Admiralty Fleet Orders

Admiralty, S.W.1,
11th March, 1943.

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

A list of these Orders is enclosed.

By Command of their Lordships,

[Signature]

Note:—The scale of distribution is shown in the Admiralty Fleet Order Volume, 1941, Instructions, paragraph 10.
2

ADMARITY FLEET ORDERS

No. Subject.


1026. Supply of Teleprinters and Spares to Naval Establishments Abroad. Issued separately on 4th March, 1943, only to Commanders-in-Chief, Flag Officers, Senior Naval Officers Ashore, and Superintendents or Officers in Charge of H.M. Naval Establishments concerned.

11th March, 1943.

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

(Station Limits : Fighting Efficiency of Ships : Naval Aircraft Administration : Internal Organisation of Ships : Navigation and Seamanship : Fleet Exercises and Practices, etc.)

1027. Consular Appointments.
1028. Fishing by H.M. Trawlers—Proceeds of Sale.
1029. Enemy Aircraft Shot Down or Damaged by Ship's Gunfire and Naval Aircraft.
1030. German Hospital Ships.
1031. Italian Hospital Ships.

SECTION 2.—PERSONNEL, PAY, SERVICES, DISCIPLINE, ETC.

1032. Honours and Awards—Polish Navy.
1033. Honours and Awards—Royal Hellenic Navy.
1034. Secretaries to Flag Officers and Commodores—Grant of Acting Rank.
1035. 1st June (1942) Appeal for Naval Officers' Charities.
1036. Battledress—Wearing by Naval Officers.
1037. E.O.S. War Staff, India Office and Burma Office.
1039. Qualifying Course for Warrant Telegraphist.
1040. Advancement to Chief Petty Officer Writer.
1041. Dilution of Writer and Supply Staffs at Sea.
1042. Sick Berth Staff Specialists—Grant of Acting Non-substantive Rating Abroad.
1044. New Mechanic Branches—Pay.
1045. Wireman (I) Branch—Drafting.
1046. Special Repair Ratings (D).
1047. Communication Ratings Attached to the R.N. Patrol Service—Advancement and Drafting.
1048. Retention of Acting R.N. Rate or Acting R.M. Rank by Men Wounded in Action.
1050. Eyeschooting Allowances.
1051. Uniform—Wearing of Unauthorised Badges by Naval Personnel.
1052. Plain Clothes Gratuity and Civilian Clothing on Discharge.
1053. Provisional Badge Awards, etc., without Service Certificates.
1054. Officiating Ministers of Religion.
1055. Admiralty Surgeons and Agents.
1057. W.R.N.S. Book Correctors—Scale for Leading Rates and Above.
1058. W.R.N.S.—Compensation for Loss of or Damage to Effects.
1059. Form S.4a—Pay and Identity Book.
1060. Parachute Packing Courses.
1061. V.A.D. Personnel—Purchase of Civilian Clothing.
1062. Psychiatric Cases Invalided from Foreign Stations.

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.

1063. Director Firing System—Director Firing Gear—Instruments Fitted with Silica Gel Air Dryer—Provision of Instructional Engravings.
1066. Gun, Machine, Oerlikon, 20-mm., Marks I, II and IV—Height of Sight and Length of Shoulder Rest Strap.

1068. Machine Guns and Equipments—Oerlikon—Fitting—As. and As.
1073. Apparatus A.D., Type D—Main Containers, Marks II/N and III/N—Introduction.
1074. Apparatus A.D., Type D, Rockets, Mark III—Restriction on Lots 452, 480, 511 and 513.
1075. Telescopes (Gun Sighting and Director), Binoculars and Optical Instruments.

Torpedo.—Torpedoes, Tubes, Mines and Mine-sweeping, Depth Charges, Paravanes, Electrical Equipment, Anti-Gas, Aircraft Torpedoes, etc., and Stores.

1077. Cartridges, Impulse, Torpedo—Types and Services for Which Required.
1079. Grenades (M)—Use in Lieu of 8-oz. T.N.T. Charges.
1081. Descriptive Pamphlet of the 21-in. G7A and G7AD Torpedo.
1082. Oil T.L.U.—Purchase of.

Navigation.—(Navigation Stores, Sextants, Compasses, Charts, Anchors, Sails, etc.)

1083. Steaming Lanterns—Revised Allowances.
1084. A.C. Motor Generator Spares for Ships Fitted with Two Gyro-Compasses.

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

1086. Main Turbines—Evidence of Blading Defects.
1087. Propellers—Interchangeability.
1088. Shaft Couplings.
1089. Wrenches—Allowances.
1090. Oil Fuel Sprayer Bodies and Carriages—Revised Allowance.


