admiral, Landing Craft and Bases and Commodore, Landing Craft Bases, Portsmouth Command.
754. H.M. Canadian Ships serving with the Royal Navy—Reports of Proceedings.
755. Mails Lost at Sea.
756. Air Publications, etc., Distributed During December, 1942.
- 756a { Optimum Frequency Bands—Tables.
Frequency Guide for the North and South Atlantic.
Frequency Guide for the Indian Ocean.
757. B.R. 372—Establishment of Naval Stores for "Miners"—List of Errata No. 4.
758. B.R. 378 (B)—Barracuda Aircraft Stores Establishment.

SECTION 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE—*contd.*

759. B.R. 615A, 615B, 615C and 615D—Lecture Notes for Instruction of Q.R., L.R. C.R. and A.A. Ratings.
 760. Form O.6—Ammunition Labels—Additions.
 761. Forms S.46—Naval and Marine Personnel Deceased.
 762. Form S.1254—Abolition.
 763. Forms S.1257, etc., Series—Mess Traps and Utensils, Galley Gear, etc.—Revised System of Accounting in Tenders—Abolition of Forms S.1248—Account of Officers' Mess Traps and S.462, Part III—Account of Implements, Mess Utensils, etc.

SECTION 6.—SHORE ESTABLISHMENTS

764. Protected Places (Admiralty) Explosives Direction, 1943—Issue of.
 765. Salaried Officers and Weekly Paid non-Industrial Staff—Record on Leave.
 766. Temporary Assistants in Supply and Accounting Departments, Entry and Training—Subsistence.
 767. Employees not engaged in Shipbuilding, Ship Repairing, Engineering or the Manufacture of Explosives—Return.
 768. Caps and Coats for Civilian Male Motor Transport Drivers.
 769. R.N. Air Station, Dunino—Telephone Numbers.
 770. Rifles, D.P.—Stocks Held—REPORT.
 771. Vessels Building for Armament Supply Department.
 772. Empty Cable Drums—Return of Lagging (Battens).
 773. Cable Ship Personnel—Subscriptions to National Union of Seamen.
 774. Fuel Supplies to Industrial Consumers.
 775. Gas and Water Supplies to Home Establishments—Local Payment of Accounts.
 776. Telephones in Residences Abroad—Procedure.

*(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.

673.—Naval Aircraft—Accident Reports

(A.M.R./N.A.D. 1962/42.—18.2.1943.)

To avoid unnecessary correspondence, accident reports on Form A.25 (where rendering of Form A.21 is not applicable) are to include full details at paragraph 13 of the reason for or nature of any failures which have any bearing on the accident.

2. Following are examples of the information required for certain common types of failures :—

- (a) Undercarriage or tail wheel failures. The part number and the description of the part where the primary fracture occurred and, in the case of retractable undercarriage involving failure of warning lights, locking devices or operating mechanism, the exact reason for the failure.
- (b) Burst tyres. Details of condition and a considered reason for the failure.
- (c) The exact circumstances in which fuel and other gauges are reported to have registered incorrectly.
- (d) Where a manual attempt to release a dinghy has been ineffective, trials should be made on similar type aircraft and the result reported.
- (e) Inspections previously carried out and having a bearing on failures in connection with accidents should always be quoted.

3. The attention of commanding officers is particularly directed to paragraph 3 of the instructions printed on Form A.25.

(A.F.O. 2476/42.)

674.—Emergency Rations for Life-floats and Lifeboats

(V. 4381/42.—18.2.1943.)

As stated in paragraph 8 of A.F.O. 1220/42, experience has shown that it is much more important that water should be available for emergency use in life-floats and lifeboats than food.

2. Consequently no further purchases of emergency food rations for *life-floats* (see A.F.O. 5092/41, paragraph 2) will be made and when existing stocks of food containers at victualling yards are exhausted, water containers will be issued in lieu to the full container capacity (see A.F.O. 5092/41, paragraph 4) of the various types of floats.

3. *Lifeboats*.—As much water as possible should be carried, even at the expense of food. Any food should, as a general rule, be confined to unsweetened condensed milk.

(A.F.Os. 5092/41 and 1220/42.)

(A.F.Os. 4699/42 and 4799/42 are cancelled.)

675.—Japanese Aircraft—Nomenclature

(A./A.W.D. 28/43.—18.2.1943.)

Unofficial or locally-adopted names have frequently been used when referring to Japanese aircraft. To avoid the resulting confusion in signals and other communications, the method of naming Japanese aircraft is being standardised.

2. For official purposes the nomenclature given in A.P. 1976 (Performance Tables of Foreign Aircraft), Amendment List No. 38, is to be used. This is derived from :—

- (i) The service—Army or Navy.
- (ii) The year number in which the aircraft was introduced into service. This is indicated by the last two figures of the Japanese calendar year which is 660 years in advance of our own. Thus the year 1939 and 1940, by adding 660, become 2599 and 2600 respectively in the Japanese calendar; dates abbreviated to "99" and "00".
- (iii) Operational duty of the aircraft.
- (iv) Manufacturers' name, shown in brackets.

Examples :—

- (a) (i) Navy, (ii) Type 00, (iii) Single seat fighter, (iv) (Mitsubishi or Nakajima).
- (b) Navy Type 99 Dive Bomber (Aichi).

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

*676.—Honours and Awards—"London Gazette" Supplement of 9th February, 1943

(H. & A.—18.2.1943.)

CENTRAL CHANCERY OF THE ORDER OF KNIGHTHOOD,
St. James's Palace, S.W.1.

9th February, 1943.

The KING has been graciously pleased to give orders for the following appointment to the Most Excellent Order of the British Empire, for distinguished services on the Staff of the Governor of Malta :

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

Captain the Honourable Guy Herbrand Edward Russell, R.N.

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

Sick Berth Petty Officer Phillip Arthur McKenzie, S.520.

For leadership, resolution and devotion to duty in a Japanese air attack on Darwin.

Boatswain Alfred Kennar, NAP/R.238421.

For bravery and determination in rescue work.

Marine (Acting Temporary Corporal) Harold Edwin James Tomkins, Po.X.200, R.M.

For endurance and devotion to duty when his ship was torpedoed.

Sick Berth Attendant Douglas Evan Shelley, 21947, R.A.N.

For great skill and devotion in saving lives and tending the wounded after a Japanese air attack on Darwin.

ADMIRALTY,
Whitehall,

9th February, 1943.

The KING has been graciously pleased to give orders for the following appointments to the Distinguished Service Order, and to approve the following awards :—

For bravery and enterprise when a westbound enemy Convoy was intercepted off Dieppe by our light naval forces and one supply ship and one escorting ship sunk, and others damaged :

Bar to the Distinguished Order

Lieutenant Commander Arthur Allison Fitzroy Talbot, D.S.O., R.N.

The Distinguished Service Cross

Lieutenant Commander William Anthony Juniper, D.S.O., R.N.

Lieutenant Felix Edward Neville-Towle, R.N.

Probationary Temporary Surgeon Lieutenant Arthur Edward De La Tour Mallett, M.B., B.Ch., R.N.V.R.

The Distinguished Service Medal

Able Seaman William John Stephens, P/JX.201450.

Mention in Despatches (Posthumous)

Able Seaman James Ahern, P/JX.282313.

For great bravery in remaining at his gun in the face of heavy fire at close range, until mortally wounded.

Mention in Despatches

Able Seaman Sidney Howarth, D/JX.304075.

For skill, resolution and coolness in H.M. Australian Ships during operations in the Solomon Islands :

To be a Companion of the Distinguished Service Order

Captain Harold Bruce Farncomb, M.V.O., R.A.N.

Bar to the Distinguished Service Cross

Commander Galfrey George Ormond Gatacre, D.S.C., R.A.N.

The Distinguished Service Cross

Acting Commander John Francis Rayment, R.A.N.

The Distinguished Service Medal

Acting Petty Officer George Maxwell Hamilton, 17066.

Leading Seaman Clarence William Bellette, 18873.

Able Seaman Roy Francis Martin, 22142.

Able Seaman Robert William Howlett, 22947.

Able Seaman Baden Thomas Marshall, H.1055.

Able Seaman Leonard George Hansen.

Able Seaman Albert Henry Taylor, F.2453.

Mention in Despatches

Commander Wilfred Hastings Harrington, D.S.O., R.A.N.

Commander (E) Ernest Bruce Vallance, R.A.N.

Lieutenant-Commander Robert John Hodge, R.A.N.

Mr. Cecil St. Clere Williams, Warrant Engineer, R.A.N.

Chief Yeoman of Signals Foster McKenzie, 10867.

Chief Petty Officer Telegraphist Alexander Brydie, 14610.

Petty Officer Samuel Alexander Fenton Harris, 19433.

Engine Room Artificer Second Class James Henry Edmonds, 19840.

Leading Steward Frederick Charles Thomas Clarke, 16017.

Able Seaman Henry William Alexander, P.M.2858.

For skill, bravery and sustained resolution in many air attacks against enemy submarines and "E" boats in the Mediterranean :

The Distinguished Service Cross

Temporary Sub-Lieutenant (A) William Stuart, R.N.V.R.

Temporary Sub-Lieutenant (A) Victor Michael Langman, R.N.V.R.

Temporary Sub-Lieutenant (A) Peter Hardy Woodham, R.N.V.R.

Temporary Sub-Lieutenant (A) Robert John Babington, R.N.V.R.

For bravery and devotion to duty while serving in H.M. Ships "Marne" and "Onslaught" :—

The Distinguished Service Cross

Commander William Halford Selby, R.N.

Mention in Despatches

Lieutenant-Commander Hugh Nicholas Aubyn Richardson, D.S.O., D.S.C., R.N.
Sub-Lieutenant Ronald Stewart Hardman, R.N.R.
Leading Seaman William Robertson, D/JX.148959.
Able Seaman Ronald George Rowe, P/JX.274142.
Sick Berth Attendant Albert Eric Broughton, P/MX.73197.

For gallantry, skill and resolution while an important convoy was fought through to Malta in the face of relentless attacks by day and night from enemy aircraft, submarines and surface forces :

Mention in Despatches (Posthumous)

Captain Robert Strassenburgh Pearce, Master.

Mention in Despatches

Mr. William Barth Craig, Chief Officer.
Mr. James Simpson Ogilvie, Chief Officer.
Mr. Harold Winyard, Chief Officer.
Mr. Charles William Almond, Chief Refrigerating Engineer Officer.
Mr. William Edward Richards, Second Officer.
Mr. Francis Wade Newman, Second Officer.
Mr. Cyril William Sendall, Second Officer.
Mr. Walter Johnson Andrews, Second Engineer Officer.
Mr. Charles Henry Smith, Senior Second Engineer Officer.
Mr. Walter Edward Ward, Second Engineer Officer.
Mr. Kenneth Icke, Second Radio Officer.
Mr. Robert George Bush, Third Officer.
Mr. George Douglas Knight, Third Officer.
Mr. Arthur James Pretty, Junior Third Engineer Officer.
Mr. John Jackson, Third Radio Officer.
Mr. James Michael Price, Fourth Officer.
Mr. John Edward West, Fourth Engineer Officer.
Mr. Peter Postlethwaite Bracewell, Apprentice.
Mr. David Cargill Broadwood Lochhead, Cadet.
Mr. David Young, Cadet.
Boatswain William Peacock Douglas.
Donkeyman Ralph Whiton.
Storekeeper Hugh McNeilly.

For skill and resource in action against enemy submarines, while serving in H.M.S. "Active" :—

Bar to the Distinguished Service Cross

Lieutenant-Commander Michael Wilfred Tomkinson, D.S.C., R.N.

The Distinguished Service Medal

Acting Petty Officer James Bradley, D/J.107838.
Temporary Leading Supply Assistant Garth Richards, D/MX.62057.

Mention in Despatches

Mr. Sidney Norman Page, Gunner (T), R.N.

For bravery and devotion to duty when H.M.S. "Jasper" was lost :

Bar to the Distinguished Service Cross

Temporary Lieutenant William Thomason Hodson, D.S.C., R.N.V.R.

The Distinguished Service Medal

Engineman Herbert Frederick Toovey, LT/KX.116541.

For devotion to duty in the face of the enemy :

Mention in Despatches

Commander Anthony Martin Kimmins, R.N. (Retd.).

For enterprise and resource :—

Mention in Despatches

Temporary Lieutenant Dunstan Michael Carr Curtis, D.S.C., R.N.V.R.

For skill and enterprise in action against enemy submarines, while serving in H.M.S. "Rother" :—

Mention in Despatches

Able Seaman Kenneth Reginald Angier, C/SSX.24041.

For bravery at a gun and in rescue work while serving in a defensively equipped merchant ship on a North Russian convoy :—

The Distinguished Service Medal

Acting Able Seaman James Howat Fleming, D/JX.239929.

The KING has been graciously pleased to grant unrestricted permission for the wearing of the following decoration bestowed by General de Gaulle for services to the Free French Navy :—

Croix de Guerre with Silver Star

Lieutenant Richard Henry Morley Hubbard, R.N.V.R.

The following amendments (where underlined> are made to previous Orders of Honours and Awards under the headings shown :—

The Distinguished Service Cross

Acting Temporary Lieutenant-Commander Arthur George John Matthews, R.N.V.R.

The Distinguished Service Medal

Stoker William John Main, X.9902 S., R.N.R.

Leading Seaman Albert Charles Bensley, LT/JX.189879, R.N.P.S.

Able Seaman Cecil Stuart Roberts, D/JX.136082.

Acting Able Seaman Charles Henry Hilbert Barker, D/JX.193582.

677.—Midshipmen, R.N.—Practical Navigation to Continue after Examination in Astronomical Navigation

(C.W. 27257/42.—18.2.1943.)

With reference to A.F.O. 12/43, Commanding Officers of ships, especially destroyers, to which Midshipmen, R.N., have been discharged after having taken their examination in Astronomical Navigation, are to ensure that these Midshipmen continue their practical navigation, in particular the taking and working out of sights, in view of the fact that the subsequent Pilotage course at H.M. Navigation School does not include any revision in astronomical navigation.

(A.F.O. 12/43.)

678.—Junior Engineer Officers, R.N.—Revised Scheme of Training

(C.W. 40735/42.—18.2.1943.)

It has been approved as a temporary war-time measure that the training of Junior Engineer Officers, R.N., appointed to the R.N.E. College, Keyham, shall include a period of sea training in ships of the Home Fleet consisting of two terms plus leave periods, and that the College course shall be reduced by one term in consequence.

2. The following is a summary of the new programme :—

- (1) Special Entry Cadets (E) and Direct Entry Cadets (E) instead of spending two terms at the R.N. College, Dartmouth, will now be appointed to the R.N.E. College, Keyham, on conclusion of one term only at Dartmouth.
- (2) They will remain Cadets (E) during their first term at Keyham and then be promoted to Midshipmen (E) provided they pass satisfactorily and are recommended for promotion. The award of time towards confirmation as Sub-Lieutenant (E) will be made at this stage. (Note.—Ex-Dartmouth Cadets allowed to transfer to Engineering will be appointed direct to the R.N.E. College, Keyham, as Midshipmen (E) after completion of 11 terms at Dartmouth.)
- (3) Midshipmen (E) will go to sea for training for a maximum period of eight months (two terms) after their fourth term at the R.N.E.

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College. They will be retained in home waters and will return to the College in time for the appropriate term. Syllabus of training afloat has been promulgated in Home Fleet General Orders.

- (4) Promotion will be made under the existing regulations and subject to satisfactory progress. Dartmouth Entry Officers will be advanced to the rank of Acting Sub-Lieutenant (E) while at sea and to Sub-Lieutenant (E) on their return to the College, subject to recommendations by the Commander-in-Chief, Home Fleet, and the Captain (E) in Charge, R.N.E. College, Keyham.
- (5) Special Entry Officers will, if so recommended, be advanced to Acting Sub-Lieutenant (E) on return to Keyham.
- (6) Officers on return to the College will remain for a further five terms and will be promoted under existing regulations.

Transitional arrangements

3. Until the scheme becomes fully effective at the end of the Spring Term, 1944, Midshipmen (E) now at the College will be sent to sea for one term only plus leave periods, at the beginning of their fifth term.

The necessary adjustments to the syllabus of instruction will be made in due course.

679.—R.N.V.R. Officers for Gunners' Duties

(C.W. 1705/43.—18.2.1943.)

With reference to A.F.Os. 2971/42 and 4962/42, the R.N.V.R. officers selected for gunners' duties carry out a course in the Gunnery Schools to fit them for their duties. Arrangements for courses and records of their services, and nominations for appointment in dilution of gunners, are made by H.M.S. "Excellent." The officers are distinguished in the C.W. List by the notation "(G.S.)" after the ship to which they are appointed.

2. Messages to the Admiralty concerning appointments, disposal, leave and sickness of these officers, should be repeated to the Captain, H.M.S. "Excellent."

3. On relinquishing appointments, R.N.V.R. officers (G.S.) should be instructed to report, by letter, or in person, to the Gunnery Schools of their respective depots, as in the case of officers of the Gunner and Ordnance branches, and in accordance with K.R. & A.I., Article 235, Clause 2.

(A.F.Os. 2971/42 and 4962/42.)

*680.—Examination for Warrant Engineer and Warrant Mechanician, February, 1942—Additional Result and Promotions

(C.W. 34661/42.—18.2.1943.)

With reference to A.F.O. 4961/42 the following additional result of the examination for Warrant Engineer and Warrant Mechanician held in February, 1942, is notified. The candidate was unsuccessful.

Examination No. Allotted.	Examination No. Used	Marks.		
		Paper I, 600.	Paper II, 600.	Total, 1,200.
161	C/KX. 79727	389	424	813

2. No further results are outstanding from the 1942 examination and the list of successful candidates is extended to include those shown below.

3. The names of the successful candidates have been placed on the roster for promotion and the provisional date for promotion, viz. 1st April, 1943, is given to facilitate any necessary arrangements as to reliefs, passages, etc.

4. The advancement of candidates to Acting Warrant rank will be subject to their being physically fit and to their conduct and ability continuing to be satisfactory. Attention is specially called to K.R. and A.I., Articles 306 and 313 (3) and (4).

5. Commanding officers are to take all necessary action to ensure that the ratings reach their depots by 1st April, 1943. Reports giving the dates of arrival and stating whether the candidates are still medically fit for promotion are to be rendered by the depots concerned as soon as possible.

Name	Official No.	Where serving	Depot	Provisional date for promotion	Marks		
					Paper I 600	Paper II 600	Total 1,200
Wells, J. W.	MX.46964	"Ambrose"	P	1st April 1943	464	376	840
Taylor, W. A.	MX.51006	"Dido"	C	1st April	415	420	835
Mihalop, O.	MX.46946	"Fareham"	P	1st April	476	356	832
Hosegood, H. K.	MX.52324	"Capetown"	D	1st April	434	398	832
Livesey, T.	KX.81737	"Dart"	D	1st April	417	414	831
Green, J. A.	MX.48561	"Penelope"	P	1st April	433	395	828
Parini, C. E.	KX.76301	"Devonshire"	D	1st April	422	401	823
Grant, A. J.	M.37017	"Woolwich"	C	1st April	384	437	821
Holland, G. C.	MX.50041	"Euryalus"	C	1st April	408	413	821
Wade, V. A. T.	KX.81527	"Queen Elizabeth"	P	1st April	430	389	819
O'Brien, J.	MX.49365	"Attack" for S.G.Bs.	P	1st April	409	410	819
White, F. N.	MX.50362	"Mendip"	C	1st April	425	393	818
Pincock, J.	MX.48228	"Drake"	D	1st April	412	406	818

(A.F.O. 4961/42.)

681.—R.C.N.R. and R.C.N.V.R. Ratings Serving with H.M.C. Ships on Loan to the Royal Navy—Selection Boards for Promotion to Commissioned Rank

(C.W.2126/43.—18.2.1943.)

The following instructions concerning arrangements for the selection of R.C.N.R. or R.C.N.V.R. ratings, who are serving in H.M.C. Ships under the administration of Royal Naval Authorities, for selection for promotion to commissioned rank have been issued at the request of the Canadian Naval authorities :—

- (1) Under Article 2 of Canadian Naval General Order 2116, Selection Boards may be convened by Captain Commanding Canadian ships and establishments or other competent authority. In view of this, R.N. administrative authorities administering H.M.C. ships are authorised to convene a Selection Board when so requested by Commanding Officers of H.M.C. ships who may wish to bring before such Selection Boards R.C.N.R. or R.C.N.V.R. ratings recommended for advancement to commissioned rank.
- (2) These Selection Boards should consist of an Executive Officer of the rank of Captain or above as President, together with such specialist officers in attendance as considered necessary by the convening authority. Commanding Officers of H.M.C. ships putting forward ratings to appear before a Selection Board are to furnish on loan one copy of Canadian Naval General Order 2116 to the convening authority, and to the President of the Selection Board for their information and guidance.
- (3) Results of Selection Boards should be reported to Captain Commanding Canadian ships and establishments in the United Kingdom, 10, Haymarket, London, S.W.1 and to Commanding Officer, H.M.C.S. "Niobe" c/o G.P.O., Greenock.

682.—Electrical Artificers and Electrical Mechanics—Scale of Drafting

(N.24443/42.—18.2.1943.)

The question of the distribution of available resources of Electrical Artificers and Electrical Mechanic ratings has been under consideration and it has been decided to apply the following rules for the drafting of Chief Electrical Artificers, Electrical Artificers and Electrical Mechanics to ships and shore establishments :—

- (a) The number of Chief E.As. in ships and shore bases must not be less than 50 per cent. of the number authorised by complement. Electrical Artificers drafted in lieu of Chief E.As. must be third class or above.
- (b) (i) At least one half of the total authorised complement of Chief E.As. and E.As. of *H.M. ships* must be E.As. fourth class or above.
(ii) At least one third of the total authorised complement of Chief E.As. and E.As. of *shore bases* must be E.As. fourth class or above.
- (c) At least one half of the remainder of Chief E.As. and E.As. authorised by complement of ships and shore bases must be E.As. acting fourth class or below or E.Ms. fourth class.
- (d) The remainder of the number of Chief E.As. and E.As. authorised by complement of ships and shore bases will be E.Ms. fifth class.

2. These rules will supersede the instructions contained in the second part of paragraph 12 (iii) of A.F.O. 4838/41, and in Admiralty Letter N. 18173/40 of 27th November, 1940, paragraph (iii) (to Commodores, R.N. Barracks, and C.Os. H.M. Ships "Vernon" and "Defiance" only).

3. The following tables are a guide to the numbers of each class of rating to be borne as compared with authorised complement.

Total number of C.E.As. and E.As. authorised by complement	Minimum number of C.E.As. to be borne	Minimum number of E.As. 4th class and above to be borne. Includes C.E.As. shown in column 2	Minimum number of Acting E.As. 4th class, E.As. 5th class and E.Ms. 4th class to be borne	Maximum number of E.Ms. 5th class to be borne
<i>Sea-going Ships</i>				
1	0	1	0	0
2	0	1	1	0
3	1	2	1	0
4	1	2	1	0
5	1	3	1	1
6	1	3	2	1
7	1	4	2	1
8	1	4	2	2
9	1	5	2	2
10	1	5	3	2
11	2	6	3	2
12	2	6	3	3
13	2	7	3	3
14	2	7	4	3
15	2	8	4	3
16	2	8	4	4
17	2	9	4	4
18	2	9	5	4
19	2	10	5	4
20	2	10	5	5
<i>Maintenance and Repair Staffs, Shore Establishments and Bases</i>				
1	0	1	0	0
2	0	1	1	0
3	1	1	1	1
4	1	2	1	1
5	1	2	2	1
6	1	2	2	2
7	1	3	2	2
8	1	3	3	2
9	1	3	3	3
10	1	4	3	3
11	1	4	4	3
12	1	4	4	4
13	1	5	4	4
14	2	5	5	4
15	2	5	5	5
16	2	6	5	5
17	2	6	6	5
18	2	6	6	6
19	2	7	6	6
20	2	7	7	6

These scales do not apply to instructional staffs, which should be completed to the authorised complement.

(A.F.O. 4838/41.)

683.—Application for, and Result of Professional Examination for Advancement in Rating

(N. 24969/42.—18.2.1943.)

The procedure contained in A.F.O. 1877/42 is also to apply to Form S.444—Application for, and result of professional examination for Petty Officer Airman and Leading Airman.

(A.F.O. 1877/42.)

684.—Rating Pilots—Revised Age Limits for Promotion to Permanent Commissions

(C.W. 25982/42.—18.2.1943.)

With reference to A.F.O. 848/40, although the upper age limits for rating pilots to qualify for permanent Air commissions were raised from 23½ to 25 for the first year of the scheme, some suitable rating pilots may have been excluded from consideration by this upper age limit.

