

FOR OFFICIAL USE ONLY

Not to be communicated to anyone outside H.M. Service

ADMIRALTY FLEET ORDERS

ADMIRALTY, S.W.1,

26th February, 1942.

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

A list of these Orders is enclosed.

By Command of their Lordships,

J. V. Markham

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

NOTE:—The scale of distribution is shown in the revised Admiralty Fleet Order Volume Instructions—A.F.O. 4544/41, paragraph 10.

Head of "P" Branch

P 1 *clb* *HPB* *EV*

11 MAY 1942

P 2 *HPB*

~~P 3~~

Head of "P" Branch

ADMIRALTY FLEET ORDERS

No. Subject.

26th February, 1942.

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.)

838. Naval Shore Authorities at Home—Organisation.
 839. H.M. Ships undergoing Large Repairs—Destoring.
 840. Defence Regulations—Navigation Order No. 10, 1942.
- SECTION 2.—PERSONNEL, PAY, SERVICES, DISCIPLINE, ETC.
841. Honours and Awards—"London Gazette" Supplement of 17th February, 1942.
 842. Awards to Officers and Men of the Royal Netherlands Navy.
 843. Awards to Officers and Men of the Polish Navy.
 844. Gedge Medal and Prize—Award for 1941.
 845. Goodenough Memorial Prize—Award for 1941.
 846. Engineer-in-Chief of the Fleet—Appointment of.
 847. Protected Areas—Scotland—Revision of, Procedure for Entry.
 848. Protected Areas—North of Scotland—Entry by Relatives of Naval Personnel dangerously ill in Hospital.
 849. Regulated Areas—Establishment of, in Scotland.
 850. Qualifying Examination for Paymaster Lieutenant-Commander, 1941—Results.
 851. Command Money—Vessels undergoing Refit.
 852. Sea Transport Officers—Physical Standard of New Entries.
 853. Permanent R.N.R. and R.N.V.R. Officers—Responsibility Allowance—Qualified Officers.
 854. Promotion of Ratings to Temporary Commissions—Recommendation of Ratings who have failed to pass Boards.
 855. Convoy Equipment Inspection Staffs.
 856. Instructors required for Aircraft Maintenance Work.
 857. Army and R.A.F. Officers embarked in H.M. Ships.
 858. Income Tax—Naval Officers—Provisional Charges.
 859. First of June Appeal for Naval Officers' Charities—1941.
 860. Admiralty Surgeon and Agent.
 861. Admiralty Surgeon and Agent.
 862. Officiating Minister of Religion.
 863. Acting Petty Officer and Acting Leading Rates—Ante-dating of Confirmation.
 864. Advancement of General Service Ratings—Form S.507.
 865. Wiremen (M/S) Branch—Advancement and Introduction of Petty Officer Rate.
 866. T.124X Personnel—Forms S.165A.
 867. T.124X and T.124T Ratings—Readvancement after Disrating.
 868. T.124X and T.124T Officers—Merchant Navy Officers' Pension Fund—Notification of Particulars on Transfer.
 869. T.124X or T.124T Ratings—Punishment by Disrating.
 870. Cook and Steward Ratings, R.N.P.S.—Accelerated Advancement in Special Cases.
 871. L.D.D. Ratings—Entry—Age Limits, etc.
 872. Hydrophone Listeners.
 873. Drill in Three Ranks.
 874. Temporary Advancements of New Zealand Ratings to certain Leading and Petty Officer Rates.
 875. Plain Clothes Gratuity.
 876. Hard Lying Money—Payment in Foreign Vessels.
 877. Canadians Serving in the R.N.—Casualty Reports.
 878. Royal Australian Navy—Free Leave Travelling Warrants.
 879. Accompanied Baggage—Restriction for Rail Travel.
 880. Valuable Stores—Prevention of Loss.
 881. Naval Salvage Money—Distribution.
 882. Inventions and Suggestions from Naval Personnel.
 883. Women's Royal Naval Service—Wren Probationers—National Insurance.
 884. Women's Royal Naval Service Cadets—Vetualing and Accommodation.
 885. Special Entry of Navy League Sea Cadets—Advancement.
 886. Queen Alexandra's R.N. Nursing Service—Subsistence Allowance.
 887. Channel Islanders—Correspondence from Home.
 888. The Lansdowne Club—Restriction of Facilities.

SECTION 3.—G., T., N., E., ETC., & STORES; HULL, EQUIPMENT & FITTINGS. *Gunnery.—(Guns, Mountings, Ammunition, Turrets, Directors, Fire Control, Diving Apparatus, Magazines, etc., and Stores.)*

889. Fire Control—Open-faced indicators—magship.
 890. Gun Mountings—2-pdr. Mark VI—Heater Balance Weights—Precautions.
 891. Gun Mountings—20-mm. Marks IIA and IIIA—Provision of Grease Guns.
 892. Guns, Q.F. 2-pdr. Mark VIII—Recoil Plates, Crank and Crank Pinion Journals and Bearings—Modification.
 893. Guns, Q.F. 2-pdr. Mark XIV—Stamping of Sights.
 894. Guns, Machine, Oerlikon, 20-m.m.—Barrels and Barrel Springs—Lubrication.
 895. Guns, Machine, Lewis 0.303-in. Magazines—Allowance.
 896. Rifles, 1-in. aiming, Elswick "C"—Precautions in use of, pending Modifications.
 897. Q.F. 4-in. Ammunition—Ready-Use Lockers.
 898. Fuzes Nos. 207 and 211—Fuze covers No. 11 and No. 12—REPORTS.
 899. Telescopes—Gun Sighting—Repairs.
 900. Projectors, Type B, for Apparatus A.D., Type D.—Test of Striker Springs, etc.
 901. Fitting of P.A.C. Rocket Mountings.
 902. Blast Helmets—Allowances.
 903. Distinguishing Marking of Vote 9 Stores of British Design Manufactured in America.
- Torpedo.—(Torpedoes, Tubes, Mines and Minesweeping, Depth Charges, Paravanes, Electrical Equipment, Anti-Gas, Aircraft Torpedoes, etc., and Stores.)*
904. Bow Protector Paravanes—Towing Ropes.
 905. Torpedo Stores—Gauge for Strainers.
- Navigation.—(Navigation Stores, Sextants, Compasses, Charts, Anchors, Sails, etc.)*
906. Boats' Compass, B.O.T. Type, 4-in. Complete with Binnacle—Introduction.
 907. Swivel Pieces for Chain Cable—Surrender.
 908. Rope for Duerr Anchor, 45 lb.
- Engineer.—(Main and Auxiliary Engines, Boilers, other Machinery in Charge of the Engineer Officer, including Catapults, Coal and Oil Fuel, and Engineering Stores.)*
909. Boilers—Wear and Waste Tests—REPORTS.
 910. D.G. Mobile Wiping Units—Boiler Cleaning.
 911. Lubricating Oil System—Modification.
- Signals.—(W/T and V/S Apparatus, R.D.F., D.F., S.R.E., Wa/T and Stores.)*
912. Types 79Z, 79, 79M, 279, 279M and 281—Fuzes for Receivers P11, P12 and P13.
 913. R.D.F. Types 282/4/5—Aerial Insulation.
 914. R.D.F. Types 282/4/5—Conversion of Board, Voltage Control (Valve), Design B, Patterus X1335/A/B and W3081/A.
 915. D/F Outfit F.M.7—Revised Fitting-out Information.
 916. Close Range Fire Distribution Ardent Hailing Equipment—Type 431.
- Naval Aircraft.—(Technical.)*
917. Naval Aircraft—Repaired Instruments—Method of Marking.
 918. Martlet Aircraft—Sealing of Fuel Tank Covering at Filler Neck.
- General.—(Hull, Armour, General Equipment and Fittings, etc., and Orders affecting two or more Departments.)*
919. H.M. New Zealand Ships—Alterations and Additions—Procedure.
 920. Bottom and Boot-Topping Composition.
 921. Engine Room Ventilation—Improvement.
 922. Firefighting in H.M. Ships—Pyrene Foam Compound Units for Petrol Control Compartments.
 923. Steering Wheel, Steel—Effect on Compasses.
 924. Dan Buoys—Allowances.
 925. Boom Defence Cylindrical Buoys—Damage to Connections.
 926. Ready-use Shell Lockers.
 927. Reducing Valves, Type B, Ref. 6 D/153—Maintenance Spares.
 928. Naval Aircraft—Harness, Quick Release, Observers—Modification.
 929. Aero-engines—Cases and Stands returned to Contractors, etc.
 930. Oxy-hydrogen Underwater Cutting Equipment—Allowance.
 931. A.S.E. Amendments consequent upon Amendments to Appendices "A".
 932. Crash Gear—Equipment for Boats attending on Flying Operations.
 933. Lamp Boxes below Decks.
 934. Gunmetal—Economical Use of Virgin Metals.
 935. "Elsan" Chemical Closets.
 936. 5-in. Coir Cordage—Allowance.
 937. Manila Cordage—Blending Sisal with Manila for the Manufacture of Cordage for General Purposes.

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

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

938. Supply of Victualling Stores in United Kingdom—Procedure Consequent upon Dispersal of Stocks.
939. Royal Marines—Tropical Dress.
940. Badges—Controlled and Observation Mining Ratings.
941. Weatherproof Protective Suits.
942. Women's Royal Naval Service—Uniform Kit.
943. Women's Royal Naval Service—Uniform Kit for Motor Drivers.
944. Tubonic Ampoules of Omnopon—Issue to Non-medical Personnel.
945. Supply of ointments, etc. in collapsible tubes—Discontinuance.
946. Fumigation by the "Thermatox" System.

SECTION 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE

947. Amendments to Books.
948. Telegraphic Addresses of Naval Authorities Abroad—Correction No. 8 to A.F.O. 160/40.
949. R.N. Air Station, Lawrenny Ferry—Postal Address.
950. Admiralty Book of Anchors—Reprint.
951. Handbooks, etc. on Torpedo Subjects—Return of redundant copies.
952. Universal Amendment List to Aircraft Appendices "A."
953. Scales of Medicines, Instruments, etc., for Service Afloat, 1942.
954. Booklet—Free French Forces.
955. B.R. 50/41—War Regulations for V.A.Ds. in Naval Hospitals, etc., 1941.
956. Form O.6—Ammunition Labels—Additions.
957. O.U. 5504—Regulations for Maintenance of 21-in. Mark IX and IX* Torpedoes—Reduction in Establishment.
958. O.U. 6344 Series—Torpedo Drill for Submarines—Reclassification as B.R. 278.
959. Form S. 1515—Revision.

SECTION 6.—SHORE ESTABLISHMENTS

960. Pay of Clerical Assistants and Members of the Established Typing Grades on Trial for Promotion.
961. Sunday Attendance during the War—Non-Industrial Staff.
962. Re-employed Pensioned Non-industrial Officers and Married Women who were Formerly Established Civil Servants—Increments.
963. Area Cash Offices, etc.—Addresses.
964. Protected Areas—Scotland—Revision of—Procedure for Entry.
965. Regulated Areas—Establishment of, in Scotland.
966. West Africa Works District.
967. Payment for Naval Stores (Vote 8/2) Purchased locally.
968. Local Purchasers of Naval Stores at Commercial Ports.
969. Coal and Coke—REPORTS.
970. Lighterage of Victualling and Armament Stores in the Thames and Medway.
971. Limitation of Weight of Packages sent by Passenger Train.

(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.

638.—Naval Shore Authorities at Home—Organisation.

(M. 014606/41.—26.2.1942.)

The following details showing the organisation of the naval shore authorities at home is promulgated for information :—

Commander-in-Chief or Flag Officer Commanding.	Flag Officer -in-Charge (unless otherwise stated).	Naval Officer -in-Charge (unless otherwise stated).	Resident Naval Officer.
Commander-in-Chief, Rosyth.		Invergordon (Sub-Command Area).	Inverness.
	Aberdeen (Sub-Command Area).	Peterhead.	Fraserburgh. Stonehaven. Buckie. Macduff. Lossiemouth.
Rosyth Sub-Command Area.		Dundee. Methil. Leith and Granton	Montrose (ad- ministered by N.O.I.C. Dundee). Burntisland (ad- ministered by N.O.I.C. Methil). Grangemouth.
		Port Edgar (Captain i/c).	
	Newcastle (Sub-Command Area).	Blyth. N. Shields. Sunderland. Hartlepool. Middlesbrough.	Berwick. Amble.
	Humber (Sub- Command Area). (F.O.I.C. at Immingham).	Hull (Mainten- ance Captain). Grimsby (Capt. i/c Trawler Base).	Bridlington. Skegness. Boston.
	Yarmouth (Sub- Command Area).	Lowestoft.	King's Lynn. Hunstanton. Cromer. Southwold.

Commander-in-Chief or Flag Officer Commanding.	Flag Officer -in-Charge (unless otherwise stated).	Naval Officer -in-Charge (unless otherwise stated).	Resident Naval Officer.
Commander-in-Chief, The Nore.	Harwich (Sub-Command Area).	Brightlingsea.	Aldeburgh.
	London (Sub-Command Area).	Southend.	Burnham-on-Crouch. Gravesend.
	Nore Sub-Command Area.	Sheerness (Cdre.-in-Charge).	
		Ramsgate.	
Flag Officer Commanding, Dover.			Folkestone. Rye.
Commander-in-Chief, Portsmouth.		Newhaven	
			Cowes. Shoreham. Littlehampton.
	Southampton.		
Commander-in-Chief, Plymouth.	Portland (Sub-Command Area).	Poole. Weymouth.	
	Plymouth Sub-Command Area.		Dartmouth (Sub-Command Area). Torquay. Brixham.
		Appledore.	Watchet. Fowey.
Falmouth (Sub-Command Area).			Penzance. St. Mary's (Scilly Isles). Padstow.
	Cardiff (Sub-Command Area).	Avonmouth. Newport. Barry. Swansea.	Porthcawl. Llanelly.
	Milford Haven (Sub-Command Area).		Fishguard. Portmadoc.

Commander-in-Chief or Flag Officer Commanding.	Flag Officer -in-Charge (unless otherwise stated.)	Naval Officer -in-Charge (unless otherwise stated.)	Resident Naval Officer.
Commander-in-Chief, Western Approaches.	Liverpool (Sub-Command Area).	Holyhead. Fleetwood. Barrow. Isle of Man.	Caernarvon. Conway. Preston. Heysham. Whitehaven. Workington. Silloth.
	Belfast (Sub-Command Area).	Larne. Londonderry.	Ardglass. Greencastle (Co. Down). Bangor (Co. Down).
	Greenock (Sub-Command Area).	Stranraer. Ardrossan. Campbeltown. Loch Alsh. Lamlash. Oban. Stornoway.	Ayr. Troon. Sandbank.
	Inverary (V.A.C.T.C.).	Aultbea.	
	Glasgow		
Admiral Commanding Iceland (C).		Faroes.	
Flag Officer Commanding Orkneys and Shetlands.		Lerwick.	Sullom Voe.
	R.A. Scapa.		
		Kirkwall. Thurso.	Wick.

839.—H.M. Ships undergoing large repairs—Destoring

(M/NS. 189/42.—26.2.1942.)

With reference to A.F.O. 209/42 and C.A.F.O. 2152/41, when it is decided that ships are to be destored, reports should be rendered to the Director of Stores, Admiralty, London, giving the reasons for destoring in order that the necessary arrangements may be made.

(A.F.O. 605/26—not in annual volume—A.F.O. 209/42 and C.A.F.O. 2152/41.)

840.—Defence Regulations—Navigation Order No. 10, 1942

(N.L./H. 03910/41.—26.2.1942.)

The following Order has been issued under Regulation 43 of the Defence (General) Regulations, 1939 :—

NAVIGATION ORDER No. 10, 1942

By Command of the Lords
Commissioners of the Admiralty.

In pursuance of Regulation 43 of the Defence (General) Regulations, 1939, The Lords Commissioners of the Admiralty hereby make the following Order :—

1. In this Order the term "vessel" includes any ship or boat or other description of vessel used in navigation.
2. No vessel is to approach or be under way within 3 miles of the coast of the United Kingdom between sunset and sunrise except :—
 - (a) when such vessel is part of an organised British convoy ;
 - (b) when such vessel is on passage and using the main coastal searched channels where these encroach on the 3-mile limit ;
 - (c) subject to their arrival having been notified to the Naval Authority in charge of the port in advance vessels proceeding from one United Kingdom port to another United Kingdom port may enter any port in Northern Ireland and any English or Scottish port from Milford Haven northabout to the Tees inclusive but exclusive of the Orkneys and Shetlands, provided, that this exception shall not apply to fishing vessels ;
 - (d) subject to their arrival having been notified to the Naval Authority in charge of the port in advance vessels sailing singly from overseas may enter the ports of Liverpool, Belfast and the Clyde.

Apart from the foregoing exceptions, vessels inside the 3-mile limit who are unable to make their destination before sunset must anchor or proceed outside that limit.

3. No vessel is to approach or be under way within 3 miles of the coast of the United Kingdom during daylight hours when weather conditions are such that visibility is less than 1 nautical mile except :—

- (a) when such vessel is part of an organised British convoy ;
- (b) when such vessel is on passage and using the main coastal searched channels where these encroach on the 3-mile limit ;
- (c) when permission has been received from a Naval Patrol Vessel or an Examination Vessel.

Should any vessel be within the 3-mile limit when visibility deteriorates to less than 1 nautical mile, such vessel must anchor or stand out to sea immediately.

4. Any Naval Commander-in-Chief or Flag Officer-in-Charge of an area may by a local order exempt vessels within the area under his jurisdiction from the provision of this Order either at certain times of the day or night or at certain seasons of the year or otherwise ; and such local order may apply to all vessels or to specific types of vessels.

5. Vessels failing to comply with this Order are warned that they are liable to be mistaken for enemy vessels and thus fired upon.

6. This Order shall come into effect as from the 27th day of February, 1942, and may be cited as Navigation Order No. 10, 1942.

7. Navigation Order No. 8, 1941, is cancelled.

By Command of Their Lordships,
(Sgd.) H. V. MARKHAM.

Admiralty, S.W.1.
19 February, 1942.

(A.F.O. 4106/41 is cancelled.)

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

*841.—Honours and Awards—"London Gazette" Supplement of
17th February, 1942

(H. & A.—26.2.1942.)

CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD

St. James's Palace, S.W.1.
17th February, 1942.

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

To be an Additional Officer of the Military Division of the said Most Excellent Order
Lieutenant Herbert Bernard Acworth, R.N.

To be an Additional Member of the Military Division of the said Most Excellent Order
Mr. Reginald George Andrews, Commissioned Engineer, R.N.

For bravery and resource when their ship was attacked by Enemy aircraft.

To be an Additional Member of the Military Division of the said Most Excellent Order
Lieutenant (E) Geoffrey Michael Denys Wright, R.N.

For courage and enterprise in boarding a burning Merchantman.

To be an Additional Member of the Military Division of the said Most Excellent Order
Temporary Sub-Lieutenant Laurie Brewton Payton, R.N.V.R., H.M.T. "St. Apollo".

For resource and devotion to duty.

The KING has been graciously pleased to approve the award of the George Medal for skill and undaunted devotion to duty in hazardous diving operations, to :—

✕ Petty Officer John Thomas Humphries, 6699, R.A.N., H.M.S. "Kanimbra".

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

Stoker Petty Officer Ernest Albert Lines, P/K.65883.
Able Seaman Abraham Patterson Proudfoot, P/UD/X.1324.
Ordinary Seaman Alexander Blyth, P/SSX.35636.

For bravery and resource when their ship was attacked by Enemy aircraft.

Chief Stoker Wilfred Harry Stockham, D.S.M., P/K.65586.
Acting Stoker Petty Officer Joseph Allan Lisle, C/KX.81419.
Acting Stoker Petty Officer Cyril Arnfield Sheldon, C/K.64020.