1091. W/T Installations, Types 237 and 92—Fitting-out Information.
1092. R.D.F. Aerial Outfits A.T.P.
1094. Fitting Frequency Multiplier (Crystal Control) for Transmitter 4T (Type 60 Series and Transmitter Outfit 4TA).
1095. Selayn Motor, Pattern X325A, Fitted in Aerial Pedestals of R.D.F. Types 79/279/281/M.
1096. Radio Stores—Costly, Accounting and Issue.

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

1097. Echo Sounding Sets, Types 761 and 761P—Temporary Instructions Regarding Use of Modified Recorders, Pattern A966B and A970B.

Navy Aircraft.—(Technical.)

1098. Sea-fire and Spitfire—Budder Spar Hinge Fitting.

General.—(Hull, Armour, General Equipment and Fittings, etc., and Orders affecting two or more Departments.)

1100. Protection of Hull and Underwater Fittings.
1101. Arrangements to Improve Habitability—As. and As.
1102. Manholes in W.T. Hatches—As. and As.
1103. Waste Steam Pipes—As. and As.
1105. Modification to D.G. Equipment—As. and As.
1106. Low Voltage D.G. Equipment—Conversion to "Split" System—As. and As.
1107. Improved Pumping System and Modification to Sanitary Salt Water System—As. and As.

(6533)
Section 3.—G., T., N., E., etc., & Stores: Hull, Equipment & Fittings—contd.

General.—(Hull, Armour, General Equipment and Fittings, etc., and Orders affecting two or more Departments.)—contd.

1108. H.P. Air Pressure Gauge, Pattern 4664, for Use in Submarines.
1109. Key Spanner to Battery Hatch Covers.
1110. Floatanet—Method of Securing.
1111. Spares for Sperry Commercial and Brown Type Gyro Compasses—Allowances.
1112. Tapes for Tape Type Gyro-Compass Steering Repeaters—Spares.
1113. High Speed Drills, Schedule 85.
1114. Metric Stocks, Taps and Dies.
1116. Telephones—Moulded Mouthpieces—Introduction.
1117. Dipper for Barriques.
1118. Large Size Flags for Emergency Signals—As. and As.
1119. Canvas Canopies—As. and As.
1120. Canvas Buckets, Ground Sheets, Walker’s Logs and Searchlights—Withdrawal of
      Allowances.
1121. Canvas Buckets—Withdrawal of Allowances.
1122. Leather Section Hoses—Increased Allowances.
1123. Propagas—Precautions in Use of.
1124. Material for Overeases and Curtains.
1125. Tennis Balls for Recreational Training Purposes.

Section 4.—Other Stores—Naval Stores*, Vitiulling Stores, Medical Stores, Contracts

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

1126. Admiralty Engineer Overseer, Midland District—Change of Telephone Number.
1127. Clothing—Rope-Soled Shoes for Beach Parties and Army Tropical Kits for
      Combined Operations Personnel.
1128. Wiremen (L.C.), Wiremen (M.S.) and Landing Craft Signalmen (Sig. L.C.)—Badges.
1129. W.R.N.S. Officers—Ratings’ Hats on Repayment—Uniform When Engaged in
      Duties in Boats.
1131. Disposal of Unserviceable Clothing and Textiles.
1133. Vegetables—Addition to List of Contracts, 1942/43.
1134. Medicinal Tinctures and Extracts.

Section 5.—Books, Forms, Returns, Correspondence

1136. Amendments to Books.
1137. A.M.S.Is.
1138. (a) Optimum Frequency Band—Tables; (b) Frequency Guide for the North and
      South Atlantic; (c) Frequency Guide for the Indian Ocean.
1139. Naval Store Department—Accommodation of Headquarters’ Staff.
1140. 1st of June Appeal for Naval Officers’ Charities.
1141. Mails Lost Through Enemy Action.
1143. Mails Lost Through Enemy Action.
1144. M.350—High-Frequency Communication—Booklet.
1145. Form S.376a—Abolition.