2. In order to give these ratings an opportunity of promotion, and in recognition of the considerable experience of flying under war conditions which has now been gained by rating pilots, any candidates who are specially suitable for promotion may be recommended on Form C.W. until 1st January, 1944, irrespective of the upper age limit of 23½.

3. Fleet Selection Boards for these older candidates should be held as soon as possible in order that they may be allocated to early courses.

4. Attention is drawn to the fact that the qualifying period of flying service for promotion to Warrant Air Officer (P) has recently been reduced from 4 to 3 years, of which 2 years must have been spent in a first line unit (A.F.O. 5499/42). For rating pilots who are not of the high standard required for immediate selection for promotion to commissioned rank, promotion to Warrant Officer is open, and as Warrant Air Officers (P) if between the ages of 25 and 36 they will be eligible for consideration for direct promotion to Lieutenant (Executive) (A.F.O. 1874/42, paragraph 4 (a)). Rating pilots, therefore, who are not selected for permanent air commissions, should be encouraged to qualify in seamanship and educationally for promotion to Warrant Air Officer (P) under Article 311a, K.R. & A.I.

(K.R. & A.I., Article 311a.)

(A.F.Os. 335/40—not in annual volume—848/40, 3573/41, 1874/42, 5499/42 and 5625/42.)

685.—Ratings Recommended for Pilot Training—Procedure

(C.W. 5917/43.—18.2.1943.)

With reference to A.F.O. 120/43, it is notified that ratings recommended as suitable for training as pilot although not considered suitable for commissions, should be dealt with in the same manner as those who are recommended for Air Branch commissions.

2. The heading and certificate on the front of page 1 of C.W. Form 1 (T) are to be amended to indicate that the rating is regarded as a suitable candidate for pilot training and not necessarily for a commission.

3. Ratings recommended for pilot or observer training are interviewed by the Admiralty "Y" Selection Board at the Naval Centre, Bristol. As soon as possible after being recommended they should be discharged to depot to await interview, as follows:—

(i) General service rating to R.N. Barracks, Portsmouth.

(ii) F.A.A. ratings to R.N. Barracks, Lee-on-Solent.

(A.F.Os. 3970/40, 3235/41, 3351/41 and 120/43.)

***686.—Landing Craft Signalman (Sig. L.C.)—Institution of Non-substantive Rating**

(N. 27380/42.—18.2.1943.)

With a view to meeting the requirements of communications in Landing Craft, it has been decided to institute a new non-substantive rating of Landing Craft Signalman (Short title—Sig. L.C.), carrying an allowance of 3d. a day.

2. An intensive qualifying course lasting two months has been started at H.M.S. "Pasco" (Glenbranter).

3. Commanding Officers of H.M. Ships and Establishments administering Landing Craft are authorised to grant this rating to:—

(a) Ratings who have already completed the course at H.M.S. "Pasco" and passed the qualifying examination.

(b) S.T.N. seamen reaching the requisite standard, viz. :—

Flashing—6 words per minute.

Semaphore—10 words per minute.

R/T—Ability to operate Type 66 set.

Appropriate Signal Pamphlet for Major or Minor Landing Craft—
Good working knowledge.

4. Ordinary Seamen (Sig. L.C.) will advance substantively as Seamen, though retaining the non-substantive rating of Landing Craft Signalman.

5. Men holding this non-substantive rating will wear a distinctive badge, crossed flags with LC below.

6. A first issue of two red and three blue badges and letters may be made gratuitously to any of the men now serving who were not given badges with their initial free kit. Future entrants are to be given the necessary badges with their initial free outfit in the usual way. Replacements will be provided by the men out of kit upkeep allowance.

7. A further A.F.O. will be promulgated in due course giving the issuing prices of spare letters "LC".

***687.—Advancement of Cooks (S), Cooks (O) and Stewards**

(N. 27155/42.—18.2.1943.)

With reference to the appendix to A.F.O. 400/40, the minimum period of service as Assistant Cook and Assistant Steward is reduced as from the date of this Order from nine to five months in special cases (see paragraph 3). This reduction of the minimum period is made to enable Assistant Cooks and Assistant Stewards with previous civil experience to be granted early advancement to Cook (O), Cook (S) and Steward without the necessity of making application to the Admiralty in accordance with paragraph 10 of A.F.O. 400/40. Any rating whose civil qualifications appear to justify his advancement to Cook (O), Cook (S) or Steward with less than five months' service, or who is considered deserving of accelerated advancement to leading or P.O. rate in the Cook and Steward branches should continue to be recommended to the Admiralty under paragraph 10 of the A.F.O. quoted.

2. The reduced period as Assistant Cook and Assistant Steward may also be applied to any rating who shows particular aptitude for the duties of the Cook or Steward branches during his technical training or subsequently; such ratings are, however, not eligible for accelerated advancement to leading or P.O. rate.

3. It is intended that nine months' service shall continue to be regarded as the normal minimum period before advancement to Cook (O), Cook (S) and Steward; advancement at between five and nine months' service in accordance with paragraphs 1 and 2 is to be restricted solely to ratings who, because of their previous civil experience are considered deserving of such advancement, and to trainees of outstanding ability, and such advancements are to be made only by the Commodores, Chatham, Portsmouth and Devonport, or on their recommendation to Commanding Officers.

4. The sea service qualification is no longer required for Cook and Steward ratings other than R.N.P.S. neither for examination for higher rating nor for advancement.

(A.F.O. 400/40—not in annual volume.)

(Admiralty General Message 341A of 15.9.42, is cancelled.)

688.—Releases from Service on Compassionate Grounds

(N. 29591/42.—18.2.1943.)

There appears to be some misapprehension at naval establishments as to the correct procedure for dealing with applications for release from naval service for business purposes where there are compassionate considerations. The following amendment is, therefore, to be made to A.F.O. 3613/42:—

Cancel paragraph 6 and substitute:—

"6. Individual applications from men for release to return to civilian occupations are not to be forwarded to the Admiralty unless there are some compassionate circumstances. Where there are no compassionate circumstances, men who apply for release are to be informed that this cannot be considered except on the application of their former employers through the Government Department chiefly concerned with the employers' activities.

"Where there are compassionate circumstances and the Commanding Officer considers that a period of release from service under A.F.O. 536/41 is justified, or in the case of pensioners and reservists a period of release with exemption, a recommendation may be forwarded to the Admiralty. For this purpose 'compassionate circumstances' means that some hardship is likely to be suffered by the man or his dependants if release were not granted. In forwarding recommendations it should be stated whether the man would be in a position to earn his 'keep' during the period of release, unless, as in the case of a family business, this is obvious. Where a recommendation is forwarded within 12 months of a man's entry, unless the circumstances which gave rise to the application have occurred since entry, it should be stated whether any application for postponement of service was made to a Military Service (Hardship) Committee before the man joined, and, if so, the result; the man's home address, National Service Registration No. and date of entry should also be furnished.

"The Military Service (Hardship) Committees are the officially constituted tribunals for determining whether postponement of service should be granted on grounds of exceptional hardship, and where postponement or a further period of postponement has been refused by the Committee, it is not within the province of the Admiralty to release a man from service on hardship grounds unless there has been a material change in the relevant circumstances since commencement of R.N. or R.M. service. Unless, therefore, the circumstances are very exceptional, commanding officers should not forward applications for release to the Admiralty where the case has been considered by a Hardship Committee, except where the circumstances have changed since the man's entry.

"Where applications for release on compassionate grounds are submitted to the Admiralty a report from the Soldiers' Sailors' and Airmen's Families Association or other suitable organisation should be included where this appears to be necessary, with a medical certificate if the application is based on the illness of a man's relative.

"Men released on compassionate grounds are to be warned that if they find it necessary to apply for an extension of the period of release they must forward their application to their commanding officer (and not to the Admiralty) at least 14 days before release is due to expire, enclosing a medical certificate where this is necessary. The 'Commanding Officer' for this purpose will normally be the Commanding Officer of the man's depot. (A.F.O. 3613/42, paragraph 11.)"

(A.F.Os. 536/41, 3613/42 and C.A.F.O. 312/43.)

(C.A.F.O. 546/41 is cancelled.)

*689.—Plain Clothes Gratuity and Civilian Clothing on Discharge

(V. 316/43.—18.2.1943.)

As from 3rd November, 1942, the plain clothes gratuity payable under K.R. & A.I., Article 1602, to naval ratings on discharge has been increased from 18s. to £2 15s. 10d. for men not dressed as seamen and to £2 19s. 1d. for men dressed as seamen, but two blue and (except as indicated in the next paragraph) two white uniform suits, which form part of the standard war kit, are to be withdrawn from ratings who under previous regulations would have been allowed to retain their uniforms on discharge.

2. Men who on discharge are unable to return two blue and two white suits are to be charged half the value of the articles deficient, except that men who have not been supplied with white uniform suits, e.g. patrol service ratings who have not served abroad (*vide* A.F.O. 1452/40), are not to be required to return them or pay for them.

3. Men not in possession of civilian clothes at the time of discharge may be allowed to proceed to their homes wearing one of the uniform suits which they are required to surrender. The suit is to be charged for as set out in the preceding paragraph but the men are to be informed that if the suit is returned to the Accountant Officer (S) of their Depot within 30 days, the charge will be refunded. A stamped addressed label is to be supplied to the men to facilitate the return of the uniform.

4. In future instead of receiving the gratuity, men entitled thereto may, if they wish, be supplied with a civilian suit (coat, waistcoat and trousers) in kind, and be given a cash payment of 1s. 11d. towards providing themselves with a civilian

cap or hat. Men dressed as seamen who elect to take the suit are to be given in addition one white soft shirt, one white soft collar and one black tie (second quality) from Service stocks. Small stocks of these items may be kept at R.N. hospitals for the purpose.

5. A contract (CP.6E/86336/42) for the supply of civilian suits has been made with Messrs. Montague Burton, Ltd., on the lines of the port contracts for uniform suits, except that the civilian suits will be supplied ready made. Copies of the contract will be forwarded by the Director of Navy Contracts to the depots at the three home ports and at Lee-on-Solent, and to the R.N. Patrol Service Central Depot at Lowestoft. Other ships and establishments requiring copies should apply for them to the Director of Navy Contracts, Admiralty. Similar arrangements in regard to payment and accounting for the suits apply as under the port contracts.

6. The suits will be available in a range of patterns, and men who elect to take the suit should be given a formal order on the contractor by the Accountant Officer of the ship or establishment, or by the hospital authorities in the case of men invalided, in the form shown in paragraph 8. Whenever possible, the men should present the order personally at the branch of the contractor shown on the form in order that they may select a pattern and be fitted. If it is impracticable for a man to attend personally a self-measurement form should be sent to the contractor with the order, on which the address to which the suit should be sent should be stated. The colour of suit preferred should be indicated in general terms (e.g. light or dark blue, grey, drab, etc.), and the contractor will supply a suit conforming as nearly as practicable with what is asked for.

7. Receipts for the suits will be obtained on the order form by the contractor from the men to whom they are supplied and the contractor will forward these receipts with the invoices on the standard Form D.55 to the Accountant Officer (S) shown on the order.

8. Orders should be made out in the following form:—

To Messrs. Montague Burton, Ltd.,

(Address)

Please supply

(Name, rating and official number)

with one civilian suit to Board of Trade Utility Pattern No. 208, in accordance with Admiralty Contract CP.6E/86336/42.

(Date)

(Signature and Rank of Officer issuing this order)

Received the above-mentioned suit

(Signature of rating)

The following have been supplied in kind to the above-named rating:—

1 soft white shirt.

1 soft white collar.

1 black tie.

(Signature of issuing Officer)

NOTE.—This document is to be forwarded by the contractor, together with invoices on Form D.55, to:—

The Accountant Officer (S),

9. Arrangements should be made by Naval hospitals for the withdrawal from ratings invalided of the two blue and two white uniform suits before the ratings are sent to their homes. The man's accounting base and the Accountant Officer (S) of his depot are to be informed when this has been done, and the suits withdrawn are to be sent to the Accountant Officer (S) of the depot who will take them on charge in his clothing account. The Accountant Officer (S) of the depot is also to be informed when men have been allowed to go home wearing a uniform suit under the arrangement set out in paragraph 3. In the case of boys received from H.M.S.

"St. George", the suits withdrawn should be sent to the Accountant Officer of that establishment, who should be informed when boys received from that establishment are allowed to go home wearing uniform which should be returned.

10. Ratings invalidated who elect to receive the gratuity should be paid the appropriate amount by the hospital, with the advance authorised by A.F.O. 29/43, before they are sent to their homes.

11. Payment of plain clothes gratuity, or the issue of civilian clothing in lieu, is not to be withheld pending settlement of questions arising out of the withdrawal of uniform, and in this connection attention is drawn to K.R. & A.I., Article 1602, Clause 5, which states that plain clothes gratuity is not to be applied towards the liquidation of debts of the Crown. A note of the payment of plain clothes gratuity or of the supply of civilian clothes and payment of cap gratuity, is to be made on the man's service certificate (K.R. & A.I., Article 1602, Clause 7).

(K.R. & A.I., Article 1602.)

(A.F.Os. 1452/40—not in annual volume—and 29/43.)

(A.F.O. 5876/42 and Admiralty Message 286AZ are cancelled.)

690.—R.N. Training Units (London Area)

(N./E.F.O. 22/43.—18.2.1943.)

With reference to paragraph 2 of A.F.O. 3357/42 the address of the Accountant Officer, R.N. Training Unit (London Area) has been changed to:—

22, Penywern Road,
Earls Court, S.W.5.

(A.F.O. 3357/42.)

691.—Royal Australian Navy—Pay, etc.

(C.W. 38801/42.—18.2.1943.)

The following amendments are to be made to A.F.O. 3193/42:—

Paragraph 8 of Part I (B) to be *deleted*, and paragraph 9 *renumbered* as 8.

Part I (E), paragraphs 3 and 4, *delete* and *substitute* :—

3. (a) *Travelling, Lodging and Provision Allowances*.—The liability for such expenses is:—

R.A.N. Officers undergoing courses and training in Royal Navy.	} Commonwealth liability at R.A.N. rates (<i>vide</i> Appendices). Travelling claims to be forwarded to H.M.A. Naval Depot, Australia House.
R.A.N. Exchange Officers, R.A.N. Reserve personnel.	

The basic date for the introduction of this instruction is to be 1st October, 1942; no adjustment is to be made in the case of any payment or credit of these allowances prior to that date.

3. (b) *Any other Allowances not covered by this Order*.—Should R.A.N. personnel be employed on duties for which an allowance is payable under R.N. Regulations but not under R.A.N. Regulations (*vide* Appendices) the matter should be submitted for Admiralty consideration.

4. *Allotments*.—(a) *Australian*.—Allotments payable in Australia are fortnightly to dependants of ratings and fortnightly or monthly in the case of officers. The payment day is the Thursday opposite to the R.N. fortnightly pay day and allotments should be declared accordingly. Allotments to tradesmen, etc., are to be monthly. Fortnightly allotments to tradesmen, etc. are to be monthly. Fortnightly allotments are payable through a post office. Monthly allotments

can only be declared to a current account at a bank. The amount of allotment declared must not exceed the total amount of active pay plus allowances (excluding kit upkeep allowance) credited. The minimum allotment payable is 5s. Forms S.63, S.63B, S.54 and S.54B in respect of allotments should be forwarded to H.M.A. Naval Depot, Australia House, for necessary action unless where serving on a foreign station time would be saved by direct transmission to the Director of Navy Accounts, Navy Office, Melbourne. In the latter case a copy of the relevant form is to be forwarded to H.M.A. Naval Depot.

(b) *English*.—All relevant forms of allotments payable in the United Kingdom are to be forwarded to H.M.A. Naval Depot. These allotments should not be continued after the embarkation of the allottee for Australia, except with the prior approval of the Commonwealth Naval Board.

(c) *Stoppages and Suspension*.—As it is necessary for stoppages and suspensions of Australian allotments to be advised to Navy Office, Australia, it is essential that H.M.A. Naval Depot be notified immediately a rating is checked to absence or of any other cause which will necessitate stoppage or suspension of allotment.

(d) *Allotments during Detention or Imprisonment*.—(i) If a rating is discharged to detention or imprisonment during the first half of the fortnightly pay period, any allotments to his wife and/or dependant are to be reduced to the standard allotment (*i.e.*, half active pay (plus marriage and/or dependant allowance from the current pay day. If, however, he is discharged during the latter half, any such allotments in force are to be continued for the current pay period and reduced to the standard allotments plus marriage and/or dependant allowance from the following pay period.

(ii) In such cases, marriage and/or dependant allowance is to be credited whilst the rating is undergoing detention or imprisonment and the full amount of the allotment/s charged against his account. The debit balance so accrued is to be recovered in suitable instalments upon return of the member to duty.

(iii) When a rating is recovered from desertion and is awaiting trial, H.M.A. London Depot should be informed, and the ledger action to be taken will be notified.

Part I (E), paragraph 6, *delete* and *substitute* :—

6. *Returns*.—(a) *Transfer Lists*.—On discharge of R.A.N. personnel from one ship to another, Australian rates of pay and allowances should be shown on transfer lists which are to be forwarded with them, duplicate transfer lists being also sent to H.M.A. London Depot, Australia House, Strand, London, W.C.2.

(b) *Extracts from Ledger*.—A complete extract from the ledger showing details of account, etc., in respect of all R.A.N. personnel borne at the end of a quarter is to be forwarded to H.M.A. London Depot as soon as possible after the ledger is closed. When an officer or rating is discharged during the quarter, this extract is to be forwarded with the duplicate transfer list referred to in (a) of this paragraph.

Add the following new Section (F).

(F) *Prisoners of War and Discharged Dead, etc.*

1. *Pay Accounts*.—The pay accounts of R.A.N. personnel reported "Missing", "Prisoner of War", "Interned" or "Discharged Dead", are to be transferred to the books of H.M.A. Naval Depot, Australia House, London, from the date of being reported "Missing", etc., as laid down in A.F.O. 4853/42. No action should be taken regarding the Stoppage of Allotments in force before the accounts are transferred but, should it be anticipated that any delay will occur in the receipt of particulars in H.M.A. Naval Depot, London, details of allotments should be communicated by signal.

2. *Service Certificates, etc.*—Service certificates and other relevant documents for these personnel should be forwarded to H.M.A. Naval Depot, London.

3. *Personal Effects*.—(a) Lists of effects of personnel discharged dead are to be forwarded to the Naval Liaison Officer, Australia House, London, who will ascertain the action to be taken regarding disposal.

(b) In the case of personnel reported "Missing", "Prisoner of War" or "Interned", the effects should be dealt with in accordance with C.A.F.O. 465/42, paragraph (VIII), the Naval Liaison Officer being informed when this action is taken.

(A.F.O. 3193/42 and 4853/42.)

(C.A.F.O. 465/42.)

692.—Fire-fighting Appliances in Aircraft

(A./N.A.D. 3734/42.—18.2.1943.)

A recent report of an accident, in which an aircraft was totally destroyed by fire, disclosed that the crew and other personnel concerned were not sufficiently familiar with the location and method of operating the fire-fighting appliances fitted to their aircraft.

2. Aircraft crews and all other personnel affected should be fully acquainted with the location and method of operating fire-fighting appliances. Commanding Officers of ships and establishments concerned are responsible that the necessary exercises are carried out to ensure efficiency in fire-fighting in the event of an emergency.

***693.—City and Guilds of London Institute Examinations in Radio**

(N. 3145/43.—18.2.1943.)

The attention of all men who intend to take up radio work on their return to civil life is drawn to the value of passing the Radio Examinations of the City and Guilds of London Institute. There are two subjects of examination:—

(a) *Radio Service Work*.—This examination is intended for those who seek to undertake the commercial servicing of radio receivers.

Candidates for this examination must normally have taken a specified practical course, but the City and Guilds Institute have agreed as a war-time measure that the training of Chief Petty Officer, Petty Officer and Leading Radio Mechanics and the corresponding W.R.N.S. ratings shall be regarded as equivalent to this. To meet the Institute's requirements under this concession, Commanding Officers must, when forwarding applications to sit this examination, verify the rating of candidates for Radio Service Work. Telegraphist ratings who have passed the W.T.2 Higher Examination are also eligible. In their case, Commanding Officers must certify that they have passed this test.

Candidates from other branches must satisfy the Institute that they have done the necessary practical work on receivers.

(b) *Radio Communication*.—These examinations are designed for those who wish to start a career in Radio Engineering. There is no restriction on entry. There are three grades—I, II and III—in increasing order of difficulty.

2. The examinations will be held in May.

3. The examinations can be held in Ships and Naval Establishments. Unless special arrangements are made on the station, intending candidates should apply through their Commanding Officers, who should make all arrangements direct with the Superintendent, Department of Technology, City and Guilds of London Institute, 31, Brechin Place, Old Brompton Road, London, S.W.7. Commanding Officers, who will be responsible for the custody of the question papers and for arranging that each examination is supervised by an officer not below the rank of Lieutenant, should apply to the Department of Technology for the requisite forms of entry.

4. Fees and forms of entry should reach the Department of Technology by 15th March, 1943, for examinations to be taken in Great Britain and Northern Ireland, and correspondingly earlier for examinations overseas. In special cases application for papers may be made by Commanding Officers by letter or signal.

5. The fees payable are: Radio Service Work, 8s; Radio Communication, Grade I, 6s.; Grade II, 8s.; Grade III, 10s.

6. Intending candidates requiring information regarding the examinations of the City and Guilds of London Institute in these and other subjects, should communicate direct with the Department of Technology at the address given above.

***694.—Educational Examinations—June and July, 1942—Results**

(N. 2755/43.—18.2.1943.)

*(Included in Notice Boards Issue only.)***695.—Officiating Ministers of Religion**

(C.E. 51226/43.—18.2.1943.)

The following appointment has been approved:—

Church of England

W.R.N.S. Quarters, Stanmore ... Rev. F. Cooper,
Whitchurch Rectory,
Edgware, Middlesex.

The usual facilities are to be afforded.

2. The following amendment is to be made to A.F.O. 459/43:—

Methodist

Leith and Granton Rev. A. G. Kick, M.C.,
7, Bonnington Terrace,
Edinburgh.

*(A.F.O. 459/43.)****†696.—W.R.N.S. Officers—Revised War-time Rates of Pay**

(C.W. 5264/43.—18.2.1943.)

The following war-time rates of pay are issuable to officers of the W.R.N.S. with effect from 1st December, 1942. Underlining indicates where increases have been made:—

Mobile Officers

Superintendent	...	...	...	...	£500 per annum
Chief Officer	...	...	...	...	£350 per annum
First Officer	...	...	...	...	<u>£225</u> per annum
Second Officer	...	...	...	...	<u>£180</u> per annum
Third Officer	...	...	...	...	<u>£160</u> per annum
Acting Third Officer	...	...	...	...	<u>£130</u> per annum

Immobile Officers

Superintendent	...	...	...	...	£400 per annum
Chief Officer	...	...	...	...	£260 per annum
First Officer	...	...	...	...	<u>£180</u> per annum
Second Officer	...	...	...	...	<u>£140</u> per annum
Third Officer	...	...	...	...	<u>£120</u> per annum

*(A.F.Os. 197/40 and 5759/42.)**("A" Message 200A is cancelled.)****†697.—W.R.N.S.—Officers' Income Tax Relief for Uniform Maintenance**

(C.W. 49428/42.—18.2.1943.)

The income tax allowance to W.R.N.S. officers for the upkeep of uniform will be increased from £15 to £20 commencing the fiscal year 1943–44.

*(A.F.O. 6462/42.)****698.—W.R.N.S.—Advancement to Chief Wren Writer and Supply Chief Wren—Institution of Written Qualifying Examination**

(N. 24456/42.—18.2.1943.)

Written qualifying examinations are to be instituted for advancement from Petty Officer, W.R.N.S. to Chief Petty Officer, W.R.N.S. in all categories of Writer and Supply ratings.

2. Candidates for advancement will be required to pass an examination in the following subjects:—

Writer Ratings

(a) In the Pay Office category—

Ledger and Ship's Office Work.
Typewriting.

(b) In the General Duties category—

Captain's Secretary's Work and Admiralty Instructions.
Typewriting.

Supply Ratings

(a) In the Victualling category—

Victualling.
Typewriting.

(b) In the Clothing category—

Clothing (including loan clothing) and Implements.
Typewriting.

(c) In the Naval Stores category—

Naval Stores.
Typewriting.

(d) In the Fleet Air Arm Stores category—

Naval Air Stores.
Typewriting.

3. The examinations will be held on the third Monday in May and November respectively. All Petty Officers, W.R.N.S., in the above categories are eligible to take the examination and notice of intention to sit should be forwarded by Commanding Officers direct to the Paymaster Director-General to reach him by May 1st in the case of the November examination and by November 1st in the case of the May examination. In view of the shortness of time available before the May, 1943, examination, the lists of intending candidates will on this occasion alone be kept open until March 31st, 1943. Papers will be despatched direct to Commanding Officers who are to make arrangements for the examination to be held in their establishments.