For courage and enterprise in boarding a burning Merchantman.

Chief Engineman Harry Edmund Davies, LT/X.380 EU., H.M.T. "St. Apollo".

For resource and devotion to duty.

Chief Stoker Harold Walley, P/K.55711, H.M.S. "Ark Royal".
Stoker First Class Harold Douglas Scott, P/KX.100433, H.M.S. "Ark Royal".
Mechanician Second Class John Hall, P/KX.84493, H.M.S. "Ark Royal".

For courage and devotion to duty when H.M.S. "Ark Royal" was sunk.

ADMIRALTY

Whitehall.

17th February, 1942.

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

For leadership and relentless determination in locating and attacking an important Enemy convoy:

To be a Companion of the Distinguished Service Order

Lieutenant-Commander Frank Henry Edward Hopkins, D.S.C., R.N.

The Albert Medal (Posthumous)

Lieutenant Charles Allan Keefer, R.C.N.V.R., H.M.S. "Lulworth".

H.M.S. "Lulworth" went to the rescue of survivors from a torpedoed Merchantman. The night was dark, with heavy seas running, so that the rescue work was slow and hazardous. As "Lulworth" was about to abandon search, two men and a woman were found clinging to the wreckage. The men were saved, but as the woman, who was unconscious, was being hauled on board, she slipped from her life-jacket, disappeared below the surface, and came up astern. Lieutenant Keefer at once dived into the sea to try to save her. He reached her, but both were swept away by the heavy seas, and though search was made for an hour, neither was seen again.

For resolution and sustained courage as pilot of a Naval aircraft:

Mention in Despatches (Posthumous)

Temporary Lieutenant (A) Leslie Frederick Edward Aldridge, R.N.V.R.

For coolness and devotion to duty:

Mention in Despatches (Posthumous)

Signalman Leonard Raymond Fear, P/JX.190639, H.M.T. "St. Apollo".

For resource and tireless devotion to duty in heavy weather:

Mention in Despatches

Sub-Lieutenant Stuart Grant Moore, Royal Canadian Navy, H.M.C.S. "Restigouche".

For bravery and dauntless devotion to duty when his ship was attacked by Enemy aircraft:

Mention in Despatches (Posthumous)

Petty Officer David Frank Crow, P/J.109258,

who, though badly shaken by blast from a bomb, took charge of a party when a fire broke out in his ship, and by his dauntless courage, leadership and humour inspired all who worked with him, until the fire was put out. He then took charge of the fore-castle when the ship was taken in tow, and in harbour saw to the landing of the wounded. Only then did he himself report sick. Soon afterwards he died of his injuries.

For resource and devotion to duty in the same action:

Mention in Despatches

Temporary Surgeon Lieutenant Jocelyn Graham Reynolds, M.R.C.S., L.R.C.P., R.N.V.R.

Engine Room Artificer Third Class Richard Boyle, P/MX.52368.

For bravery and enterprise in boarding a burning Merchantman:

Commendation

Temporary Lieutenant Alfred Kenneth Peterkin, R.N.R.

Acting Petty Officer Colin Gordon Hugh Duffay, D.S.M., D/JX.133011.

Acting Petty Officer Robert James Theobald, D.S.M., C/J.103645.

Stoker Petty Officer Charles William Styles, D/K.67241.

Temporary Acting Leading Seaman Donald George Hutchison, D.S.M., D/J.93910.

Temporary Acting Leading Stoker Ronald William Pardoe Neville, P/KX.90477.

Able Seaman George Robert Hedrick Harrison, D/JX.130866.

Telegraphist William John White, D.S.M., C/JX.149044.

Stoker First Class Herbert James Gates, P/K.64340.

*842.—Awards to Officers and Men of the Royal Netherlands Navy

(H. & A. 293/41; H. & A. 620/41; H. & A. 42/42.—26.2.1942.)

The King has lately been graciously pleased to approve the following awards to officers and men of the Royal Netherlands Navy for their good services in submarines:—

D.S.O.

Lieutenant-Commander Otto de Booy, R. Neth. N., H.N.M.S. "O.24".

Lieutenant-Commander Antonie Jacobus Bussemaker, R. Neth. N., H.N.M.S. "O.16".

Lieutenant-Commander Johannes Frans van Dulm, R. Neth. N., H.N.M.S. "O.21".

Lieutenant-Commander Gerardus Bernardus Michael van Erkel, R. Neth. N., H.N.M.S. "O.23".

Lieutenant-Commander Carel Adrianus Johannes van Well Groenveld, R. Neth. N., H.N.M.S. "K.14".

D.S.O.

Lieutenant-Commander Henry Christopher John Coumou, R. Neth. N., H.N.M.S. "K.12".

D.S.M.

Leading Seaman Cornelis de Wolf, H.N.M.S. "O.16".

Mention in Despatches

Lieutenant-Commander Richard de Bruyn, R. Neth. N., H.N.M.S. "O.24".

Lieutenant-Commander (E) Folkert Jan de Hoop, R. Neth. N., H.N.M.S. "O.23".

Lieutenant Jacob Frans Drijfhout van Hooff, R. Neth. N., H.N.M.S. "O.23".

Lieutenant Petrus Josef Sietse de Jong, R. Neth. N., H.N.M.S. "O.23".

Lieutenant Wopke Johan de Vries, R. Neth. N., H.N.M.S. "O.21".

Lieutenant (E) Aimé Ohr, R. Neth. N., H.N.M.S. "O.21".

2. These awards will not be gazetted.

*843.—Awards to Officers and Men of the Polish Navy

(H. & A. 162/41.—26.2.1942.)

The King has lately been graciously pleased to approve the following awards to officers and men of the Polish Navy for their good services in the sinking of the "Bismarck":—

D.S.C.

Commander Eugeniusz Plawski, Polish Navy, O.R.P. "Piorun".

Lieutenant-Commander Kazimierz Hess, Polish Navy, O.R.P. "Piorun".

D.S.M.

Chief Petty Officer Boleslaw Lassa, O.R.P. "Piorun".

Petty Officer Edward Dolecki, O.R.P. "Piorun".

2. These awards will not be gazetted.

844.—Gedge Medal and Prize—Award for 1941

(C.W. 5636/42.—26.2.1942.)

Paymaster Sub-Lieutenant P. D. de L. Alley, R.N., H.M.S. "Nile," has been awarded the Gedge Medal and Prize for 1941.

†845.—Goodenough Memorial Prize—Award for 1941

(C.W. 4560/42.—26.2.1942.)

The Goodenough Memorial Prize for 1941 has been awarded to Sub-Lieutenant D. G. Kent, R.N., H.M.S. "Sturgeon".

846.—Engineer-in-Chief of the Fleet—Appointment of

(C.W. 5129/42.—26.2.1942.)

Engineer Rear-Admiral F. R. G. Turner, C.B., O.B.E., has been appointed Engineer-in-Chief of the Fleet, in succession to Engineer Vice-Admiral Sir George Preece, K.C.B., and promoted to the rank of Engineer Vice-Admiral to date 23rd March, 1942.

847.—Protected Areas—Scotland—Revision of—Procedure for Entry—REPORTS

(N.L. 14979/41.—26.2.1942.)

By Orders under the Defence Regulations the Secretary of State for War has released a large part of the North of Scotland (commonly called No. 1) Protected Area from being subject to the restrictions of a Protected Area. Under these Orders, which become operative on the 1st March, 1942, the parts of the present No. 1 Protected Area to be retained subject to the Protected Area restrictions are reconstituted as three separate Protected Areas to be known as No. 1, No. 3 and No. 4 Protected Areas respectively. The boundaries of these three Protected Areas are as follows:—

No. 1.—All those parts of the Counties of Ross and Cromarty and Inverness lying within a line drawn as follows:—

From Greenstone Point south-eastwards by the line of low-water mark to the mouth of the Gruinard River; thence along the western bank of the river to the north-western end of Loch na Sheallag; thence in a straight line to the main road junction on the western edge of Achnasheen; thence in a straight line to the road junction to east of Cluanie Inn; thence southwards along the western side of the road to Tomdoun (exclusive of the said road); thence westwards along the northern side of the road to Kinloch Hourn (exclusive of the said road); thence westwards along the southern shore of Loch Hourn to the Sound of Sleat and thence south-westwards to the Point of Sleat and thence north-westwards to include the Island of Skye and adjacent islands (but excluding the islands of Rhum, Eigg and Canna) to the Little Minch; thence north-eastwards, passing north of Fladda-Chuain, to Greenstone Point.

No. 3.—All those parts of the Counties of Inverness and Argyll lying within a line drawn as follows:—

From the road junction at Tomdoun southwards in a straight line to the southern shore of Loch Eil immediately opposite the mouth of the Allt Dogha; thence eastwards along the southern shore of Loch Eil and south-westwards along the western shore of Loch Linnhe to Rudha an Ridire on the Sound of Mull; thence south-westwards by the Firth of Lorne to include the Island of Mull and immediately adjacent islands, to Dubh Artach; thence north-westwards to include the Islands of Tiree and Coll and immediately adjacent islands; thence north-eastwards and eastwards to include the Islands of Canna, Rhum and Eigg and immediately adjacent islands (but excluding the Island of Skye), to the Point of Sleat; thence by the Sound of Sleat north-eastwards of Loch Hourn; thence eastwards along the southern shore of Loch Hourn to Kinloch Hourn; thence eastwards along the northern side of the road to Tomdoun (inclusive of the said road).

No. 4.—The islands forming part of the Counties of Ross and Cromarty and Inverness and known as the Outer Hebrides.

The existing Protected Area No. 2 comprising the counties of Orkney and Zetland remains unaltered.

2. On and after the 1st March, 1942, persons desiring to enter these areas must obtain a permit (D.R. Form 7) from a Military Permit Officer, or in the case of Admiralty personnel through the Director of Naval Intelligence (*vide* paragraph 4), in accordance with the instructions hereinafter contained unless they fall into one of the exempted categories set out in paragraph 3, or are persons (other than enemy aliens) who are normally resident within the particular area and are in possession of a certificate of residence. (D.R. Form 16.)

3. *Persons exempted under the Orders.*—The following classes of persons must be prepared to prove their identity as members of an exempted class, if they wish to enter or return to the areas:—

- (a) A person in receipt of pay as a member of any of His Majesty's Forces or of any Police Force in the United Kingdom.
- (b) A person who is the holder of an Official Pass (D.R. Form 1) and whose official duty requires him to enter or be within the said area.
- (c) A member of any Allied Force whose official duty requires him to enter or be within the said area.

Note.—In the case of allied personnel returning from leave to a Protected Area, his leave chit should indicate that he is returning to duty in the Area.

- (d) A foreign official or officer who is the holder of a Foreign Official Pass (D.R. Form 10 or 10A) and whose official duty requires him to enter or be within the said area.
- (e) A person under the age of 16 years.
- (f) A person who is certified to be employed by the Admiralty, Army Council or Air Council within the said area.
- (g) A person who is the holder of a certificate of employment in essential services in war (D.R. Form 12) or an Air Ministry Pass and Identity Card (A.M. 1551) and whose duty in such employment requires him to enter or be within the said area.
- (h) A person who is the holder of Form N.R. 110 whose duty requires him to enter or be within the said area or who is returning home on leave.

4. *Procedure to be adopted by Admiralty civilian personnel and contractors' representatives proceeding to any of the Protected Areas on duty.*—(a) *Normal Entry.*—Admiralty Civilian personnel unless issued with a D.R. Form 1 or D.R. Form 12 (certificate of employment in essential services in war) must be in possession of D.R. Form 7, which can be obtained through the Director of Naval Intelligence (Passport and Permit Section, Tel. Admiralty, Ext. 1051) or from one of the Military Permit Officers whose addresses are given in paragraph 8 (b). Admiralty Contractors' employees not in possession of D.R. Form 12 must obtain D.R. Form 7 in accordance with paragraph 8, or a Ministry of Labour and National Service Form E.D. 227.

Form E.D. 227 may only be used to secure immediate entry to the Protected Areas to work on a Government contract or in an Admiralty Establishment. It may only be issued to an employee who comes under the Unemployment Insurance Act (i.e. industrial employees) whose character can be vouched for and who is going to the Protected Areas for a period of time. It should not be issued to the same employee more than once, nor if he has previously held a Military permit (D.R. Form 7).

Form E.D. 227 is only an emergency pass to enter the Protected Area. A holder of this form must obtain a regular permit, D.R. Form 7 at the earliest possible moment from a Military Permit Officer. Naval Authorities issuing Form E.D. 227 should note that only part "C" should be issued to the man. Parts "A" and "B" must be forwarded to the Military Permit Officer, Edinburgh.

(b) *Frequent Visits.*—To meet the requirements of civilians who are employed by the Admiralty or by Admiralty contractors and who have frequent occasion to enter the Protected Areas on Admiralty duty, admission to the areas can be obtained with a minimum of formality on the presentation at the point of entry in the area of D.R. Form 12, accompanied by an order or letter outlining the duty of the holder within the Protected Area. Persons holding D.R. Form 12 will not require to apply to a Military Permit Office on each occasion of visiting the Area, but written instructions are essential in respect of each visit.

It is strongly recommended that where frequently repeated short visits are required, such as in the case of civilian transport drivers regularly employed by the Admiralty, use should be made of D.R. Form 12.

Heads of Departments are reminded that they are responsible for checking the bona fides of the individuals to whom these certificates of occupation are issued and for their return and destruction on termination of the employment in respect of which they were issued. A D.R. Form 12A must be completed in respect of each D.R. Form 12 issued.

Admiralty Departments should issue D.R. Forms 12 to Admiralty employees only. Should departments receive requests from commercial firms carrying out Admiralty contracts for these forms, the requests should be referred to the Director of Naval Intelligence.

Supplies of blank forms (together with Form 12A Application Form) can be obtained from the Naval Store Officer, R.N. Store Depot, Elveden Road, Park Royal, N.W.10.

(c) *Emergency Visits by Admiralty Civilian Personnel, Contractors' Representatives, Merchant Navy Personnel, (not in possession of N.R. 110) and Representatives of Shipping Firms.*—Where on account of urgency, time does not allow either a D.R. Form 7, or an E.D. 227 to be procured, Military Permit Officers on being informed by the appropriate authority are empowered to make the necessary arrangements for authorising control posts to pass persons belonging to these categories into the Protected Areas.

Thus the Admiralty Department concerned, or the appropriate Flag or Naval Officer-in-Charge, should telegraph to Military Permit Officer, Edinburgh (Telegraphic address, "Milperm, Edinburgh"), giving the following particulars:—

- (a) The full name of the employee or other person;
- (b) the type and number of his identity document;
- (c) his destination in the Protected Areas; and
- (d) details of the route he is taking, and whether travelling by road, rail or air.

D.R. Form 5 must be completed by each such employee, or person, and forwarded to the Military Permit Officer, Edinburgh, in due course. Supplies of blank forms can be obtained from R.N. Store Depot, Elveden Road, Park Royal, N.W.10, or from one of the authorities mentioned in paragraph 8 (b).

The employee or other person may proceed at once but must have in his possession written instructions from the department, naval authority, or firm concerned. Naval and other Admiralty authorities will be responsible for satisfying themselves as to the *bona fides* of the persons being sent to the areas, and that the occasion is one in which there is no time for the normal procedure (*vide* paragraph 8) to be adopted. Care should be taken that these instructions are retained by the holder until he leaves the area.

The Ministry of War Transport have been informed in the sense of these emergency instructions.

5. Persons travelling to or from No. 4 Area, and passing directly through No. 1 and No. 3 Areas, provided they are in possession of a permit or certificate of residence valid for No. 4 Protected Area, will not require a permit to enter either of these areas in transit. Any such persons, however, who desire to remain in No. 1 or No. 3 Area must have a permit to do so, applied for as stated below.

6. All present holders of permits valid for parts of the present No. 1 Protected Area which will be covered in the future by the new No. 1 or No. 3 or No. 4 should return their present permit to the Military Permit Officer issuing it, with a statement of the area or areas (if any) for which permits are now required.

Up to 31st March, 1942, to meet the needs of persons immediately requiring to use their present permits or certificates of residence, the Commandants of the three Protected Areas will authorise their control posts to accept these documents if, in the case of permits, they would entitle the holder at present to enter the particular area in question.

7. *Residents.*—All persons resident in any Protected Area who may require to leave it and to return from time to time, or whose movements inside that area may bring them in contact with control posts or patrols, are warned that they will be called upon to produce evidence that they do reside within that area and are therefore exempted from the necessity to be in possession of a military permit. The date governing residence in respect of the new No. 1 Protected Area is the date of the original order coming into force, viz., 11th March, 1940. In the case of both Nos. 3 and 4 Protected Areas the date will be 1st March, 1942. The certificates of residence (known as D.R. Forms 16) issued to residents in the present No. 1 Protected Area will be replaced in each Protected Area by new certificates of residence. All holders of a certificate of residence at present and qualified to be treated as residents in the new No. 1, No. 3 or No. 4 Protected Area should apply

in person or by letter to the police station nearest their homes or to the county police headquarters for new certificates of residence in exchange for their present ones. All certificates of residence held by "residents" in the present No. 1 Protected Area, who will not be residents as above stated in the new No. 1, No. 3 or No. 4 Protected Area will cease to be operative for these areas. Any person claiming to be entitled to a certificate of residence and not already in possession of one should apply in like manner to the police station nearest such person's home. In all cases the person making application should produce his or her National Registration Identity Card. The green identity card, having a photograph, is the most satisfactory document of identity to support a certificate of residence and bearers of this may be saved delay and inconvenience in proving their identity by its use. Green identity cards may be applied for through any National Registration Officer or any Registrar of Births, Deaths and Marriages in Scotland.

8. *How to obtain Permit (D.R. Form 7) (General Public, including wives of all Service Personnel, Contractors' Representatives, etc.)*—(a) No permit will be issued until the applicant has produced photographic evidence of his identity. If the applicant is a British subject his evidence of identity may be a passport, green National Registration identity card or certain other National Registration identity cards officially issued with a photograph (i.e., N.R. 107 and N.R. 111).

If the applicant is an alien, the evidence of identity must be his Alien's Registration Certificate.

(b) The first step is to apply for an application form for a permit (D.R. Form 5) and also if not already in possession of evidence of identity, for an application form for a green National Registration identity card (N.R. 46 in Scotland, N.R.76 in England). Either or both of these application forms may be obtained from one of the following addresses:—

Military Permit Officer,
49, Castle Street, Edinburgh, 2.
Telegraphic address: "Milperm, Edinburgh." Telephone 33511.

Military Permit Officer,
141, Bath Street, Glasgow, C.2.
Telegraphic address: "Milperm, Glasgow." Telephone Douglas 3720.

Military Permit Officer,
Dartmouth Street, London, S.W.1.
Telegraphic address: "Milperm, London." Telephone Whitehall 9060, Extension 202.

or (in Scotland) from any Registrar or National Registration Officer.
or (in England) from certain specially authorised National Registration Officers whose addresses may be obtained from any National Registration Officer or police station.

(c) When the application form for a green National Registration identity card is received, it should be completed AND TAKEN PERSONALLY to (in Scotland) any Registrar or National Registration Officer, or (in England) to one of the specially authorised National Registration officers mentioned above.

(d) The green National Registration identity card bears a photograph of the holder (similar to that on a passport—two inches square, full face and without a hat) and applicants must take two such photographs (one of them certified) with them when they go with their application form to the Registrar or National Registration Officer. They must also hand over their buff National Registration identity card.

(e) When the application form for a permit (D.R. Form 5) is received it should be completed and taken personally, or sent, together with the evidence of identity (passport, green National Registration identity card or Alien's Registration Certificate), to a Military Permit Officer at one of the three addresses given above.

(f) If permission to enter the area or areas is granted the applicant will be given, or sent, the appropriate permit (D.R. Form 7) together with his evidence of identity.