Section 6.—Shore Establishments

1146. Senior Temporary Assistants and Temporary Assistants—Pay and Overtime.
1147. Women Civil Servants on Approved Absence in Women’s Auxiliary Services, etc.—
      Balance of Civil Pay, etc.
1148. Balance of Civil Pay for Clerical Assistants on Trial for Promotion to the Clerical
      Class.
1149. Increment Certificates—Rendering of, Suspended.
1150. Admiralty Civil Police—Disciplinary Regulations.
1151. Part-time Women Cleaners—Rates of Pay.
1152. Arrangements for the Sale and Supply of Liquor to Members of the United States
      Forces and Civilian Workers Engaged on Work for Them.
1153. Security of Locks.
1154. Rubber—Recovery of Scrap.
1155. Wartime Relaxation of Admiralty Standard Overload for Certain Mobile Cranes.
3. The certificate required by paragraph 5 of A.F.O. 4233/42 should be modified to read:—"that with the exception of fish distributed free of charge to Naval messes all the fish caught has been sold."

(A.F.O. 4233/42.)

*1029.—Enemy Aircraft Shot Down or Damaged by Ship's Gunfire and Naval Aircraft

(G.D. 0278/43.—11.3.1943.)

Casualties to enemy aircraft by ship's gunfire are as follows from 12th April, 1940, to 28th February, 1943:

<table>
<thead>
<tr>
<th>H.M. Ships</th>
<th>H.M. Ships and merchant ships jointly</th>
<th>By merchant ships and fishing vessels</th>
</tr>
</thead>
<tbody>
<tr>
<td>Confirmed</td>
<td>521</td>
<td>111</td>
</tr>
<tr>
<td>Probable</td>
<td>200</td>
<td>24</td>
</tr>
<tr>
<td>Damaged</td>
<td>306</td>
<td>16</td>
</tr>
</tbody>
</table>

Last reported totals (31st January, 1943):—

| Confirmed | 722 |
| Probable | 268 |
| Damaged | 432 |

Increases:—

| Confirmed | 8 |
| Probable | 2 |

* Including units of the Netherlands, Norwegian, Greek, Polish and Free French Naval Forces serving with the Royal Navy.

Brief details of the successes credited to H.M. Ships and merchant vessels obtained from reports received during February, 1943:

<table>
<thead>
<tr>
<th>H.M. Ships</th>
<th>H.M. Ships and Merchant Ships Jointly</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>H.M.S. &quot;Aurora&quot;</strong></td>
<td><strong>(2)</strong></td>
</tr>
<tr>
<td><strong>H.M.S. &quot;Argonaut&quot;</strong></td>
<td><strong>(1)</strong></td>
</tr>
<tr>
<td><strong>H.M.S. &quot;Croome&quot;</strong></td>
<td><strong>(1)</strong></td>
</tr>
<tr>
<td><strong>H.M. Ships in Force &quot;Q&quot;</strong></td>
<td><strong>(2)</strong></td>
</tr>
<tr>
<td><strong>H.M./M.L. &quot;1046&quot;</strong></td>
<td><strong>(1)</strong></td>
</tr>
</tbody>
</table>

**H.M. Ships and Merchant Ships Jointly**

<table>
<thead>
<tr>
<th>Escorts and Merchant Ships in Convoy M.E. 11</th>
<th>Nil</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Merchant Ships and Fishing Vessels</strong></td>
<td>Nil</td>
</tr>
</tbody>
</table>

**Enemy aircraft shot down by Naval Aircraft.**—The results are as follows from the beginning of the war to 28th February, 1943:

| Confirmed | 230 |
| Probable | 39 |
| Damaged | 148 |

Last reported totals (31st January, 1943):—

| Confirmed | 230 |
| Probable | 39 |
| Damaged | 148 |

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

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

(A.F.O. 551/43 is cancelled.)

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1030—German Hospital Ships

(M. 4329/42.—11.3.1943.)

The German Government intimate that they have put into service as a hospital ship the under-noted vessel in addition to those promulgated in A.F.O. 1225/42. His Majesty's Government have accepted this vessel as a hospital ship.

<table>
<thead>
<tr>
<th>Name</th>
<th>Tons (gross)</th>
<th>Built</th>
<th>Port of Registry</th>
<th>Length</th>
<th>Beam</th>
<th>Depth</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>&quot;Posen&quot; (ex s.s. &quot; Danzig&quot;)[1]</td>
<td>1052</td>
<td>1925</td>
<td>Hamburg</td>
<td>220-7 ft.</td>
<td>34-6 ft.</td>
<td>12-5 ft.</td>
<td>Two masts, one funnel.</td>
</tr>
</tbody>
</table>

(A.F.O. 1225/42.)

1031.—Italian Hospital Ships

(M. 040/43.—11.3.1943.)

With reference to A.F.O. 2960/42 the Italian Government has notified its intention of putting into service the undernoted vessel as a hospital ship, in addition to those previously promulgated. H.M. Government has agreed to recognise this vessel as a hospital ship.