4. The results of the examination will be promulgated and those candidates who have passed should be noted on rosters as being qualified professionally for advancement.

5. As from the date of this order no Petty Officer, W.R.N.S., is to be advanced to Chief Petty Officer, W.R.N.S., in the Writer and Supply categories until she has qualified professionally and is eligible for advancement under A.F.O. 4864/42.

6. Further details will be promulgated later concerning the drafting of Chief Wrens, who have qualified professionally.

(A.F.O. 4864/42.)

***699.—W.R.N.S.—Increased Uniform Allowances**

(C.W. 40855/42.—18.2.1943.)

The uniform allowance for W.R.N.S. officers initially appointed on or after the 1st December, 1942, has been increased from £40 to £50.

2. Payment will be authorised in due course by the Director of Navy Accounts, and individual applications are therefore not required.

3. The existing grant of £5 towards the cost of white and/or tropical uniform has been increased to £10 with effect from the 1st December, 1942. In the case of officers sent abroad from the United Kingdom, the allowance, where payable, will be authorised by the Director of Navy Accounts, on notification by D.W.R.N.S., and personal applications are therefore unnecessary. In other cases, application should be made by the officer to her commanding officer, who should forward it to the Director of Navy Accounts with a certificate to the effect that the officer concerned was required to provide herself with white and/or tropical outfit on or after the 1st December, 1942, and that this outfit was provided in addition to the ordinary blue uniform. Officers who have already received the original grant of £5, and who are given, on or after the 1st December, 1942, a further appointment requiring the provision of white and/or tropical outfit, will become eligible for the balance of £5.

(A.F.O. 5143/41 is cancelled.)

700.—W.R.N.S.—V/S and W/T Ratings—Conditions of Service

(N. 22121/41.—18.2.1943.)

In accordance with the present policy regarding the pay and advancement of W.R.N.S. ratings generally, the following arrangements will be applicable to Wrens V/S and Wrens W/T.

2. *Wrens V/S.*—(a) Ratings will be entered on the unspecialised rate of pay and, on commencement of training after enrolment, will continue on that rate for three months. At the expiration of that period, they will be eligible for the lower specialised rate of pay, subject to satisfactory progress in their training. Progression to the higher specialised rate will be dependent upon a further three months' service and recommendation by the Commanding Officer.

(b) The initial training is of approximately sixteen weeks' duration, on the successful completion of which the rate of Wren V/S will be granted.

(c) Ratings will be eligible for recommendation for advancement to Leading Wren V/S after six months' service from the date of successful completion of V/S training, subject to certification by the Commanding Officer that they have attained the technical standard laid down in Appendix I to this Order and are in other respects fit for advancement (A.F.O. 4864/42).

(d) At any time after advancement to Leading Wren V/S, ratings may apply to take the examination for P.O. Wren V/S (vide Appendix I). Ratings who pass this examination will be placed on the roster for Petty Officer according to the date of application and will be eligible for recommendation for advancement from the roster after they have completed six months' service as Leading Wren V/S. Ratings who fail in the examination will be placed on the roster according to the actual date of passing a subsequent examination. All ratings who have qualified professionally for Petty Officer Wren V/S will receive an additional 4d. a day whilst holding the leading rate. The notation "passed for Petty Officer Wren V/S" is to be inserted, together with the appropriate date of passing, on the Service Certificates of successful candidates.

(e) (i) Wrens who are employed on V/S duties at certain bases and who have not carried out the course in H.M.S. "Cabbala" are to undergo the examination for V/S Wren as laid down in Appendix I, if this has not already been passed. The names of successful candidates are to be forwarded to the local Superintendent, W.R.N.S., and Captain, H.M. Signal School.

The time qualification for advancement to Leading Wren V/S for such ratings will be ten months' service in the category.

(ii) Such ratings are to be granted the higher specialised rate of pay three months from the date of passing the test provided they are recommended. No change is to be made in the case of ratings already in receipt of the higher specialised rate unless they fail in the examination mentioned in paragraph 2 (e) (i), in which case they are to revert to the lower specialised rate from the date of failure.

3. *Wrens W/T.*—(a) (i) Ratings with no previous knowledge will be entered on the unspecialised rate of pay and, on commencement of training after enrolment, will continue on that rate for three months. At the expiration of that period, they will be eligible for the lower specialised rate of pay, subject to satisfactory progress in their training. Progression to the higher specialised rate will take place on the successful completion of W/T training, subject to recommendation by the Commanding Officer of the Training Establishment.

(ii) Ratings with previous knowledge, who are trained in H.M.S. "Mercury," will receive the lower specialised rate of pay on joining that Establishment and will be eligible for the higher specialised rate on the successful completion of W/T training, subject to recommendation as in paragraph 3 (a) (i).

(b) The initial training is normally of six months' duration but may be less in the case of Wrens who have previous knowledge of Morse and of those specially recommended by the Commanding Officer, H.M.S. "Cabbala." On successful completion of training, the rate of Wren W/T will be granted.

(c) Ratings will be eligible for recommendation for advancement to Leading Wren W/T after six months' service from the date of commencement of the higher specialised rate of pay, subject to certification by the Commanding Officer that they have attained the technical standard laid down in Appendix II to this Order and are in other respects fit for advancement (A.F.O. 4864/42).

(d) At any time after advancement to Leading Wren W/T, ratings may apply to take the examination for P.O. Wren W/T (vide Appendix II). Ratings who pass this examination will be placed on the roster for Petty Officer according to the date of application and will be eligible for recommendation for advancement from the roster after they have completed six months' service as Leading Wren W/T. Ratings who fail in the examination will be placed on the roster according to the actual date of passing a subsequent examination.

All ratings who have qualified professionally for Petty Officer Wren W/T will receive an additional 4d. a day whilst holding the Leading rate.

The notation "passed for P.O. Wren W/T" is to be inserted, together with the appropriate date of passing, on the Service Certificates of successful candidates.

4. In the case of Wrens who are unable to pass for Wren V/S or W/T, arrangements are to be made for them to undergo a further period of training in H.M.S. "Cabbala" or locally, unless it is considered that they will never acquire the necessary standard, in which case they are to be transferred to some other category. Such ratings are to revert to unspecialised rates of pay on change of category and follow the normal procedure for award of specialised pay in their new category.

5. *Advancement Rosters.*—Initial drafting of Wrens V/S and W/T trained in H.M.S. "Cabbala" is carried out by that establishment in consultation with the Director, W.R.N.S., and local superintendents; and of those trained elsewhere by the training authority in consultation with the local superintendents. Thereafter, Wrens W/S and W/T will be borne on Command rosters. Results of examinations for P.O. Wren V/S and W/T are to be made out on Forms S.1124A and S.1124 respectively and forwarded to the local superintendent, with a copy to the Captain, H.M. Signal School.

6. *Wren V/S and W/T Instructresses.*—Wrens V/S or W/T who are selected for duty as Instructresses will be granted the acting rate of Petty Officer whilst so employed, irrespective of time or professional qualifications normally required for advancement to the Petty Officer rate. Confirmation in the acting rate will be dependent upon fulfilment of the necessary conditions for normal roster advancements, first to the Leading rate and then to the Petty Officer rate. (A.F.O. 6018/42.)

7. *Badges.*—Wrens V/S and W/T do not change their non-substantive badge on substantive advancement.

APPENDIX I

W.R.N.S. V/S Ratings.—Standards required

Part I. Examinations

						Per cent.
						required
<i>(a) For Wren V/S</i>						
Flashing ...	Receiving ...	10 w.p.m.	...	...	...	90
Flashing ...	Transmitting ...	10 w.p.m.	...	...	...	85
Semaphore ...	Receiving, hand	18 w.p.m.	Mech.	12 w.p.m.	...	90
Semaphore ...	Transmitting, flags	18 w.p.m.	...	12 w.p.m.	...	85
V/S procedure paper	...	...	...	...	...	70
Practical coding paper	...	...	...	...	...	75
V/S general paper	...	...	...	...	...	75
Flag hoisting	...	...	...	...	...	Good ability

Examinations are to be held as necessary, conducted by a qualified Signal Officer, Signal Boatswain or officer promoted therefrom.

(b) For Leading Wren V/S

No examination. Recommendation required from Commanding Officer, who should be satisfied that the rating has a more thorough knowledge than that laid down for W.R.N.S. V/S in Part II of this Appendix and is capable of attaining the following percentages in practical signalling:—

Flashing ...	Receiving ...	10 w.p.m.	...	...	...	95
Flashing ...	Transmitting ...	10 w.p.m.	...	...	...	90
Semaphore Mech.	Receiving ...	12 w.p.m.	...	...	...	95
Semaphore Mech.	Transmitting ...	12 w.p.m.	...	...	...	90
Semaphore HF	Receiving ...	18 w.p.m.	...	...	...	95
Semaphore HF	Transmitting, H.F.	18 w.p.m.	...	...	...	90

(c) For Petty Officer Wren V/S

						Per cent.
						required
Flashing ...	Receiving ...	10 w.p.m.	...	...	...	95
Flashing ...	Transmitting ...	10 w.p.m.	...	...	...	90
Semaphore	Receiving, H.F.	20 w.p.m.	Mech.	15 w.p.m.	...	95
Semaphore ...	Transmitting, H.F.	20 w.p.m.	Mech.	15 w.p.m.	...	90
*V/S procedure paper	...	...	...	...	...	80
*Practical coding paper and coding instructions	...	...	...	...	...	80
*V/S general paper	...	...	...	...	...	80

In addition the rating must be capable of taking charge of flag hoisting at a Signal Station. The examination is to be conducted by a qualified Signal Officer, Signal Boatswain or officer promoted therefrom.

The examination papers marked * will be set quarterly by H.M. Signal School and are to be worked on the first Monday and Tuesday of January, April, July and October.

Applications for papers are to be forwarded to the Captain, H.M. Signal School, by the first of the preceding month. Worked papers are to be corrected by examining Officers.

Results of examinations are to be reported to the local Superintendent, W.R.N.S. (copy to Captain, H.M. Signal School) on Form S.1124A.

No courses are held for Petty Officer Wren (V/S).

Part II.—Standards required

Subject	P.O.	
	Wren V/S	Wren V/S
<i>(a) General V/S</i>		
Colours of naval code flags and pendants	A	A
Colours of International Code	A	A
Single meanings used in harbour, naval and International Code.	B	A
Definitions. (S.T.I. App. I (c) (ii))	B	A
Definitions. (G.S.I., Arts. 19, 24, 33, 34, 38, 45, 46, 47, 60, 62, 67, 68, 70).	C	A
Use of distinguishing signals. (F.S.B. 107-112)	B	A
Distinguishing signals used in harbour	A	A
Alarm signals used in harbour	A	A
Code word Appendix	C	A
I.S. pyrotechnic code (naval signals)	B	A
Recognition procedure for ships entering harbour	C	A
Naval examination service signals	C	A
Special signals for various occasions (G.S.I. Ch. XVIII) (harbour only).	B	A
S.D.O. work (ashore)	C	B
Care and custody of S.Ps. and S.P. corrections	C	A
V.M.H. S.Ps., etc.	C	B

(b) Procedure

Phonetic alphabet	A	A
Standard phraseology	A	A
Components and form of a message (V.S.I. 1 and 160)	B	A
Preparing message for transmission (V.S.I. Ch. I)	B	A
Procedure and Operating Signals (V.S.I. Ch. III and IV)	B	A
Verifications, checks and repetitions (V.S.I. Ch. V)	B	A
Signalling by semaphore (V.S.I. Ch. XIV)	B	A
Signalling by flashing (directional harbour only) (V.S.I. Ch. X omitting Arts. 174-182, 197).	B	A
Signalling by flags (V.S.I. Ch. XV omitting Arts. 282-286, 289).	B	A
International procedure (International Code, Vol. I, Ch. I to VIII).	C	A
General instructions (G.S.I. 91, 92, 94, 98, 99, 100, 108-111).	—	A

Subject	P.O.	
	Wren V/S	Wren W/T
(c) Coding and Coding Instructions		
F.S.B.	B	A
Use of Fleet Code with F.S.B.	C	A
A.V.S.B.	B	A
M/S Appendix	C	B
V/S operating signals	B	A
International code	C	A
Mersigs	—	C
Pendant list	B	A
Supplementary pendant list	B	A
Signal letters	C	A
Small ships' code	B	A
Ecco code	B	A
Indications of priority	B	A
Methods of expressing positions (G.S.I. 160)	—	B
Cyphers and codes general (Notes on Cypher and Code Security, Parts I, II, VII).	—	C
Classification of messages (S.140/42)	—	B
Initiating and drafting messages	—	—
(G.S.I. 120-126, 161, 169)	—	B
(G.S.I. 127-134, 136-139A)	—	B

APPENDIX II

W.R.N.S. W/T Ratings.—Standards required
Part I.—Examinations

(a) For Wren W/T Operator

	Per cent. required
Buzzer receiving—Class II exercise	90
Buzzer transmitting—Class II exercise	85
W/T procedure and organisation paper	65
Practical procedure	65
Practical coding paper	75
Technical oral	65

Examinations are to be held as necessary, conducted by the Signal Officer of W.R.N.S. (W/T) Training Establishment.

(b) For Leading Wren W/T

No examination. Recommendation required from Commanding Officer, who should be satisfied that the rating has reached the necessary standard given in Part II of this Appendix.

(c) For Petty Officer Wren W/T

Buzzer receiving—Class I exercise	95
Buzzer transmitting—Class I exercise	85
*W/T procedure and organisation paper	80
*Coding instruction paper	80
*Practical coding paper	80
Practical procedure	80
Technical oral	75

The examination is to be conducted by a qualified (S) Officer, Warrant Telegraphist, or officer promoted therefrom.

The examination papers marked * will be set quarterly by H.M. Signal School and are to be worked on the first Monday and Tuesday of January, April, July and October. Applications for papers are to be forwarded to Captain, H.M. Signal School, by the first of the preceding months. Worked papers are to be corrected by examining officers.

Results of examinations are to be reported to the local Superintendent, W.R.N.S. (copy to Captain, H.M. Signal School) on Form S.1124.

No courses are held for Petty Officer Wren W/T.

Part II.—Standards Required
For Leading Wren W/T

(a) Buzzer.—Able to obtain 95 per cent. on a Class I Exercise (receiving).

Able to obtain 85 per cent. on a Class I Exercise (transmitting).

(b) Procedure.—Good practical ability in operating full W/T and R/T procedure, including the procedure for asking for and obtaining repetitions, checks and rectifications.

(c) Organisation.—Details of W/T organisation at place of employment. Methods of making and dealing with enemy reports and distress messages by W/T. Regulations concerning care and custody of S.P's. Elementary knowledge of British Naval W/T organisation.

(d) Technical.—Ability to operate and adjust all apparatus on own stations. Care and maintenance of batteries and running machines. Use of voltmeter, ammeter and wavemeter.

(e) Coding.—Ability to code and decode using the following books:—

F.S.B.
Fleet Code.
N.A.C.
Syko.
Air Force Code.
Operating Signals.
Call Signs (all Naval types).
Delivery Groups and Recoding Table.
Naval Code and Recoding Tables.
A.V.S.B.
Small ships Signal Code.
Code word Appendix.

For Petty Officer Wren W/T
Subject

(a) Organisation—

	Standard of knowledge
Care and custody of S.P.S. (G.S.I. X1-X.7)	A
Principal definitions (S.T.I., App. 1 (c) (ii) and G.S.I., Chapter 1, but omitting Articles 7, 17, 30, 51, 59)	A
Phonetic alphabet	A
General instructions (G.S.I., 85-90)	B
Restrictions on use of W/T (G.S.I. 309 (a), 311, C.O.F.553 and S.2 (H.W.C.O. Section)	B
World wide W/T communications (G.S.I. 250-256 and S.1)	B
External Fleet Communications—	
(i) (S.1 and S.2)	E
(ii) W/T organisation of an ACHQ... ..	C
Communication with R.A.F. (S.2)	E
Enemy reporting (C.O.F.556, 592, S.2 (H.W.C.O. Section))	B
Organisation for British Merchant Ships (S.3)	C
Distress messages. (Mersigs 3)	B
Admiralty general messages (G.S.I., Chapter 6)	B
W/T Hazards and miscellaneous orders (G.S.I. 340-342, 347, 349, 353 and relevant A.F.Os.)	B
Internal ship organisation (G.S.I., Chapter 13, omitting Articles 372, 373 405-408, 416, 423)	C
Contents of A.L.W.S. Berne lists, etc.	C

(b) Procedure

W.S.I., chapters 1 to 19 (omitting all paragraphs that concern the use of P/L by W/T) and chapter 27	A
W.S.I., chapters 20, 22, 23, 25	E
W.S.I., chapters 21, 26, 31	C

(c) Coding instructions—

Codes and Cyphers and their uses (Notes on Cypher and Code Security, Parts I, II, VII and Appendix B)	A
Classification of messages. (S.140/42)	B
Initiating and drafting of messages	
(i) G.S.I., 120-126, 161, 169, C.1 7-16	C
(ii) G.S.I., 127-134, 136-139A, 157-160, 164, 165, C.1, 17, 23, C.O.F. 591	B

Subject	Standard of knowledge
<i>(e) Coding instructions—contd.—</i>	
Preparing messages for despatch. (G.S.I., 3, C.I., 43-46, 81-84, A.I.Gs. in S.I)	B
Call signs and their uses	
(i) (C.I. 15, 47, 48, 50 Naval Call Signs of all Types and Merchant Ship Call Signs)	A
(ii) Anglo-U.S. and R.A.F. Call Signs	B
Delivery groups and their uses. (C.I., 24, 49, 50, and instructions in current addition)	A
Decyphering and decoding (C.I. 55-62)	C
Verifications, checks and acknowledgements (C.I. 24, 25 46-76)	B
Enemy reporting	
(i) G.S.I. 215-217, 221-225, C.O.F. 550-555	B
(ii) G.S.I. 218-220, 227	C
General messages and "S" orders in force and not previously dealt with which affect coding	B
<i>Practical coding—</i>	
F.S.B.	B
Fleet Code	A
Naval Code and Recoding Tables	A
Naval Aircraft Code	B
Syko machine and all series of Syko cards	A
Operating signals	A
A.V.S.B.	B
Small ships signal code	A
Call signs (all types)	A
Delivery groups and recoding tables	A
Naval shore code	C
Air Force code	C
Pendant list	C
Cysquare... ..	C
Type X	B
Mersigs and recoding tables	B
Code word Appendix	A
Meteorological code	C
Signal letter index	B
<i>Technical—</i>	
Care and maintenance of batteries and machines	B
Charging batteries	B
Marconi Type TW.12	B
Operation and adjustment of all types of receiving apparatus and small transmitters in station in which serving.	B

Notes.—(1) Admiralty general messages, lettered messages and "S" orders in force must be studied with each subject to which they are relevant in addition to the signal publications quoted throughout the above tables.

(ii) The standards of knowledge A, B and C given above indicate:—

- A = *Detailed knowledge* of the subject without reference to books and full knowledge of where to refer to instructions.
 B = *Good knowledge* of the subject, stressing essentials, but omitting details. A good knowledge of where to refer to instructions.
 C = *Elementary knowledge.* A knowledge of first principles.

In the case of Practical Coding:—

- A = Ability to code and decode a signal rapidly and accurately.
 B = Ability to code and decode a signal accurately, rapidity being of secondary importance.
 C = A good grasp of the principles on which signals are built up, or on which code is based. Ability to recognise signals from the code, and an elementary knowledge of how to code and decode them.

(A.F.Os. 4864/42 and 6018/42.)

(A.F.O. 4938/41—not in annual volume—is cancelled.)

*†701.—Wills Executed by R.N. and R.M. Personnel

(D.N.A. 2381/43.—18.2.1943.)

Wills executed by Petty Officers, Seamen and Marines should be forwarded to the Admiralty as soon as possible after execution, addressed to the Inspector of Seamen's Wills, Admiralty, Bath, Somerset, without waiting for the Ship's ledgers.

2. Care should be taken that such Wills are executed and attested in accordance with the instructions on the Will Form S.545. The name in full, the rating and official number of the testator are to be inserted in each case and the date on which the Will was made should be entered in the space provided, without fail.

3. Wills executed by Officers serving in or with the Royal Navy or Royal Marines should not be sent to the Admiralty for custody. An Officer should make his own arrangements for the disposal of his Will, e.g. by sending it to his executor, bankers or solicitors.

4. It should be noted that the nomination by a Naval rating of his nearest known relative or friend on Form S.537 does not constitute a will or control in any way the disposal of his Naval assets or private effects in the event of death, but is to enable the Naval authorities to communicate with such person when necessary.

5. Notwithstanding that a notification to the above effect is given in Form S.537, it appears that many ratings are still under the impression, and give their relatives to understand, that in nominating a person as their next-of-kin they have made a will in that person's favour.

6. It should be clearly understood that, if a Naval rating or Royal Marine wishes to give directions as to the disposal of his estate, which includes any balance of wages or other money payable by the Admiralty and his private effects, he should make a Will on Form S.545 in accordance with the instructions shown thereon.

7. The desirability of making a Will should be specially pointed out to all new entrants.

(K.R. & A.I., Articles 870 and 1700 (6).)

(A.F.O. 735/41 is cancelled.)

702.—Drafting of Boy Buglers

(N.1127/43.—18.2.1943.)

Boy buglers are not to be employed as buglers in Shore Establishments, other than Boys' Training Establishments.

703.—Assessing of Cine Camera Gun Films

(N./N.A.D. 1599/42.—18.2.1943.)

As soon as trained personnel are available, the assessing of cine camera gun films will be carried out by Petty Officer Air Mechanics (O).

2. Owing to the shortage of these ratings, it may be some time before qualified personnel become available, and as an interim measure it has been decided that photographer ratings shall carry out this work, in ships, and shore stations where W.R.N.S. are not carried.

3. Photographer ratings will be trained at Yeovilton, and there is to be one such rating in each of the ships and establishments mentioned above. Commanding Officers of Services concerned should make arrangements as soon as circumstances permit for the selected Photographer rating to undergo the course at Yeovilton.

4. The Air Gunnery Officer is responsible for the correct assessing of cine camera gun films.

704.—Respirator Dermatitis

(M.D.G. 4343/42.—18.2.1943.)

A small number of personnel is sensitive to the rubber of the respirator face-piece, which causes local dermatitis. This should be borne in mind by medical officers called upon to treat facial skin conditions. Simple patch tests with small cuttings of rubber from the edge of the facepiece can be applied to the arm for 24-48 hours to confirm sensitivity.

2. Cases in which sensitivity is confirmed should be dealt with as below when the skin condition has cleared up.

3. Issue any Mark IV (stockinet covered) facepiece in the correct size with a date mark before 1942, or issue a Mark V (black moulded) facepiece marked AVON with a date mark before 1942. Mark V facepieces are available only in normal size.

4. If in the case of a Mark V facepiece an AVON facepiece is not available issue one with a date mark before 1942 which does not bear any of the following markings :—

J.B., or R.W., or L. & B., or F.S.Co.

5. If after issue as above the individual concerned still shows a skin reaction, the case should be referred to the Dermatologist of a Naval or Military Hospital for further investigation.

6. When a satisfactory new facepiece cannot be issued immediately the individual should retain the old facepiece for use only in emergency, until it can be replaced. The old facepiece should not be worn for drill.

Note.—Dermatologists of Naval Hospitals should be instructed to apply to the Chief Superintendent, Experimental Station, Porton, for sets of rubber patching discs, and details for using them.

✓(A.F.Os. 1117/42 and 4859/42 are cancelled.)

705.—Political Facilities—Expedited Procedure to be adopted when Permission is Sought for Parliamentary Candidature

(N.L./N. 1008/43.—18.2.1943.)

To expedite consideration of applications under A.F.O. 843/40, whenever a serving officer or man of the R.N. or R.M. wishes to obtain Admiralty permission, in accordance with paragraph 4 of that Order, to announce himself or allow himself to be announced as a candidate for election to Parliament, the application is to be made to the Admiralty by signal.

(A.F.O. 843/40.)

706.—Forms S.46—Naval and Marine Personnel Deceased

(D.N.A. 13605/42.—18.2.1943.)

Attention is drawn to A.F.O. 761/43 in Section 5 of this issue.

707.—Enemy Prisoners of War—Treatment on Capture

(N.L. 89/43.—18.2.1943.)

All Naval and R.M. personnel should be aware of the general principles which should govern the treatment of enemy prisoners of war with particular reference to their treatment immediately after capture.

2. The treatment of prisoners of war is governed by the International Convention relative to the Treatment of Prisoners of War (Geneva, 1929); the Convention provides in Article 2 that prisoners of war are in the power of the hostile Government, but not of the individuals or formation which captured them. They shall at all times be humanely treated and protected, particularly against acts of violence, from insults and from public curiosity. Measures of reprisal against them are forbidden. Under Article 3 it is laid down that prisoners of war are entitled to respect for their persons and honour.