Note.—A Registrar or National Registration Officer will, on request, send the green National Registration identity card direct to the Military Permit Officer; care must be taken to state to which of the three Permit Officers it is to be sent.

In such cases the Military Permit Officer must be so informed when the D.R. Form 5 is sent to him.

9. Applicants are warned to give the longest possible notice to the Permit Offices by applying for a permit early, since in ordinary circumstances the period of time required for the issue of a permit is ten days after receipt of the application.

10. *Families of Naval Personnel.*—Wives and children (over the age of 16) of naval personnel wishing to enter the Protected Areas are of the same status as civilians and must therefore obtain military permits (*vide* paragraph 8) Children under the age of 16 require no permits.

The applicant must state :—

- (i) The name and rank of officer or rating and relationship.
- (ii) Address in Area.
- (iii) Duration of stay and date of entry.

If proceeding to No. 1 or No. 2 Protected Area the applicant must forward an accommodation guarantee signed by the Naval Officer-in-Charge concerned.

11. With reference to (ii) above, if at the time of application the port or address is not known, it should be so stated. The permit will then be held by the Military Permit Officer until the information is available and telegraphed to the Military Permit Officer, when the permit will be forwarded at once, or arrangements will be made to wire authority to enter the Area. The permit will then follow by post.

12. In cases of such visits the period of validity is governed by the locality visited and varies up to a maximum of six months. Renewal of a permit on expiration of validity can usually be obtained on application.

13. In urgent cases of a compassionate nature the Military Permit Officer will usually be prepared to make special arrangements.

14. Any difficulties which may arise in connection with the above procedure are to be reported to the Secretary of the Admiralty.

(A.F.Os. 1473/41 and 2359/41 are cancelled.)

848.—Protected Areas—North of Scotland—Entry by Relatives of Naval Personnel Dangerously Ill in Hospital.

(N.L. 6946/41.—26.2.1942.)

It is notified that the "urgent cases of a compassionate nature" referred to in paragraph 13 of A.F.O. 847/42 is intended to include the case of a naval officer or rating being reported dangerously ill in hospital in the Protected Areas in the North of Scotland. Facilities exist whereby the next-of-kin of such officer or rating are enabled to visit him in hospital without the necessity of obtaining the usual military permit. The procedure is as follows :—

2. When a member of H.M. forces is placed on the dangerously ill list, a telegram is sent by the Officer-in-Charge of the hospital or other medical unit advising the next-of-kin of the dangerous illness. The telegram includes a statement to the effect that if the next-of-kin desires to visit the patient he must take the telegram with him and retain it on the journey for production as required at the Protected Area Control Posts. When sending a telegram of this nature, the Officer-in-Charge of the hospital or other medical unit should send a further telegram to the Military Permit Officer, Edinburgh (telegraphic address : Milperm, Edinburgh), repeating the telegram which has been sent to the next-of-kin in the following form :—

"The following message permitting a visit to this hospital (a) has been sent to (b)."

(a) or other unit ;

(b) here state name and address of next-of-kin and repeat the message sent.

3. In cases of visits to the Orkneys and Shetlands a statement should be included in the telegram to the effect that the next-of-kin may find it impossible to secure accommodation for the night.

(A.F.O. 847/42.)

849.—Regulated Areas—Establishment of, in Scotland

(N.L. 14979/41.—26.2.1942.)

The Secretary of State for War has declared each of the new No. 1, No. 3 and No. 4 Protected Areas referred to in A.F.O. 847/42 to be a Regulated Area under Defence Regulation 13A, and also those other two areas, the boundaries of which are set out below :—

(a) *Western Scotland Regulated Area.*

All those parts of the counties of Inverness, Argyll, Dumbarton and Bute lying within a line drawn as follows :—

From the road junction at Tomdoun eastwards along the southern side of the road to the road junction at Invergarry ; thence in a south-westerly direction along the western side of the road to Laggan Locks ; thence along the western shore of Loch Lochy and along the western bank of the River Lochy to the junction with the Gairloch-Speen Bridge road ; thence along the southern side of the said road to the point at which it is crossed by the West Highland Railway ; thence eastwards and southwards along the West Highland Railway (but excluding the said railway) to Crianlarich ; thence southwards along the western side of the Crianlarich-Loch Lomond road to the road junction at Arden ; thence south-westwards along the south side of the road to Helensburgh ; thence round the northern and eastern boundaries of the Burgh of Helensburgh to the coast ; thence westwards and southwards by the Firth of Clyde to include Greater and Lesser Cumbrae ; thence westwards to include the Island of Arran to the Mull of Kintyre ; thence north-westwards and northwards to include the Islands of Islay, Jura, Colonsay and immediately adjacent islands ; thence north-eastwards by the Firth of Lorne, passing south and east of the Island of Mull to Rudhaan Ridire on the Sound of Mull ; thence north-eastwards along the western shore of Loch Linnhe and westwards along the southern shore of Loch Eil to a point immediately opposite the mouth of the Allt Dogha burn ; thence northwards in a straight line to the road junction at Tomdoun.

(b) *Northern Scotland Regulated Area.*

(i) All those parts of the counties of Ross and Cromarty, Sutherland and Caithness lying to the west and north of a line drawn parallel to and five miles inland from the coast road which runs from the mouth of the Gruinard River, passing through Ardessie—Braemore—Elphin—Inchnadamph—Laxford Bridge—Durness—Tongue—Bettyhill—Reay—Bridge of Forss, to Thurso.

(ii) All that part of the county of Caithness lying to the east of a line drawn along the western side of the Thurso-Mybster-Latheron road to the coast.

2. In any part of a Regulated Area from time to time on account of military exigencies restrictions may be imposed to prevent persons not engaged on essential business from entering or journeying through particular districts.

3. By byelaws issued by the Secretary of State in such parts of a Regulated Area in which such restrictions may be operating and for the term of their operation no person may carry a camera without a permit.

4. In no public place at all in a Regulated Area may any person carry telescopes or binoculars without a permit. Throughout a Regulated Area all persons over 16 years of age staying at hotels, boarding houses, etc., will require to give fuller particulars on registration than at present. These byelaws will operate on and after the 1st March, 1942.

5. Applications for permits where necessary in respect of such Regulated Area provisions must be made in the case of the Protected Areas which are also regulated areas to the commandants of those areas, viz. :—

No. 1 Protected Area at No. 1 Area Headquarters, Kyle of Lochalsh.

No. 3 Protected Area at No. 3 Area Headquarters, Fort William.

No. 4 Protected Area at No. 4 Area Headquarters, Stornoway, and in the case of the regulated areas :—

Western Scotland : Security Officer, Scottish Command, Edinburgh.

Northern Scotland : Security Officer, Castle Tolmie, Inverness.

(A.F.O. 847/42.)

850.—Qualifying Examination for Paymaster Lieutenant-Commander, June, 1941—Results

(C.W. 3737/42.—26.2.1942.)

The following tables show the names of candidates who were successful in the qualifying examination for the rank of Paymaster Lieutenant-Commander held in June, 1941, together with the marks obtained in each subject :—

SUCCESSFUL CANDIDATES

Examination for Paymaster Lieutenant-Commander—June, 1941

	Naval Law and Court Martial Procedure.	Accountant Officers' Duties.	K.R. and Books of Instruction.	Inter-national Law.	Merchant Shipping Act.	Cyphering and Coding.	Total.
Maximum marks ...	100	250	150	70	30	50	650
To qualify ...	50	175	105	35	15	35	—
<i>Name.</i>							
G. B. R. S. Harris ...	55	175	116	41	18	42	447
G. H. L. Kitson ...	87	209	118	46	17	48	525
T. C. Sherwin ...	72	188	135	59	16	49	519
P. H. Williams ...	51	179	105	37	16	42	430

SUCCESSFUL RE-EXAMINED CANDIDATES

Examination for Paymaster Lieutenant-Commander—June, 1941

	Naval Law and Court Martial Procedure.	Accountant Officers' Duties.	K.R. and Books of Instruction.	Inter-national Law.	Merchant Shipping Act.	Cyphering and Coding.	Total.
Maximum marks ...	100	250	150	70	30	50	650
To qualify ...	50	175	105	35	15	35	—
<i>Name.</i>							
A. H. Barton ...	—	—	105	—	—	—	—
R. T. Owen ...	68	186	—	—	—	42	—
L. Gilman ...	—	—	—	47	—	45	—

851.—Command Money—Vessels Undergoing Refit

(C.W. 18098/41.—26.2.1942.)

With reference to A.F.O. 3252/41, formal appointments for officers "in command" of vessels undergoing refit with reduced complements or care and maintenance parties will not be issued. Authority for payment of Command money at the appropriate rate and under the conditions laid down in A.F.O. 3252/41 will be left to the Flag or Naval Officer-in-Charge, but this allowance is not to be credited for periods of less than 30 days in command.

2. Suitable notations are to be made in the ledger when Command money is paid.

(A.F.O. 3252/41.)

852.—Sea Transport Officers—Physical Standard of New Entries

(D. of S.T./M.D.G. 50240/41.—26.2.1942.)

Candidates for temporary R.N.R. or R.N.V.R. commissions for duty with the Sea Transport Service will in future be medically examined either at an R.N. hospital or sick quarters, or at the department of the Medical Director-General.

2. For the purpose of this examination, sea transport officers may be regarded as falling within one of two categories, viz. :—

- (i) Officers with Merchant Navy experience and Board of Trade "Foreign Going" certificates whose duties in the sea transport service include the superintendence at home or abroad of the loading and discharge of Government cargoes at all times of the day or night and under all conditions of weather. These officers hold temporary R.N.R. commissions.
- (ii) Officers with shipping office experience, whose normal duties are of an administrative nature at the various sea transport headquarters at home and abroad. These officers hold temporary commissions in the special branch of the R.N.V.R.

3. Exceptionally, candidates with certain specialised knowledge of stevedoring but without the Board of Trade qualifications necessary to holders of R.N.R. commissions, may be entered in the special branch of the R.N.V.R. for category (i) duties, and such officers must reach the physical standard required for such duties. These exceptions will be brought to the notice of the examining officers as they arise.

4. Candidates for either category must be free from any gross physical defects and must not suffer from any condition that is likely to become aggravated by duty, or render them incapable of carrying out their duties efficiently.

The wearing of glasses is permissible.

Both categories are required to be physically fit for service either at home or abroad as may be necessary, but it is clear that the nature of the duties of officers in category (i) calls for a higher standard of fitness than for those in category (ii).

5. Where a candidate is found fit for home but *not* for foreign service, the fact should be specifically stated in order that the question of his acceptance may be considered in the light of prevailing circumstances.

853.—Permanent R.N.R. and R.N.V.R. Officers—Responsibility Allowance—Qualified Officers

(C.W. 33554/41.—26.2.1942.)

Attention is drawn to the fact that by A.F.O. 1474/41 the payment of Responsibility Allowance to an Officer possessing the status of Qualified Officer may be made, even in cases where the Commanding Officer is unable to give the certificate laid down in paragraph 3 (b) of that Order. The approval of the Flag Officer, required by paragraph 4 of the Order, was to ensure that the Flag Officer was satisfied that the officer was still worthy to hold the status of Qualified Officer. In all future cases of grant of the status of Qualified Officer, the Responsibility Allowance should be paid without separate approval of a Flag Officer.

2. No separate approval for the payment of Responsibility Allowance will therefore be required for any officers granted the status of Qualified Officer after the date of this Order.

(A.F.O. 1474/41.)

854.—Promotion of Ratings to Temporary Commissions—Recommendation of Ratings who have Failed to Pass Boards

(C.W.—26.2.1942.)

With reference to paragraphs 24 and 25 of A.F.O. 3970/40, H.O. or Reserve ratings who are recommended for temporary executive or special branch commissions but fail to pass the Admiralty Selection Board or the Passing Out Board from H.M.S. "King Alfred," may be recommended to appear again before a Preliminary Selection Board and the Admiralty Selection Board provided that—

- (a) they have performed at least twelve months' service, six of which in the case of executive candidates must have been at sea, since they failed the Admiralty Selection Board or the Passing Out Board;
- (b) they are considered by their commanding officers to have developed officer-like qualities to an extent well up to the average of C.W. ratings.

2. Until these ratings comply with these conditions, no Form C.W.1 (T) should be started for them and no restriction on drafting is necessary. These ratings will be eligible to qualify for higher substantive and non-substantive ratings and should be encouraged to do so. The fact that a rating has so qualified may be considered as an additional reason for giving him a second opportunity to try for a temporary commission.

3. Candidates for temporary Accountant Branch commissions who fail to pass the Admiralty Selection Board are already eligible to appear again before the Board for a second and third time. No change is made in these arrangements but ratings who fail to pass the Passing Out Board from H.M.S. "King Alfred" may be recommended to appear again before the Preliminary and Admiralty Selection Boards subject to the same conditions as ratings who are candidates for executive branch commissions.

4. In order that Forms C.W.1 (T) should not be started for ratings who have failed to pass the Admiralty Selection Board or the Passing Out Board, before they are eligible under this order, Commanding Officers, before starting Forms C.W.1 (T) are to satisfy themselves, if necessary by inquiry from ratings concerned, that they have not already failed.

(A.F.O. 3970/40.)

855.—Convoy Equipment Inspection Staffs

(T.D. 2/42.—26.2.1942.)

Experience has shown that closer supervision is necessary regarding the various items of special equipment required by merchant vessels sailing in convoy. Every vessel of about 500 g.t. and over trading to ports in the United Kingdom is likely to be included in convoy at some time and the difficulties of supervision have been greatly increased by the large number of Allied ships which are now included in British convoys.

2. Deficiencies in any one ship may affect the safety of a whole convoy, and it is therefore of the first importance that regular inspections should be undertaken by Naval staffs and that no ship should be allowed to sail in such a condition that she may endanger herself and her consorts.

3. To facilitate such inspections and particularly to ensure proper supervision of black-out arrangements, special Convoy Equipment Inspection Staffs have been established at the principal ports in the U.K. within the N.C.S. organisation. Their duties involve daily visits to ships in dock areas both by day and night, and personal contacts with ship masters as well as correspondence with owners' representatives and the Inspector of Convoy Equipment. The necessary facilities should be afforded.

4. The Inspector of Convoy Equipment, Captain H. L. Upton, D.S.C., R.D., R.N.R., has now been transferred to the Admiralty where he operates under the Director of Trade Division.

5. Convoy Equipment Inspection Officers have been appointed at the following ports:—

Avonmouth.	Grangemouth.	Manchester.
Belfast.	Gravesend.	Methil.
Blyth.	Grimsby.	Middlesbrough.
Cardiff.	Hull.	Newcastle.
Falmouth.	Leith.	Sunderland.
Glasgow.	Liverpool.	Swansea.
Gourock.	London.	

(A.F.O. 4117/41 is cancelled.)

*856.—Instructors Required for Aircraft Maintenance Work

(N. 27228/41.—26.2.1942.)

Instructors in aircraft maintenance work are required for the Air Mechanic and Air Fitter branches.

2. Ratings who have had considerable experience in such work before joining the Royal Navy are invited to bring their qualifications to the notice of their Commanding Officers. It is not sufficient that men should simply have been employed in the aircraft industry. Men who have been instructors in the R.A.F. in this type of work will, however, probably be very suitable.

3. Applications should be forwarded to the Secretary of the Admiralty (for D.P.S.) in the following form:—

- (a) Full names, port division and official number.
- (b) Present rating.
- (c) Whether pensioner, reservist, "H.O.", etc., etc.
- (d) Details of experience of maintenance work and where gained.
- (e) Capacity in which employed, e.g., air frames, engines, etc.

4. Ratings who, after passing an interview and usually a trade test, also at Lee-on-Solent, are selected for instructor duties, will be transferred to the appropriate branch (Air Mechanic or Air Fitter) and will be granted such higher rating, depending on experience and ability, as may be recommended by the Commanding Officer, R.N. Barracks, Lee-on-Solent.

5. If it is not in the interest of any rating to transfer to either the Air Mechanic or Air Fitter rate, he may be permitted to retain his present rating until such time as it will be to his benefit to transfer. During this period he will be regarded as belonging to his present port division, but "lent" to the F.A.A.

857.—Army and R.A.F. Officers Embarked in H.M. Ships

(M. 28/42.—26.2.1942.)

For the duration of the war all Army and R.A.F. officers embarked in H.M. ships are to be regarded as passengers unless specifically appointed to the ship for duty by the Army or R.A.F. authorities.

858.—Income Tax—Naval Officers—Provisional Charges

(D.N.A. 2834/42.—26.2.1942.)

Accountant officers sometimes refrain from instituting provisional tax charges against officers who state that their tax is or will be paid privately.

2. It is notified that the Income Tax Act, 1918, requires that tax chargeable on official pay shall be deducted out of the official pay. Provisional tax charges should, therefore always be instituted in accordance with Section V, Part 1, paragraph 16, of the income tax circular 1941/42 (A.F.O. 3898/41.)

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

*859.—First of June Appeal for Naval Officers' Charities—1941

(P.M. 169/42.—26.2.1942.)

With reference to A.F.O. 405/41, subscriptions received up to 23rd December, 1941, together with a small sum representing interest on the deposit account, amounted to £3,008 9s. 10d.

2. This sum has been distributed as follows :—

	£	s.	d.
Admiral of the Fleet Sir Frederick Richards Memorial Fund	290	0	0
Hawkins' Fund—Marine Society	55	0	0
Housing Association for Officers' Families	200	0	0
Lloyds Patriotic Fund (Naval Officers' cases)	300	0	0
Queen Adelaide Naval Fund	200	0	0
R.N. and R.M. Warrant Officers' Benevolent Fund	400	0	0
Officers' Families Fund (Naval cases)	150	0	0
Royal Naval Benevolent Society	255	0	0
Royal Patriotic Fund Corporation (Naval Officers' cases)	25	0	0
Soldiers', Sailors' and Airmen's Families Association (Naval Officers' cases)	85	0	0
Royal Naval Scholarship Fund	150	0	0
Royal School for Naval and Marine Officers' Daughters	400	0	0
Officers' Association (Naval Officers' cases)	490	0	0
	£3,000	0	0
Cheque book		4	2
	£3,000	4	2
Carried forward to collection for 1942 Appeal	8	5	8
	£3,008	9	10

3. Further sums amounting to £82 12s. 4d. which have been received since the above distribution was effected, have been placed on deposit account for the 1942 Appeal collection.

4. The Committee wish to thank all those who have contributed to the 1941 Appeal the result of which exceeded the first appeal by approximately £200.

(A.F.Os. 405/41, 1345a/41 and 2233/41.)

860.—Admiralty Surgeon and Agent

R.N. Armament Depot, Dean Hill

(C.E. 133/42.—26.2.1942.)

Mr. W. A. Wilson-Smith, M.D., D.P.H., of Whiteparish, near Salisbury (Telephone No. Whiteparish 22) has been appointed Admiralty Surgeon and Agent for the R.N. Armament Depot, Dean Hill, in addition to Whiteparish, West Dean and East Dean.

(A.F.O. 5620/41.)

†861.—Admiralty Surgeon and Agent

Norton, near Sheffield

(C.E. 2269/42.—26.2.1942.)

Mr. C. Black, M.R.C.S., L.R.C.P., of 656, Chesterfield Road, Norton Woodseats, Sheffield, 8 (Telephone No. Sheffield 50498), has been appointed Admiralty Surgeon and Agent for Norton, near Sheffield.

862.—Officiating Minister of Religion

Blyth

(C.E. 51149/42.—26.2.1942.)

The Rev. John W. Morrow, 67, Bondicar Terrace, Blyth, has been appointed Officiating Minister to Methodist personnel of the Royal Navy at Blyth. The usual facilities are to be afforded.

*863.—Acting Petty Officer and Acting Leading Rates—Antedating of Confirmation.

(N. 336/42.—26.2.1942.)