2. The particulars of the vessel are as follows:

<table>
<thead>
<tr>
<th>Name</th>
<th>Gross registered tonnage</th>
<th>Speed</th>
<th>Length</th>
<th>Beam</th>
<th>Number of masts</th>
<th>Number of funnels</th>
<th>Distance bow to foremost</th>
<th>Distance foremost to funnel</th>
<th>Distance between funnels</th>
<th>Distance between funnel and mainmast</th>
<th>Distance between mainmast and stern</th>
</tr>
</thead>
<tbody>
<tr>
<td>&quot;Princesa Giovanna&quot;</td>
<td>8,955</td>
<td>12-13 knots</td>
<td>140-20 metres</td>
<td>18 metres</td>
<td>2</td>
<td>2</td>
<td>37-16 metres</td>
<td>27-52 metres</td>
<td>15-5 metres</td>
<td>18-56 metres</td>
<td>29-7 metres</td>
</tr>
</tbody>
</table>

2. The vessel will be marked with the painting and other signs of recognition provided for in the Fifth Article of the Third Hague Convention of 1899 and Tenth Hague Convention of 1907. At night the distinguishing marks will be appropriately illuminated. No other Italian ships should be recognised as hospital ships unless promulgated in further Orders.

(A.F.O. 2960/42.)

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

*1032.—Honours and Awards—Polish Navy

(H. & A. 910/42.—11.3.1943.)

The King has been graciously pleased to approve the following Awards to Officers and Men of the Polish Navy for gallant and distinguished services:

The Distinguished Service Cross

Commander Wojciech Francki, O.R.P. " Blyskawica ".

Commander Tadeusz Gorazdowski, O.B.E., O.R.P. " Krakowiak ".

Lieutenant Jozef Bartosik, O.R.P. " Garland ".

The Distinguished Service Medal

Warrant Officer Walenty Kempa, O.R.P. " Krakowiak ".

Chief Petty Officer Alfons Weber, O.R.P. " Blyskawica ".

Leading Seaman Antoni Fital, O.R.P. " Garland ".

Able Seaman Maczyslaw Lipinski, O.R.P. " Garland ".

2. These Awards will not be gazetted.

(62588)
The King has been graciously pleased to approve the following awards to officers of the Royal Hellenic Navy for gallant and distinguished services in the Mediterranean:

**The Distinguished Service Cross**

- Commander Emmanuel Mattheos, R.H.N.
- Lieutenant-Commander Panayotis Damilatis, R.H.N., H.H.M.S. “Sphendoni”.
- Sub-Lieutenant Stephanos Troupakis, R.H.N., H.H.M.S. “Papancilis”.

Mention in Dispatches

- Lieutenant-Commander George Dimitracopoulos, R.H.N., H.H.M.S. “Aetos”.
- Lieutenant-Commander Panavotis Damilatis, R.H.N., H.H.M.S. “Sphendoni”.
- Commander Emmanuel Mattheos, R.H.N.

2. These awards will not be gazetted.

**1034.—Secretaries to Flag Officers and Commodores—Grant of Acting Rank**

(C.W. 8326/43.—11.3.1943.)

As a special war-time measure Secretaries to Flag Officers and Commodores who hold a temporary rank higher than their substantive rank are to be granted one step in paid acting higher rank, with effect from the 1st January, 1943.

2. The present regulations for the grant of temporary rank and the appropriate allowances remain unaltered.

3. Revised appointments for the officers concerned are being issued.

**1035.—1st June (1942) Appeal for Naval Officers’ Charities**

(P.M. 361/43.—11.3.1943.)

Donations received as the result of this appeal amounted to £2196 10s. 7d. on the 19th December, 1942, and distribution of £2000 was made as follows on 20th December:

1. **Admiral of the Fleet Sir Frederick Richards’ Memorial Fund**... £300
2. **The Marine Society (Hawkins Fund)**... £200
3. **Housing Association for Officers’ Families**... £150
4. **Lloyds Patriotic Fund**... £375
5. **The Officers’ Association**... £350
6. **The Officers’ Families Fund**... £200
7. **Queen Adelaide Naval Fund**... £250
8. **R.N. and R.M. Warrant Officers’ Benevolent Fund**... £350
9. **Royal Patriotic Fund Corporation**... £25
10. **Soldiers’, Sailors’ and Airmen’s Families’ Association**... £200
11. **Royal Naval Scholarship Fund**... £200
12. **Royal School for Naval and Marine Officers’ Daughters**... £300

2. Further donations have raised the balance of £16 10s. 7d. remaining after the distribution to £228 1s. 7d., and in addition notifications have been received by the Hon. Treasurer of the Appeal of remittances amounting in the aggregate to £228 1s. 7d. When these remittances have been received, a further distribution will be made.