3. Prisoners of war should be treated generally in accordance with the above principles—firmly but fairly. There should be no fraternisation. Special care must be taken to preserve any documents which a prisoner may have in his possession and he should not be allowed to smoke before he has been searched for documents likely to contain information. He should be given food and drink at regular intervals, and if he is wounded every care should be taken to see that he receives the same treatment as British personnel.

4. Prisoners of war are frequently captured in an exhausted condition, though unwounded. For reasons of humanity, arrangements should be made to supply food and drink as quickly as practicable to such prisoners of war as are manifestly in need of them.

5. It is the duty of a prisoner of war during operations to escape or to impede his captors if he can do so. It is equally the duty of all Naval personnel to prevent, with such force as may be necessary, any such action by a prisoner of war who may be in their keeping during operations.

6. If it should be necessary to adopt measures of restraint, such as the tying of hands or feet of prisoners of war during the actual continuance of operations, such measures will only be adopted in exceptional cases of operational necessity and will be strictly limited to the period of such operational necessity.

7. Orders providing for the general tying of prisoners are not to be issued.

(C.B. 3074.)

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

708.—Guns, B.L., 15-in.—Ejectors, Projectile, Mark II—Withdrawal

(A.S. 16759/42.—18.2.1943.)

Attention is drawn to C.A.F.O. 1367/38 regarding the uses of ejectors, projectile, B.L., 15-in. guns, Marks II and III.

2. All Mark II ejectors for B.L. 15-in. guns are to be landed by H.M. ships at the first opportunity, and Mark III ejectors demanded in lieu. Ejectors, projectile, B.L. 15-in., Mark III, can be used with all types of 15-in. shell.

(C.A.F.O. 1367/38—not in annual volume.)

709.—Guns, B.L., 14-in., Mark VII—Catch Retaining Breech Mechanism Open—Maintenance

(G. 015294/42.—18.2.1943.)

An instance has occurred where the catch retaining breech mechanism open of a B.L., 14-in., Mark VII gun seized, due to insufficient lubrication, resulting in failure of the breech to close.

2. Attention is called to C.A.F.O., "P" Series, No. 80/43, amending, C.B.4169R, calling for monthly examination of these catches.

3. Catches will shortly be modified to assist lubrication.

710.—Naval Aircraft—Guns, Hispano, 20-mm., Vickers G.O. 0·303-in. and Browning 0·50-in., 0·303-in. and 0·30-in.—Cover, Muzzle for

(A.S. 17746/42.—18.2.1943.)

The undermentioned items are now available for supply to the Fleet Air Arm, viz. :—

Guns, Hispano, 20-mm. :—

7G/488 Covers, muzzle ... For use with guns, Hispano, fitted with muzzle thread protector.

Guns, Browning, 0·303-in. :—

7H/2082 Covers, muzzle ... Replacing covers, rubber muzzle (7H/2064).

Guns, Vickers, 0·303-in., G.O. :—

7J/2235 Covers, muzzle ... Replacing covers, rubber muzzle (7J/2215).

2. It should be particularly noted that the muzzle cover (7G/488) is not for use with guns, Hispano, 20-mm., fitted with recoil reducers, the appropriate rubber cover for which is Stores Ref. 7G/197. A plastic cover muzzle (Ref. 7G/525), which supersedes 7G/197, will shortly be available for issue.

3. Covers, rubber muzzle (7H/2064) and (7J/2215) will continue to be issued until stocks become exhausted.

4. When using muzzle covers with 20-mm. Hispano guns the magazine or belt is to be loaded so that the first two rounds to be fired are ball or ball-tracer.

5. No new design of covers, muzzle, for Browning aircraft 0.50-in. guns has yet been arranged but ample stocks of covers, rubber, muzzle (107K/103) are available.

6. A cover muzzle for aircraft, Browning, 0.30-in. guns, is expected shortly; further details of which will be promulgated by A.F.O.

7. Covers will be an easier fit over the muzzle of the gun if they are slightly warmed, e.g., in the pocket.

8. It should be noted that naval type covers, muzzle, numbers 6 and 7 are fully interchangeable with R.A.F. designs for Browning 0.303-in. (7H/2083) and Vickers G.O. 0.303-in. (7J/2235) respectively.

711.—Rifles—Restoration of Allowances in H.M. Ships

(G.D. 0140/43.—18.2.1943.)

The allowance of rifles to H.M. Ships in Home waters is increased as follows:—

- (a) Capital ships, fleet carriers, cruisers, destroyers, depot ships : 50 per cent. of full allowance by ship's warrant.
- (b) A.M.Cs. and O.B.Vs. : 80 per cent. of full allowance.
- (c) A.A. ships, minelayers, netlayers, sloops, corvettes, fleet minesweepers, gunboats, auxiliary minelayers : 80 per cent. of full allowance.
- (d) Trawlers, boom defence and boom working vessels, D.E.M.S. cable ships, tugs, "Eagle" ships, paddle minesweepers, coastal craft and harbour defence vessels. Full allowance up to but not exceeding six rifles per ship.

2. The balance of the full allowance for ships in categories A, B and C of paragraph 1 will be made up by an assignment of Lanchester guns when available. A revised allowance of Lanchesters for each class of ship will be promulgated in due course, and will supersede those authorized in A.F.O. 3930/41.

3. In all cases increases are conditional on stowage being available. Proposals to increase stowage of rifles will not normally be entertained.

4. Ships are to forward to nearest Naval Armament Depot demands to complete to approved quantities of rifles, with web equipments quoting this order. Bayonets and scabbards for rifles, No. 4, are at present in short supply. Issue to complete stands of arms will be made as soon as possible. Attention is drawn to paragraph 3 of A.F.O. 4540/42 regarding spare parts for rifles.

(A.F.Os. 3930/41 and 4540/42.)

(C.A.F.Os. 1433/41 and 1733/41 are cancelled.)

712.—Cartridges, S.A., 0.303-in. Mark VII, R.L. 25.6.42A and G.B. 3.4.42—All Services—Restricted Use

(A.S./G. 8151/42.—18.2.1943.)

Cartridges, S.A., 0.303-in., Mark VII of R.L. 25.6.1942A manufacture and cartridges, S.A., 0.303-in., Mark VII, G.B. 3.4.1942 manufacture have been relegated to "ground service and deck guns only" and are therefore not to be used in aircraft guns.

2. Packages of this ammunition are to be stencilled "Not to be fired in aircraft guns".

713.—Ammunition—Links Ammunition—0.5-in. Browning M.G.

(G./A.S. 05364/42.—18.2.1943.)

British Mark II links will be supplied for 0.5-in. Browning aircraft guns when available, but owing to the shortage of stocks, American M.1 or M.2 links will have to be supplied in some instances.

2. American links before belting are to be examined, and all links showing rust and rough finish are to be discarded.

3. Practice firing should be carried out with American links, when both types are available, in order to conserve supplies of British Mark II links for operational use.

4. The various types of links can be distinguished as follows:—

- (a) British Mark II have a shiny, black rustproof finish, and the tail of the single loop is continued until it overlaps the backbone to which it is indented to prevent stretch.
- (b) American M.1, which are slightly preferable to American M.2, are cadmium plated (silver colour) and the shoulders are left square.
- (c) American M.2 links have a rough black rustproof finish, and the corners of the shoulders are removed.

(A.F.O. 1386/42.)

714.—Ammunition Supply—Carriers, Ammunition, Quadruple—Dumping Bars

Ships and Authorities concerned

(G. 8232/42.—18.2.1943.)

When dumping bars are fitted between the guide wires at the bottom of ammunition hoists for the quadruple carrier to rest on, the wires may stretch beyond the limit that can be taken up by the bottle screws, thus allowing the carrier to tilt and making the operation of loading difficult.

2. Where this difficulty is experienced the Commanding Officer should arrange for the dumping bars to be replaced by portable stools, the work being carried out by ship's staff with dockyard or base assistance as necessary.

3. A simple type of portable stool should be fitted in lieu of dumping bars in ships of new and future construction.

(A.F.O. 4125/42.)

715.—Rockets, Target, Practice, 1-lb., Mark II—Introduction

(A.S. 02568/42.—18.2.1943.)

First supplies of rockets, target, practice, 1-lb., Mark II are now being delivered from manufacturers. The difference between the Mark II and the Mark I* rocket is that the Mark II has a cotton parachute as against the paper parachute of the Mark I*.

2. Later manufactured lots of Mark I* rockets have their paper parachutes dyed red. All Mark II rockets will have their cotton parachutes dyed red.

3. Mark II and Mark I* rockets are interchangeable in use and for supply purposes.

4. This information is being included in the revised Ammunition Handbook.

716.—21-in., Marks VIII*, IX** and IX** N.A. Torpedoes—Fitment of New Design Bulkhead Relief Valve

(T. 08552/43.—18.2.1943.)

With reference to A.F.O. 5167/42, paragraph 2 (e), the new design of afterbody relief valve fitted in the engine room bulkhead has proved satisfactory during trials and is to replace the existing type of bulkhead relief valve referred to in C.A.F.O. 1740/41.

2. The new relief valve is fitted with a rubber insertion seating and a longer spindle bearing to ensure better centralisation of the valve; it is loaded to lift at an air pressure of approximately 5 lbs. per sq. in. as in the existing design. It will be accounted for as follows:—

Section IV.

Valves, relief in E.R. bulkhead, St. No. 8977.

3. 21-in., Mark VIII**, torpedoes under manufacture and in torpedo depots will be fitted with relief valves St. No. 8977 as soon as stocks of this valve become available. In 21-in., Mark VIII**, torpedoes at sea which are already fitted with the engine room bulkhead relief valve, the existing relief valve is to be replaced

by relief valve St. No. 8977 by ships' staffs. Demands for valves St. No. 8977 are to be made to the nearest torpedo depot and will be met as soon as supplies are available. The first issue of valves is being made to Gibraltar, Malta and the Eastern Mediterranean.

4. In 21-in., Marks IX** and IX** N.A., torpedoes which have already been fitted with the bulkhead relief valve in accordance with A.F.O. 4744/42, the existing relief valve will be replaced in torpedo depots only by valve St. No. 8977 when there are sufficient stocks of the latter available after meeting requirements for 21-in., Mark VIII**, torpedoes. Fitment of the valve St. No. 8977 to 21-in., Marks IX** and IX** N.A., torpedoes is not to be carried out at sea. Future manufacture 21-in., Marks IX** and IX** N.A., torpedoes will incorporate valve St. No. 8977 at a stage convenient to production.

5. Care must be taken when fitting valve St. No. 8977 into the bulkhead, only to screw up the body of the valve sufficiently to obtain a watertight joint at the bulkhead. The use of excessive force may still result in distortion of the valve seat.

6. Gags St. No. 8675, referred to in A.F.O. 2261/42, introduced for use with the E.R. bulkhead relief valve when carrying out the watertightness test of the buoyancy chamber, are to be modified by ships' staffs in accordance with A.F.O. Diagram No. 47/43, to make them suitable for use with valves St. No. 8977. The modified gag will be accounted for as follows:—

Section III.

Gags, relief valve E.R. bulkhead, St. No. 8675A, and will be allowed in the contents of "Chests, tool 21-in., VIII-VIII**" in lieu of Gags St. No. 8675 in the proportion of one per chest, and in the contents of "Chests, tool, 21-in., IX-IX**" and "Chests, tools and spare gear, 21-in., IX-IX**" in the proportion of one per chest.

7. The fitment of the engine room bulkhead relief valve necessitated certain modifications to the afterbody access door relief valve to convert this into a safety valve (C.A.F.O. 1740/41, paragraph 3 and A.F.O. 4744/42, paragraph 3). The modifications include:—

(a) substitution of springs St. No. 6899 by springs St. No. 8676.

(b) substitution of valve facing St. No. 1231 by discs St. No. 8674.

When replacement of the existing E.R. bulkhead relief valve in 21-in., Mark VIII**, torpedoes is made in accordance with paragraph 3 above, the access door safety valve is to be examined to ensure that a compressed asbestos fibre disc St. No. 8674 has been fitted. Some access door safety valves have been fitted with a hard red fibre disc which has been found unsuitable and where fitted must be replaced by disc St. No. 8674.

8. The items referred to in paragraph 7 will be accounted for as follows:—

Section IV.

Discs, compressed asbestos fibre, safety valve in access door, St. No. 8674.

Springs, safety valve in access door, St. No. 8676.

and are to be added to the contents of the under-mentioned chests and cylinders in the proportions shown:—

Chests, spare gear:—

21-in., Marks VIII-VIII** } Springs St. No. 8676 ... 2 per chest
21-in., Marks IX-IX** }

Chests, tools and spare gear:—

21-in., Marks VIII-VIII** } Springs St. No. 8676 ... 2 per chest
21-in., Marks IX-IX** }

Cylinders, fibre washers, etc.:—

21-in., Marks VIII-VIII** } Discs St. No. 8674 ... 6 per cylinder.
21-in., Marks IX-IX** }

9. Ships and vessels concerned are to demand the quantities of Gags, St. No. 8675A, Springs St. No. 8676 and Discs St. No. 8674 required to complete chests, etc., on board from the nearest torpedo depot.

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

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

(C.A.F.O. 1740/41—not in annual volume—and A.F.Os. 2261/42 and 4744/42 are cancelled.)

717.—Torpedoes, 18-in., Marks XI-XII*** and XV, and 21-in., Marks VIII-IX**— Modification to Improve Functioning of Servomotor Piston

(A.S. 1499/43.—18.2.1943.)

To prevent "pick-up" between the servomotor piston and body caused by vibration during running, the gland packing arrangements for 18-in., Marks XI-XII*** and XV, and 21-in., Marks VIII-IX** type torpedoes are being modified to permit the use of an increased amount of packing; the recesses in the servomotor cap and body are being deepened and the packing gland bushes shortened in length.

2. The shortened bushes referred to in paragraph 1 above will be accounted for as follows, viz.:—

Section IV

Bushes, neck packing gland, servomotor, St. No. 159A.
Bushes, neck packing gland, servomotor, St. No. 764B.

3. The following alterations will be made to the contents of the under-mentioned chests, viz.:—

Chests, spare gear:—

18-in., Mark XI.
18-in., Marks XII-XII*** and XV.

Add:—

Bushes, neck packing gland, S/M, St. No. 159A 2

Withdraw:—

Bushes, neck packing gland, St. No. 159 2

Chests, spare gear:—

21-in., Marks VIII-VIII**.
21-in., Marks IX-IX**.

Add:—

Bushes, neck packing gland, S/M, St. No. 764B 2

Withdraw:—

Bushes, neck packing gland, St. No. 764A 2

Bushes, St. Nos. 159A and 764B, can be used without detriment to running for replacements in torpedoes in which the servomotors have not been modified, but a slight additional amount of packing will be necessary.

4. Ships concerned are to adjust chests on board to the revised allowances from the nearest torpedo depot, and supply of bushes, St. Nos. 159A and 764B, will be made on receipt from manufacture.

5. All future manufactured servomotors will be fitted with the increased amount of packing. Servomotor fitted to existing torpedoes will be modified by torpedo depots as opportunity offers.

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

7. The following notation will be made on history sheets of torpedoes modified in torpedo depots, viz.:—

"Servomotor piston packing arrangement modified in accordance with T.D.I. No. ."

718.—Torpedo Stores—Use of Bushes St. Nos. 6135 and 6134 in Lieu of Bushes St. Nos. 754 and 763

(A.S. 18771/42.—18.2.1943.)

With a view to standardisation it has been approved for bushes St. Nos. 6135 and 6134 to be used in lieu of bushes St. Nos. 754 and 763 for replacements in 21-in. "B" type engines fitted in torpedoes 21-in. Mark VIII-VIII*, VIII*E, and IX-IX* and IX** N.A.B.

2. Consequent on the above the allowances of "Bushes crank pin, engine" and "Bushes, aft bearing crank, engine" in the undermentioned chests will be as follows, viz.:—

Chests, spare gear, 21-in. VIII-VIII**—

Bushes St. No. 6134 1
Bushes St. No. 6135 1

*Chests, spare gear, 21-in. IX-IX**—*

Bushes St. No. 6134	...	...	...	...	1
Bushes St. No. 6135	...	...	...	...	1

3. Ships concerned are to adjust to the revised allowances from the nearest Torpedo Depot.

4. Labels of Chests and Torpedo Store Accounts are to be amended as necessary.

719.—Mining Stores—Nomenclature

(A.S. 1380/43/C.—18.2.1943.)

The standard method of distinguishing differences between certain mining stores by means of the addition of stars to the mark number is not always satisfactory, as in some cases the modification involved alters considerably the use of the store item concerned, while the basic make-up of the item remains unaltered.

2. It is notified, therefore, for general information, that use will be made from time to time of the "numerical" method of differentiating between varying types of stores, i.e. the addition to the basic nomenclature of a number instead of a star. In certain cases this number will be added as a suffix to the Stamp Number. For example, the modified hydrostatic switch, Mark VI, for use in certain buoyant mines, has been denoted switch, hydrostatic, Mark VI No. 2; Stamp No. 5026/2.

3. Both the "star" method and the "numerical" method of distinguishing between differences in stores will be used, each case being decided upon its merits. The essential feature of the addition of a number to a nomenclature is that the numbered store ceases to be interchangeable operationally with the corresponding unnumbered prototype, or with similar stores bearing different numbers.

4. This system will *not* be applied to stores to which "Assembly Numbers" apply.

720.—Greasing of Large Ball and Roller Bearings of Electrical Machines

(T. 01097/42.—18.2.1943.)

In connection with a large roller bearing 4-in. internal diameter, fitted in the pedestal bearing of a ship's generator, trouble has been reported due to cage wear owing to rubbing of the cage on the race. This has been diagnosed as due to incorrect packing of the grease. Since repacking the bearing in the manner described below the trouble has been satisfactorily overcome. Originally the space left unpacked was a 90 degree Vee which did not allow sufficient working of the grease to release the oil thus leaving certain surfaces dry.

2. It is important that bearings should be given the correct amount of grease. Insufficient grease will result in a low temperature rise but may produce mechanical troubles such as described above. Over-greasing on the other hand will result in a high temperature rise and churning of the grease with the possibility of the breakdown of the grease itself. The addition of new grease at any time will cause the temperature to rise. It should be noted that a temperature rise of 50° F. is not excessive.

3. The unpacked space for satisfactory operation should be approximately a 30 degree Vee, and this method of packing should be applied to all bearings of machines when re-packing is necessary for any reason.

4. The bearing should be re-packed as follows:—

- Wash out thoroughly with a mixture of petrol, and oil the bearing, bearing caps, housing and journal.
- Loosely fill the bearing with Price's Belmoline R.B. grease.
- Fill the inner and outer caps with the same grade of grease.
- Press the caps into their normal position to take the impression of the bearing shaft end, etc.
- Remove the caps and cut away the Vee. The position of the void should be arranged preferably at the side away from the filling plug and bottom.

5. Large bearings such as for ships' generators, D.G. motor generators, C.W.S. motor alternators, etc., should be examined periodically for cage wear. If cage wear is found the bearing should be thoroughly cleaned out and re-packed with the correct grade of grease as described above.

721.—Valves for Superheated Steam—Nuts for Seats

(D. 1465/43.—18.2.1943.)

In future, where cases occur of deterioration, from any cause, of immadium metal nuts securing valve seats in steam valves subject to superheated steam, nuts of mild steel or monel are to be used for replacements.

(A.F.O. 2765/35—*not in annual volume—is cancelled.*)**722.—W/T Receiving Aerials—Transformers**

(S.D. 164/43.—18.2.1943.)

Reports are frequently received which indicate that the correct use of aerial transformers is not fully understood and the best results are not therefore, being obtained from W/T receivers.

2. The following notes, which should be read in conjunction with Chapter II of SS.62—"Book of Instructions for Aerial Exchange Outfits EA to EF and Associated Equipment" are to be used for guidance, and ships are to ensure that the correct transformer arrangements are being used:—

Use of Pattern 674 Transformer Unit R/F, Design A.—(i) *Cruisers and above except Aircraft Carriers.*—L.R.Rs., C.R.Rs. T.Rs. have separate receiving aerials connected to Cables through Group OA insulators which contain the above units. The receivers all have low impedance inputs. In all cases the cables will be fairly long and the frequency ranges of the transformers given in SS.62 are approximately correct. In the case of L.R.R. aerial cables run via the B.R.R. the B.R.R. aerial exchange provide the transformers. In this case the nominal frequencies are liable to considerable error but it is a simple matter to plug the transformers in or out to find the best working conditions.

(ii) *Aircraft Carriers.*—L.R.Rs., C.R.Rs. T.Rs. as cruisers and above. B.R.Rs. in carriers have group OA insulators with transformers in all aerial leads and receivers connected for low impedance input. The forward port and starboard aerial have long cables and the nominal frequencies of the transformers should be approximately correct. The island aerials will usually have very short cables, and for these it will probably be found that transformer "B" will prove better than transformer "A" on L/F, and the direct connection "C" is likely to be better than transformer "B" on the higher M/Fs.

(iii) *Light Craft* (fitted in accordance with C.A.F. O.2233/42).—All aerial trunks and cables are short and the latter are fitted with Group OB insulators. All receivers except CAB have high impedance inputs and require no transformers. Models CAB are provided with Pattern 674 transformer units in Pattern 42 junction boxes. These boxes are near the receivers and are not grease filled, so that the best transformer for various frequencies can be readily found by trial.

(C.A.F.O. 2233/42.)

723.—Wireless Installation, Type TBS—Fitting-out Notes

(S.D. 127/43.—18.2.1943.)

A.S.E. Preliminary Specification No. B.159/43, has been prepared to show the method of fitting and wiring Wireless Installation, Type TBS.

2. Copies of the specification have been forwarded to Commanders-in-Chief, Eastern Fleet and Western Approaches; Admirals Superintendent, Chatham, Devonport, Portsmouth, Orkneys, Malta and Rosyth; Flag Officers, West Africa and Ceylon; Flag Officer-in-Charge, East Africa; Commodore Superintendent, Gibraltar and Simonstown; Commodore-in-Charge, Sheerness; Commodore Commanding, R.I.N., Bombay; Captains-in-Charge, Bermuda and Halifax; Captains Superintendent, Alexandria and Durban; Naval Officer-in-Charge,

Londonderry; Deputy Superintendent, Pembroke; Naval Secretaries, Wellington and Melbourne, for the officers concerned at Melbourne, Sydney and Fremantle; Secretary, Naval Board (N.D.A.), Ottawa; B.A.M.R., Washington.

3. Copies of the specification have also been forwarded to the Warship Production Superintendents, Scottish, East-Scotland, Belfast, South Wales, North-Western, North-Eastern, Humber, Southern and Thames Areas. The Principal (Ship) Overseers and Emergency Repair Overseers of all ships approved to be fitted with Wireless Installation, Type TBS, are therefore to apply to the Warship Production Superintendents of their areas for a copy of A.S.E. Specification No. B.159/43, in accordance with the procedure laid down in A.F.O. 790/40.

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

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

724.—Modification to Wiring of W/T Sets, Types 49M/MR

(S.D. 24/43.—18.2.1943.)

In the above equipments, the operating switch and the aerial earthing switches are wired in parallel.

2. It is necessary to alter the wiring by connecting the anode key and operating switches in parallel, in order that—

- (a) on H/F, the H/F S.R. switch and the aerial earthing switches operate, and
- (b) on M/F, the anode key, operating switch and aerial earthing switches operate.

3. The modifications to wiring required to effect this are to remove the cable, in the Q line from the 5-block terminal board marked Q. P & R, which runs from the earthing switch to the operating switch. Replace this cable with a similar cable 36 in. long which will be secured in existing clips and will be connected to the terminal of the anode switch which is connected to the "R" terminal block of the above-mentioned 5-block terminal board. See also A.F.O. Diagram 50/43 (A.S.E. drawing 36274).

4. These alterations are to be carried out by ships' staffs.

725.—R.D.F. Aerial Outfit ASF—Fitting-out Information

(S.D.128/43.—18.2.1943.)

A.S.E. Preliminary Specifications Nos. B.183/42 and B.184/42, have been prepared to show the methods of fitting and wiring R.D.F. aerial outfit ASF and R.D.F. aerial outfit ASG respectively.

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

3. Copies of the specifications have also been forwarded to the Warship Production Superintendents, Scottish, East-Scotland, Belfast, South Wales, North-Western, North-Eastern, Humber, Southern and Thames Areas, and Warship Electrical Superintendents, Scottish, North-Western, North-Eastern, South Wales, London, South-Western and Northern Ireland Areas. The Principal Ship Overseers and Emergency Repair Overseers of all ships approved to be fitted with outfits ASF and ASG are therefore to apply to the Warship Production Superintendents of their areas for a copy of A.S.E. Specifications No. B.183/42 and B.184/42 in accordance with the procedure laid down in A.F.O. 790/40.