The provisions of Article 407, Clause 2, King's Regulations and Admiralty Instructions, for the antedating of confirmation to the date of attaining one year's seniority in the acting rate, of Acting Petty Officers of the Seaman, Signal, Telegraphist, Photographer and Stoker branches, are extended to apply to the confirmation of acting leading rates of those branches in cases where confirmation is delayed solely on account of service reasons and not on account of any fault of the man (such as doubtful suitability).

2. Further, Article 407, King's Regulations and Admiralty Instructions, is to be regarded as applying also to acting petty officer and acting leading rates of the Fleet Air Arm.

3. Article 407, King's Regulations and Admiralty Instructions, is being amended accordingly.

(K.R. & A.I., Article 407 (2).)

(A.F.O. 4726/41.)

*864.—Advancement of General Service Ratings—Form S.507

(N. 9205/41.—26.2.1942.)

With reference to A.F.O. 4372/40, Form S.507 is no longer to be rendered for advancement to any General Service rates except to Chief Petty Officer rate in all branches, and to Chief Artificer, Chief Shipwright, Chief Mechanician and Chief Artisan rates.

(K.R. & A.I., Art. 414.)

(Admiralty "A" Message 2153, 6.5.41.)

(A.F.O. 4372/40.)

*865.—Wiremen (M/S) Branch—Advancement and Introduction of Petty Officer Rate

(N. 29074/41.—26.2.1942.)

Instructions were promulgated in A.F.O. 2903/39 for the introduction of Wiremen and Leading Wiremen for the period of the war. Further developments of the Wiremen branch have been summarised in A.F.O. 1036/41 as amended by A.F.O. 1478/41.

2. Experience has shown the necessity for the introduction of a Petty Officer rate in the Wireman (M/S) branch, and also the necessity for providing more adequate training in the initial stages for Wiremen (M/S) prior to their advancement to Leading Wireman (M/S). Consequently the existing system of advancement of Wiremen (M/S) to Leading Wiremen (M/S) is to cease forthwith and paragraphs 9–15 of A.F.O. 1036/41, and A.F.O. 1478/41 are cancelled.

3. Advancement to Leading Wireman (M/S).—Except for men serving abroad (see paragraph 6), advancement of Wiremen (M/S) to Leading Wiremen (M/S) will, as from the date of this Order, be by recommendation from sea or M/S bases, and subsequent examination following a short course in the R.N. Torpedo School, Chatham.

4. To be eligible for recommendation for the course for Leading Wireman (M/S), ratings must have attained 6 months' seniority and have completed 6 months'

continuous V.G. conduct immediately preceding recommendation. Men recommended by Commanding Officers must be certified as professionally competent by a qualified Torpedo Officer (or, if one is not available, by the Senior Officer of the local flotilla, P.M.S.O., or Base Electrical Officer).

5. Men serving at home who have been recommended will be called in by Chatham depôt, as required, to undergo the course and examination in the R.N. Torpedo School, Chatham. On successful completion of the course, ratings will be advanced direct to the confirmed rate of Leading Wireman (M/S). Those who fail to qualify will remain as Wireman (M/S) but may be reconsidered for a further course after a period of not less than 6 months' from the date of their previous recommendation, provided that their conduct has remained V.G. for that period.

6. Wiremen (M/S) serving abroad, who have attained 6 months' seniority and completed 6 months' continuous V.G. conduct, may be advanced to Leading Wireman (M/S) (direct to the confirmed rate) by their Commanding Officer, provided they are certified as professionally competent by a qualified Torpedo Officer (or, if one is not available, by the Senior Officer of the local flotilla, P.M.S.O., or Base Electrical Officer).

7. There is no sea service qualification for advancement to Leading Wireman (M/S), and the number of Leading Wiremen (M/S) made will not be limited as hitherto.

8. Men who have already been advanced to Leading Wireman (M/S) will retain their leading rate and will not be required to undergo a course.

9. *Advancement to Petty Officer Wireman (M/S).*—It has been approved to introduce the rating of Petty Officer Wireman (M/S) with the rate of pay of 6s. 6d. a day (1925 scale).

10. Leading Wiremen (M/S), both at home and abroad, who have completed 6 months' service in the leading rate, who are recommended and whose conduct is satisfactory, will be given a course in the R.N. Torpedo School, Chatham, consisting of one week's disciplinary course and one week's advanced electrical course. On passing this course, they will be advanced (if qualified by conduct—A.F.O. 4373/40) direct to the confirmed rate of Petty Officer Wireman (M/S), and drafted to minesweeping bases.

11. The names of ratings recommended for Petty Officer Wireman (M/S) are to be forwarded to the Commodore, R.N. Barracks, Chatham, as the men become qualified by service, and the following documents are to be enclosed with the recommendations:—

(a) Form S.264.—Divisional Officer's form, written up specially for the examination and signed by the Commanding Officer.

(b) Form S.1245B.—Torpedo History Sheet, pages 2 and 4 being brought up to date and signed by the Base Electrical Maintenance Officer.

12. On foreign stations, where vacancies for Petty Officer Wiremen (M/S) exist (see paragraph 13), Leading Wiremen (M/S) will be eligible to be paid difference of pay in accordance with Article 1591, Clause 2, King's Regulations and Admiralty Instructions, until it becomes possible to draft Petty Officer Wiremen (M/S) to these billets.

13. *Complements.*—The numbers of Wireman (M/S) ratings allowed to bases and vessels are issued separately, either in schemes of complement direct or in appropriate scales. Instructions concerning the numbers of Petty Officer Wiremen (M/S) now allowable will be issued similarly.

14. Petty Officer Wiremen (M/S) will be employed in Base Staffs. Leading Wiremen (M/S) or Wiremen (M/S) are to be employed ashore or afloat as found desirable.

15. *Drafting.*—Drafting will be carried out by the Commodore, R.N. Barracks, Chatham.

(K.R. & A.I., Article 1591.)

(A.F.Os. 2903/39, 4373/40 and 313/41.)

(A.F.O. 1036/41 (paragraphs 9-15) and A.F.O. 1 1478/41 are cancelled.)

866.—T.124X Personnel—Forms S.165A

(N.—26.2.1942.)

Large numbers of Forms S.165A are still being received without assessments of ability or efficiency and conduct as required by A.F.O. 3606/40, Section C, paragraph 2. Attention is again directed, therefore, to the importance of including such assessments in Forms S.165A whenever T.124X personnel leave an auxiliary war vessel or depôt.

2. The necessity for such action has already been made clear in A.F.O. 4040/41.

(A.F.Os. 3606/40, 1278/41, 2783/41 and 4040/41.)

867.—T.124X and T.124T Ratings—Re-advancement after Disrating

(N. 1968/42.—26.2.1942.)

The re-advancement of T. 124 X and T. 124 T ratings who have been disrated will be at the discretion of the Director of Sea Transport. When, therefore, a man who has been disrated is recommended for reinstatement in a higher rating, prior approval for re-advancement is to be obtained from the Director of Sea Transport, and applications are only to be forwarded after the man has completed at least three months in the lower rating.

(A.F.O. 194/40.)

868.—T.124X and T.124T Officers—Merchant Navy Officers' Pension Fund—Notification of Particulars on Transfer

(D.N.A. 1637/41.—26.2.1942.)

Where an Officer serving under Agreement T.124X or T.124T who is a contributor to the Merchant Navy Officers' Pension Fund or other private "recognised" scheme is transferred to another auxiliary war vessel the following particulars should be shown on the officer's transfer list:—

(a) The name of the Pension Fund, and

(b) Membership number.

(A.F.Os. 414/40, 3606/40 and 3613/40.)

869.—T.124X or T.124T Ratings—Punishment by Disrating

(N.L. 1182/42.—26.2.1942.)

T.124X or T.124T personnel with the equivalent ratings of Chief Petty Officer, Petty Officer or Leading Rate in the Royal Navy, may be disrated summarily as provided in King's Regulations and Admiralty Instructions, Article 560, but they cannot be disrated below the mercantile capacity in which they signed the Agreement T.124X or T.124T.

(K.R. & A.I. Art. 560 and A.F.Os. 833/40 and 5502/41.)

*870.—Cook and Steward Ratings, R.N.P.S.—Accelerated Advancement in Special Cases

(N. 1021/42.—26.2.1942.)

The Commodore, Patrol Service Central Depôt, Lowestoft, has been authorised to make special advancements under A.F.O. 400/40, paragraph 10, of Cook and Steward ratings of the R.N. Patrol Service, who have gained, *outside the Naval Service*, the qualifications required for higher rating.

2. Recommendations of such ratings should accordingly be forwarded to the Commodore, Patrol Service Central Depôt, Lowestoft.

(A.F.O. 400/40.)

871.—L.D.D. Ratings—Entry—Age Limits, etc.

(N. 28971/41.—26.2.1942.)

For the future, only men between the ages of 17 and 18½ years, and 41 and 60 years, are to be entered for local defence duties, men between the ages of 55 and 60 being entered for shore service only.

2. These limits will eventually become 17 to 18½ years and 51 to 60 years as men of between 41 and 51 years will gradually register for military service.

3. Where men who exceed the upper limit of 60 years are specially suitable, and fit for a particular duty, it is not intended that the limit should be rigidly applied; but the cases of individual men should be submitted to the Admiralty for consideration before entry.

4. The cases of men with previous service in any of the armed forces of the Crown are to be submitted to the Admiralty for consideration before entry only if they were previously discharged "Invalided", "Unsuitable", or "S.N.L.R."

5. Submissions relating to the entry of men under paragraphs 3 and 4 above may be made by signal if desirable.

(F.O.I.C., Falmouth, 9.12.41.—No. 80/1/41.)

(A.F.Os. 411/40, 1625/40, 936/41, 2475/41 and 3467/41.)

***872.—Hydrophone Listeners**

(N. 28456/41.—26.2.1942.)

With reference to C.A.F.O. 1867/40, hydrophone listeners are to form a non-substantive rating in the submarine detector branch, and be paid 3d. a day, instead of 2d. a day, as heretofore.

2. This new non-substantive rate is to be an addition to the S.D. branch, and ratings holding it will be eligible for advancement to submarine detector.

3. The drafting and selection for non-substantive advancement of hydrophone listeners will continue to be the responsibility of the Commodore, Patrol Service Central Depôt, Lowestoft.

4. All personnel will be drawn from the R.N. Patrol Service.

(C.A.F.O. 1867/40.)

873.—Drill in Three Ranks

(G.D. 0192/41.—26.2.1942.)

Attention is called to A.F.Os. 5354/41 and 5355/41 in which instructions for adopting drill in three ranks in the Royal Navy are laid down.

2. All ships and establishments who have not received these Orders are to demand the requisite number of copies from the Editor of Fleet Orders, c/o H.M.S.O. Press, Wealdstone, Middlesex.

(A.F.Os. 5354/41 and 5355/41.)

***874.—Temporary Advancements of New Zealand Ratings to Certain Leading and Petty Officer Rates**

(N. 16/42.—26.2.1942.)

With reference to A.F.O. 3913/41, the New Zealand Naval Board has decided to introduce the procedure contained in that Order in the Royal New Zealand Navy, as from 1st January 1942.

2. The procedure will be subject to review in six months' time from that date.

3. It will apply only to any Continuous Service Royal New Zealand Navy ratings serving on loan to the Royal Navy, as all "hostilities only" and reserve ratings already are dealt with for advancement purposes by the Commodore, R.N. Barracks, Devonport, in accordance with A.F.O. 1912/41.

4. The reports of names, official numbers and dates of men advanced, and the passing certificates (*vide* paragraphs 5 and 6 of A.F.O. 3913/41) are to be sent to the High Commissioner for New Zealand, 415, Strand, London, W.C.2, for transmission to the Navy Office, Wellington.

(A.F.Os. 1912/41 and 3913/41.)

***875.—Plain Clothes Gratuity**

(V. 8899/40.—26.2.1942.)

As from the date of receipt of this Order, the gratuity payable to Naval ratings on leaving the service, to assist them in providing themselves with plain clothes, will be increased to 18s.

(A.F.O. 1110/41 is cancelled.)

876.—Hard Lying Money—Payment in Foreign Vessels

(C.W. 29026/41.—26.2.1942.)

Hard lying money may be credited to officers and ratings on naval rates of pay when serving in foreign vessels of an equivalent class to those British vessels in which the allowance has already been authorised, and at the same rates, provided the general conditions of King's Regulations and Admiralty Instructions, Article 1638, are fulfilled. Special cases should be submitted to the Admiralty for consideration.

(K.R. & A.I., Article 1638.)

(A.F.Os. 3787/39, 348/40, 349/40, 657/40, 955/40, 3716/40 and 4300/40.)

877.—Canadians Serving in the R.N.—Casualty Reports

(N. 2318/42.—26.2.1942.)

The Canadian Government have decided to set up a Central Bureau in Ottawa where information may be obtained concerning casualties and prisoners of war in all branches of the armed forces.

2. In future, therefore, telegrams to the High Commissioner for Canada reporting casualties to Canadians serving in the R.N. are to be repeated to N.S.H.Q., Ottawa.

(A.F.O. 4307/40.)

***878.—Royal Australian Navy—Free Leave Travelling Warrants**

(C.W. 26186/41.—26.2.1942.)

The following concessions have been approved for the Commonwealth Naval Forces serving in the United Kingdom :—

- (a) Issue of two free leave warrants annually to enable personnel to visit the homes of their friends, or places of interest in England, Scotland and Wales. The leave year for this purpose commences on the 17th October as for the R.N.
- (b) Issue of free warrants for convalescents to enable them to travel to approved Homes or Institutions.

2. Such warrants should be boldly marked at the top in red ink by the issuing officer "Chargeable to the Commonwealth of Australia".

3. Issuing Officers are responsible for ensuring that free journeys are limited to the authorised allowance, and a record of such issues is to be kept as follows :—

Officers.—The dates of issue of warrants are to be noted on the ledger, and on Transfer Lists when the officer is appointed to another ship, the ledger of which is to be noted accordingly.

Ratings.—The dates of issue are to be noted on page 13 of Form 43A (Pay and Identity Book).

***879.—Accompanied Baggage—Restriction for Rail Travel**

(C.W./R.T. 25475.—26.2.1942.)

Owing to the curtailment of train services and the consequent reduction in luggage-van accommodation the Railway Executive Committee has represented that it is becoming increasingly difficult for the companies to handle and transport large quantities of accompanied baggage.

2. Naval personnel travelling by rail should make every endeavour to restrict to a minimum the quantity of baggage taken with them to ensure its easy transport. This applies particularly to leave journeys.

880.—Valuable Stores—Prevention of Loss

(N.L. 17028/41.—26.2.1942.)

Attention is drawn to the increasing number of reports of losses of valuable stores, e.g. watches, binoculars, etc., and all concerned are warned that, when such losses are proved to have been the result of negligence or non-compliance with King's Regulations and Admiralty Instructions, the repayment value of the articles will be recovered *in full* from the personnel considered to have been responsible.

2. The necessity to safeguard binoculars has already been stressed in A.F.O. 4798/40, to which attention is directed.

(A.F.O. 4798/40.)

***881.—Naval Salvage Money—Distribution**

(D.N.A./S.V. 107/41.—26.2.1942.)

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

Award for the salvage of S.S. "Belgia" by H.M. Rescue Tug "St. Mellons" during the period 27th January, 1941, to 17th February, 1941.

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

	£	s.	d.
3rd class	19	13	7
5th class	13	2	4
6th class	9	16	9
7th class	7	17	5
9th class	5	4	11
10th class	3	18	9
11th class	3	5	7
12th class	1	19	5

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

882.—Inventions and Suggestions from Naval Personnel

(M./S.R.E. 7370/41.—26.2.1942.)

All serving officers and men and civilians in Fleet establishments are at liberty and should be encouraged to put forward ideas, suggestions or inventions for the prosecution of the war or for the development or improvement of war material.

2. Such proposals must be forwarded, not direct by the individual to the Admiralty or other Government departments, but through service channels to the Secretary of the Admiralty. If preferred, they may be forwarded in original and in manuscript. To avoid unnecessary postal delay and clerical work they may be submitted to the Admiralty by the originator's immediate administrative authority at his discretion.

3. Attention is also drawn to Article 16, King's Regulations and Admiralty Instructions, under which claims for award may be submitted in respect of inventions which have been adopted and used in the Government service. Naval personnel who contribute improvements to the fighting appliances of H.M. ships are also eligible to receive awards from the Naval Trust Efficiency Fund. The procedure for dealing with such claims is set out in A.F.O. 1277/30.

4. Inventions, ideas and suggestions relating to service material are sometimes received by naval authorities from inventors outside the Service. All such proposals should be sent to the Director of Scientific Research, Admiralty.

5. Attention is called to the warning in C.A.F.O. 2403/41.

6. Service personnel should not discuss with persons outside H.M. service proposals which they have submitted, nor may they communicate to persons outside H.M. service details of any specific invention without the approval of the Admiralty.

(A.F.O. 1277/30 and C.A.F.O. 2403/41.)

(C.A.F.O. 3669/39 and A.F.Os 1697/40 and 630/42 are cancelled.)

883.—Women's Royal Naval Service—Wren Probationers—National Insurance

(P.M. 4050/41)—26.2.1942.)

In accordance with A.F.O. 2363/41, paragraph 19, the following information is promulgated in connection with State Insurance for the probation period of recruits of the W.R.N.S.

2. In view of the conditions under which Wren probationers serve, and to remove the risk of delay in recovering Insurance Cards, with possible hardship to probationers released under paragraph 5 of A.F.O. 2889/40, the following procedure is to be introduced.

AFO. 1902/43

3. The probationer should be asked to state, upon entry, whether she was normally employed in an insurable occupation in civil life, either under the National Health Insurance Contributory Pensions, or Unemployment Insurance Acts, and if so, she should produce her Insurance Cards and/or Unemployment Book.

Recruits who do not Complete Probation. National Health and Pensions Insurance and Unemployment Insurance

4. (a) In every instance where a probationer does not complete probation, National Health and Pensions Insurance and also Unemployment Insurance will be payable for the period of probationary service.

(b) If she was previously insured and has produced her regular Unemployment Insurance Book and National Health and Pensions Insurance Card, the stamps (which would be of the same value as in civil life) should be affixed to these.

(c) If she was not previously insured, she should apply at an Employment Exchange for a regular Unemployment Book, and to a Post Office for a National Health and Pensions Insurance Card, to which the stamps should be affixed.

(d) If probationers, although possessing regular Unemployment Insurance Books and National Health and Pension Insurance Cards, are unable to produce them by the date on which they are due to leave, the Accountant Officer should affix Unemployment Insurance stamps to an "emergency" Unemployment Book (which can be obtained by the Accountant Officer from an Employment Exchange), and to an "emergency" National Health and Pension Insurance Card (obtainable from a Post Office).

(e) It is pointed out that if the probationer was in civil employment during any part of the insurance week (Sunday midnight to Sunday midnight) in which she commenced her probation, her civilian employer should have affixed the stamps for that week, and no further contribution is payable for naval service during that week.

(f) The stamped Unemployment Insurance Book and National Health and Pensions Insurance Card should be given to the Wren Probationer upon discharge. A note should be made in the "Remarks" column of the ledger indicating the number and value of the stamps concerned. The expenditure should be claimed in the cash account for the month during which the stamps are affixed, a note being made on the relative cash account voucher stating the names of the Wren probationers concerned.

5. The value of the contributions is shown below. The employee's share of both Unemployment Insurance and National Health and Pensions Insurance as indicated, is to be charged against the pay account of the probationer concerned.

	Unemployment Insurance	Contribution	Wren Probationer's share
Women aged 21 years of age and over	...	1s. 6d.	9d.
Women aged 18 years and under 21	...	1s. 4d.	8d.
Women aged 16 and under 18	...	9d.	4d.

National Health and Pensions Insurance

Women aged 16 and over	...	1s. 7d.	10d.
------------------------	-----	---------	------

(Increased rates operative as from 5th January, 1942).

Recruits who Complete Probation and are Enrolled without a Break in Service. National Health and Pensions, and Unemployment Insurance

6. The instructions relating to such enrolled W.R.N.S. ratings are laid down in A.F.O. 2363/41 (paragraphs 12-18) as amended by A.F.O. 30/42. Where the Wren probationers complete their probation and are finally enrolled without a break in service, they should be treated as directed in those A.F.Os., and the date of commencement of insurance under the naval system should be the date of commencing probation. No stamps should be affixed in these cases.

7. Form N.S. 124 should not be forwarded to the Ministry of Health until after final enrolment (the Official Number then being inserted) and the rating's civilian National Health and Pensions Insurance Cards, if any, attached (A.F.O. 1790/40 refers).

8. Unemployment Books should be handed in at a convenient Employment Exchange, the town of issue and serial number first being noted on the rating's Service Certificate immediately above the National Registration Identity Number.

(A.F.Os. 1790/40, 2889/40, 2363/41 and 30/42.)

884.—Women's Royal Naval Service Cadets—Victualling and Accommodation

(N. 3350/42.—26.2.1942.)

W.R.N.S. cadets during their short period of probation after passing through their training at Greenwich, are to be victualled and accommodated as officers in W.R.N.S. quarters, or alternatively given officer's lodging and provision allowances.

***†885.—Special Entry of Navy League Sea Cadets—Advancement**

(N. 30097/41.—26.2.1942.)

Boys belonging to the Special Entry of Navy League Sea Cadets are normally to be advanced to the Ordinary rate on attaining the age of 17½, if recommended.

2. These boys are distinguishable from other entries by their age and the difference in the engagement under which they are serving as shown on their Service Certificates.

886.—Queen Alexandra's R.N. Nursing Service—Subsistence Allowance

(C.E. 1147/42.—26.2.1942.)

As a war-time measure the rates of subsistence allowance shown in Instructions for Naval Hospitals, Appendix C, Article 7, have been revised as follows:—

	£	s.	d.
(a) When absent a night, or for every 24 hours' absence	...	1	0
(b) When absent 9 hours or more and not absent the night	...	10	0
(c) When absent above 5 but under 9 hours	...	4	0

Note.—(1) After an absence of 14 consecutive nights in one place, rate (a) will be reduced to 13s. 4d. a night.

(2) A deduction of 2s. 9d. will be made from the nightly rate of subsistence allowance in respect of board allowance where this allowance is issued concurrently.

2. These revised rates take effect from the date of this Order and will continue until further notice.

(B.R. 677, Appendix C, Article 7.)

(A.F.O. 4391/40.)

***†887.—Channel Islanders—Correspondence from Home**

(N. 1799/42.—26.2.1942.)

The British Red Cross Society has received many messages from the Channel Islands, intended for members of H.M. Forces, which they are unable to deliver because insufficient particulars of the addressee are given, and they ask Channel Islanders to forward their names in full, rank or rating, official number and their former home address, so that such correspondence may be despatched to the person concerned with the least possible delay.

2. Officers and men who are concerned and who desire to give this assistance, should report the required particulars to their Commanding Officer, in order that they may be forwarded to the Secretary of the Admiralty and so passed on to the Red Cross department concerned.

(A.F.O. 196/41.)

888.—The Lansdowne Club—Restrictions of Facilities

(This Order has been reprinted for posting on Notice Boards—Officers Only.)

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

889.—Fire Control—Open-Faced Indicators—Magslip

(G. 7608/41.—26.2.1942.)

Pattern numbers as detailed below have been allocated to the Magslip, open-faced indicators, of Messrs. The Bell Punch Co.'s design in service with "Hunt" class target indicator and U.P. Mark III equipments.

Pattern

10649 (bearing)	}	With standard flexible shaft connection for $\frac{1}{4}$ -in. shaft, 4° value (bearing only used at present on S/L manipulators of "Hunt" class).
10650 (elevation)		
10651 (bearing)	}	With flexible shafts outlets blanked off and zero adjuster fitted, for use as electrically re-centred instruments on RF/DRs. of "Hunt" class.
10652 (elevation)		
10653 (bearing)	}	With combined 2/1 gear and flexible shaft connection for $\frac{1}{4}$ -in. shaft, 2° value, on U.P., Mark III mountings.
10654 (elevation)		

2. Arrangements have been made for the appropriate number to be stamped on all new O.F.Is.

3. Ships' staffs and local overseers concerned are to see that the correct numbers are also stamped on O.F.Is. already in service or already fitted to RF/DRs. and U.P., Mark III mounting at contractors' works, or shipbuilders, or storing yards.

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

890.—Gun Mountings—2-pdr., Mark VI, Heater Balance Weights—Precautions

(G. 01575/42.—26.2.1942.)

When balance weights are fitted to 2-pdr., Mark VI mountings, in accordance with C.A.F.O. 1333/41, Part I, the clearance between the balance weights and the fixed cross bar at maximum depression is small. Men should be warned not to put their hands on the balance weights, as they will be crushed when the gun is depressed.

(C.A.F.O. 1333/41.)

891.—Gun Mountings—20-mm., Marks IIA and IIIA—Provision of Grease Guns

Ships and Depôts concerned

(G. 1352/42.—26.2.1942.)

A number of Admiralty pattern 4720 Tecalemit grease guns, for use on 20-mm., Marks IIA and IIIA mountings, are now available for supply on demand by the Admiralty Gun Mounting Overseer, Coventry, or the Admiralty Gun Mounting Overseer, Parkhead.

2. Provision has been made for an allowance of one grease gun per ship, or in cases where mountings are issued in batches for shipment abroad, one grease gun per four mountings.

3. Depôts concerned should, from time to time, forward demands for sufficient grease guns to cover anticipated commitments.

4. Ships carrying these mountings should each demand one grease gun from the nearest depôt, but this is only to be done in cases where no suitable grease gun is already on board.

(To be retained until complied with.)

892.—Guns, Q.F. 2-pdr. Mark VIII—Recoil Plates, Crank and Crank Pinion—Journals and Bearings—Modification

(A.S. 17819/41.—26.2.1942.)

To prevent scoring of crank and crank pinion journals and bearings of 2-pdr. Mark VIII guns, the following modifications are to be carried out to all guns on board H.M. ships and in store at the first opportunity by the staffs of R.N. Armament depôts, viz. :—

(a) Where not already done, cranks and crank pinions should be modified in accordance with Instructional Print N.O.D. 2191/144, care being taken to ensure that all sharp corners are removed. The letter "M" will not require to be stamped on crank and crank pinion journals after modification in accordance with this order. N.O.D. 2191/144 will be amended.

(b) Phosphor bronze bushes and lubricators fitted to recoil plates in accordance with Instructional Print N.O.D. 2191/157.

2. Priority should be given to guns newly mounted, about to be mounted, and those in which scoring has occurred.

3. Instructional Print N.O.D. 2191/154 is cancelled. Guns which have been repaired to this design are to be modified in accordance with paragraph 1 above.

4. The above modifications will be incorporated in new guns during manufacture.

(A.F.O.s 3358/39, 773/40, 3992/40 and 4639/40 are cancelled.)

893.—Guns, Q.F. 2-pdr. Mark XIV—Stamping of Sights

(A.S./G. 3488/41.—26.2.1942.)

Sights of Q.F. 2-pdr. Mark XIV guns are tested for alignment before issue to service and no further alignment is necessary. To ensure sights being fitted to their parent guns, support tubes of sights are to be stamped (in $\frac{3}{16}$ in. figures) with the registered number of the parent gun.

2. For future manufacture sights will be stamped before issue, but the stamping of sights already in service is to be carried out at the first opportunity by R.N.A. Depôts and O.C.A.S.'s.

3. In order that alignment may be maintained, sights should on no account be disassembled, but the complete assembly removed if and when necessary.

4. When shipping or unshipping any form of gun cover, care must also be taken that the sights are not thrown out of alignment.

894.—Guns, Machine, Oerlikon, 20-mm.—Barrels and Barrel Springs—Lubrication

(A.S./C.I.N.O. 8539/41.—26.2.1942.)

Zebo grate polish is to be used for the lubrication of barrels and barrel springs of guns, machine, Oerlikon, 20-mm.

2. The polish should be applied sparingly to the barrels and springs with a brush.

3. The first supply and minimum stock quantity of the polish per gun of this type fitted is one pound.

4. Ships and shore establishments concerned should demand the necessary quantities from the (Superintending) Naval Store Officer of their storing yard quoting this Order. Supply to ships of new construction should be arranged by storing yards.

5. Purchase of 6,000-lb. of Zebo grate polish in 1-lb. tins has been arranged, under Vote 8/II/E.8, for delivery as follows:—

Chatham.	Sheerness.	Portsmouth.	Devonport.	Rosyth.	Mersey Area.	Severn Area.
750-lb.	250-lb.	750-lb.	250-lb.	750-lb.	1,125-lb.	2,125-lb.
					(a)	(b)

(a) Shipment to be arranged as follows:—

250-lb.—Gibraltar.
500-lb.—Alexandria.
250-lb.—Malta.

(b) Shipment to be arranged as follows:—

500-lb.—Bermuda.
500-lb.—Simonstown.
500-lb.—Colombo.
500-lb.—Durban.

6. The Sea Store Establishments concerned will be amended.

895.—Guns, Machine, Lewis, 0.303-in., Magazines—Allowance

(A.S. 6478/41.—26.2.1942.)

The allowance notified in A.F.O. 5272/41 of magazines for guns, machine, Lewis 0.303-in. has been increased as follows:—

14 magazines 47 rounds per gun

or

6 magazines 47 rounds and
4 magazines 97 rounds per gun.

(97 round magazines are not allowed to shoulder shooting guns.)

2. Magazines 47 rounds, are now available to complete all H.M. ships to the above allowances, and demands should be forwarded to the nearest Royal Naval Armament Depôt or Officer-in-Charge of Armament Supply.

3. Small supplies of 97 round magazines are also available. Demands to complete guns, *not* now equipped with 97 round magazines, to *two* per gun will be met as far as possible.

(A.F.O. 5272/41 is cancelled.)

896.—Rifles, 1-in., Aiming, Elswick "C"—Precautions in use of, pending modifications

(G./C.I.N.O. 4024/41.—26.2.1942.)

With reference to A.F.O. 251/42, until rifles, 1-in. Elswick "C", equipments have been modified, great care must be taken to ensure that the trigger sear is held firmly in engagement with the sleeve withdrawing striker while the lever cam is being housed.

(A.F.O. 251/42.)

897.—Q.F., 4-in. Ammunition Ready-use Lockers*Ships and Authorities Concerned*

(G. 019173/41.—26.2.1942.)

Certain ships in service have been fitted with Q.F., 4-in. ammunition ready-use lockers (vertical stowage) of other than standard design, in which the standard hinged brackets shown in A.F.O. Diagram 218/40 (A.F.O. 3317/40) are replaced by swivel brackets or by wood chocks.

2. Hinged brackets, constructed in accordance with the above-mentioned A.F.O. diagram and modified as necessary to suit any peculiarities of locker design, should be substituted for the swivel brackets or wood chocks.

3. An item should be included in the defect lists of ships affected to cover the work involved, which should be carried out at the first opportunity.

4. The attention of Yard Officers, Warship Production Superintendents and Principal Ship Overseers is drawn to the necessity for adhering to the standard designs of Q.F., 4-in. ammunition ready-use lockers as promulgated in A.F.Os. (most recently in A.F.O. 5649/41). These designs are constantly under review so as to incorporate the latest service practice and to achieve the most efficient arrangement that is practicable, having regard to considerations of production, weight and simplicity. These standard designs are to be worked to in every case unless Admiralty instructions to the contrary are given.

(A.F.Os. 3317/40 and 5649/41.)

898.—Fuzes Nos. 207 and 211—Fuze Covers Nos. 11 and 12—REPORTS

(G. 01538/42.—26.2.1942.)

Reports are required on the serviceability of fuze covers Nos. 11 and 12 from ships to which these covers have been issued with fuzes Nos. 207 or 211.

2. The reports are to include remarks on—

(i) The serviceability of the covers after stowage—

(a) in magazines or shell-rooms,

(b) in R.U. lockers,

(c) in R.U. racks.

(ii) The ease with which covers are removed and replaced after varying periods of stowage at (a), (b) and (c) above, in each case stating the length of time the covers have been in the stowage.

(iii) Whether the provisions for upkeep of the covers laid down in A.F.O. 1932/41 have been complied with.

3. The reports are to be rendered on 1st April, 1942, and 1st July, 1942. Nil returns are not required.

(A.F.O. 1932/41.)

899.—Telescopes, Gun-sighting—Repairs*F.O.G.Os., E.R.Os., F.O.G.M.Os, Ships and Establishments concerned*

(G. 635/42.—26.2.1942.)

Gun-sighting telescopes are being sent by private ship repairing firms direct to the makers for repair without reference to the appropriate overseeing authority. It also appears that in certain cases, instruments are being dismantled and repaired by such firms on their own initiative.

2. The attention of all concerned is drawn to the risks entailed in dismantling telescopes by inexperienced personnel. It is highly improbable that the re-assembled instrument would be correctly collimated with the result that the accuracy and efficiency of the instrument would be prejudiced.

3. All gun-sighting telescopes requiring renewal or repair are to be returned to H.M. dockyards, Portsmouth or Chatham, consigned Superintending Naval Store Officer for Manager, Engineering Department, and serviceable instruments demanded in lieu. In no circumstances are they to be dismantled by firms other than the makers, except in depôt ships, etc., where optical instrument makers are carried as part of the complement.

4. Arrangements are to be made by the yards concerned for the telescopes to be repaired by the makers, either under standing contracts or by local purchase, except for such repairs as can readily be carried out at the yards.

5. In the unlikely event of the necessity arising for returning a telescope direct to the makers for repair, the overseer or officer concerned should inform G.M.O., Woolwich, in order that the requisite inspection may be carried out.

900.—Projectors, Type B, for Apparatus A. D. Type D—Test of Striker Springs, etc.

(G. 017526/41.—26.2.1942.)

To accustom personnel to their use, to check the condition of the ammunition and to ensure that striker springs of the above projectors are in an efficient condition, all ships are to fire a complete round from each projector at intervals of not more than two months.

2. Any failures are to be reported to A.V.G.Os., D.E.M.S. Officers or Base staff.

3. Supplies of spare springs may be obtained on demand from armament depôts.

901.—Fitting of P.A.C. Rocket Mountings

Converted Trawlers, Whalers, Drifters and Yachts

(D.N.C./C.D. 413/41.—26.2.1942.)

Reports have been received that in certain vessels, the P.A.C. mountings are within the safe distance of the standard compass.

2. The mountings must be sited at least 10 ft. from the standard compass.

3. In vessels where the mounting is fitted within safe compass distance an item is to be inserted in the next list of Alterations and Additions, Classification "A," to re-position the P.A.C. equipment outside the safe distance.

4. In those vessels where space does not permit the mounting being fitted outside the safe compass distance on the bridge, it should be sited in a suitable position on the upper deck or on the engine and boiler casing to the requirements of the Commanding Officer.

5. Attention is drawn to A.F.O. 3748/40.

(A.F.O. 3748/40.)

902.—Blast Helmets—Allowances

Coastal Force Craft and Bases concerned

(N.S. 12930/42.—26.2.1942.)

In consequence of the fitting in certain coastal force craft of fire control communications authorised in A.F.O. 255/42, the requirements of blast helmets, Pattern 2932, for the types of craft concerned are as shown in the Appendix hereto.

2. Demands for helmets when required by boats in commission and for base spares should be forwarded to storing yards by each base concerned. Supply to boats under construction should be arranged by storing yards in the usual manner.

3. The Sea Store Establishments concerned will be amended.

APPENDIX

Type of craft	Allowance of blast helmets Pattern 2932	
	Per boat	Per base for each flotilla of 8 craft attached
M.Ls. (Fairmile type)	3	} 8
M.G.Bs. (Fairmile type)	5	
M.T.Bs. (Fairmile type)	2A	—
M.G.Bs. (other than Fairmile type)	3	5
M.T.Bs. (other than Fairmile type)	2	3
M.L. 501	5	—
M.A/S.Bs.	2	3
S.G.Bs.	5	8

A = One in addition for boats operating with empty torpedo tubes and the after gun mounting replaced.

(A.F.O. 255/42.)

903.—Distinguishing Marking of Vote 9 Stores of British Design Manufactured in America

(A.S. 15357/41.—26.2.1942.)

In order that Vote 9 stores of British design, manufactured in America, may be distinguished from similar stores manufactured in Britain, it has been arranged that stores of British design, made in America and incorporating American standards, will henceforth be marked with the letters "U.S."

(a) For fuzes—above or below the serial number of the fuze.

(c) For primers, gaines and igniters, shell, etc.—In a convenient position.

(e) For shell—On the base of separate loading shell, after the letter "N" following the mark, and also on the outer face of the screwed ring of base cover plate fittings of S.A.P. shell.

Earlier deliveries of American-made stores may, however, have been marked with the distinguishing letter "A", which will, in general, have been stamped following the mark of the store.

2. It will be found that screwed parts of American manufacture are not interchangeable with similar British parts, owing to different standards in screw threads. Whole sub-assemblies, such as primers, will be interchangeable as the external threads will be to British standards.

3. Precautions are to be taken when stripping, or examining, stores marked "A" or "U.S." to use only American-made parts and spares in re-assembly.

4. The markings mentioned in paragraph 1 above will not, however, be applicable to torpedo stores made in U.S.A. to British designs. If any lack of interchangeability of standard spare gear items is found to exist in these torpedoes etc., the necessary particulars and means of identifying the stores will be announced at a later date.

904.—Bow Protector Paravanes—Towing Ropes

Cancelled by
AFO 5446/46. (T. 498/42.—26.2.1942.)

With reference to A.F.O. 42/42, paragraph 5, it has been found by trial that Pattern 5086 thimble is not suitable for the purpose stated, in that the score is not large enough to accommodate the served and parcelled wire and leather lining as laid down in O.U. 5511/39, paragraph 337.

2. A Pattern 5087 thimble should therefore be used in lieu of the Pattern 5086 thimble quoted.

3. A.F.O. 42/42 is to be amended accordingly.

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

905.—Torpedo Stores—Gauge for Strainers

(A.S. 10313/41.—26.2.1942.)

The following amendment is to be made to A.F.O. 4640/41 :—

“Gauge, 100 mesh (sq. ft.), Ni. Cu. alloy, St. No. 1235,” *should read*
“Gauge, 100 mesh (sq. ft.), Ni. Cu. alloy, St. No. 1236”.

“Gauge, 60 mesh (sq. ft.), Ni. Cu. alloy, St. No. 1236,” *should read*
“Gauge, 60 mesh (sq. ft.), Ni. Cu. alloy, St. No. 1235”.

(A.F.O. 4640/41.)

906.—Boats' Compass, B.O.T. Type, 4-in., Complete with Binnacle—Introduction

(N.S. 18718/41 —26.2.1942.)

A boat's compass, B.O.T. type, 4-in., complete with binnacle, to which Pattern No. 210 has been allocated, has been introduced, and an initial purchase of 1,000 has been arranged for delivery to the Deputy Naval Store Officer-in-Charge, Slough.

2. Compass, Pattern No. 210, may be issued to the following classes of ships, for use in boats, instead of boat's compass, Pattern No. 183 :—

“Fairmile” type craft and 72-ft. M.Ls., 105-ft. M.M.Ss., boom defence vessels, tugs, miners, mooring vessels, trawlers, drifters and R.F.As.

3. The Sea Store Establishments concerned will be amended.

907.—Swivel Pieces for Chain Cable—Surrender

Armed Merchant Cruisers, Corvettes and Auxiliary Vessels

(N.S. 24203/40.—26.2.1942.)