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

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

726.—S.R.E.—Fitting—As. and As.

"Algerine" Class Minesweepers

(S.D. 75/43.—18.2.1943.)

S.R.E., Type 454NC, is to be installed in "Algerine" class Minesweepers in lieu of Type 457, which is fitted at present.

2. Class drawings will be forwarded to the authorities concerned, giving wiring details. Six loudspeakers (including Monitor Speaker) are approved to be fitted.

3. Principal Electrical Overseers are to take action to implement this A.F.O. in new construction "Algerines". S.E.O., Port Edgar, is to include an A. and A. item, Classification "A", in the class list "To fit S.R.E., Type 454NC" for those ships in commission and not so fitted.

727.—D/F—Corrections to Observed D/F Bearings

(S.D. 182/43.—18.2.1943.)

When a D/F calibration of a vessel is carried out, a curve or series of curves of correction are always supplied, when the observed deviations are of such magnitude as to affect the accuracy.

2. In the case of Naval M/F types of D/F equipment, a correcting cam is usually made and supplied, for fitting in accordance with A.F.O. 4892/42.

3. In instances where cams are not supplied (viz., H/F D/F, commercial D/F sets, etc.) and also when Naval D/F outfits are used on frequencies outside the band marked on the cams, then the curves of correction must be used.

4. When using the curves, the following procedure should be followed:—

If a cam is fitted, the white floating pointer should be ignored and bearings should be read off on the fixed block pointer.

If a cam is not fitted, then the white should have been secured in mid-position using the securing bolt on the plate (*vide* A.F.O. Diagram 26/1/42 issued with A.F.O. 4892/42).

When taking a bearing, the gyro bearing and the corresponding relative bearing should be recorded, the correction corresponding to the relative bearing should be read off from the appropriate correction curve and applied to the gyro bearing.

A positive correction on the curve should be applied to increase the numerical value of the gyro bearing and a negative correction to decrease that value.

5. The necessary amendments to the handbooks concerned will be promulgated.

(A.F.O. 4892/42.)

728.—Asdic Installation, Type 128D—Establishment List

(N.S. 019476/42.—18.2.1943.)

Establishment List No. A/S 92, dated 13th January, 1943, of Naval Stores, comprising Asdic installation, Type 128D, has been prepared and copies will be distributed to the services concerned by the Naval Store Officer, R.N. Store Depot, Bath.

729.—Naval Aircraft—Bomb Carriers—Corrosion of Faulty Material

(A.M. 6302/42.—18.2.1943.)

A number of universal bomb carriers have been issued to the Naval service with fittings, such as bolts, nuts, washers and split pins, which are not made of stainless steel and have not been electroplated.

2. These parts are liable to corrode very rapidly, and such parts are to be cleaned and treated with temporary rust preventative. The faulty carriers are to be exchanged at the first opportunity for Mark I or Mark II or Mark III carriers.

730.—Refits and Docking

Motor Minesweepers

(D./M/S. 0707/42.—18.2.1943.)

Motor Minesweepers are to be refitted annually with an intermediate docking every six months.

2. The annual refit should not normally occupy more than four weeks.

3. When these vessels are due for refit and docking the instructions as laid down in A.F.O. 4418/42 should be complied with.

(A.F.O. 4418/42.)

731.—Collision and Leak Stopping Mats

H.M. Ships and Dockyards

(N.S. 13522/43.—18.2.1943.)

With reference to C.A.F.O. 82/43 (List A, item 26), the allowance of collision mats has been withdrawn from all classes of ships. The allowances of leak stopping mats, Pattern 1149 (4 ft. by 3 ft. 11 in.) have been revised and are to be as shown in the Appendix to this order.

2. All collision mats, Pattern 1148, and larger sizes, held in stock or returned to store in accordance with this order, are to be cut up into squares, 4 ft. by 4 ft., and issued as leak stopping mats, Pattern 1149.

3. Ships in commission should forward demands as necessary to complete to the revised allowances of Pattern 1149. In cruisers and above, however, requirements should be met as far as possible by cutting up the collision mats already on board, only the quantity of leak stopping mats, Pattern 1149, then required to complete to the revised allowances, being demanded. All other vessels in possession of collision mats should return them to the nearest Dockyard or naval store depôt.

4. Supply to ships of new construction should be adjusted by storing yards.

5. The Sea Store Establishments will be amended.

APPENDIX

Leak Stopping Mats, Pattern 1149—Allowances

<i>Class of Ship</i>	<i>Allowance</i>
<i>Capital ships—</i>	
“King George V”	15
Other Classes	12
Aircraft Carriers	12
Repair and large Depôt Ships	9
<i>Cruisers—</i>	
6,000 tons and over	9
Under 6,000 tons	6
Small Depôt Ships	6
Netlayers	6
Landing Ships, Tank, Class I	6
Minesweepers (except M.M.S.), Sloops, Flotilla Leaders and Destroyers, Fast Minelayers, Surveying Vessels, Corvettes, Miners, Gunboats, S.G.Bs. and Cable Vessels	2
Boom Working Vessels, Boom Gate Vessels, Trawlers, Tugs, Salvage Vessels, Lifting Craft, Motor Minesweepers, Coastal Force Craft (except S.G.Bs.)	1

(C.A.F.O. 82/43.)

732.—Boats, Pulling and Sailing—Identification Marks

(N.S. 23342/40.—18.2.1943.)

The following revised series of numbers is to be brought into use for all pulling and sailing boats due for completion and delivery during the financial year beginning 1st April, 1943, viz. :—

Chatham	1-600
Sheerness	601-700
Portsmouth	701-1300
Devonport	1301-1800
Rosyth	1801-2200
Malta	2201-2300
Ceylon	2301-2400
Bermuda	2401-2500
Simonstown	2501-2800
Alexandria	2801-3000

(A.F.O. 563/42.)

733.—Deck Winches—Fracture of Blowout Box Supporting Arms in 1 and 1½-ton Winch Controllers of Messrs. Laurence Scott's Manufacture

H.M. Ships

(D/N.S. 34127/42.—18.2.1943.)

In certain of the above-mentioned controllers of Messrs. Laurence Scott's manufacture ordered prior to 1940, the gunmetal arms carrying the blowout box assembly have fractured owing to gun blast.

2. Arrangements have therefore been made to purchase, as a charge to Vote 8/III, a number of strengthened arms, as shown on A.F.O. Diagram No. 48/43, which will be available in due course at the following storing yards :—

Portsmouth, Rosyth, Devonport and Chatham.

3. In ships where fracturing of this item has been experienced, Commanding Officers are to forward demands to the Electrical Engineering Manager for the new type of arm for fitting by ship's staff as opportunity arises. It is anticipated that delivery of these items will be made by the end of January, 1943.

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

734.—Dual Purpose Davits—A. and A.

72-ft. H.D.M.Ls.

(D/P. 04490/42.—18.2.1943.)

The drawings referred to in A.F.O. 5566/41, which gives instructions for fitting dual purpose davits in 72-ft. H.D.M.Ls., were forwarded to Authorities concerned with Admiralty Letters dated 14.6.42 A/S.W. 6316/40 and 20.5.42 D. 5534/42. Drawing D.N.C. 28/A/1285 showing the dinghy arrangement has been cancelled, the new dinghy arrangement being shown on Drawing D.N.C. 28A/A/7.

2. Davits are being forwarded separately and will be fitted with struts as shown on A.F.O. Diagram No. 49/43 (3) (drawing D.N.C. 28A/A/31). These struts are to be fitted on existing davits at the earliest opportunity and Commanding Officers concerned are to insert an item in their next lists of As. and As. Classification “A*,” to cover the work involved.

3. Details of the davit and arrangements for securing the socket for the davit are shown on A.F.O. Diagram No. 49/43 (1-3) (D.N.C. 28/A/1368, D.N.C. 28/A/1038A and D.N.C. 28A/A/31 respectively.

(A.F.O. 5566/41—not in annual volume.)

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

735.—Provision of Stern Anchors

Boom Defence Vessels “Bar” and “Net” Classes

(B.D. 032/43.—18.2.1943.)

To provide for stern anchors the equipment schedule of Boom Stores for Boom Defence Vessels of “Bar” and “Net” classes, is being amended to include the following items :—

Anchor, 3 tons	1 in No.
Swivels, for 1½-in. c.c.	1 in No.
Shackles, joining, for 1½-in. c.c.	1 in No.
Shackles, 2½-in.	1 in No.

2. These stores will be provided by the Superintendent of Boom Defences, Rosyth, for "Bar" and "Net" class vessels proceeding abroad, also for all new construction "Bar" class vessels, but no retrospective action is to be taken for the supply of stern anchors to vessels already on service, pending further instructions.

3. Vessels now in commission, when ordered abroad, are to raise a defect list item for the provision of securing chocks, eyeplates, etc. on the deck of the working space for the stowage of the stern anchor on passage.

4. Three-ton anchors will also be included in the schedules of boom material, for ports concerned, on the basis of one anchor, with swivel and shackles for each five cables, or less, of approved heavy Boom Defence.

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

736.—Radio Interference Suppression Coil—Introduction

(N.S./A/S.W. 7603/42.—18.2.1943.)

A new radio interference suppression coil having an inductance of 750 microhenries and suitable for use in circuits up to 0.5 amps. and 400 volts has been developed.

2. The coil will be added to the Authorised List of Naval Stores under Subhead F.2B, Schedule C.750, and will be known as:—

Pattern 19439. Radio interference suppression coil—750 microhenries.

3. The coil is at present confined to use for the internal suppression of certain types of echo sounding recorders in which it will be incorporated prior to issue. It will not be supplied on demand and its use elsewhere is not authorised.

4. A first purchase of 2,500 No. suppressors has been arranged with Messrs. "Acweeco", Ltd., under C.P. 43/96738/42 and delivery will be made to R.N. Store Depot, Walcot Street, Bath, for issue as necessary to contractors.

737.—"Low Freeze" Pyrene Fire Extinguishers, 1 Quart Size and Refills for

(N.S. 36693/42.—18.2.1943.)

In view of the increase in the use of B.8 "Low Freeze" Pyrene fire extinguishers, 1 quart size, and refills, pattern numbers have been assigned to these items, to avoid confusion with the ordinary extinguishers (Pattern 4723) and refills (Pattern 4728).

The low freeze extinguishers and refills are therefore being added to the Authorised List of Naval Stores, page 286, lines 10 and 11, under the following pattern numbers and descriptions:—

Pattern 4730. Fire extinguishers, "Pyrene" P.1 type, 1 quart size, fully charged, containing low freeze "Pyrene" liquid suitable for temperatures down to minus 40° F., without brackets.

Pattern 4731. Refills, 1 quart, low freeze, for "Pyrene" extinguishers, Pattern 4730.

Extinguishers are marked "Low Freeze" beneath the shoulder, and refills supplied in lacquer finish tins embossed "Low Freeze".

(Admiralty letter 6.12.1941, N.S. 08391/41/31917 to C.S.-in-C., Home Fleet, Western Approaches, Plymouth, Portsmouth, The Nore, Rosyth.)

(Admiralty letter 29.12.1942, N.S. 29495/42/46862 to R.A. (D), Home Fleet.)

(Admiralty letter 17.9.1942, N.S. 015295/42/35655, to F.O.-in-C., Iceland, etc.)

738.—Scrap Rubber—Disposal of

(N.S. 18885/42.—18.2.1943.)

With reference to paragraph 2 of A.F.O. 5238/42 the following additional Ministry of Supply rubber dumps have now been opened:—

No. 7 ... Ministry of Supply Rubber Depot,
92, Woodland Avenue,
Eastcote.

No. 9 ... Ministry of Supply Rubber Depot,
Ashwell,

Nr. Baldock, L.N.E.R.

No. 15 ... Ministry of Supply Rubber Depot,
Hillton Road Siding, L.N.E.R.,

Alloa,

Clackmannan.

No. 17 ... Ministry of Supply Rubber Depot,
Hardford & Green Bank and

Cuddington Stations,

Cheshire Lines, Railway.

(A.F.Os. 1860/42, 5238/42 and 5725/42.)

739.—Life Jackets, Pattern 305

(N.S. 14620/43.—18.2.1943.)

A number of consignments of life jackets, Pattern 305, despatched by Messrs. McLintock & Sons, during the past few months, have included jackets in which the opening for the head, which should be 8½-in. × 7½-in., is too small.

2. All life jackets of this pattern which have been received in ships, etc., since 1st July, 1942, are to be examined and any which are defective should be returned to store, unless the defect can be remedied on board.

3. Reports should be forwarded to Admiralty (N.S.5C) from dockyards and depots showing the numbers of life jackets on store charge which have this defect, and the numbers returned from ships, etc. Instructions for disposal of these life jackets will then be furnished.

740.—Substitutes for Latex Deck Compositions

All Yards, W.P.Ss., P.S.Os., and Overseers

(D. 15813/42.—18.2.1943.)

The following weather deck composition manufactured by Messrs. Rowan & Boden, Ltd., 95, Bothwell Street, Glasgow, C.2, has been approved in addition to those referred to in A.F.O. 3803/42:—

Paratex W. Weather Deck Quality,

for use on weather decks of ships in positions where latex compositions were originally fitted or have been specified, but where the use of latex has been prohibited by paragraph 1 of A.F.O. 3031/42. The nominal thickness of decking should not exceed ⅜-in.

(A.F.Os. 3031/42 and 3803/42.)

741.—Aircraft Fuel Tanks—Nomenclature

(N.S. Air 3268/42.—18.2.1943.)

The term "auxiliary" is to be used in future when referring to detachable fuel tanks carried as alternative load in any type of aircraft, the word "auxiliary" being supplemented by "external" or "internal" in those cases, e.g. Swordfish and Albacore, where two kinds of auxiliary tanks can be carried.

2. Similarly, in future, the terms "drop" and "fixed" are to be used instead of "jettisonable" and "non-jettisonable", respectively, to indicate that fuel tanks are of the "dropable" or "fixed" types, e.g., Fulmar 60-gallon auxiliary drop tank, Albacore 87-gallon auxiliary internal fixed tank.

742.—Dark Adapting Goggles

Miners

(N.S. 35956/42.—18.2.1943.)

The allowance to "Miners" of dark adapting goggles, Mark I (R.A.F. Stores Reference 22c/575), for the dark adaptation of look-outs, etc., at night, is to be 4 pairs per vessel.

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

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

(C.A.F.O. 1737/42.)

743.—"Lists of Particulars" of Naval Stores for Ships building by Contract—Responsibility for Preparation.

Dockyards, Overseers, etc.

(N.S. 22944/42.—18.2.1943.)

The allocation of responsibility for the preparation of "Lists of Particulars" in regard to Naval Stores allowed by Scale" for vessels building by contract has been revised as indicated in the appendix to this order.

2. The number of Lists of Particulars required depends on the class of ship, as shown below:—

(a) Cruisers and larger ships—one for each department, i.e.—

Form D. 254D—Executive.

Form D. 128I—Gunnery.

Form D. 128D—Torpedo and Electrical.

Form D. 127B—Engineering.

(b) Smaller ships, e.g. Sloops, Destroyers.—A combined list covering all departments.

The machinery contractor, in conjunction with the Engineer Overseer and Engineer Officer of the ship, will be responsible for the preparation of the list of particulars for engineering department for ships at (a) above and also for the engineering items in the list for ships at (b).

Lists or sections of lists for other departments will normally be prepared by the officers standing by the ship during construction, in conjunction with the shipbuilders and overseers.

For vessels to which no officer is appointed during construction, the preparation of the list is to be undertaken by the overseers and shipbuilders.

3. In all cases shipbuilders are to provide necessary information and assistance to enable the lists to be completed by the required date. It is important that the lists should be available at the warrant yard in ample time for the supply of the stores to be arranged.

4. The revised arrangements apply to ships now under construction by contract and shipbuilders concerned have been informed accordingly.

5. The forms, corrected to latest list of errata, should be provided by the warrant yard without demand as early as possible. Copies of lists of errata promulgated whilst ships are under construction will also be supplied from the same source. Overseers and ships' officers should not, therefore, demand the forms or errata from R.N. Store Depot, Park Royal, and in cases of non-receipt of the lists, the warrant yard should be communicated with.

6. Future building specifications will be amended as necessary. The lists of particulars concerned will be amended by errata.

APPENDIX

List of Particulars—Responsibility for Preparation

No. of Form.	Title.	Types of ships to which applicable.	List to be prepared by—
	<i>List of particulars in regard to naval stores allowed by scale for:—</i>		
D.127B	Engineering purposes	Cruisers and above. Netlayers.	Form D.127B—Main machinery contractor in conjunction with Engineer Overseer and Engineer Officer of ship. Form D.254D—Executive Officer. Form D.128D—Torpedo Officer. Form D.128I—Gunnery Officer.
D.254D	Executive purposes		
D.128D	Electrical and torpedo purposes.		
D.128I	Gunnery purposes		
D.129	Sloops, corvettes (except "Flower" Class), certain Minesweepers and Surveying Vessels.	Sloops, corvettes, (except "Flower" Class), "Bangor", "Halcyon", "Algerine" and T.S. minesweepers. Surveying vessels	Engineering Section of the Lists—Main machinery contractor in conjunction with the Engineer Overseer and Engineer Officer of the ship. Executive, Gunnery and Electrical and Torpedo Sections of the Lists—Ships' officers in conjunction with Overseers. Contractors to give all necessary information and assistance.
D.117B	Flotilla leaders and Destroyers and Fast Minelayers.	As in title ...	
D.126	Submarines of "Oberon" and later classes.	As in title	
D.116	Trawlers, Corvettes ("Flower" Class) and Boom Working Vessels.	As in title ... (not requisitioned trawlers).	Overseers in conjunction with shipbuilders.

Section 4

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

744.—Loan Clothing

Fast Minelayers ("Abdiel" Class) in Home and Northern Waters

(V. 6028/42.—18.2.1943.)

The following increased allowances of sea boots, duffel coats and fleece lined gloves have been approved for Fast Minelayers when employed in Home and Northern waters:—

Sea boots	Prs. 137
Duffel coats	No. 87
Fleece lined gloves	Prs. 137

2. In addition, 50 weatherproof protective suits (destroyer type A.F.O. 4538/41) are allowed to each vessel in lieu of a similar number of duffel coats.

(C.-in-C., H.F., No. 1801/H.F.797/90 of 12.12.42.)

(A.F.Os. 1534/41 and 4538/41—not in annual volume.)

(A.F.O. 4190/42 is cancelled.)

745.—Non-commissioned Rescue Tugs—Provisions and Clothing for

(V. 951/43.—18.2.1943.)

Non-commissioned rescue tugs are not entitled to draw provisions or clothing from Admiralty stocks. To avoid delay in the sailing of the tugs, however, issues of provisions may be made in special cases of emergency outside the control of the owners or managing agents, such as an emergency brought about by stress of war

or the arrival of the tug at a port where there are not commercial facilities. It should not normally be necessary to supply provisions to any non-commissioned rescue tugs at home ports, where there are commercial facilities, and any supplies made at home ports should be reported immediately to the Director of Victualling with a full report of the circumstances.

2. The cost of provisions issued to non-commissioned rescue tugs is a liability of the individual to whom the issue is made, and accounts should be rendered and payment made by the Master of the vessel at the time of supply. Where it is not possible for this to be done, accounts are to be rendered without delay to the managers of the vessel, or if the supply is made abroad, to the manager's local agents. Supplies of provisions should be charged at current fleet issuing prices plus 33½ per cent.

3. Paragraph 2 of A.F.O. 1213/41 is cancelled.
(A.F.O. 1213/41.)

746.—W.R.N.S.—(1) Uniform Kits; (2) Supply and Accounting Procedure
(V. 2952/42.—18.2.1943.)

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

Class C

Amend all references to "Wrens M.T. and Q.O." to read "Wrens M., Wrens T. and Wrens Q.O."

2. In list of cancelled A.F.Os. "336/40" should be amended to read "3336/40".

(A.F.O. 328/43.)

747.—Emergency Rations for Life-floats and Lifeboats
(V. 4381/42.—18.2.1943.)

Attention is drawn to A.F.O. 674/43 in Section 1 of this issue.

***748.—Flour Economy—Use of Potatoes in Pastry and Puddings**
(V. 108/43/1.—18.2.1943.)

With reference to A.F.O. 5510/42, experiments in H.M.S. "Collingwood" and the School of Cookery have shown that for pastry and puddings potatoes can be used in lieu of a proportion of the flour and that the use of the following quantities of ingredients gives very satisfactory results:—

Short crust pastry, suet pastry, puddings, fruit puddings.	Flour 2 lb. Potato 1 lb. Fat (or suet) ... 1 lb.	

2. The amount of fat or suet should not be less than 25 per cent. as a smaller proportion is likely to produce unsatisfactory results in bulk cooking.

3. This scale of quantities should not be employed in very cold weather or in Arctic regions, or when only new potatoes are available.

4. Subject to paragraph 3, the scale, with slight modifications if found necessary, should be used whenever practicable.

(C.-in-C., Portsmouth, No. P/92/16 of 16.12.42.)
(A.F.O. 5510/42.)

749.—Spare Gear held for Royal Fleet Auxiliaries—REPORTS
(N.S. Fuel 10132/43.—18.2.1943.)

The spare gear detailed in the following lists is at present held at the yards and ports indicated for particular classes of Royal Fleet Auxiliaries or for individual vessels. Transfer of any of the items which may be required should be arranged direct between the yards or ports concerned.

2. Reports are to be forwarded to reach the Admiralty on 1st April, 1943, giving complete lists of the spare gear retained at the yards or ports for Royal Fleet Auxiliaries, the accounts under which the articles are held, whether the articles are in a serviceable condition and the vessel or class of vessels to which they are appropriated. The reports should also state how articles previously held, but no longer available, have been disposed of.

3. "Nil" reports should be rendered where applicable.

4. This order is intended to provide information in regard to the spare gear held at various yards and ports, and is not to be regarded as authority for maintaining fixed reserves.