Only a few swivel pieces and joining shackles have been returned in accordance with A.F.O. 1417/41 from ships not now allowed swivel pieces for the inner ends of bower cables.

2. An acute shortage of these articles exists, and difficulty is experienced in obtaining adequate supplies from manufacturers.

3. It is, therefore, essential that all surplus gear should be returned to dockyards at the first convenient opportunity, and steps should be taken accordingly.

(A.F.O. 1417/41.)

908.—Rope for Duerr Anchor, 45-lb.

A.L.C.

(N.S. 011211/42.—26.2.1942.)

The forty-fathoms length of 2½-in. manila rope, Pattern C.1209, fitted in A.L.C. for the 45-lb. Duerr anchor, is to be replaced by a similar length of 3-in. rope, Pattern C.1211.

2. In craft under construction, Overseers should, where possible before, completion, arrange for 3-in. rope to be demanded and fitted in lieu of 2½-in.

3. Ships and bases with A.L.C. attached should demand the necessary lengths of 3-in. rope, Pattern C.1211, in order that the exchange may be effected at the first opportunity. Spare lengths of the larger size should be held on the same basis as hitherto.

4. The Establishment of Stores will be amended.

909.—Boilers—Wear and Waste Tests—REPORTS

(D. 023655/41.—26.2.1942.)

Several instances have occurred of delay in completion of ships refitting consequent on a wear and waste test of boilers carried out during the refit having revealed the necessity for more extensive retubing than was indicated on the previous history of the boilers. In order to provide sufficient warning of probable requirements to enable tubes to be prepared in advance, brief reports of the results of wear and waste tests carried out by fleet officers are in future to be made *by signal* in all cases where the durability assessed is less than two years.

Reports are to state :—

(a) The durability assessed.

(b) Minimum gauging noted. Nature and rate of wastage and whether due to internal or external corrosion.

(c) If possible an indication of the extent of repairs or renewals considered necessary.

2. The instructions contained in Engineering Manual, Article 531, paragraph 2b, are to be amended as follows :—

“(b) When the remaining life of the tubes calculated from that given in the last wear and waste test is *two* years the wear and waste test is to be carried out at the first opportunity as laid down in Articles 248 to 255”.

3. Attention is drawn to the necessity for maintaining a high degree of purity of feed water, with particular reference to contamination by salt.

A form of pitting, known as “scab pitting”, in which deep localised pits occur, generally on the furnace side of tubes in rows nearest the furnace, and which are likely to lead to early failure of tubes by perforation, is commonly associated with excessive salinity of the boiler water. Arrangements will be made for supply to all ships of equipment for carrying out quantitative salinity tests. Pending supply of such equipment ships are to make use of the rough test described in Papers on Engineering Subjects, No. 12, page 35. Tests are to be carried out on steaming boilers daily and on non-steaming boilers at weekly intervals. Tests are also to be carried out periodically by squadron engineer officers. In highly forced water tube boilers the salinity is not to exceed 20 grains of chlorine per gallon. Boilers in which the salinity exceeds this limit are to be emptied, washed through, and refilled with distilled water at the earliest opportunity if not already due for cleaning.

In order to avoid excessive contamination of reserve feed water boilers in which the salinity exceeds 10 grains per gallon are to be emptied to bilge. Higher salinity limits are permissible in large tube boilers, e.g. Babcock and Wilcox type, or cylindrical boilers.

4. In cases where severe internal or external corrosion is known to exist opportunity is to be taken when ships are out of service for making good defects, or other reasons to remove a small number of tubes for examination provided the progress of boiler cleaning and/or the date of readiness of the ship for service is not prejudiced thereby. The result of such examinations need not be specially reported unless they indicate that the durability of the tubes is likely to be less than that calculated from the last wear and waste test. The work of removing and replacing tubes is to be carried out by ship's staff.

(Engineering Manual, Article 531, paragraph 2 b.)

910.—D.G. Mobile Wiping Units—Boiler Cleaning

(D. 1986/42.—26.2.1942.)

The boilers of Mobile D.G. Wiping-Deperming Units are to be governed as regards frequency of internal cleaning and examination by the regulations applicable to yard craft, *vide* B.R.16 Engineering Manual, Article 239, paragraph 2.

2. Boilers are to be operated in accordance with the instructions contained in Engineering Manual, Articles 203, 207 and 211. Provided that these instructions are complied with periodical "freshening" of the boiler water during intervals between successive boiler cleanings should not be necessary.

911.—Lubricating Oil System—Modification*"U" Class Submarines (except "Una")*

(E.-in-C./D. 1650/42.—26.2.1942.)

With reference to A.F.O. diagram No. 20/42, issued with A.F.O. 368/42, it has been found that the work can be simplified by taking the new sump connection "purified oil to sump," outside the sump and connecting it to the existing boss at the forward end of the engine.

2. The diagram should be amended accordingly.

(A.F.O. 368/42.)

912.—Types 79Z, 79, 79M, 279, 279M and 281—Fuzes for Receivers P.11, P.12 and P.13

(S.D. 0934/41.—26.2.1942.)

To prevent damage to components in the event of the valve filaments touching the anode, the 5-amp. fuzes in the primary circuit of Receivers P.11, P.12 and P.13 are to be removed and replaced by 2-amp. fuzes.

2. In the case of Receivers P.11 and P.12, fitted as part of Types 79Z, 79, 79M, 279 and 279M, the fuzes are contained on Board 2AA Distributing (upper), Pattern X.445A and in the case of Receiver P.13, fitted as part of Type 281, the fuzes are contained on Board 2AB Distributing (upper), Pattern X.1150.

3. The fuzes, which are of slide-lock type, are to be recharged with 2 strands of wire fuze, 1-amp., Pattern 2027.

4. Ships concerned will be supplied by the N.S.O., Haslemere, without demand, with an initial issue of one reel of Wire fuze, 1-amp., Pattern 2027.

5. Establishment lists affected will be amended.

913.—R.D.F. Types 282/4/5—Aerial Insulation

(S.D. 0105/42.—26.2.1942.)

The following measures are to be taken by ship's staff in ships fitted with R.D.F. types 282/4/5 to maintain the aerial insulation which is reported on many occasions to be low due to moisture on and between the distrene blocks holding the dipoles and to the effect of extreme temperatures on the distrene.

2. On a dry day, after the aerial insulation, resistance has been tested and found to be satisfactory, the distrene blocks are to be smeared with white vaseline. Plenty of vaseline should be put at the crack where the two distrene blocks are cemented together, at the point where the dipole arms enter the block and at the base of the dipole where the cable enters the block.

3. The test before applying vaseline should if possible be carried out with a cable insulation test set, Pattern X.2445. These are supplied to flagships, destroyer depot ships, flotilla leaders, and fleet and fitting-out bases. A megger test is, however, satisfactory if no cable insulation test set is available.

4. If the test shows the aerial insulation to be low, it is important that the distrene blocks be allowed to dry and re-tested before the vaseline is applied.

5. Dipoles mounted in distrene blocks are to be replaced in due course by dipoles mounted in polythene blocks. The latter will not, however, be available for general replacement for some months except in the case of type 284, for which the dipoles in polythene blocks are now in the course of issue.

914.—R.D.F., Types 282/4/5—Conversion of Board, Voltage Control (Valve), Design "B"—Patterns X1335/A/B and W3081/A

(S.D. 130/42.—26.2.1942.)

At various stages in the manufacture of these boards, changes have been introduced; at the more important of these a suffix letter has been added to the pattern number or the existing suffix letter has been changed. There are thus in existence different forms which the boards can take, all differing from the original. The stages of manufacture have been as follows:—

- (a) Up to Serial No. 50. These boards were fitted with a red indicating lamp connected so as to indicate the expiry of the warming-up period only.
- (b) At Serial No. 51, the connections to the indicator lamp were changed so that the lighting of the lamp indicated that the warming-up period had expired, and that the "HAND/AUTO" change-over switch was in the "AUTO" position. The lamp, however, was not extinguished when "HAND" control was restored due to the operation of the high and low voltage relay. At this stage the colour of the glass dome over the lamp was changed to green, and the Pattern No. of the board was changed from X1335 to X1335A.
- (c) At Serial No. 113, the value of the resistances in the thyatron grid circuits was changed from 50,000 ohms to 27,000 ohms.
- (d) At Serial No. 170, all boards were fitted with pipes for blowing warm air to the bases of the thyatrons.
- (e) At Serial No. 201, chokes were added in the thyatron anode circuits to prevent radio interference, chokes were added in the mains circuit of the rectifier to prevent transients; the position of earthing was changed from the cathode circuit of the amplifier panel to the cathode circuit of the thyatron panel, and the lamp circuit was changed so that the lamp glowed only when the board is non-automatically controlling. The lamp is extinguished whenever the board goes over to "HAND" control for any reason whatever.
- (f) The alteration of the Pattern Nos. of these boards from X1335A to X1335B for 220-volt boards, and from W3081 to W3081A for 110-volt boards, was incorporated in manufacture at Serial No. 233.

2. It has been decided, therefore, to regularise the position with regard to these modifications by converting all boards wherever practical to the final form.

3. For each board, voltage control (valve), design "B", before Serial No. 201, ships are to demand one box of fittings for modifying board, voltage control, Pattern W4011. This box contains apparatus to convert any board voltage control to the latest type, ready for fitting a blower and heater unit when these are available. The box of fittings also contains full fitting instructions. The modification is to be carried out by ships' staff. Boards of Serial No. 201 and later are already modified and are to be marked with the Pattern Nos. X1335B for 220-volt boards, and W3081A for 110-volt boards where this is not already done.

4. All ships fitted with boards, voltage control, of any pattern are also to demand the following stores for each board fitted:—

List A—220-volt Ships

Pattern No.	Name.	Quantity.
W4057	Blower and heater unit, 220-volt, D.C. supply (for bulkhead mounting).	1
W3115	Mount, resilient	4
C2420C	Tubing, rubber, vulcanised, $\frac{1}{2}$ -in. internal diameter, $\frac{7}{8}$ -in. thick.	As required

List B—110-volt Ships

Pattern No.	Name.	Quantity.
W4058	Blower and heater unit, 110-volt, D.C. supply (for bulkhead mounting).	1
W3115	Mount, resilient	4
C2420C	Tubing, rubber, vulcanised, $\frac{1}{2}$ -in. internal diameter, $\frac{7}{8}$ -in. thick.	As required

5. The length of rubber tubing to be demanded is to be determined by the relative positions of the board, voltage control, and the blower and heater unit. The latter is a closed box (14-in. wide, 23-in. high and 8-in. deep) intended for bulkhead mounting, and its position is to be selected at the ship.

6. It is expected that by the time the modifications in paragraph 3 have been carried out and the demands called for in paragraph 4 are received, the blower and heater units will be available for issue.

915.—D/F Outfit F.M. 7—Revised Fitting-out Information

(S.D. 0276/42.—26.2.1942.)

Admiralty Signal Establishment Preliminary Specification No. B. 128/41 has been prepared to show the method of fitting and wiring D/F Outfit F.M. 7.

2. This specification supersedes Preliminary Specification No. B.100/40, copies of which should now be returned to Admiralty. Specification B. 128/41 contains fitting-out information for fitting D/F Outfit F.M. 7 in cruisers and above. When stocks of Tuner Amplifier B. 18 which is comprised in D/F Outfit F.M. 2 are exhausted, D/F Outfit F.M. 7 will be fitted in lieu.

3. Copies of the Specification No. B. 128/41 have been forwarded to the Admirals Superintendent, Chatham, Devonport, Portsmouth, Rosyth, Malta, Gibraltar; to the Rear-Admiral, Alexandria; to the Commodores-in-Charge, Sheerness and Bermuda; Flag Officer-in-Charge, Simonstown; the Commodore Commanding R.I.N., Bombay; the Chief of Naval Staff, Ottawa; Naval Secretaries at Melbourne and Wellington, and to the B.A.R.M., Washington.

4. Copies of Specification No. B. 128/41 have also been forwarded to the Warship Production Superintendents, Scottish, North-Eastern, North-Western, Humber, London, East Coast of Scotland and Southern Areas, South Wales District and Belfast. The Principal (Ship) Overseers and Emergency Repair Overseers of all ships approved to be fitted with D/F Outfits F.M. 2 and F.M. 7 are, therefore, to apply to the Warship Production Superintendents of their area for a copy of Specification No. B. 128/41 in accordance with the procedure described in A.F.O. 790/40.

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

916.—Close Range Fire Distribution—Ardente Hailing Equipment—Type 431
Capital Ships, Aircraft Carriers, Cruisers, Large Monitors, Depot Ships and "Adventure"

(S.D. 01261/41.—26.2.1942.)

The application of Type 431 for hailing purposes (*vide* A.F.O. 453/41) is now to be extended to the control of close range A.A. weapons by the A.D.O. in the ships mentioned in paragraph 2 below.

2. To meet this requirement, supply will be made on the following scale:—

Capital ships and modern aircraft carriers	... 2 sets; 6 loud speakers.
Old carriers and cruisers of "Kent" and later classes.	2 sets each.
A.A. cruisers. Large monitors	... 3 loud speakers.
Depôt ships ("Resource" and later construction or conversion).	1 set each.
"Adventure", "C", "D", "E", and "Hawkins" class cruisers.	3 loud speakers.

3. In the larger ships this provision will allow one loudspeaker for each group in the ship, one set for each side (the set being switched to one corner or one side as required) and spare loudspeakers.

4. The fitting of the equipment for gunnery purposes will also cover the hailing requirement for cruisers approved in A.F.O. 453/41.

(A.F.O. 453/41.)

917.—Naval Aircraft—Repaired Instruments—Method of Marking

(A.M.R. 57/42.—26.2.1942.)

In order that aircraft instruments which have been repaired may be recognised as repaired instruments, the following method of marking is to be adopted:—

- (i) For all instruments repaired by contractors, the repair contract number only will be used.
- (ii) For all instruments repaired by Naval aircraft repair yards, the letter "R" followed by the first two letters of the name of the repair yard is to be used (e.g., an instrument repaired at Donibristle would be marked R/DO).

2. Repaired panels or instruments are to be marked on the back of the case in Chinese white.

918.—Martlet Aircraft—Sealing of Fuel Tank Covering at Filler Neck

(A.M.R. 844/41.—26.2.1942.)

Seepage between the self-sealing cover and the shell of the Martlet fuel tanks is liable to occur from petrol overflowing during filling and from leakage at the joint between the filler neck and the tank.

In order to prevent this, the procedure described below is to be carried out on all such tanks before installation in the fuselage, and at the first convenient opportunity on all other tanks in service.

Care is to be taken that no fuel seepage has taken place before the sealing of the neck orifice is carried out, or the petrol thus introduced will be trapped under the cover and continue to do damage.

2. *Material required.*—No. 4 Bostik cleaner; No. 5R Boscotex primer; No. 551 Boscoprene cement (Parts A and B); Aircraft fabric.

Note.—For convenience, No. 551 Boscoprene cement can be supplied in small quantities, Part A in half-pint tins and Part B in 1-oz. bottles.

3. *Preparing No. 551 Boscoprene cement for use.*—Shake the bottle containing Part "B" well, then pour complete contents of this bottle into the half-pint tin containing Part A, stirring all the time. Continue to stir thoroughly for at least one minute to ensure complete mixing.

After Parts A and B have been mixed, the resulting mixture must be used within 12 hours, and should be stirred well before application.

4. *Method of sealing.*—(i) Remove the set screws retaining the filler neck to the tank and remove the filler neck and cork washer.

(ii) Clean all the paint from the base of the filler neck and from the exposed metal surface of the tank. Clean the dope from the outer canvas cover of the protective covering for about 3-in. around the opening for the filler neck (a small amount of dope remover may be used for this, provided none is permitted to touch the edges of the self-sealing material).

(iii) With No. 4 Bostik cleaner applied by brush or clean rag, clean the whole of the areas freed of paint.

(iv) Apply with a clean soft brush, No. 5R Boscotex primer to the base of the filler neck, the exposed and cleaned metal surface of the tank (continuing slightly under the self-sealing cover where this is "standing away" from the tank shell), and to the cleaned area of the outer canvas cover.

(v) Allow this No. 5R primer to dry until it is transparent. This takes 2 to 3 hours.

(vi) Prepare a circular patch cut from aircraft fabric, 6-in. larger in diameter than the opening in the self-sealing cover. Cut out a hole in the centre of the patch to clear the orifice in the tank shell, and punch holes to coincide with the retaining bolt holes. Make a number of 1½-in. radial cuts in the patch at convenient distances round its outer circumference.

(vii) Mix Parts A and B of No. 551 Boscoprene cement together, as described at paragraph 2, and apply this cement to:—

- (a) The base of the filler neck;
- (b) the primed surfaces of the tank shell;
- (c) the exposed edges of the laminations of the self-sealing cover.

Allow this coat to dry for about 10 minutes.

(viii) Apply a second coat of No. 551 Boscoprene cement over the surfaces mentioned at (vii) and continue it over the primed surface of the outer canvas cover.

(ix) While this cement is still wet, apply the fabric patch already prepared, lining up the holes for the orifice and retaining bolts, and pressing the patch well down into position. Coat the outer surface of the patch with Boscoprene cement so that the fabric is well impregnated, and taking care that it adheres well to the outer canvas cover.

(x) Replace the cork washer in position, replace the filler neck and tighten down the retaining screws. Lock the screws with wire.

(xi) Apply a final coat of No. 551 Boscoprene cement over the whole surface previously treated and over the filler neck base.

(xii) After sealing in this way, leave for 24 hours to cure before introducing petrol into the tank.

Note.—Absolute cleanliness and freedom from grease and oil is essential for the success of this treatment.

919.—H.M. New Zealand Ships—Alterations and Additions—Procedure Squadrons, Flotillas and Ships concerned, Dockyards and Repair Bases

(D. 02421/42.—26.2.1942.)

The New Zealand Naval Board have intimated that they desire the following arrangements to be made with regard to alterations and additions to H.M. New Zealand ships serving with Imperial Forces, and action should be taken accordingly:—

(i) Items approved by the Admiralty for classes and considered applicable to H.M. New Zealand ships by their present administrative authority, are to be taken in hand without waiting for further instructions from the New Zealand Naval Board.

(ii) Any further alterations and additions proposed by H.M. New Zealand ships are to be referred in general to the New Zealand Naval Board. The Naval Board's decision will be communicated by signal.

2. When items of Alterations and Additions are carried out in vessels of the Royal New Zealand Navy a telegraphic report is to be forwarded to the Admiralty as soon as possible after completion, giving the approximate cost incurred, together with a reference to the items undertaken.

920.—Bottom and Boot-Topping Composition

O.R.P. "Garland"

(D. 510/42.—26.2.1942.)

Clark's bottom and boot-topping compositions are the approved compositions for O.R.P. "Garland" and are to be applied to the ship when next docked.

2. The hull is to be scraped as much as possible in the time available.

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

921.—Engine Room Ventilation—Improvement

Modified "Hunt" class Destroyers, 31-ft. 6-in. Beam

(D. 849/42.—26.2.1942.)

It has been approved to replace the 17½-in. axial flow fan at present fitted for engine room exhaust by a 17½-in. centrifugal fan.

An item, classification "B", to cover the work involved, is to be inserted in the next class lists of Alterations and Additions to the ships concerned.

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

922.—Firefighting in H.M. Ships—Pyrene Foam Compound Units for Petrol Control Compartments

(D. 16937/41.—26.2.1942.)

Specific instructions regarding the positioning of foam compound units allocated for petrol control compartments, are laid down in A.F.O. 1431/41, paragraph 7.

2. Since this A.F.O. was promulgated the matter has been reconsidered, and due to the general difficulties of access to petrol control compartments and to the fact that these compartments are fitted with spraying arrangements, it is doubtful if the foam compound units would be or ever need be used for fire in the petrol control compartment itself.