Home Ports

Vessel	Description of Articles	Ledger Charge	Denomination	Chat-ham	Sheerness	Portsmouth	Devonport	Rosyth	Greenock	Newcastle-on-Tyne
"Dale," "A" class	Vickon separator bowl for oil purifier	K.1	No.					1		
	Hoses for upper piston cooling system	K.1	No.	4						
"Dale," "B" class, and "Cedardale"	Titan bowl for oil purifier	K.1	No.					1		
	Joining shackles for 2 7/8-in. cable	K.1	No.					2		
"Dale" class	Swivel pieces, 2 7/8-in.	K.1	No.					2		
	Main engine fuel cams	M/C	No.				1			
"Breomdale"	Propeller	Deposit	No.					1		
"Derwentdale"	Propeller	Deposit	No.					1		
"Dewdale"	Bowl for oil purifiers	Deposit	No.					1		
	Propeller	K.1	No.					1		
"Emmerdale"	Propeller	Deposit	No.					1		
"War" class	Forged steel solid propeller shaft 15 1/2-in.—14 1/2-in. × 18—7-in.	K.1	No.	1						
	G.M. liner, 17 1/2-in. diam., 15 1/2-in. × 9-ft. 5 1/2-in. long	K.1	No.	1						
	Propeller, four-bladed	K.1	No.	1						
	C.I. pump end and distance piece for Hayward Tyler horizontal cargo pump, 14-in. × 12-in. × 14-in.	M/C	No.							
"War Bahadur"	Main engine crankshaft:—	M.E.D.	No.			1				
	I.P. section	M.E.D.	No.			1				
"War Nawab" "War Nizam" "War Sudra"	L.P. section	Deposit	No.							
	Propeller	M/C	Sets				2			
	Plate gauges for propeller, cones and keyways	M/C	Sets							

Vessel	Description of Articles	Ledger Charge	Denomination	Chat-ham	Sheer-ness	Ports-mouth	Devon-port	Rosyth	Greenock	Newcastle-on-Tyne											
"War Afridi" "War Bharata" "War Hindoo" "War Sudra"	Spare wheel for windlass	M/C	No.	—	—	—	1	—	—	—											
											"Pearleaf"	Welin davit	Deposit	No.	—	—	—	1	—	—	
												2,000-ton class	Tail shaft	Deposit	No.	—	—	1	—	—	—
													Crankshaft		Deposit	No.	—	—	1	—	—
Gate valve piece	K.1	No.	—	—	—	1	—	—													
Oiling at sea equipment:—		K.1	No.	—	—	—	2	—	—												
Pedestals with large rollers																					
Fairleads and brackets																					
Deck sheaves																					
Bollards																					
Davits																					
"Belgol"	Lifeboats, 24-ft 0-in....	K.1	No.	—	—	—	—	2	—	—											
	Tail end shaft	Deposit	No.	—	—	—	1	—	—	—											
	Crankshaft (one-third part)	Deposit	No.	—	—	—	1	—	—	—											
"Celerol"	Propeller shaft	Deposit	No.	—	—	—	1	—	—	—											
"Portol"	Propeller shaft	Deposit	No.	—	—	—	1	—	—	—											
"Prestol"	Crankshafts	Deposit	No.	—	—	—	2	—	—	—											
	Propeller shafts	Deposit	No.	—	—	—	2	—	—	—											
	Propeller	Deposit	No.	—	—	—	1	—	—	—											
	Propeller nut	Deposit	No.	—	—	—	1	—	—	—											
"Serbol"	Tail end shaft	Deposit	No.	—	—	—	1	—	—	—											
	Crankshaft (one-third part)	Deposit	No.	—	—	—	1	—	—	—											
"Thermol"	Propeller	Deposit	No.	—	—	—	1	—	—	—											
	Propeller tail shaft	Deposit	No.	—	—	—	1	—	—	—											
	H.P. valve spindle	M/C	No.	—	—	—	1	—	—	—											
	L.P. valve spindle	M/C	No.	—	—	—	1	—	—	—											

"Thermol"—contd.	H.P. piston ring and spring	M/C	No.	—	—	—	1	—	—	—
	I.P. piston ring and spring	M/C	No.	—	—	—	1	—	—	—
	L.P. piston ring and spring	M/C	No.	—	—	—	1	—	—	—
	Distiller tubes	M/C	Bdle.	—	—	—	1	—	—	—
	Condenser tubes	M/C	Bdle.	—	—	—	1	—	—	—
	Evaporator coils	M/C	No.	—	—	—	5	—	—	—
"Mixol" and "Thermol"	Spare gear for electric dynamos Nos. 29831/2:—		Deposit	No.	—	—	1	—	—	—
	Armature	—								
	Interpole coils	4								
	Field coils	4								
1,000-ton class	Propellers, rough-machined	M/C	No.	—	1	—	—	1	—	—
	Propeller shaft	M/C	No.	—	—	—	1	—	—	—
"Kimmerol" "Philol" "Scotol" "Viscol"	Armature	Deposit	No.	—	1	—	—	—	—	—
	Field coils	Deposit	Set	—	1	—	—	—	—	—
	Dynamo brushes	Deposit	Set	—	2	—	—	—	—	—
	Spare interpole coil	Deposit	No.	—	1	—	—	—	—	—
"Belgol" "Celerol" "Mixol"	"Y" pieces, 8-in. × 5-in. × 5-in., complete with two 5-in. bore valves each.		K.1	No.	—	—	—	18	—	—
"Elderol"	Propeller shaft	Deposit	No.	—	—	—	1	—	—	—
"Elmol"	Propeller tail shaft	Deposit	No.	—	—	—	—	1	—	—
	Propeller	Deposit	No.	—	—	—	—	1	—	—
"Hickorol"	Propeller tail shaft	Deposit	No.	—	1	—	—	—	—	—
	After end of crankshaft	Deposit	No.	—	1	—	—	—	—	—
"Kimmerol"	Barrel for direct acting pump No. 2224	M.E.D.	No.	—	—	1	—	—	—	—
"Larchol"	Propeller tail shaft	Deposit	No.	—	1	—	—	—	—	—
"Limol"	Propeller tail shaft	Deposit	No.	—	1	—	—	—	—	—
	Steam separator for dynamo engine	M.E.D.	No.	—	—	1	—	—	—	—

Vessel	Description of Articles	Ledger Charge	Denomination	Chat-ham	Sheer-ness	Ports-mouth	Devon-port	Rosyth	Greenock	Newcastle-on-Tyne
"Scotol" ...	Tubes, steel boiler, H.R. :—									
	3-in. × $\frac{1}{8}$ -in. × 8-ft. 3-in. ...	Deposit	No.	—	—	10	—	—	—	—
	3-in. × 160 W.D.G. × 7-ft. 9-in. ...	Deposit	No.	—	—	7	—	—	—	—
	Propeller, R.H., four blades ...	Deposit	No.	—	—	—	1	—	—	—
"Pet" class ...	Firebricks for galley ...	K.1	Sets	—	—	3	—	—	—	—
	Firebars for galley ...	K.1	Sets	—	—	3	—	—	—	—
	Rings for hot plates ...	K.1	Sets	—	—	3	—	—	—	—
	Fire covers ...	K.1	Sets	—	—	3	—	—	—	—
	Propeller, R.H. ...	M/C	No.	—	—	1	—	—	—	—
	Propeller shaft ...	M/C	No.	—	—	1	—	—	—	—
"C.112" ...	Propeller ...	K.1	No.	—	—	—	—	—	1	—
"C.8" ...	Propeller ...	K.1	No.	—	—	—	—	—	1	—
"Spa" ...	Spare tail shaft ...	Deposit	No.	—	—	—	—	1	—	—
"Oakfield" ...	Tail shaft ...	Deposit	No.	—	—	—	—	—	—	1
	Crank shaft ...	Deposit	No.	—	—	—	—	—	—	1
General ...	Auxiliary boiler fuel settling tank ...	M/C	No.	—	—	—	1	—	—	—
	Auxiliary boiler oil fuel unit ...	M/C	No.	—	—	—	1	—	—	—
	Auxiliary boiler hand starting pump ...	M/C	No.	—	—	—	1	—	—	—
	Auxiliary boiler hand test pump ...	M/C	No.	—	—	—	1	—	—	—
	Auxiliary boiler fuel transfer pump ...	M/C	No.	—	—	—	1	—	—	—
	Belt-driven drilling machine ...	M/C	No.	—	—	—	1	—	—	—
	Sluice valves, 11-in. bore ...	K.1	No.	—	—	—	2	—	—	—
	Sluice valves, 8-in. bore ...	K.1	No.	—	—	—	2	—	—	—
	Sluice valves, 7-in. bore ...	K.1	No.	—	—	—	1	—	—	—
	Sluice valves, 5-in. bore, with connections.	K.1	No.	—	—	—	1	—	—	—
Sluice valves, 5-in. bore ...	K.1	No.	—	—	—	4	—	—	—	
Deck winch with drums, brackets and spare gear.	K.1	No.	—	—	—	1	—	—	—	

General—contd.	Revolution telegraph transmitter...	K.1	No.	—	—	—	1	—	—	—
	Revolution telegraph receiver ...	K.1	No.	—	—	—	1	—	—	—
	Revolution telegraph shafting- ...	K.1	Lengths	—	—	—	10	—	—	—
	Engine room telegraph pedestal ...	K.1	No.	—	—	—	1	—	—	—
	Engine room intermediate telegraph pedestal.	K.1	No.	—	—	—	1	—	—	—
	Bollards, 8 $\frac{1}{2}$ -in. ...	K.1	No.	—	—	—	2	—	—	—
	Pipes, steel, 12-in. long, fitted each end with 24/28 ton steel flange to British Institution Table H :—									
	5-in. bore, $\frac{1}{4}$ -in. thick ...	K.1	No.	—	—	—	45	—	—	—
	6 $\frac{1}{2}$ -in. bore, 5 S.W.G. thick ...	K.1	No.	—	—	—	18	—	—	—
	8 $\frac{1}{2}$ -in. bore, 5 S.W.G. thick ...	K.1	No.	—	—	—	12	—	—	—
	Schermuly pistol rocket apparatus, No. 1 size, requires re-conditioning.	K.1	Set	2	—	—	—	—	—	—
	Lapwelded mild steel piping for repair of cargo pipe line :—									
	Flange at each end, 17-in. diam. × 1 $\frac{1}{2}$ -in. thick, bossed, screwed and expanded on, and each drilled 12 holes for $\frac{3}{8}$ -in. dia. bolts on A.P.C.D. of 15-in. holes in line—									
	Overall length	Ext. dia.	Thick							
	10-ft. 3 $\frac{1}{2}$ -in.	10 $\frac{3}{8}$ -in.	$\frac{5}{16}$ -in.	K.1	No.	—	1	—	—	—
10-ft. 0-in.	10 $\frac{1}{8}$ -in.	$\frac{3}{16}$ -in.	K.1	No.	—	1	—	—	—	
Flange as above, at one end only, the other end plain for muff coupling :—										
Overall length	Ext. dia.	Thick.								
13-ft. 0-in.	10 $\frac{3}{8}$ -in.	$\frac{5}{16}$ -in.	K.1	No.	—	1	—	—	—	
Flange at each end, 12-in. diam. × $\frac{3}{8}$ -in. thick, bossed, screwed and expanded on, and each drilled 12 holes for $\frac{3}{8}$ -in. dia. bolts, on A.P.C.D. of 10 $\frac{1}{2}$ -in. holes in line :—										
Overall length	Ext. dia.	Thick								
8-ft. 0-in.	7 $\frac{1}{8}$ -in.	$\frac{5}{16}$ -in.	K.1	No.	—	1	—	—	—	
Pipes, steel, 12-ft. long, fitted each end with 24/28 ton steel flange to British Institution Table H :—										
1-in. bore, 5 S.W.G. thick.			K.	No.	6	—	—	—	—	
1 $\frac{1}{2}$ -in. bore, 5 S.W.G. thick.			K.1	No.	12	—	—	—	—	

Home Ports—contd.

Vessel	Description of Articles	Ledger Charge	Denomination	Chat-ham	Sheer-ness	Ports-mouth	Devon-port	Rosyth	Greenock	Newcastle-on-Tyne
General—contd.	2½-in. bore, 5 S.W.G. thick.	K.1	No.	12	—	—	—	—	—	—
	4-in. bore, 5 S.W.G. thick.	K.1	No.	18	—	—	—	—	—	—
	9-in. bore, ½-in. thick.	K.1	No.	36	—	—	—	—	—	—
	Sluice valves ex "Belgol" and "Celerol" ...	K.1	No.	—	—	—	—	4	—	—
	Bullivant compressor ex "Prestol" ...	K.1	No.	—	—	—	—	2	—	—
	Wallsend Howden liquid fuel burning plant, comprising heater, pump and filters. } Ex "Mixol"	M/C	No.	—	—	—	—	1	—	—
	Hand pump for lighting up boiler ...	M/C	No.	—	—	—	—	1	—	—
	Lifeboat, complete with equipment and certificate to B.O.T. requirements, 27-ft.	K.1	No.	—	—	—	—	1	—	—
	Oil sluice valves, Glenfield and Kennedy standard pattern, 9-in. bore.	K.1	No.	20	—	—	—	—	—	—
	10 k.W. shanks, electric generating set ...	M/C	Set	1	—	—	—	—	—	—
	Spares for 5-in. fan motor:—									
	Armature with bearing ...	M/C	No.	1	—	—	—	—	—	—
	Field coil (2 No.) ...	M/C	Set	1	—	—	—	—	—	—
	Brush holder, complete ...	M/C	No.	1	—	—	—	—	—	—
	Brush springs ...	M/C	No.	6	—	—	—	—	—	—
	Bearings ...	M/C	Set	1	—	—	—	—	—	—
	Fans, ventilating:—									
	V.24992—9-in., 110-volt, D.C. ...	K.1	No.	—	—	—	—	2	—	—
	V.25002—15-in., 110-volt, D.C. ...	K.1	No.	—	—	—	—	2	—	—
	V.25002—18-in., 110-volt, D.C. ...	K.1	No.	—	—	—	—	1	—	—
	Spares for each fan:—									
	One wound armature ...	K.1	Sets	—	—	—	—	5	—	—
	One set field coils ...									
	One set bearings ...									
	One set brush holders ...									
One set springs and brushes ...	K.1	Sets	—	—	—	—	2	—	—	
Lifeboats, 25-ft., Ex "War Mehtar" ...										

Foreign Yards.

Vessel	Description of Articles	Ledger Charge	Denomination	Gibraltar	Malta	Simons-town.	Bermuda	Trin-comalee	Alexandria
"War" class	1½-in. chain rigging, M.S. quality, for repair of steering chains.	K.1	Fms.	—	15	—	—	—	—
"Leaf" class	Duplex oil fuel strainer ...	M/C	No.	—	1	—	—	—	—
	Steam capstan, with spare gear (ex "St. Issey").	M/C	No.	—	1	—	—	—	—
"Appleleaf" ...	Crankshaft, main engine, single section No. 47	Deposit	No.	—	—	—	—	1	—
"Pearleaf"	Propeller shaft, with G.M. liner No. 54 ...	Deposit	No.	—	—	—	—	1	—
	Crankshaft, main engine, single section ...	Deposit	No.	—	—	—	—	1	—
	Loose couplings for intermediate propeller shaft.	M/C	No.	—	—	—	—	1	—
	Propeller shaft, inner ...	Deposit	No.	—	—	—	—	1	—
	Spare tail shaft and nut ...	Deposit	No.	—	—	—	—	1	—
2,000-ton class	Crankshaft for main engine ...	Deposit	No.	—	—	—	—	—	1
	Propeller shaft ...	Deposit	No.	—	—	—	—	—	1
	Boiler tubes, 2½in. × 160 W.D.G. × 8-ft. 1-in. } Ex "Slavol"	Deposit	No.	—	—	—	—	—	55
"Rapidol" ...	Section of crankshaft ...	Deposit	No.	—	—	1	—	—	—
	Tail end shaft ...	Deposit	No.	—	—	1	—	—	—
"Boxol" ...	Tail shaft, 11-ft. 2-in. ...	Deposit	No.	—	1	—	—	—	—
General	Valves, Osram, type D.E.R. ...	K.1	No.	—	55	—	4	—	—
	Valves, Osram, type D.E.7 ...	K.1	No.	—	26	—	4	—	—
	Tubes, steel, lap-welded:—								
	8½-in. × ½-in. × 15-ft. 6-in., class B ...	K.1	No.	1	—	—	—	—	—
	8½-in. × ½-in. × 12-ft. 0-in., class B ...	K.1	No.	2	—	—	—	—	—
	Tubes, steel, seamless, for steam pipes:—								
	10-in. × 348 × 12-ft. 0-in. ...	K.1	No.	2	—	—	—	—	—
	9-in. × 324 × 12-ft. 0-in. ...	K.1	No.	2	—	—	—	—	—
	8-in. × 300 × 12-ft. 0-in. ...	K.1	No.	2	—	—	—	—	—
	Pistol for rocket line (Schermyly) ...	K.1	No.	1	—	—	—	—	—
Lines for rocket, 340 vds. × ½-in. ...	K.1	No.	6	—	—	—	—	—	

Section 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE

750.—Amendments to Books

(E.F.O.—18.2.1943.)

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.88/43.—B.R. 378—General—A.S.E.—Amendment No. 6.
 P.89/43.—B.R. 14/1938—Drafting Regulations—Amendment No. 10.
 P.90/43.—B.R. 293—Pamphlet for Apparatus, Type J—Amendment No. 2.
 P.91/43.—B.R. 317 (2)—Mining Drill Book—Preparation of Soluble Plug Fittings—Amendment No. 2.
 P.92/43.—B.R. 317 (3)—Mining Drill Book—Preparation of the Mark XV and XVII Mines—Amendment No. 2.
 P.93/43.—O.U. 5517 (7)—Torpedo Drill Book—Tubes in Destroyers—Cordite In-pulse Fitted with combined firing gear, etc.—Amendment No. 2.
 P.94/43.—O.U. 6304—Regulations for Maintenance of Q.R. IX—IX*, and X Torpedo Tubes—Amendment No. 10.
 P.95/43.—O.U. 6382—Instructions for Laying Observation Minefields with "L" Mark IV Mines—Amendment No. 8.

* *Exceptionally as regards A.F.O. P.88/43, 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 book.*

(A.F.O. 645/43.)

751.—A.M.S.Is.

(E.F.O.—18.2.1943.)

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

(A.F.O. 646/43.)

752.—Director of Contract Work (Supplies)—Telegraphic Address

(M. 0151/43.—18.2.1943.)

The undermentioned telegraphic address has been registered for the use of the Director of Contract Work (Supplies), Admiralty, Bath, and may now be used for that authority.

CONSUPPLIES, Bath.

753.—Addresses of Rear-Admiral, Landing Craft and Bases, and Commodore, Landing Craft Bases, Portsmouth Command

(M./P.D.(Q) 4827/42.—18.2.1943.)

Several cases have occurred recently of letters to the above-named authorities being insufficiently or incorrectly addressed.

2. The following are the correct addresses of the authorities concerned :—

Rear-Admiral, Landing Craft and Bases,
 Combined Operations Headquarters,
 1A, Richmond Terrace,
 Whitehall, S.W.1.

Commodore, Landing Craft Bases, Portsmouth Command,
 C/o C.-in-C., Portsmouth,
 H.M. Dockyard,
 Portsmouth.

754.—H.M. Canadian Ships serving with the Royal Navy—Reports of Proceedings

(M. 0885/43.—18.2.1943.)

Copies of the reports of proceedings of H.M. Canadian Ships serving with the Royal Navy should always be sent to Naval Service Headquarters, Ottawa, together with copies of the covering remarks of the operational or administrative authorities.

755.—Mails Lost at Sea

(M. 01130/43.—18.2.1943.)

Non-confidential correspondence for the undermentioned ships and authorities has been lost at sea. Duplicates of official correspondence should be forwarded as necessary.

Letter Mail

Posted in the United Kingdom between the 16th and 19th October, 1942—

Addressed to : Admiral Commanding Iceland (C).

D.S.T.O., Reykjavik.

Admiralty Floating Dock XVII.

R.M. Detachment 300.

H.M. Ships "Baldur", "Baldur II", "Barrington",
 "Barrhead", "Barbridge", "Barcliff", "Blenheim",
 "Celerol", "Elm", "Freshet", "Freshbrook",
 "Fetlar", "Hazel", "Ophir", "Ringdove", "Skyrack",
 "Tiree", "Trondra", "Wistaria", "Whitethorn".

Posted in the United Kingdom between the 1st (approx.) and 19th October, 1942—

Addressed to : H.M. Ships "Ardrossan", "Beaumaris", "Bootle"

"Dunbar", "Fraserburgh", "Llandudno", "Lyme

Regis", "Worthing".

Parcel Mail

Posted in the United Kingdom between the 16th and 19th October, 1942

Addressed to : Admiral Commanding Iceland (C).

R.M. Detachment 300.

H.M. Ships "Ardrossan", "Alca", "Blenheim",
 "Beaumaris", "Bootle", "Baldur", "Baldur II",
 "Barrhead", "Barbridge", "Cape Argona", "Dunbar",
 "Dorothy Gray", "Daneman", "Elm", "Fraser-
 burgh", "Fidget", "Fetlar", "Fossbeck", "Hazel",
 "Lyme Regis", "Llandudno", "Ringdove", "Sealy-
 ham", "St. Keran", "Sherbrooke", "Sakara",
 "Skyrack", "Silanion", "Tiree", "Ventose",
 "Viking Deeps", "Whitehorn", "Worthing".

H. Nor. M.S. "Honingsvaag".

756.—Air Publications, etc.—Distributed During December, 1942

(N.S. Air 125/43.—18.2.1943.)

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

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

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

Airframe and Aero Engine

Air Publication No.

1449B.—Vol. II, Part 1—Tiger Moth II Aircraft—Leaflet Nos. J.6, (A.L. 1), Z.22.

1451D.—Vol. II, Part 1—Pegasus III, VI, and XXX Engine—Leaflet Nos. D.24, Z.41.

Airframe and Aero Engine—contd.

Air Publication No.

- 1451E.—Vol. II, Part 1—Pegasus X Engine—Leaflet Nos. D.13, Z.40.
 1451E.—Vol. II, Part 2—Pegasus X Engine—Amendment List No. 2.
 1451F.—Vol. I—Pegasus XX Engine—Amendment List No. 2.
 1451F.—Vol. II, Part 1—Pegasus XX Engine—Leaflet No. Z.35, Z.36.
 1451G.—Vol. III, Part 1—Pegasus XXII Engine—Amendment List Nos. 9,10.
 1451H.—Vol. II, Part 1—Pegasus XVIII Engine—Leaflet Nos. D.2 (A.L. 1), H.6, Z.27.
 1491A.—Vol. II, Part 1—Mercury VI.S Engine—Leaflet Nos. C.19, D.17, Z.51.
 1491B.—Vol. II, Part 1—Mercury VIII and IX Engine—Leaflet Nos. D.21, (A.L. 1), D.31, Z.40.
 1491B.—Vol. II, Part 2—Mercury VIII and IX Engine—Amendment List No. 6.
 1491B.—Vol. III, Part 1—Mercury VIII and IX Engine—Amendment List Nos. 18, 19.
 1491C.—Vol. II, Part 1—Mercury XII Engine—Leaflet Nos. C.12, D.10, M.5, (A.L. 1), Z.28, Z.29.
 1491D.—Vol. II, Part 1—Mercury XV and XX Engine—Leaflet Nos. A.4, A.4 (A.L. 1), D.8, (A.L.1), Z.24, Z.25.
 1500.—Vol. I—Gipsy Major Engine—Amendment List No. 1.
 1511B.—Vol. II, Part 1—Tiger VI Engine—Leaflet Nos. M.4, Z.22.
 1511D.—Vol. II, Part 1—Tiger VIII Engine—Leaflet Nos. M.5, Z.15.
 1515A.—Vol. II, Part 1—Walrus I Aircraft—Leaflet Nos. P.10, Z.6, Z.7, Z.49, Z.50.
 1515A and B.—Vol. II, Part 3—Walrus I and II Aircraft—Amendment List No. 5.
 1515A.—Vol. III, Part 1—Walrus I Aircraft—Amendment List No. 3.
 1515B.—Vol. II, Part 1—Walrus II Aircraft—Leaflet No. P.1.
 1517.—Vol. II, Part 1—Swordfish Aircraft, Leaflet Nos. J.29 (A.L. 2), M.35 (A.L. 1), M.36, Z.55.
 1523A.—Vol. II, Part 1—Gladiator I Aircraft—Leaflet No. F.2 (A.L. 1).
 1525.—Vol. II, Part 1—Anson Aircraft—Leaflets Nos. A.10, A.10, N.13, N.3 (A.L. 1), N.13 (A.L. 2), Q.14, Z.61, Z.62, Z.63, Z.64, Z.65.
 1525.—Vol. II, Part 2—Anson Aircraft—Issue 3 which is New Part 2.
 1526A.—Vol. II, Part 1—Cheetah IX Engine—Leaflet Nos. B.8, Z.24 (A.L. 1), Z.25, (A.L. 1).
 1526B.—Vol. II, Part 1—Cheetah X Engine—Leaflet Nos. C.16 (A.L. 1), D.21 (A.L. 1), Z.17.
 1530A.—Vol. II, Part 3—Blenheim I Aircraft—Amendment List No. 11.
 1530B.—Vol. II, Part 1—Blenheim IV Aircraft—Leaflet No. M.23.
 1530B.—Vol. II, Part 3—Blenheim IV Aircraft—Amendment List No. 9.
 1564A.—Vol. II, Part 1—Hurricane 1A and 1B and Sea Hurricane 1A and 1B Aircraft—Leaflet Nos. B.13, C.13, J.24, (A.L. 2), M.9 (A.L. 1), 04 (A.L.2), Z.58, Z.59.
 1564A and B.—Vol. II, Part 2—Hurricane 1A and 1B and Sea Hurricane 1A and 1B and Hurricane 11, A, B, C Aircraft—Initial Distribution.
 1564A and B.—Vol. II, Part 3—Hurricane 1A and 1B and Sea Hurricane 1A and 1B and Hurricane 11, A, B, C Aircraft—Additional Initial Distribution with A.Ls. 1-9.
 1564B.—Vol. I—Hurricane 11A, 11B, 11C and Sea Hurricane 11A, B and C Aircraft—Amendment List No. 30.
 1565A.—Vol. II, Part 1—Spitfire 1A and 1B Aircraft—Leaflet No. Z.48.
 1565B.—Vol. II, Part 1—Spitfire 11A and 11B Aircraft—Leaflet Nos. A.5, Z.41, Z.42.
 1565E.—Vol. II, Part 1—Spitfire VA, VB, VC Aircraft—Leaflet Nos. A.3, N.2, O.2, P.4, Z.30, Z.32.
 1565E.—Vol. II, Part 2—Spitfire VA, VB, and VC Aircraft—Amendment List No. 25.
 1570A.—Vol. II, Part 1—Skua I Aircraft—Leaflet Nos. Z.26, Z.27.
 1571A.—Vol. II, Part 1—Roc I Aircraft—Leaflet Nos. M.14, Z.25, Z.26.
 1582A and C.—Vol. II—Part 2—Lysander 1 and 1TT and 111—Amendment List No. 2 which is new part 2.B Issue 2.
 1588A.—Vol. II, Part 1—Botha I Aircraft—Leaflet Nos. M.21, P.29, P.30, Q.14.

Airframe and Aero Engine—contd.

Air Publication No.