3. The foam compound units allocated for petrol control compartments are therefore to be considered as being for general use for dealing with oil fuel fires outside machinery spaces, fires caused by petrol spreading from damaged tanks, fires in or around paint rooms, paint stores, inflammable stores etc., and should be positioned accordingly.

4. A.F.O. 1431/41 is to be amended as necessary.

(*A.F.O. 1431/41.*)

923.—Steering Wheel, Steel—Effect on Compasses

Converted Trawlers, Whalers, Drifters and Yachts

(D. 2242/42.—26.2.1942.)

It has been reported that in a converted trawler the steering wheel was made of steel and had a serious effect upon the steering compass. The wheel has now been replaced by a wooden one.

In any other vessel in which the steering wheel is not made of non-magnetic material, the Commanding Officer is to insert an item, classification "A", in the next list of Alterations and Additions for this to be removed and a wooden wheel fitted in lieu.

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

924.—Dan Buoys—Allowances

Flotilla Leaders and Destroyers ("L" and "M" Classes)

(N.S. 24719/41.—26.2.1942.)

The undermentioned dan buoys and associated gear are to be allowed to each flotilla leader and destroyer of "L" and "M" classes in addition to those already allowed by Establishment (B.R. 332A) :—

Pattern

—	Dan buoys, type E ...	1	In lieu of an additional reindeer mark buoy (see A.F.Os. 4067/41 and 5561/41).
8719	Dan buoys ...	1	
8717	Floats, elliptical ...	3	
8734	Staves ...	1	

2. Ships concerned in commission should forward demands to storing yards accordingly. Supply to H.M.S. "Lookout" of the two buoys has already been arranged and supply to this ship of the floats and stave should be made by Superintending Naval Store Officer, Rosyth, without demand. Supply to vessels of these classes under construction should be arranged by storing yards in the usual manner.

3. The Sea Store Establishment will be amended.

(A.F.Os. 4067/41 and 5561/41.)

925.—Boom Defence Cylindrical Buoys—Damage to Connections

(B.D. 0259/42.—26.2.1942.)

Instances have occurred of the chain cable connected to the rocking shackle on third class cylindrical buoys in boom defences chafing and cutting through on the angle bar fitted on the upper side of these buoys.

2. As opportunity offers the standing flange of this angle bar is to be burnt off flush or otherwise removed.

3. As a temporary measure the buoys may be dressed top side down, i.e. with the manholes underwater. Great care, however, must be exercised to ensure that the manhole covers are watertight.

926.—Ready-use Shell Lockers

A.M.Cs. and O.B.Vs.

(D.N.C./G. 5902/41.—26.2.1942.)

Twenty R.U. shells for L.A. guns and 36 shells per H.A. gun using separate ammunition are to be stowed in watertight R.U. lockers and in addition all vessels are to retain 10 R.U. shell racks per gun.

2. A.F.O. Diagram No. 37/42 shows the type and size of locker necessary for 6-in., 5.5-in. and 12-pdr. guns. The locker has a centre division to separate types of shells and will accommodate the longest shells which may be supplied, portable linings being fitted where necessary to reduce the clearance to suit the lengths of shell supplied.

3. Commanding Officers are to insert an item in their lists of Alterations and Additions requesting supply of the lockers which are to be manufactured by the refitting contractor.

927.—Reducing Valves, Type B, Ref. 6D/153—Maintenance Spares

(N.S. AIR 244/42.—26.2.1942.)

In view of reported failures of Reducing Valves, Type B, Stores Reference 6D/153, in Fulmar aircraft, these items will be allowed to R.N. Air Stations as maintenance spares in accordance with the following scale :—

		No.
R.N. Air Stations, Class "A" (see C.A.F.O. 1599A/41)	...	6

2. Stations concerned are to forward demands to their respective R.N. store depôts at home and storing yards abroad, quoting this Order as authority for supply. Supply to new services will be made with their initial outfit of stores.

3. Arrangements have been made for 9 valves to be shipped to Alexandria to meet initial issues, stocks and reserves.

4. The aircraft stores establishment for R.N. air stations will be amended in due course; meanwhile all existing establishments held by R.N. air stations, store depôts and H.M. dockyards, etc., should be amended in manuscript by annotating col. X (see A.F.O. 5681/41).

(C.A.F.O. 1599a/41 and A.F.O. 5681/41.)

928.—Naval Aircraft—Harness, Quick Release, Observers—Modification

(N.S. Air. 5888/41.—26.2.1942.)

Arrangements have been made for the following quantities of anchorage rings and webbing, required to effect the modification to observers' harness detailed in A.F.O. 372/42, to be supplied to yards abroad.

	<i>Rings, Ref. 15A/194 No.</i>	<i>Webbing, Ref. 15A/271 Yards</i>
Alexandria ...	120	20
Bermuda ...	40	10
Gibraltar ...	60	10
Malta ...	100	15
Simonstown ...	120	30
Trincomalee ...	200	40

(A.F.O. 372/42.)

929.—Aero-Engines—Cases and Stands Returned to Contractors, etc.

(A.M. 3605/42.—26.2.1942.)

Considerable difficulty is being experienced and unnecessary effort expended by aero-engine manufacturers and repair contractors in linking up carriers' notes and issue vouchers with the equipment to which they refer.

2. It is essential that all documents relating to the return of aero-engines quote the type and mark of engine, both Air Ministry and makers' serial numbers, and the number of the case and/or stand in which the engine is packed.

3. When cases or stands are returned empty, identification marks must be quoted.

4. Instances have occurred of aero-engine cases being returned without stands and many of the bolts, nuts, washers, distance pieces, etc. Ships and stations are, therefore, to ensure that all cases are returned in a serviceable condition and complete in all respects for immediate re-issue.

930.—Oxy-hydrogen Underwater Cutting Equipment—Allowance

Submarine Depot Ships, Destroyer Depot Ships, Fleet Repair Ships

(N.S. 22339/41.—26.2.1942.)

A set of oxy-hydrogen underwater cutting equipment is to be allowed to each submarine depot ship, destroyer depot ship and fleet repair ship. Details of the components of the equipment are shown in the appendix to this Order.

2. Supply of a set of this apparatus to H.M. Ships "Maidstone," "Medway," "Hecla," "Resource" and "Antonia" has already been arranged.

3. The remaining ships concerned should be supplied without demand as follows:—

Ship.	Yard from which supply is to be made.
"Adamant" ...	Portsmouth (set appropriated to "Antonia" to be sent to "Adamant." Replace set for "Antonia" is being ordered).
"Sandhurst" ...	Rosyth.
"Ambrose" ...	
"Forth" ...	
"Titania" ...	
"Greenwich" ...	
"Woolwich" ...	
"Tyne" ...	
"Blenheim" ...	
"Philoctetes" ...	
"Wolfe" ...	
"Aurania" ...	Devonport.

Delivery arrangements will be made accordingly.

Purchase of the equipment under Subhead B.3 has been arranged at Admiralty for delivery to the supplying yards. The oxygen, hydrogen and compressed air cylinders (converted oxygen cylinders), are to be supplied from stock.

4. The oxygen and hydrogen cylinders will be supplied fully charged.

5. B.R.321—Establishment of Naval Stores for Engineering Purposes—will be amended.

APPENDIX

Component Parts of Oxy-Hydrogen Underwater Cutting Equipment

Description.	Denomi- nation.	Quantity.
<i>B.3</i>		
Cutting torch or blowpipe ...	No.	1
High pressure oxygen manifolds ...	No.	2
High pressure hydrogen manifolds ...	No.	1
Oxygen pressure regulators ...	No.	2
Hydrogen pressure regulators ...	No.	1
Triple rubber tubing, fitted ...	Ft.	300
<i>E.7</i>		
Cylinders, hydrogen, 100 cub. ft. nominal capacity; working pressure, 1,450-lb. per sq. in.	No.	12
Cylinders, oxygen, 100 cub. ft. capacity; working pressure, 1,760-lb. per sq. in.	No.	18
H.P. air bottles, 100 cub. ft. capacity; working pressure, 1,760 lb. per sq. in.	No.	6

(A.F.O. 1867/39.)

931.—A.S.E. Amendments consequent upon Amendments to Appendices "A"

Swordfish and Fulmar Aircraft

(N.S. Air. 3755/41.—26.2.1942.)

In view of amendments to Appendices "A" of Swordfish and Fulmar aircraft, the following alterations and additions will be necessary to the A.S.Es. :—

O.U. 6328 (A) (Swordfish A.S.E.)

1	2	3	10	11	12	13	14	20	21	X	Y	Z
<i>Section 8A</i>												
<i>Delete—</i>												
630	Pipe Lines :— 8 ft.—4½ in. main 8 ft.—1½ in. secondary	Sets	2	2	2	4		A				
<i>Add—</i>												
552	Pipe Lines :— 9 ft.—3 in. main ... 8 ft.—7 in. secondary	Sets	2	2	2	4		A		2	2	2

O.U. 6328 (F).

After—

Ref. No. 6D/71 Cylinders, oxygen, 750 litres, Mark V, with valve,

Insert—

or Ref. No. 6D/483 Cylinders, oxygen, Mark V.C.

Add—

1	2	3	4	10	11	12	13	14	20	21	X	Y	Z
<i>Section 5U</i>													
1567	Valve, solenoid, 24V	No.		1	2	2			A		2	1	2
1559	Accessories, No. 1 ...	Sets		1	2	2			A		2	1	2
<i>Section 6D</i>													
479	Economisers, Mark II	No.		2	2	3			A		3	2	3
<i>Add</i>													
<i>O.U. 6328</i>													
<i>Section 28C</i>													
5107	Elbow ...	No.		1	2	2			C		2	1	2

Shore Establishments—(see C.A.F.O. 1599a/41)

R.N. Air Stations, Class A ... To the scale detailed in Column X

R.N. Air Stations, Classes B and C To the scale detailed in Column Y

R.N. Aircraft Repair Yards... To the scale detailed in Column Z

2. Arrangements have been made for the following quantities to be shipped to yards abroad to meet initial issues, stocks, and reserves.

	Ref.	8A/552	5U/1567	5U/1559	6D/479	28C/5107
Alexandria	...	6	3	3	5	3
Bermuda	...	6	3	3	3	3
Gibraltar	...	6	5	5	6	12
Malta	...	6	—	—	—	—
Simonstown	...	6	2	2	3	3
Trincomalee	...	9	3	3	6	2

3. Supply to the following services will be made from Stafford without demand except for the oxygen cylinders, which are merely an alternative and not a new allowance :—

R.N. Air Station, Palisadoes, Jamaica (O.U.6328 (A), O.U.6328).
R.N. Air Section, Hastings, Freetown (O.U.6328 (A), O.U.6328 (F), O.U.6328).
R.N. Air Section, Dartmouth, Nova Scotia (O.U.6328 (A), O.U.6328).

4. Ships and other services concerned will forward demands for the items mentioned, with the exception of oxygen cylinders, to their respective R.N. Store depôts at home or storing yards abroad, quoting this order as authority. Supply to new services will be made with the initial outfit of stores.

5. The A.S.Es. will be amended.

(C.A.F.O. 1599a/41.)

932.—Crash Gear—Equipment for Boats Attending on Flying Operations

Ships concerned and Dockyards, etc.

(N.S. 18368/41.—26.2.1942.)

Tube cutters and spare blades, R.A.F. Ref. Nos. 21F/339 and 21F/340, respectively, included in the crash gear for boats attending on flying operations, will in future be allowed only to aircraft carriers, ships fitted with catapults and destroyers attending on aircraft carriers. Tube cutters and blades on board ships not now allowed them, should be returned to the nearest dockyard.

2. The allowance of the reduced equipment now applicable to flotilla leaders and destroyers not attending on aircraft carriers has been extended to "Hunts". The equipment is not allowed to "Wairs".

"Hunts," in commission, should forward demands to their storing yards or bases accordingly, and should arrange for the manufacture of a stowage box—see paragraph 7 of A.F.O. 3502/40. Supply to ships of new construction should be made by storing yards in the usual manner, and for such vessels the Principal (Ship) Overseers should arrange for the stowage boxes to be manufactured by shipbuilders.

3. A.F.O. 3502/40 is to be amended as necessary.

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

(S.N.S.O., Portsmouth, 23.9.41, N.S. Postal Message, No. 6253.)

(A.F.Os. 3502/40 and 5420/41.)

933.—Lamp Boxes Below Decks

(N.S. 15410/41.—26.2.1942.)

Lamp boxes, Patterns 10124, 10126, 10129 and 10145, are available at the R.N. Store Depôt, Midland Area, Stafford, and as these patterns show more light than is desirable in exposed positions, they should be demanded for use in positions below decks where space permits of their being fitted, and where it is not possible for the lamps to shine out-board.

934.—Gunmetal—Economical Use of Virgin Metals

W.P.Ss., Overseers, Dockyards

(C.P. 8/14000/42.—26.2.1942.)

Further to Admiralty letter dated 16th September, 1940, C.P. 8/72268/40 (addressed to firms, engineer overseers and dockyard officers) and to A.F.Os. 3469/40 and 979/41, it is desired to emphasise that the acceptance of leaded gunmetal to British Standard Specifications Nos. 897/8 and 900/1—1940, containing lead and impurities not permitted in Admiralty specifications, is intended to enable the maximum use to be made of scrap material.

2. The composition of gunmetal to the British Standards quoted should *not* be obtained by using virgin metals with the addition of lead, etc., to obtain the chemical composition specified.

3. In every case the maximum use is to be made of scrap metal.

4. The last paragraph of Clause 361, for gunmetal, of the specification of materials for marine engineering, is in abeyance for the duration of the War.

(A.F.Os. 3469/40 and 979/41.)

935.—"Elsan" Chemical Closets

"H" and "L" Class Submarines

(N.S. 10633/42.—26.2.1942.)

Experience has shown that "Elsan" chemical closets are not required by "H" and "L" class submarines, and the allowances to these two classes promulgated by A.F.O. 2189/41 have been withdrawn.

2. Arrangements have been made for the closets to be returned to Chatham Yard.

(F.O. (S), 3.1.42, No. 14/SM. 29.)

(A.F.O. 2189/41.)

936.—5-in. Coir Cordage—Allowance

"Fairmile" Craft

(N.S. 22804/41.—26.2.1942.)

Thirty fathoms of 5-in. coir cordage, Pattern C.1487, are to be allowed, if required, to each "Fairmile" M.L., M.G.B. and M.T.B., in addition to the 5-in. tarred hemp and other cordage already allowed to these boats.

2. In view of the low breaking strength of this rope it is suitable for use only in light weather conditions, and the existing allowances of hemp ropes should be used for such operations as anchoring and towing.

3. Demands for the quantity of 5-in. coir cordage required by attached boats should be forwarded to storing yards by each coastal force base concerned, together with demands for 240 fathoms as spare to be held at the base. Supply to boats of new construction should be arranged by storing yards, if demanded.

4. The Sea Store Establishment will be amended.

(R.A.C.F. 21.11.41, No. 9552, M/117.)

937.—Manila Cordage—Blending Sisal with Manila for the Manufacture of Cordage for General Purposes

(D. 023662/41.—26.2.1942.)

In view of the uncertainty of future supplies of manila hemp from the Far East, it will be necessary to conserve existing stocks of this fibre to the greatest possible extent.

2. Pending further instructions, requirements of manila cordage for Admiralty Services are to be met by trade and dockyard supply of cordage manufactured from 50 per cent. manila and 50 per cent. sisal, except as follows :—

(a) Manila cordage of 2-in.-4½-in. circumference inclusive, required for boats falls and ammunition whips, is to be made of pure manila. Manila cordage of these sizes required for other services is to be made of 50 per cent. manila and 50 per cent. sisal.

- (b) Towing hawsers of 16-in. circumference and above, required for use on Ocean rescue tugs, are to be of pure manila.
- (c) Boltrope and stage lashing to be of 100 per cent. sisal.
- (d) Hard fibre cores for steel wire ropes may be made from sisal, St. Helena or New Zealand hemp.

3. These instructions supersede those given in A.F.O. 1250/40, in so far as blending of sisal with manila is concerned, and are to be brought into operation forthwith.

4. Any cases of doubt which may arise in regard to purchases of cordage for specific services are to be referred to the Admiralty for decision.
(A.F.O. 1250/40.)

Section 4

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

938.—Supply of Victualling Stores in United Kingdom—Procedure consequent upon Dispersal of Stocks

(V. 20123/42.—26.2.1942.)

The following amendments are to be made to the Appendix to A.F.O. 517/42 :—

Under "Victualling Depot, Dover" :—

Column 3. *Delete* "Margate" and *substitute* "Ramsgate".

Column 7. *Amend* telephone number to read "Dover 1250, Extension 137".

Under "Midland Area". In column 7, *add* "For W.R.N.S. clothing, see Note A".

Under "Southern Area". *Delete* present column 7 and *amend to read* :—

"(i) Demands for officers' and flying clothing may be sent direct to the Officer-in-Charge, H.M. Naval Victualling Sub-Depôt (Southern Area), Guildford. (Telephone : Guildford 3374.)

(ii) Demands for mess gear may be sent direct to the Officer-in-Charge, H.M. Naval Victualling Sub-Depôt (Southern Area), Bournemouth. (Telephone : Bournemouth 245.)

(iii) Demands for dry provisions, seamen's clothing, soap and tobacco should be sent to the Superintending Victualling Store Officer, H.M. Naval Victualling Depôts, Southern Area, Thatcham, Berks. (Telephone : Thatcham 2141.)

(iv) Urgent local demands for stores may be sent to the Deputy Victualling Store Officer, Royal Clarence Yard, Gosport. (Telephone : Portsmouth 74571.)

(v) For W.R.N.S. clothing, see note A.

Under Note A. *Delete* last line and *substitute* new sub-paragraph :—

"W.R.N.S. Clothing".

The procedure laid down in A.F.O. 3870/41 will continue.

(A.F.Os. 3870/41 and 517/42.)

939.—Royal Marines—Tropical Dress

(R.M./V. 611/42.—26.2.1942.)

In order that the tropical dress of Royal Marines operating on shore may be brought into line with the Army tropical dress, the present long type puttees will be replaced by "puttees, short," and "hose-tops, drab," as and when these articles become available, the scale of issue being two pairs hose-tops, drab, and one pair puttees, short, per man. Royal Marine tropical dress will then be :—

When landed for exercises and operations on shore.

Helmet.
Boots, shore service (Army pattern).
Shorts, khaki.
Puttees, short.
Hose-tops, drab.
Shirt, tropical, khaki.
Waistbelt, blue.

When on board or on leave.

Helmet, or cap, white duck, as ordered.
Boots, sea service (Naval pattern).
†Tunic and trousers, khaki drill.
Shirt, tropical, khaki.

†As an alternative, shorts (with waistbelt, blue), puttees, short, and hose-tops, drab, may be worn.

2. H.M. ships in the Home Fleet should demand requirements from the Royal Marine Clothing Depot, Lyness, to which depot surplus "puttees, S.D., long" should be returned.

3. H.M. ships on foreign stations should demand requirements from the nearest Army Ordnance depôts, to which depôts surplus "puttees, S.D., long" should be returned.

4. Ranks still in possession of khaki service dress (not battle dress) should retain their puttees, S.D., long.

5. The issue of stockings, khaki, and shoes, black leather, as part of the Royal Marine tropical dress, has been suspended for the period of the war.

(A.F.O. 1108/41 is cancelled.)

*940.—Badges—Controlled and Observation Mining Ratings

(V. 410/42.—26.2.1942.)

The new badges for ratings of the Controlled and Observation Mining Organisation will be available shortly. The badges can be made up by the addition of the letters "C.M." or "C.M.S." to the existing badges shown below :—

Petty Officers, "C.M." or "C.M.S." (*existing badge* for Leading Torpedoman (low power)), viz. :—Pattern 125A or B.