- 1589B.—Vol. II, Part 1—Perseus X and XA Engine—Leaflet Nos. C.8, C.9, M.8 (A.L. 1), Z.24, Z.25.
 1589B.—Vol. II, Part 2—Perseus XA and X Engine—Amendment List No. 4.
 1589C.—Vol. II, Part 1—Perseus XII Engine—Leaflet Nos. D.10 (A.L. 1), Z.28.
 1589C.—Vol. II, Part 2—Perseus XII Engine—Amendment List No. 6.
 1590B.—Vol. II, Part 1—Merlin II, III and V Engine—Leaflet Nos. C.11, C.12, C.13, D.11, G.2, H.6.
 1590.—Vol. II, Part 3—(incorporating B to G and J to M).—Merlin Engine—Initial Distribution.
 1590C.—Vol. II, Part 1—Merlin IV Engine—Leaflet Nos. C.8, C.10, C.11, C.12, D.8.
 1590D.—Vol. II, Part 1—Merlin VIII and XXX Engine—Leaflet Nos. C.8, C.9, D.4, D.6, G.3.
 1590E.—Vol. II, Part 1—Merlin X Engine—Leaflet Nos. C.9, C.10, C.11, D.8.
 1590F.—Vol. II, Part 1—Merlin XII Engine—Leaflet Nos. C.1, C.2, C.3, C.4, C.5, C.7, C.8, C.9, D.5, J.1, M.4, Z.8.
 1590G.—Vol. I—Merlin XX and XXI Engine—Initial Distribution with A.Ls. 1-5.
 1590G.—Vol. II, Part 1—Merlin XX and XXI Engine—Leaflet Nos. C.6, C.7, C.9, D.3, E.1, J.1, J.2.
 1590G.—Vol. II, Part 2—Merlin XX and XXI Engine—Initial Distribution with A.L. 1.
 1590J.—Vol. III, Part 1—Merlin 45 Engine—Addendum for Merlin Mk. 46.
 1592B.—Vol. II, Part 1—Defiant II Aircraft—Leaflet Nos. N.4, Z.26.
 1593B.—Vol. II, Part 1—Gipsy Queen Aircraft—Index 1941.
 1595A.—Vol. II, Part 1—Seafox I Seaplane Aircraft—Leaflet No. M.4.
 1596A.—Vol. II, Part 1—Oxford I and II Aircraft—Leaflet Nos. B.8 (A.L. 1), M.6, N.7, Q.5 (A.L. 1), Z.40 (A.L. 2), Z.49, Z.50, Z.51.
 1665A.—Vol. II, Part 1—Albacore I Aircraft—Leaflet Nos. J.13, Z.32, Z.33.
 1665A.—Vol. III, Part 1—Albacore I Aircraft—Amendment List No. 3.
 1669A.—Vol. II, Part 1—Master 1 Aircraft—Leaflet No. Z.42.
 1707A.—Vol. II, Part 1—Taurus II Mod. 1 and XII Engine—Leaflet Nos. D.5 (A.L. 1), M.5, Z.23.
 1707A.—Vol. III, Part 1—Taurus VI Mod. I and XVI Engine—Amendment List No. 7.
 1707B.—Vol. II, Part 1, Taurus VI Mod. L and XVI Engine—Leaflet Nos. B.2, D.5 (A.L. 1), E.3, K.1, M.7, Z.20, Z.21, Z.22, Z.23.
 1708A.—Vol. II, Part 1—Proctor I and II Aircraft—Leaflet Nos. M.3 (A.L. 1), M.6, P.7, Z.8 (A.L. 1), Z.9 (A.L. 1), Z.22.
 1708C.—Vol. I—Proctor III Aircraft—Amendment List No. 7.
 1717D.—Vol. III, Part 1—Cyclone 205A Engine—Amendment List Nos. 5, 6, 7.
 1760A.—Vol. I—Fulmar I and II Aircraft—Amendment List No. 26.
 1760A.—Vol. II, Part 1—Fulmar I and II Aircraft—Leaflet Nos. F.4, H.4, H.5, J.16, J.19, M.15, P.13, P.14, Q.12, Z.22.
 1763A.—Vol. II, Part 2—Dominie I Aircraft—Amendment List No. 2 which is new part 2.
 1792A.—Vol. II, Part 1—Gipsy VI-I Engine—Leaflet No. Z.8.
 2018A.—Vol. I, Barracuda Aircraft—Amendment List Nos. 1, 2, 3, 4, 5, 7, and non-availability slips for A.L. 6 and Sect. Cards 1-11.
 2018A.—Vol. II, Part 1—Barracuda Aircraft—Leaflet Nos. Z.8, Z.9.
 2018A and B.—Vol. II, Part 3—Barracuda Aircraft—Initial Distribution.
 2022A and B.—Vol. I, Pilot's Notes—Maryland I and II Aircraft—Amendment List No. 4, Page 1, Sect. 2.
 2031A.—Vol. II, Part 1—Martlet I Aircraft—Leaflet Nos. H.3, J.6 (A.L. 1), M.2, Z.7 (A.L. 2), Z.14.
 2031B.—Vol. II, Part 1—Martlet II Aircraft—Leaflet Nos. C.1, J.2 (A.L.1) M.6, M.7, Z.3 (A.L. 2), Z.12, Z.14.
 2031C.—Vol. II, Part 1—Martlet III Aircraft—Leaflet Nos. C.1, J.1 (A.L. 2), J.3 (A.L. 1), Z.10.
 2031D.—Vol. I, Pilot's Notes—Martlet IV Aircraft—Initial Distribution.
 2031D.—Vol. II, Part 1—Martlet IV Aircraft—Leaflet Nos. J.1 (A.L. 2), M.2.
 2035A.—Vol. II, Part 1—Chesapeake I Aircraft—Leaflet Nos. M.3, M.4.

Air Publication No. Airframe and Aero Engine—contd.

- 2233A.—Vol. III, Part 1—Griffon II Power Plant, Mark I Engine—Amendment No. 1 to Sects. 1 and 2.
 2234A.—Vol. II, Part 1—Griffon II Engine—Leaflet No. M.1.
 2280A and B.—Vol 7—Seafire 1B and 11C—Amendment List No. 2.
 2280A.—Vol II, Part 1—Seafire 1B Aircraft—Leaflet Nos. P.1, Z.5.
 2280A and B.—Vol. II, Part 3—Seafire 1.B, 11.C Aircraft—Initial Distribution.
 2280A and B.—Vol. III, Part 1—Seafire 1.B and 11.C Aircraft—Initial Distribution.
 2280B.—Vol. II, Part 1—Seafire 11.C Aircraft—Leaflet Nos. P.1, Z.5.
 2281A.—Vol. I, Martinet I Aircraft—Initial Distribution.
 2339A.—Vol. II, Part 1—Kingfisher I Aircraft—Initial Distribution consisting of Leaflets M.1, Z.2, Z.3, Z.4, Z.5.

Air Publication No. General Publications

- 26.—Vol. I—Air Ministry List of Ledger Headings (Vote Sub-Heads with Ancillary Sub-Heads, Suspense and Personnel Accounts) (for A/O only)—Amendment List No. 1.
 830.—Vol. III, Part E—R.A.F. Equipment Regulations, Scales and Schedules of Equipment—Amendment List No. 3.
 970.—Vol. I—Design Requirements for Aeroplanes for the Royal Air Force—Amendment List Nos. 16, 17.
 1086.—Vol. I, Part 2D—Ground Equipment—Amendment List No. 1.
 1086.—Vol. I, Part 3A—Wireless, Telephone and Telegraph Stores—Amendment List No. 21.
 1086.—Vol. I, Part 4—Instruments, Gaseous Apparatus, Parachutes and Models—Initial Distribution.
 1086.—Vol. I, Part 4B.—Gaseous Apparatus, Aircraft Personnel Equipment, Parachutes and Dropping Apparatus (Supplies and Equipment)—Initial Distribution.
 1086.—Vol. I, Part 5—Armament Stores—Initial Distribution.
 1086.—Vol. I, Part 5B—Armament Mountings, Firing Gear, Filling Machines and Special Tools—Initial Distribution.
 1086.—Vol. I, Part 5C—Armament Sights, Target Gear and Instructional Equipment—Initial Distribution.
 1086.—Vol. I, Part 5D—Aircraft Armament Carrying Gear—Initial Distribution.
 1086.—Vol. I, Part 5E—Aircraft Gun Turrets and Equipment—Initial Distribution.
 1086.—Vol. I, Part 5F—Aircraft Bombs and Equipment—Initial Distribution.
 1086.—Vol. I, Part 5G—Ammunitions, Pyrotechnics and Miscellaneous Explosives—Initial Distribution.
 1086.—Vol. I, Part 9—Accoutrements and Necessaries—Amendments List No. 1.
 1086.—Vol. I, Part 10—Barrack Equipment—Initial Distribution.
 1086.—Vol. I, Part 10A—Barrack Equipment, China, Woodware, Metal Ware, and Textiles—Initial Distribution.
 1086.—Vol. I, Part 10B—Barrack Equipment: Gymnastic, Fire Fighting, Hospital and Hairdressing Equipment—Initial Distribution.
 1086.—Vol. I, Part 11C (Eleven)—Remote Controls—Initial Distribution with A.L. 1.
 1086.—Vol. I, Part 13A—Timber, Cordage, Textiles, Rubber and Packing Cases—Amendment List No. 2.
 1095.—Vol. I—Electrical Equipment Manual—Amendment List Nos. 83–89 Inclusive.
 1095.—Vol. II, Part 1—Electrical Equipment Manual—Leaflet Nos. A.29, F.12 (A.L. 1), G.33 (A.L. 1), J.30, M.26.
 1112.—Vol. I—Regulations for Promotion, Mustering and Trade Testing of Airmen (War Edition)—Amendment List No. 1.
 1182.—Vol. II, Part 1—Safety Equipment Manual—Leaflet Nos. C.9, E.3, E.4.
 1186.—Vol. II, Part 1—R.A.F. Signal Manual, Part IV (Instruments)—Leaflet Nos. A.173, A.174, C.6, C.14.
 1275.—Vol. I—Instrument Manual—Amendment List No. 65.

Air Publication No. General Publications—contd.

- 1275.—Vol. II, Part 1—Instrument Manual—Leaflet Nos. B.38, M.51 (A.L. 1), M.61, M.62, M.63.
 1355.—Vol. II, Part 1—Photographic Equipment Manual—Leaflet No. B.30.
 1374.—Vol. II, Part 1—Aero Engine Ignition Equipment—Leaflet Nos. A.14 (A.L. 1), C.44, N.53, XII, X12, X13, X15, X16, X18.
 1374.—Vol. II, Part 3—Aero Engine Ignition Equipment—Amendment List No. 2 (Chapters 5 and 6 to Section A).
 1374.—Vol. III, Part 1C—Aero Engine Ignition Equipment, B.T.H. Type C—Amendment List No. 5.
 1464.—Vol. II, Part 1—Engineering Manual for the Royal Air Force—Leaflet Nos. B.67 (A.L. 1), E.49, G.130.
 1464A.—Vol. I, Part 5, Section 8, Chapter 2—Engineering Manual for the Royal Air Force, General Principles, Workshop Layout and Practices—Amendment List No. 23.
 1464B.—Vol. I, Part 3, Section 3, Chapter 5—Engineering Manual for the Royal Air Force, General Aerodrome, Aircraft and Workshop Equipment—Amendment List No. 10.
 1464B.—Vol. III, Part 1, Section 42U—Engineering Manual for the Royal Air Force General Aerodrome, Aircraft and Workshop Equipment—Amendment List No. 5.
 1469A.—Vol. II, Part 1—Aeroplane Automatic Controls, Mark IV—Leaflet No. M.2.
 1480A.—Vol. I—Recognition Handbook of British Aircraft—Amendment List Nos. 89–90.
 1480B.—Vol. I—Silhouettes of German Aircraft—Amendment List No. 28.
 1480F.—Vol. I—Silhouettes of Japanese Aircraft—Amendment List No. 14.
 1480I.—Vol. I—Silhouettes of American Aircraft—Amendment List No. 12.
 1480X.—Vol. I—Recognition Handbook of British Experimental Aircraft—Leaflet No. XII.
 1510.—Vol. II, Part 1—Defence Against Gas—Leaflet No. H8.
 1512.—Vol. II, Part 1—Queen Bee Rigging and Maintenance Notes—Leaflet Nos. Z.14, (A.L. 1), Z.19.
 1519.—Vol. I—Air Pump Units—Amendment List No. 1.
 1519.—Vol. II, Parts 2–3—Air Pump Units—Amendment List No. 2 to Part 3.
 1519.—Vol. III, Part 2, Section 4—Romec Type Vacuum Pumps (Engine Driven)—Initial Distribution.
 1538.—Vol. II, Part 1—Adjustable and Variable Pitch Airscrews—Leaflet Nos. B.90, C.35.
 1538.—Vol. III, Part 1—Adjustable and Variable Pitch Airscrews—Amendment List No. 29.
 1538B.—Vol. II, Part 3—De Havilland Bracket Type Airscrew—Amendment List No. 1.
 1538D.—Vol. II, Part 3—De Havilland Hydromatic type Airscrew—Amendment List No. 1.
 1632.—Vol. I—Signal Manual, Part 5—Ground Signal Code—Amendment List No. 6.
 1641.—Vol. II, Part 1—Aircraft Machine Guns—Leaflets 6 (A.L. 8), 7 (A.L. 2).
 1641E.—Vol. II, Part 1—Aircraft Machine Guns, Firing Control Mechanism—Leaflet, No. B.4.
 1641F.—Vol. II, Part 1—Hispano 20 M.M. Guns, Mark I and II—Leaflet Nos. B.4, C.6.
 1641H.—Vol. II, Part 3—Signalling Dischargers and Signal Pistols—Amendment List Nos. 16, 17, 18.
 1646.—Vol. II, Part 1—Crossley 30/100 H.P. (F.E.1.6 wheeled Chassis)—Leaflet Nos. A.3, B.5, H.2, Index 1941.
 1658.—Vol. II, Part 1—Fordson Models 817T and 917T—Index 1941.
 1659A.—Vol. I—Fraser Nash Gun Turrets—Amendment List No. 23.
 1659A.—Vol. II, Part 1—Fraser Nash Gun Turrets—Leaflet Nos. C.2, D.12, H.5.
 1659B.—Vol. II, Part 1—Bristol Gun Turrets—Leaflet Nos. B.4, D.7, D.10, D.11, F.6, H.6, N.17.
 1659C.—Vol. II, Part 1—Boulton Paul Gun Turrets—Leaflet No. M.35.
 1659F.—Vol. I—Gun Mountings—Amendment List No. 4.
 1659F.—Vol. II, Part 3—Gun Mountings—Amendment List No. 4.
 1661B.—Vol. I—Bombs—Amendment List Nos. 23, 24–39.

Air Publication No. General Publications—contd.

- 1661E.—Vol. I—Pyrotechnics—Amendment List Nos. 56, 57, 58.
 1664.—Vol. I—Bomb Carriers—Amendment List Nos. 27, 28, 29.
 1664.—Vol. II, Part 1—Bomb Carriers—Leaflet No. E.4.
 1664.—Vol. II, Part 3—Bomb Carriers—Amendment List Nos. 39, 40, 41.
 1668A.—Vol. I—Instructional Equipment for Armament Bombing—Amendment List No. 13.
 1670.—Vol. III, Part 1, Section 5—Technical Vehicles—Amendment List No. 5.
 1670.—Vol. III, Part 1, Section 8—Technical Vehicles—Amendment List No. 5.
 1670.—Vol. III, Part 1, Section 11 (Eleven)—Technical Vehicles—Amendment List No. 4.
 1677.—Vol. II, Part 2—Hillman "Minx" Light Passenger Car and 5-10 cwt. Van—Amendment List No. 2.
 1679.—Vol. II, Part 2—P and M Motor Cycles—Amendment List No. 1 which is new Part 2.
 1695.—Vol. II, Part 2—Standard 5 cwt. Van and Light Passenger Car (Saloon)—Amendment List No. 1 which is new Part 2.
 1726.—Vol. II, Part 2—Norton Motor Cycle and Model G Sidecar—Amendment List No. 1 which is new Part 2.
 1732.—Vol. I, 1st Edition, November, 1942—Instructor Handbook of Elementary Flying and Training—Initial Distribution.
 1738A.—Vol. II, Part 1—Napier Sea Lion Overhaul Manual Marine Engine—Leaflet Nos. H.1, J.4, J.5.
 1743.—Vol. II, Part 1—Navigation Instruments Manual—Initial Distribution consisting of leaflets 3, 4, and 4 (A.L. 1).
 1749.—Vol. I—Aircraft Cine Cameras (Gunnery) and Ancillary Equipment—Amendment List No. 1, Preliminary Issue No. 3.
 1872.—Vol. II, Part 1—Brockhouse 4-wheeled Trailer Chassis—Index 1941.
 1897.—Vol. I, 2nd Edition—War Equipment Schedule for Spitfire V (Fighter) Squadrons—Amendment List No. 3.
 1972.—Vol. I—Catalogue of R.A.F. Instructional Films—Amendment List No. 1.
 1976.—Vol. I—Performance Tables of Foreign Service Aircraft—Amendment List No. 38.
 2005.—Vol. II, Part 1—Morris 14 H.P. Light Ambulance—Index 1941.
 2034C.—Vol. II, Part 3—Maintenance Equipment for Armament Turreting—Amendment List No. 8.
 2058A.—Vol. I—Ammunition Memoranda—Amendment List No. 10 and P.4 (4 pages) (A.L. 11) (eleven).
 2110A.—Vol. I, Part 2—Curtis Electric Airscrews (U.S.A.)—Slips amending this A.P. to read 2110A, Vol. I.
 2111A, Vol. II, Part 1—Aircraft Depth Charges and Equipment—Amendment List Nos. 12, 13, 14, 15, 16, 18.
 2121A and B.—Vol. I, Parts 2 and 3—Hamilton Standard Airscrews U.S.A. Air Corps Technical Orders—Initial Distribution.
 2121A }
 2121B } Vol. III, Part 1—Variable Pitch Propeller and Constant Speed Units
 2110A } (U.S.A. pattern)—Initial Distribution.
 2152A.—Vol. I, Part 2—Carburettors and Mixture Controls, U.S. Air Corps Technical Orders—Additional Initial Distribution.
 2194A.—Vol. I—Carburettor Automatic Mixture Controls, U.S. Air Corps Technical Orders—Initial Distribution.
 2241.—Vol. II, Part 3, September, 1942—Aero Engine Fuel Pumps—Initial Distribution with A.L. 1.

Air Publication No. Appendices "A"

- 903.—Gladiator Aircraft—Amendment List No. 22.
 931.—Skua Aircraft—Amendment List No. 55.
 971.—Proctor I Aircraft—Amendment List Nos. 39, 40, 41, 42.
 988.—Sea Gladiator Aircraft—Amendment List No. 20.
 999.—Master Aircraft—Amendment List Nos. 45, 46, 47, 48.

Appendices "A"—contd.

Air Publication No.

- 1023.—Anson Aircraft—Amendment List Nos. 81, 82, 83, 84, 85, 86.
 1044.—Walrus Aircraft—Amendment List Nos. 78, 79.
 1058.—Magister I Aircraft—Amendment List No. 16.
 1065.—Fulmar Aircraft—Amendment List Nos. 101, 102.
 1069.—Spitfire 11A and 11B Aircraft—Amendment List Nos. 82-85, 86, 87.
 1084.—Lysander 111 and 111A Aircraft—Amendment List Nos. 40, 41.
 1144.—Proctor II Aircraft—Amendment List Nos. 38, 39.
 1169.—Folland E28/40—Amendment List No. 3.
 1179.—Defiant II Aircraft—Amendment List No. 41.
 1189.—Spitfire V Aircraft—Amendment List Nos. 80, 81.
 1191.—Barracuda Aircraft—Amendment List No. 83.
 1203.—Spitfire Aircraft—Amendment List Nos. 46-50, inclusive.
 1226.—Defiant (T.T.)—Initial Distribution with A.Ls. 1-19, 20, 21.
 1234.—Lysander III T.T.—Amendment List Nos. 12, 13, 14.
 1244.—Swordfish Aircraft—Amendment List Nos. 26, 27, 28, 29.
 1253.—Martlet I Aircraft—Amendment List No. 18.
 1280.—Seafire IB Aircraft—Amendment List Nos. 14, 15, 16, 17.
 1292.—Albacore Aircraft—Amendment List Nos. 13, 14.
 1306.—Kingfisher Aircraft—Amendment List No. 2.
 1308.—Seafire IIC Aircraft—Amendment List Nos. 4, 5, 6.
 1310.—Hurricane IIA, IIB, IIC, Aircraft—Amendment List Nos. 19-26 inclusive.
 1345.—Sea Hurricane IA and IB Aircraft—Initial Distribution.
 3060.—Reliant Aircraft—Amendment List Nos. 1A, 2A.

Air Diagrams

Air Publication No.

- 1249.—D.H.V.20° Pitch Range Airscrew Dis. No. 14, Types 5/15, 5/19—Amendment List No. 1.
 2086.—Carbon Pile Voltage Regulations, A, B, C, D, F.12, etc.—Amendment List No. 1.
 2245.—Sheet 1, Issue 1—Dunlop Pneumatic Firing Control—Initial Distribution.
 2306.—Issue 1—Hispano 20 mm. Belt Feed Mechanism, Mark I—Initial Distribution.
 2312.—Sheet 1, Issue 1—Adjustment of the Cartridge Headspace Browning .303, .30 and .50 in. Guns—Initial Distribution with A.L. 1.
 2335.—Issue 1—Mechanism 20 mm. Hispano Guns, Fixed Gun Sighting Deflection Angle—Initial Distribution.
 2337.—Issue 1—Fixed Gun Sighting Allowances for Angle off—Initial Distribution.
 2390.—Sheet 1 } Aircraft Dopes and Finished Directions for Use—Initial
 2390.—Sheet 2 } Distribution.

B.Rs.

Air Publication No.

- 378A.—Swordfish—Amendment 1.
 378E.—Albacore A.S.E.—Amendment 2 P.536/42.

S.A.T.C.L.

Air Publication No.

- 532 (Cancels No. 58).—Defiant II—Initial Distribution.

Miscellaneous

- Tee Emms., Vol. II, No. 9, December, 1942—Initial Distribution.
 Tee Emms., Christmas and New Year, Vol. II, No. 10—Initial Distribution.
 6005.—Ground Handling Notes for Beaufighter—Initial Distribution.
 6027.—Ground Handling Notes for Walrus I and II—Initial Distribution.
 6031.—Ground Handling Notes for Oxford I and II—A.L. 1.
 Revision Sheets for Navy Standard Aeronautical Material and fittings Nos. 627-649—A.L. 1.

Large Silhouettes

Kawanishi T.97, Issue 1—Initial Distribution.
 Aichi T.99, Issue 1—Initial Distribution.
 Heinkel H.E. 115, Issue 1—Initial Distribution.
 Fieseler F.1, 156 Storch (Argus), Issue 1—Initial Distribution.
 Savoia Marchette S.M.81, Issue 1—Initial Distribution.
 Magister I (Gipsy Major)—Initial Distribution.
 Beaufighter I and VI—Initial Distribution.
 Mitsubishi 97 (2 Mitsubishi)—Initial Distribution.
 Horsa I, Issue 1—Initial Distribution.
 Consolidator P.B.27.3—Initial Distribution.
 Mitchell I and II—Initial Distribution.
 Fortress II—Initial Distribution.
 Junkers J.U.88A.6—Initial Distribution.
 Tiger Moth I and II—Initial Distribution.
 Ventura I—Initial Distribution.
 Walrus (Pegasus)—Initial Distribution.
 Mitsubishi 96—Initial Distribution.
 Beaufighter II—Initial Distribution.
 Seamew (Ranger)—Initial Distribution.
 Grumman T.B.F.1 Avenger—Initial Distribution.
 Heinkel H.E.177, Issue 1—Initial Distribution.
 Heinkel H.E.113, Issue 1—Initial Distribution.
 Heinkel H.E.111 H.A.E., Issue 2—Initial Distribution.
 Dornier DO 182, Issue 1—Initial Distribution.
 Dornier DO 215, Issue 1—Initial Distribution.
 Dornier DO 172, Issue 1—Initial Distribution.
 Dornier DO 24, Issue 1—Initial Distribution.

Miscellaneous

Focke Wulfe F.W.187—Initial Distribution.
 Focke Wulfe F.W.190—Initial Distribution.
 Junkers J.U.52/3.M, Issue 1—Initial Distribution.
 Henschel H.S.126, Issue 1—Initial Distribution.
 Henschel H.S.129—Initial Distribution.
 Messerschmitt M.E.110, Issue 1—Initial Distribution.
 Messerschmitt M.E.109E, Issue 1—Initial Distribution.
 Messerschmitt M.E.109F, Issue 1—Initial Distribution.
 Messerschmitt M.E.210, Issue 1—Initial Distribution.
 Kawanishi 197, Issue 1—Initial Distribution.
 Mitsubishi T.97/1, Issue 1—Initial Distribution.
 Savoia S.79, Issue 1—Initial Distribution.
 Cant Z.506B, Issue 1—Initial Distribution.
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 Fiat B.R.20, Issue 1—Initial Distribution.
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 Fiat G.50, Issue 2—Initial Distribution.
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Large Silhouettes

Spitfire I, II, VA, VB, VC, Issue 1—Initial Distribution.
 Hurricane 1A, 1B, and C and Sea Hurricane, Issue 1—Initial Distribution.
 Tomahawk 1, 11A, 11B, Issue 1—Initial Distribution.

Large Silhouettes—contd.

Defiant I and II, Issue 1—Initial Distribution.
 Martlet I to IV, Issue 2—Initial Distribution.
 Dauntless (Douglas S.B.1A24), Issue 1—Initial Distribution.
 Lysander I and III (Mercury), Issue 1—Initial Distribution.
 Harvard, Issue 1—Initial Distribution.
 Whirlwind, Issue 1—Initial Distribution.
 Beaufighter IU, FVIC, and VIF, Issue 1—Initial Distribution.
 Beaufighter II, Issue 1—Initial Distribution.
 Blenheim 4, Issue 1—Initial Distribution.
 Blenheim I and IF, Issue 1—Initial Distribution.
 Beaufort I and II, Issue 1—Initial Distribution.
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 Maryland I and II, Issue 1—Initial Distribution.
 Botha (Two Perseus), Issue 1—Initial Distribution.
 Oxford I and II, Issue 1—Initial Distribution.
 Anson I, Issue 1—Initial Distribution.

756a. { (a) Optimum Frequency Bands—Tables
 (b) Frequency Guide for the North and South Atlantic
 (c) Frequency Guide for the Indian Ocean

(E.F.O./S.D. 08111/43.—18.2.1943.)

Commencing with the edition in force for the period May to July 1943, the tables of Optimum Frequency Bands, the Frequency Guide for the North and South Atlantic and the Frequency Guide for the Indian Ocean, will be distributed with Admiralty Fleet Order publications dated 18th February, 1943.

2. The distribution of these W/T publications is as follows:—

One copy only unless otherwise stated.

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 H.M.S. "Collingwood" and "Royal Arthur" (20).
 H.M.S. "Impregnable".
 H.M.S. "Monek" (2).

757.—B.R. 372.—Establishment of Naval Stores for "Miners"—List of Errata, No. 4
(N.S. 12909/43.—18.2.1943.)

List of Errata No. 4 to B.R. 372—Establishment of Naval Stores for "Miners"—has been prepared and copies will be distributed to services concerned from R.N. Store Depot, Park Royal.

758.—B.R. 378 (B)—Barracuda Aircraft Stores Establishment

(N.S. Air 1819/42.—18.2.1943.)

Copies of the Aircraft Stores Establishment for Barracuda Aircraft, B.R. 378 (B), have now been distributed to ships and Services in accordance with the allowances detailed in A.P. (N) 1.

759.—B.R. 615A, 615B, 615C, and 615D—Lecture Notes for Instruction of Q.R., L.R., C.R., and A.A. Ratings—Issue

(G.D. 0253/41.—18.2.1943.)

The above-mentioned books are now in the press and copies will be issued without demand by the Superintending Naval Store Officer, R.N. Store Depot, Elveden Road, N.W.10, when supplies become available in accordance with the following establishment:—

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Flag Officers	1	1	1	1
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Submarine depot ships	2	2	2	2
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Auxiliary minelayers	1	1	1	1
Australian Commonwealth				
Naval Board	10	10	10	10
N.S.H.Q., Ottawa	10	10	10	10
F.O.C., R.I.N.	10	10	10	10
H.M.S. "Excellent"	25	25	25	25
Captain, R.N. Gunnery School, Chatham	25	25	25	25
Captain, H.M. Gunnery School, Devonport	25	25	25	25
Gunnery School, Durban	25	25	25	25
Gunnery School, Alexandria:—				
H.M.S. "Nile"	10	10	10	10

730.—Form O.6—Ammunition Labels—Additions

(A.S./Sta. 11820/43.—18.2.1943.)

Serial No.	Description	Where used	Page in Form O.6	Sta. No.
N.843	Cartridges, Q.F., 4-in., Mark XVI*, gun F.A. bombardment charge, H.E., with smoke box.	In recess, top and bottom of Box C.222.	9	11820/43

2. Demands should be made as necessary in accordance with A.F.O. 97/43.

(A.F.O. 97/43.)

761.—Forms S.46—Naval and Marine Personnel Deceased

(D.N.A. 13605/42.—18.2.1943.)

Should the wages account of a deceased rating be amended after Form S.46 has been rendered, an amended Form S.46 should invariably be forwarded to the Director of Navy Accounts forthwith.

762.—Form S.1254—Abolition

(Sta./P. 234/43.—18.2.1943.)

The following has been abolished:—

S.1254. Daily Return of Flotilla Defects.

763.—Forms S.1257, etc. Series—Mess Traps and Utensils, Galley Gear, etc.—Revised System of Accounting in Tenders—Abolition of Forms S.1248—Account of Officers' Mess Traps—and S.462, Part III—Account of Implements, Mess Utensils, etc.

(V. 2961/42.—18.2.1943.)

With reference to paragraph 28 of A.F.O. 2091/42 forms for use in connection with the revised system of accounting in Tenders are now available.

2. The numbers allotted to these forms are as follows:—

Cover for Inventories S.1257

Inventory of Officers' Mess Traps—

 Table Ware and Pantry Gear S.1258

 Galley Gear S.1259

Inventory of C.P.Os., P.Os. and Seamen's Mess Utensils... S.1260

Inventory of Paymasters' Implements—

 Galley Gear S.1261

 Butchers' Gear S.1262

 Other Items S.1263

Issues of Consumable Mess Gear against Replacement

 Allowances S.1264

Abstract of Issues of Officers' Mess Traps, C.P.Os., P.Os. and Seamen's Mess Utensils, and Paymasters' Implements S.1265

3. Supplies should be demanded as required from the Superintending Naval Store Officer, R.N. Store Depot, Elveden Road, Park Royal, N.W.10.

4. Forms S.1248 and S.462, Part III, will become obsolete when the new system has been brought into operation in all vessels concerned.

(A.F.O. 2091/42.)

Section 6.—SHORE ESTABLISHMENTS

764.—Protected Places (Admiralty) Explosives Direction, 1943—Issue of

(N.L. 14323/42.—18.2.1943.)

Their Lordships have issued the following Direction under the powers conferred on them by Regulation 12 (3) of the Defence (General) Regulations, 1939. The full list of premises included in the Schedule thereto is not published, but it is notified that all Naval establishments which have been declared Protected Places by Order issued prior to the 18th January, 1943, are included therein and accordingly the Direction applies to them.

Protected Places (Admiralty) Explosives Direction, 1943

In exercise of the powers conferred on them by Regulation 12 (3) of the Defence (General) Regulations, 1939, the Lords Commissioners of the Admiralty hereby give the following Direction:—

(1) No person entering or being upon any of the Protected Places specified in the Schedule hereto shall, without the permission of the Approved Authority thereof, have in his possession in an explosives area within such Protected Place or in any other area prescribed by the Approved Authority—

- (a) any match, or other means of producing a fire or a light;
- (b) any pipe, tobacco, cigarette, cigar or smoking material in any form;
- (c) any light or lantern.

In this Direction an "Explosives Area" means an area containing one or more magazines, explosives stores or laboratory rooms or other areas in which explosives are stored or handled. The boundaries of an "Explosives Area" shall be such as are fixed by the Approved Authority.

(2) No person whilst under the influence of drink shall enter or be upon any of the Protected Places specified in the Schedule hereto.

By Command of Their Lordships.

(Sgd.) H. V. MARKHAM.

Admiralty, S.W.I.

18th January, 1943.

Schedule
(Not published)

The directions contained in paragraph 1 of the above-mentioned Direction will supersede any local directions which may have been issued by the Approved Authorities of Admiralty Protected Places relating to the carriage or possession of matches, smoking materials, lights, etc. Steps should be taken to bring the Direction prominently to the notice of personnel serving in the establishments concerned and arrangements should be made where necessary to define and publish the existence of any area within which the Direction will apply in lieu of any previous local direction. Their Lordships consider that there should be uniformity in the issue of directions relating to this matter in order to avoid any differentiation in the treatment of offenders in different establishments. Breach of the above Direction is an offence against the Defence (General) Regulations, 1939.

The directions contained in paragraph 2 of the Direction will supersede those local directions issued in pursuance of Admiralty Letter N.L. 2906/42 of the 12th March, 1942, in H.M. Dockyards and any other local directions regarding drunkenness.

765.—Salaried Officers and Weekly Paid Non-industrial Staff—Record on Leave

(D.N.A. 10258/42.—18.2.1943.)

With reference to Articles 17 and 18, Instructions for the Conduct of Cash Duties, and Articles 159 (1.a) and 430 (3), Home Dockyard Regulations, during the period of hostilities the practice of notifying the cashier or paying officer of the absences on ordinary paid leave of salaried officers and weekly paid non-industrial staff (Form D.97) is to be discontinued. It is important, however, that returns should continue to be rendered in respect of sick leave, unpaid or special leave, or absence without leave.

2. In view of these revised arrangements it will be essential for officers who grant leave to maintain a careful record of all leave taken by the staffs under their control.

766.—Temporary Assistants in Supply and Accounting Departments, Entry and Training—Subsistence

(C.E. 16513/42.—18.2.1943.)

In consequence of the entry of Temporary Assistants for training either at the recently instituted training schools or at Headquarters and outport establishments of the Supply and Accounting Departments, the following arrangements are promulgated.

2. Temporary Assistants are often entered for training in anticipation of vacancies due to expansion or other causes. In the Naval Store and Victualling Departments these officers will frequently commence their Admiralty service at the appropriate training school (N.S. Training School, Sheerness, or Victualling Training School, Devonport). Such officers will be described in C.E. Appointments List as "for training" and will be borne on the books of Cashier, Sheerness, or Superintending V.S.O., South Western Area, until they are re-allocated after the

course to their place of first appointment. Training at the training schools will be reckoned as a "period of initial training" for subsistence allowance under A.F.O. 1456/41.

3. Other Temporary Assistants may be appointed (supernumerary to complement) to Headquarters or outport establishments for brief training, to be completed, if necessary, by a course at the training schools, or for prolonged training in an establishment where they are eventually intended to fill complement posts. Exceptionally, Temporary Assistants with special qualifications may be appointed direct to complement posts. The following categories, not being eligible for subsistence allowance under A.F.O. 1456/41, will not be shown as "for training" in C.E. Appointments Lists: (a) Temporary Assistants appointed direct to complement posts at their first place of appointment; (b) Temporary Assistants appointed supernumerary to complement for training at establishments where they are intended to occupy complement posts on completion of training.

4. Temporary Assistants temporarily detached from their place of duty for a course at the training schools or elsewhere will continue to be borne for pay as shown in C.E. Appointments Lists.

5. Subsistence allowance during training is not payable to Temporary Assistants who continue to live at the residence occupied before appointment.

6. Cashiers are requested to report to the Secretary of the Admiralty (C.E. Branch II), Bath, any cases of Temporary Assistants who have received subsistence allowance under A.F.O. 1456/41 for eight weeks after commencement of duty while still borne "for training", and no further subsistence allowance should be paid on account of training pending further instructions.

(A.F.O. 1456/41.)

767.—Employees not Engaged in Shipbuilding, Ship-Repairing, Engineering or the Manufacture of Explosives—Return

Fleet and Civil Establishments, Hospitals, Bases, etc., at Home

(L. 1223/43.—18.2.1943.)

A return is required of the numbers of Admiralty industrial workpeople borne, who were not employed in the shipbuilding, ship repairing and engineering industries or in the manufacture of explosives, on 6th March, 1943, and who will therefore be omitted from returns made on the forms prescribed in Admiralty Letter L.1155/43 (limited distribution). The return is to be rendered in the form shown in the Appendix to this Order, and should reach the Admiralty not later than 13th March.

2. In the case of establishments which render a weekly Return D.52, the return now required should include all the workpeople not employed in shipbuilding etc. who are borne on the books and are shown in Return D.52, and a list should be forwarded showing the depots and establishments for which figures are included in the return now asked for. It will be unnecessary for establishments such as R.N. barracks, whose civilian employees are borne for payment on dockyard books, to render this return. Similarly, in the case of Armament, Naval Store, Victualling, Medical, etc. establishments, the parent establishment should include in its return all the depots and sub-establishments over which it exercises general control and supervision, and should forward a list of such depots, etc., with the return. Other depots, bases, etc. must render their own returns.

3. The following categories of employees are to be excluded from the return—(a) those reported in the Shipbuilding, Engineering and Explosives Return (A.L. L.1155/43), e.g. employees in the Professional Departments of Dockyards or in Torpedo Depots, Engineering and Explosives employees in Armament Depots, etc.; (b) workpeople serving at establishments abroad or transferred for the period of the war to other home establishments; (c) employees serving with the Forces.

4. All employees in the Naval store department should be shown in one of the grades under the headings "Naval Store Department" or "Vehicle Staff". Similarly all Civil Engineering employees should be shown under the heading "Works Department". All employees not employed in Naval Store, works departments or on printing and bookbinding should be shown under the heading "Miscellaneous". Chargemen of Mechanics and Leading Men should be included with Mechanics; similarly Chargemen of Labourers and of Skilled Labourers should be included with Skilled Labourers.

5. Mechanics, Storehousemen, Titular Grades, and other employees whose range or scale of pay is not less than 4*s.* 0*d.* at the minimum, e.g. (Engineering) Machinists, should be recorded in the columns headed "Paid at Skilled Rates". The remainder should be shown in the column "Others".

APPENDIX

Return of Industrial Staff employed in Naval Store, Victualling and Civil Engineering Departments and in various miscellaneous Establishments on.....

Name of Department or Establishment.....

The Return includes all Established employees ("E") and all Hired, Temporary and Casual employees ("H") borne on the above date; Chargemen are shown under their trades or grades; Tracers and mobilised men are excluded.

	Men				Women		Appren- tices and Boys	Girls	Totals
	Paid at skilled rates		Others		Full time	Part time			
	E	H	E	H	E	H			
<i>Naval Store Department :</i>									
Mechanics ...									
Skilled labourers									
Storehousemen ...									
Storehouse assist- ants ...									
Other workpeople									
<i>Vehicle Staff :</i>									
Maintenance and repair ...									
Other workpeople									
<i>Victualling Department :</i>									
Mechanics ...									
Skilled labourers									
Storehousemen ...									
Storehouse assist- ants ...									
Other workpeople									
<i>Works Department :</i>									
Carpenters ...									
Joiners ...									
Bricklayers ...									
Plumbers ...									
Painters ...									
Other Mechanics									
Skilled labourers									
Other workpeople									
<i>Printing and Book- binding :</i>									
<i>Miscellaneous :</i>									
Mechanics ...									
Skilled labourers									
Other workpeople									
Totals ...									

.....Head of Department.

.....Date.

(A.F.O. 5607/42 is cancelled.)

768.—Caps and Coats for Civilian Male Motor Transport Drivers

(N.S./L. 15665/41.—18.2.1943.)

Certain items of clothing are to be supplied for Civilian Male Motor Transport Drivers on the following basis:—

- (1) A cap and badge as provided for Messengers at the Admiralty to all drivers annually as a free issue; they will, however, remain Admiralty property.
- (2) Each Establishment to hold Petty Officer raincoats to the number of 50 per cent. of the drivers employed on cars for issue to car drivers as necessary, to meet service requirements such as driving senior officers, etc.

2. The caps and badges are to be obtained on demand from the Royal Victoria Yard, Deptford, and the coats from the nearest Victualling Depot.

3. There is no objection to existing uniform clothing which may have been purchased by the men themselves being used until worn out.

4. The issue of uniform to civilian drivers at R.N. Air Stations is not affected by this Order.

769.—R.N. Air Station, Dunino—Telephone Numbers

(A./M. 396/43.—18.2.1943.)

The telephone numbers of R.N. Air Station, Dunino, are: St. Andrews 1000 and 1001.

2. C.A.F.O. 2448/42 should be amplified accordingly.

(C.A.F.O. 2448/42.)

770.—Rifles, D.P.—Stocks Held—REPORT

Larger Naval Establishments at Home

(A.S./G.D. 099/43.—18.2.1943.)

In order that the present distribution of drill purpose rifles may be reviewed, all Naval Establishments at Home with more than 500 men under training are to render to the Director of Armament Supply (Branch A), Admiralty, Bath, a return showing the number of men affected and the number of drill purpose rifles held.

2. The return is to reach the Admiralty within a fortnight of the publication of this Order.

771.—Vessels Building for Armament Supply Department

(A.S. 17030/42.—18.2.1943.)

The following names have been assigned to vessels building at private yards for Armament Supply Department.

Building at	Job or Yard No.	Contract	Type	Name
Alexander Hall, Aberdeen	J.11829	CP.68444/42	350 h.p. steam tug.	Cannon
J. Pollock, Sons & Co., Ltd., Faversham.	Yard No. 1822	CP.58881/41	150-ton self- propelled lighter.	Mortar
J. Pollock, Sons & Co., Ltd., Faversham.	Yard No. 1823	CP.58881/41	150-ton self- propelled lighter.	Howitzer
W. J. Yarwood & Sons (1938) Ltd., Northwich.	—	CP.47320/42	150-ton self- propelled lighter.	Catapult

772.—Empty Cable Drums—Return of Lagging (Battens)

(N.S. 12297/43.—18.2.1943.)

In many instances returned cable drums have been found by contractors to be without all or part of the lagging, while in others loose battens have been returned without the drums and with no indication of origin.

2. It is of the utmost importance in view of the present timber position, that all lagging should be affixed to, and returned with, the empty drums.

3. This instruction applies to drums for all types of electric cable.

(A.F.Os. 4427/41—not in annual volume—and 5852/42 are cancelled.)

773.—Cable Ship Personnel—Subscriptions to National Union of Seamen
A.F.O. 3392/43 (L. 703/43.—18.2.1943.)

Members of the National Union of Seamen who are recruited for service in Cable ships are, under the provisions of A.F.O. 35/40, on signing a special form of agreement, enabled to pay their subscriptions to the Union by means of periodical deductions from their wages.

2. Instances having occurred of such men requesting the cancellation of this special agreement and the discontinuance of deductions from their wages for the purpose stated above, steps should be taken to make known the consequences of such action to the men concerned.

3. In future, therefore, if a man desires to break his agreement with the National Union of Seamen, it should be pointed out to him that he will immediately fall out of benefit, and it should be explained to the man that his subscription is in the nature of a contribution to a Benefit Society.

4. If the man still persists in his desire to break his agreement, the Union officials should be given an opportunity of discussing the matter with him and, to enable the necessary arrangements to be made, the Commanding Officer of the Cable ship concerned should notify the Director of Anti-Submarine Warfare of the most convenient time for the Union representative to attend.

(A.F.O. 35/40.)

774.—Fuel Supplies to Industrial Consumers
(C.P. 12D/16959/43.—18.2.1943.)

The Ministry of Fuel and Power have issued an announcement reminding all industrial consumers, and prospective consumers of fuel, that they must not change from one class of fuel to another, or instal new fuel burning plant, without having first ascertained that the fuel will be available.

2. As all types of fuel are in urgent demand, changes may embarrass the general fuel supply position and lead to wasted expenditure of materials and skilled labour. If a change is considered essential consumers will be advised individually by the Ministry of Fuel and Power. The only exception is for the conversion of oil burning plant to use creosote pitch. The Petroleum Board has been authorised by the Ministry of Fuel and Power to arrange such conversions.

3. If a consumer needs to instal new fuel burning plant, or *himself* feels that the conversion of his plant from one fuel to another is desirable, he should, if he is engaged upon work for one of the Production Ministries (i.e., Admiralty, Ministry of Supply or Ministry of Aircraft Production), approach the Ministry principally interested in his production, which will in turn approach the Ministry of Fuel and Power. If he is not engaged upon work for one of these Ministries, he should approach the Division of the Ministry of Fuel and Power responsible for the fuel he intends to use, i.e. :—

- (1) *The Regional Services Director of the Ministry for the Region, in the case of coal or coke.*
- (2) *The Petroleum Division of the Ministry, Dean Stanley Street, London, S.W.1, in the case of liquid fuel (whether petroleum, creosote or creosote/pitch mixture).*
- (3) *The Gas and Electricity Division of the Ministry, New Oxford House, Bloomsbury Way, London, W.C.1, in the case of gas.*
- (4) *The Coal Tar Control, Quebec House, Quebec Street, Leeds, in the case of coal tar or any coal tar product other than creosote or creosote/pitch mixture.*

The only exception is in the case of electricity where the *Electricity Commission* should be approached, *through the local electricity supply undertaking.*

The consumer will then receive advice in the light of local fuel supply conditions and any other relevant circumstances.

4. All proposals on the above matters affecting Admiralty Contractors should be forwarded to the Director of Navy Contracts, Branch 12D, Rex House, Regent Street, London, S.W.1.

775.—Gas and Water Supplies to Home Establishments—Local Payment of Accounts

(C.E.-in-C. 48280/42.—18.2.1943.)

Pursuant to A.F.O. 3069/42, in order to facilitate payment of accounts, the following revised procedure will be brought into effect forthwith and continue until further notice, necessitating amendment of H.D.R. Addendum No. 3, Art. 912, paragraph 8a (1) and (2).

2. Claims for the supply of gas and water to Home Establishments are no longer to be forwarded to the Admiralty for settlement, and payments are to be made by the Cashiers or Accountant Officers of the associated Dockyards or Naval Establishments. It should be particularly noted that such claims are to be dealt with by Officers-in-Charge of Works, whether for Dockyards or other establishments in the vicinity or supplies not directly connected with a Dockyard or other Naval Establishment. The claims are to be certified in accordance with Clause (3) of the above quoted paragraph of H.D.R.

3. Claims for water supplied to R.N. Shore Signal and Wireless Stations, and redundant Coastguard Stations occupied by civilian tenants, are to be forwarded to the Accountant Officer, Naval Reserves, as heretofore.

4. It is important that claims subject to discount be paid in time to secure the discount. The attention of the Paying Officer is to be drawn to such claims by the Officer-in-Charge of Works.

5. Certain Supply Authorities allow special rates based on the aggregated consumptions of gas by all Government Departments within their area, and Admiralty consumptions will continue to be paid for as hitherto. Should any additional premises come under this category and claims be rendered by the supply Authority, the Officer-in-Charge of Works is to return them, with an intimation that they are to be included in the aggregate consumption claim. At the same time the necessary certificate as to meter readings, hire of meters or appliances, etc., is to be furnished to the Government Department which pays the accounts and thereafter periodically as required.

6. Claims for gas and water are to be certified for payment at the current terms and rates, i.e. either :—

- (a) Under special agreements, or
- (b) Under the scales for ordinary or large consumers laid down by the Supply Authorities.

7. In the case of gas supplies for new establishments or premises where the consumption is such that the Supply Authorities could reasonably be expected to concede better terms than their ordinary scale rates, the Officer-in-Charge of Works is to forward full information to the Civil Engineer-in-Chief to enable negotiations to be conducted for improved terms.

8. The rate per 1,000 gallons for new bulk supplies of water to Admiralty Establishments will be negotiated from the Admiralty by the Chief Surveyor of Lands in accordance with the instructions already issued to Officers-in-Charge of Works. The first claim for such new bulk supplies should not be paid until the rate per 1,000 gallons has been approved.

9. Article 334 of Instructions for Officers-in-Charge of Works is to be modified in accordance with paragraph 2 of this Order.

(A.F.O. 3069/42.)

776.—Telephones in Residences Abroad—Procedure
(M.F. 18/43.—18.2.1943.)

With reference to paragraph 4 of A.F.O. 5350/41, it has been decided, as a temporary war-time measure, to extend the powers delegated to officers designated therein to cover the installation of official telephones in private and official residences, provided that the regulations of A.F.O. 1017/35, Section IV, paragraph 1, 3 (e) and (d) are strictly observed and the necessity clearly established.

2. Any such action taken should be reported in the monthly return for covering approval. The name, appointment and address of the holder should always be furnished.

(A.F.Os. 1017/35 and 5350/41.)

THE WATER SUPPLY OF THE DISTRICT OF COLUMBIA

OF THE DISTRICT OF COLUMBIA

REPORT OF THE COMMISSIONERS OF THE DISTRICT OF COLUMBIA

Submitted to the Board of Commissioners of the District of Columbia, at its meeting held on the 21st day of January, 1895. By the Board of Commissioners, at its meeting held on the 21st day of January, 1895.

The Board of Commissioners of the District of Columbia, at its meeting held on the 21st day of January, 1895, has the honor to acknowledge the receipt of the report of the Board of Commissioners of the District of Columbia, at its meeting held on the 21st day of January, 1895.

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