Leading Wiremen, "C.M." or "C.M.S." (*existing badge* for Leading Torpedoman), viz. :—Pattern 123A or B.

Wiremen, "C.M." or "C.M.S." (*existing badge* for Seaman Torpedoman), viz. :—Pattern 134A or B.

2. Leading Watchkeepers (C.M.) and Watchkeepers (C.M.)—there is no existing badge for these ratings. The new badge for them will be :—

Horizontal torpedo with letters "C.M." below, Patterns 126A or B.

3. Stocks of letters "C.M." and "C.M.S." and of the new badges for Leading Watchkeepers (C.M.) and Watchkeepers (C.M.) are being provided at the Royal Victoria Yard, Deptford; Royal William Yard, Plymouth; and H.M. Naval

Section 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE

947.—Amendments to Books

(E.F.O.—26.2.1942.)

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

The total numbers required by shore establishments at home and abroad are, however, to be demanded by the establishments concerned direct from the R.N. Store Depôt, Elveden Road, Park Royal, N.W.10.

A.F.O. P.98/42.—O.U.5385/1938—Main Electrical Batteries of H.M. Submarines—Amendment No. 3.

P.99/42.—O.U.5449—Regulations for Maintenance of 21-in., Mark II—V Torpedoes—Amendment.

P.100/42. O.U.5450—Regulations for Maintenance of 21-in., Mark IV*, S. & S.O. Torpedoes, and 21-in., Mark II, S.O., Torpedoes in Submarines—Amendment.

P.101/42.—O.U.5456/33—Turret Gun Drill for 6-in., B.L. Guns, Mark XXIII, on Twin, Mark XXI Mounting, 1933—Amendment No. 19.

P.102/42.—O.U.5488—Turret Gun Drill, for 6-in., B.L. Guns, Mark XXIII, on Triple, Mark XXII Mounting, 1936—Amendment No. 12.

P.103/42.—O.U.5504—Regulations for Maintenance of 21-in., Marks IX—IX** and IX** N.A.B. Torpedoes—Amendment No. 35.

P.104/42.—O.U.5531—Regulations for Maintenance of 21-in., Marks VIII—VIII** Torpedoes—Amendment No. 19.

P.105/42.—O.U.5543—Drill for the 4-in. Guns in "Town" class Destroyers, 1941—Amendment No. 1.

P.106/42.—O.U.6118(1)—War Vessels Silhouette Identification Book—British Empire—Amendment No. 5.

P.107/42.—O.U.6324—Maintenance of A.B., Marks I and I* Gyroscope—Amendment No. 13.

P.108/42.—O.U.6331/39—Damage Control Handbook—Amendment No. 11.

P.109/42.—O.U.6358B—Handbook for 6-in., B.L., Mark XXIII Gun, on Twin, Mark XXI Mounting—Book II—Plates, 1932—Amendment No. 3.

P.110/42.—O.U.6359B—Handbook for 6-in., B.L., Mark XXIII Guns, on Triple Mark XXII Mountings—Book II—Plates, 1937—Amendment No. 2.

P.111/42.—O.U.6360—Handbook for 6-in., B.L., Mark XXIII Guns, on Triple, Mark XXIII Mounting, 1939—Amendment No. 2.

(A.F.Os. 1268/39, 4622/40 and 815/42.)

948.—Telegraphic Addresses of Naval Authorities Abroad—Correction No. 8 to A.F.O. 160/40

(M. 71/42.—26.2.1942.)

The following amendment is to be made to the list of telegraphic addresses in A.F.O. 160/40 :—

Delete following item inserted by Correction No. 7 (A.F.O. 295/42) :—

Istanbul—

Staff Officer (I) Britnavat, Istanbul

(Correction No. 7—A.F.O. 295/42.)

(Also issued as A.F.O. S.64/42.)

(A.F.O. 160/40.)

949.—R.N. Air Station, Lawrenny Ferry—Postal Address.

(A. 01568/41.—26.2.1942.)

The full postal address of R.N. Air Station, Lawrenny Ferry, is as follows :—

R.N. Air Station,
Lawrenny Ferry,
Lawrenny,
Kilgetty,
Pembrokeshire.

Telegraphic address :—C.O.N.A.S. Lawrenny.

2. Paragraph 3 of A.F.O. 418/42 is to be amended accordingly.

(A.F.O. 418/42.)

950.—Admiralty Book of Anchors—Reprint

(N.S./Sta. 10282/41.—26.2.1942.)

Stocks of the Admiralty Book of Anchors for H.M. Services are now exhausted, but it is not considered essential to reprint this book during the period of the war.

2. Any copies held surplus to essential requirements should be returned to the Director of Stores, Admiralty, Bath.

951.—Handbooks, etc., on Torpedo Subjects—Return of Redundant Copies

(T. 0157/42.—26.2.1942.)

To conserve stocks of books on torpedo subjects, and to reduce the necessity for reprinting existing books, it is necessary that the books rendered redundant by a change in torpedo appropriation, surrender of the torpedo armament (e.g. see C.A.F.O. 2473/41) or by changes in distribution lists, should be returned to stock.

2. C.Bs. should be returned to distributing authorities who should maintain a small stock to meet requirements and return the remainder to Military Branch, Park Row, Greenwich, S.E.10.

3. O.U.s. and B.R.s. should be returned to the R.N. Store Depôt, Edgware Road, Cricklewood, N.W.2.

(C.A.F.O. 2473/41.)

952.—Universal Amendment List to Aircraft Appendices "A"

(N.S. Air 192/42.—26.2.1942.)

The undermentioned amendment is to be made to all aircraft Appendices "A" :—

Appendix "A", Glossary of Terms :

Following paragraph "N.A.", insert :—

"N.S." in "Supplied by" column denotes that the item is supplied by the Admiralty.

2. This Order should be quoted as the authority, as this action will not be covered by ordinary amendment list procedure.

953.—Scales of Medicines, Instruments, etc. for Service Afloat, 1942

(M.D. G. 3227/42.—26.2.1942.)

The Scales of Medicines, Instruments, etc., for service afloat have been revised. Copies of the new scales will be supplied to establishments as under without demand :—

R.N. Hospitals :—	R.N. Medical Depôts :—
Haslar	Huthwaite
Plymouth	Dunfermline
Chatham	Wellingborough
Malta	Alexandria
Bermuda	Trincomalee
Simonstown	Freetown
H.M. Dockyard, Gibraltar (for service afloat store.)	

2. All "dues" of the old edition have been cancelled and ships bearing Medical Officers should demand one copy of the nearest service afloat medical depôt.

954.—Booklet—Free French Forces

(M. 014296/41.—26.2.1942.)

An illustrated booklet issued by the Ministry of Information entitled "Free French Forces" is distributed with Admiralty Fleet Orders of this date for the information of Naval personnel.

2. The scale of supply is limited to about a third of that for Admiralty Fleet Orders with a minimum of one copy for each ship and Naval establishment.

3. As no further supply is available, the maximum circulation should be afforded to each copy received.

955.—B.R. 50/41—War Regulations for V.A.Ds. in Naval Hospitals, Etc., 1941

(C.E. 10527/41.—26.2.1942.)

Copies of the above-mentioned book which sets out the conditions of service and rates of pay of V.A.D. members employed in naval establishments have been issued to the principal establishments concerned.

2. Copies required by other establishments to which V.A.D. members have been appointed should be demanded from the R.N. Store Depôt, 307 Elveden Road, Park Royal, London, N.W.10.

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

(A.S.—26.2.1942.)

Serial No.	Description.	Where used.	Page in Form O.6.	Sta. No.
N.811	Projectile, illuminating (for use with Holman projector, Mark II), No. 1, Mark 1.	On lid of container No. 44.	28	18680/41
N.812	Projectiles, illuminating, ten (for use with Holman projector Mark II), No. 1, Mark I).	On lid of box P.69.	28	18680/41

2. Demands should be made as necessary in accordance with A.F.O. 708/42, paragraph 3.

(A.F.O. 708/42.)

957.—O.U. 5504—Regulations for Maintenance of 21-in., Mark IX and IX* Torpedoes—Reduction in Establishment

(T.—26.2.1942.)

The establishment of the above book has been reduced as follows :—

Class of Ship	Present Establishment	Revised Establishment
Cruisers	7 copies	4 copies
Flotilla leaders	5 copies	3 copies
Destroyers	4 copies	2 copies

2. Any copies held surplus to the revised establishment should be returned to the Naval Store Officer, R.N. Store Depôt, Edgware Road, Cricklewood, N.W.2.

958.—O.U. 6344 series—Torpedo Drill for Submarines—Reclassification as B.R. 278

(T. 3444/41.—26.2.1942.)

O.U. 6344—Guard Book and Index for Pamphlets on Torpedo Drill for Submarine Torpedo Tubes, and O.U. 6344 (2)—Pamphlet on Torpedo Drill for Internal Tubes in Submarines Fitted with H.P. firing Gear, have been degraded to the B.R. series and re-numbered B.R. 278 and B.R. 278 (2) respectively.

2. B.R. 278 (3)—Torpedo Drill for Submarines with Low Pressure Firing Gear and B.R. 278 (4)—Torpedo Drill for External Tubes in Submarines, are now being printed and will shortly be issued to all concerned without demand by the Naval Store Officer, R.N. Store Depôt, Elveden Road, Park Royal, N.W.10.

959.—Form S.1515—Revision

(G.D. 0355/41.—26.2.1942.)

A revised edition of Form S.1515—Report of Attack by Enemy Aircraft—is now in print and will be issued without demand in accordance with the establishment shown in A.F.O. 4828/40.

(A.F.O. 4828/40.)

Section 6.—SHORE ESTABLISHMENTS

960.—Pay of Clerical Assistants and Members of the Established Typing Grades on Trial for Promotion

(C.E. 2005/42.—26.2.1942.)

Clerical assistants (treasury and departmental) and members of the established typing grades on trial for promotion to the clerical class should continue to receive during the period of trial the remuneration appropriate to their substantive rank. The promotion of officers who successfully complete the trial period will, however, be ante-dated for pay purposes to the date of commencement of that period.

961.—Sunday Attendance During the War—Non-Industrial Staff

(C.E. 51173/42.—26.2.1942.)

Under the present conditions of restricted annual leave, the grant of six or more days continuous annual leave immediately following a Sunday attendance can be regarded as a Service reason for allowing payment in full for that Sunday attendance.

(A.F.O. 2747/40.)

962.—Re-employed Pensioned Non-industrial Officers and Married Women Who Were Formerly Established Civil Servants—Increments

(C.E. 50366/42.—26.2.1942.)

It has now been decided to allow increments to re-employed pensioners who retire or have retired on a salary below the maximum of their scale and who are or have been re-employed in their old grade under the provisions of A.F.O. 2670/39 with no break in service or with a break not exceeding 14 days.

2. Similarly, established women Civil Servants who resign or have already resigned on marriage but are or have been immediately re-employed in a temporary capacity and, under Section IV of A.F.O. 2670/39, continue to be paid salary as at the date of resignation, may now receive increments.

3. Officers to whom the provisions of the preceding paragraphs apply should, as from 1st January, 1942, have their rate of salary brought to the point which it would have reached had their normal increments proceeded without any break, and their incremental dates will thereafter be the dates which they would have had if their normal increments had proceeded without any break. No adjustment in pay will be made for any period prior to 1st January, 1942.

(A.F.Os. 2670/39 and 3544/39.)

(A.F.O. 289/41 is cancelled.)

963.—Area Cash Offices, etc.—Addresses

(D.N.A. 1367/42.—26.2.1942.)

With reference to A.F.O. 603/42, the office of the Naval Cashier, Birmingham, has been removed to No. 241, Hagley Road, Edgbaston, Birmingham; Tel. Edgbaston 3641.

(A.F.O. 603/42.)

964.—Protected Areas—Scotland—Revision of—Procedure for Entry

(N.L. 14979/41.—26.2.1942.)

Attention is directed to the provisions of A.F.O. 847/42 published in Section 2 of this issue in regard to the revision of the Protected Areas in Scotland and the procedure for obtaining entry permits.

(A.F.O. 847/42.)

965.—Regulated Areas—Establishment of, in Scotland

(N.L. 14979/41.—26.2.1942.)

Attention is directed to A.F.O. 849/42 published in Section 2 of this issue in regard to the establishment of Regulated Areas in Scotland and the restrictive byelaws applicable to such areas.

(A.F.O. 849/42.)

966.—West Africa Works District

(C.E.-in-C. 58/31/1/7A.—26.2.1942.)

With reference to A.F.O. 206/42, all correspondence, etc., in connection with "Works" matters is in future to be addressed to:—

The Superintending Civil Engineer,
H.M. Naval Base,
Freetown, Sierra Leone.

2. A.F.O. 206/42 is to be amended accordingly.

(A.F.O. 206/42.)

967.—Payment for Naval Stores (Vote 8/2) Purchased Locally

Home Yards and Depôts and certain Commercial Ports

(N.S. 12764/42.—26.2.1942.)

With reference to Article 70 of the Naval Store Duties Instructions, local purchases of Naval stores (Vote 8, Section II) at dockyards, Naval store depôts, and by Naval Officers-in-Charge at commercial ports with Naval Base Accountant Officers borne on their staffs, may be authorised up to the limit of £75 for any one purchase, and payment should be made locally for such purchases. It should be understood that Admiralty approval is to be obtained for all purchases in excess of that amount before the Orders are placed, except in cases of extreme urgency where immediate supply is essential. In such cases a copy of the Order should be submitted for covering approval to the Director of Navy Contracts on the day the Order is placed, stating the circumstances in which the urgency has arisen.

2. If the "invoice half" of Form D.55, or the account of receipt is forwarded before covering approval has been received, it should be endorsed:—

"Admiralty approval requested in letter dated.....
reference number..... Total value of order £....."

3. Where a composite account for more than £75 is received comprising Orders, none of which exceeds £75, payment should still be made locally. Where, in exceptional circumstances, an Order in excess of £75 has been placed and is included in a composite account, it should be extracted and referred to the Admiralty for payment, the remainder of the account being paid locally.

4. In the ordinary course, purchases to these increased limits should be confined to stores not included in the Rate Book.

5. The procedure for ordering stores and payment therefor, at the commercial ports referred to above, is detailed in A.F.O. 968/42.

(A.F.Os. 3555/39, 935/40 and 3428/40 are cancelled.)

968.—Local Purchases of Naval Stores at Commercial Ports

Commercial Ports with Base Accountant Officers on Staff

(N.S. 12765/42.—26.2.1942.)

The procedure in King's Regulations and Admiralty Instructions, Chapter LII, for making and reporting local purchases of Naval stores, is not entirely suitable for dealing with orders placed locally by base accountant officers at commercial ports and the following arrangements are to be adopted.

2. Where practicable, competitive tenders are to be obtained when the expected value of the purchase will exceed £10, and in other cases when it is considered that lower prices may be obtained thereby.

3. The following dockyard forms should be used :—

D.258. Form of tender.

D.258a. Abstract of tenders.

D.258b. Form of order on contractor, placed on tender.

D.258d. Form of direct order on contractor, placed without tender.

4. The firm's invoices for the stores supplied should be made out on the following forms :—

D.55. Where payment is to be made at the Admiralty, i.e., where total value of the order is over £75. (Such transactions which will require to be authorised by the Admiralty before local order is placed, will be rare.)

D.56. Where payment is to be made locally.

The invoice forms should be dealt with as follows :—

D.55. "Please Receive" half, pages 1 and 2, sent to firms to enable them to render their claims to the Director of Navy Accounts on Form D.118.

"Invoice" half, pages 3 and 4, to be duly certified as provided on the form and sent to the Director of Stores, Bath (N.S. 3c) on the same day as the other half is sent to contractor.

The date and number of the Admiralty order authorising the purchase is to be inserted on both halves of the invoice, if not already done by the contractor.

The details on the accepted Invoice D.55 are to be copied in office to Form D.83a to provide the supporting voucher to the ledger entry.

D.56. One half to be retained as supporting voucher to the ledger entry. The other half to be attached to the cash account.

5. A copy of all orders placed during the previous week is to be enclosed in Form D.179 and sent to the Director of Stores, Bath, on the Friday of each week. (This return takes the place of the Form S.133 required under Naval procedure.) The total amount of liability incurred under *each subhead* only, and not the amounts under each item of each subhead, as stated in instructions on the front of the form, need be shown.

6. All invoices for stores delivered are to be registered consecutively in Invoice Register D.67 (the register number taken up being inserted on the invoice), and the date the articles are taken on ledger charge, and also, in the case of Invoices D.55, the date the receipt is returned to the contractor, are to be recorded in the register.

7. The office copies of the local purchase orders D.258b and D.258d are to be kept in a guard. *The register number of the invoice or invoices is immediately on receipt to be set off on the face of the guard copy of the order, and the notation completed with the date and number of cash account for local payments, or with date of despatch of D.55 to Admiralty for Admiralty payments.* This procedure is essential in order that duplicate claims may be detected and the risk of double payment obviated.

8. An initial supply of the forms required will be sent without demand to Base Accountant Officers.

(K.R. & A.I., Chapter LII.)

(A.F.Os. 3556/39 and 270/40 are cancelled.)

969.—Coal and Coke—REPORTS

Home Shore Establishments

(N.S. Fuel 460/42.—26.2.1942.)

Reports should reach the Admiralty (London) by the 1st May, 1942, of coal and coke required during the year ending 30th June, 1943. They are *not* necessary from dockyards, from establishments supplied from stocks at dockyards or bases, or in respect of bunker coal at bases at which Admiralty contracts already operate.

2. Provision should be made for building up the largest possible stocks in summer. Lack of such reserves may cause shortages in winter when, for various reasons, contractors are unable to make adequate deliveries.

3. Details should be given of any serious failures in performance or of interest on the part of the present contractors.

4. Particulars of each grade of fuel are required as follows (when no change is necessary in the existing contract it will be sufficient to say so) :—

(a) Full description, including size and purpose for which wanted.

(b) Annual consumption.

(c) Monthly delivery rate desired in summer, including the quantity for reserve, and the corresponding winter rate, stating the months covered and allowing for a reduction in the reserve to six weeks supply by the end of April.

(d) Delivery points, mode of delivery and size of each consignment.

(e) Reserve expected to be built up during the summer.

(f) Whether the grades of fuel supplied under the present contracts are reasonably satisfactory for their purpose having regard to war-time conditions.

5. Establishments experiencing difficulty in obtaining adequate supplies of coal and coke under Admiralty contracts or by local purchase, should advise the Director of Stores, Admiralty, London, in good time if any assistance is required.

6. Economy in fuel is still essential.

(A.F.Os. 1882/40, 3960/40, 615/41, and C.A.F.O. 2360/40.)

970.—Lighterage of Victualling and Armament Stores in the Thames and Medway

Contract C.P. 38407/36 dated 2nd January, 1937

(C.P. 22205/42.—26.2.1942.)

With reference to A.F.O. 1020/41, the contract with Messrs. H. R. Mitchell and Sons, Ltd., Royal Arsenal, Woolwich, London, S.E.18, will continue in force for a further period of one year until 31st December, 1942.

(A.F.O. 1020/41.)

971.—Limitation of Weight of Packages sent by Passenger Train

See AFO 7239/46.

(N.S. 212/42.—26.2.1942.)

Under the terms of The Limitation of Packages by Passenger Train Order, 1942, issued by the Ministry of War Transport, "no package exceeding 1 cwt. in weight will be accepted by any railway undertaking for conveyance by passenger train unless the consignor or his agent has made a prior arrangement with that undertaking for its acceptance".

2. This Order came into force on 16th February, 1942.

3. Stations masters and agents have been instructed by the railway companies to use their discretion in accepting for transit by passenger train, Service packages which slightly exceed 112 lb. in weight.

(A.F.O. 1760/41 is cancelled.)