(A.F.Os. 859/42 and 5122/42.)

**1036.—Battledress—Wearing by Naval Officers**

(N.L. 2530/43.—11.3.1943.)

Their Lordships are not prepared to authorise the adoption of battledress as an article of Naval officers’ uniform. Blue battledress must not, therefore, be worn.

2. Khaki battledress has been approved for wear by officers in beach communication parties (vide C.A.F.O. 2079/42) and in certain other exceptional cases. Apart from these exceptions, for which special approval has or may be given, khaki battledress is not to be worn by Naval officers.

3. There is no objection to Naval officers having uniform of the present pattern made from serge for all climates instead of only in warm weather. During the war also minor variations from the weight and colour of the sealed pattern are permissible (vide appendix to Navy List, paragraph 40, Naval Uniform Regulations (Officers)).

(C.A.F.O. 2079/42)

**1037.—B.G.S. War Staff, India Office and Burma Office**

(M. 383/43.—11.3.1943.)

Brigadier W. G. S. Thompson, O.B.E., has been appointed Brigadier, General Staff War Staff, India Office and Burma Office, in succession to Brigadier R. C. McCay, C.B.E., D.S.O.

2. Correspondence should be addressed accordingly.

**1038.—Temporary Midshipmen, R.N.R.—Second Mate’s Certificates of Competency**

(C.W.—11.3.1943.)

With reference to A.F.O. 2351/42, Commanding Officers are to draw the attention of Midshipmen, R.N.R., to the necessity of obtaining their Second Mate’s B.O.T. Certificates of competency and to encourage them to prepare to sit for the examination when the exigencies of the service permit (A.F.O. 1492/40).

2. Midshipmen, R.N.R., should be reminded that under peace conditions the possession of a Second Mate’s Certificate is an essential qualification for promotion to Acting Sub-Lieutenant, R.N.R., and is also an important qualification for their Merchant Navy career.

(A.F.Os. 1492/40 and 2351/42.)

**1039.—Qualifying Course for Warrant Telegraphist**

(C.W. 685/43.—11.3.1943.)

The following ratings have been selected to undergo the qualifying course for the rank of Warrant Telegraphist at H.M. Signal School, Portsmouth, commencing on 5th April, 1943:

- A. E. Soffo, C.P.O. Tel., P/J.112734, H.M.S. “Mercury”.
- J. F. Wright, Ciro, P.O. Tel., C/JX.131824, H.M.S. “Exkimo”.
- A. Best, P.O. Tel., D/JX.147297, H.M.S. “Newcastle”.
- B. C. May, P.O. Tel., C/JX.133571, H.M.S. “Anson”.
- E. R. Edwards, P.O. Tel., D/JX.136378, H.M.S. “Falmouth”.
- C. F. Gray, P.O. Tel., D/JX.132677, H.M.S. “Tartar”.
- W. Parkin, P.O. Tel., D/JX.131023, H.M.S. “Duke of York”.
- C. J. Whiffin, P.O. Tel., C/JX.139601, H.M.S. “Tartar”.
- W. P. Edney, P.O. Tel., P/JX.142184, H.M.S. “Mercury”.

2. The above-named ratings should join H.M. Signal School, p.m., Sunday, 4th April, 1943.

**1040.—Advancement to Chief Petty Officer Writer**

(N. 24370/42.—11.3.1943.)

As from the 1st April, 1943, one year’s service as Petty Officer Writer (temporary or permanent) will be required for advancement to C.P.O. Writer.

2. Roster time gained by the award of red recommendations for accelerated advancement is not to count towards the year’s service qualification; if, on the occurrence of a vacancy, the rating at the top of the roster is thus ineligible by service for advancement, the vacancy is to be filled by the advancement of the rating next in turn who is fully eligible.

3. The necessary amendment will be made to K.R. & A.I.Appendix XVII, Part I, No. 112.)
1041.—Dilution of Writer and Supply Staffs at Sea
(N./D.P.S. 85/43/M.—11.3.1943.)

In order to alleviate the present shortage of senior Supply ratings, the dilution of Supply Staffs authorised in A.F.Os. 1780/40 and 3114/40 is to be extended as follows:

H.M.S. “Adventure”—Replace 1 Supply P.O. and 1 L.S.A. by 2 S.A.
H.M. Ships “Glengyle”, “Glenroy” and “Glenearn”—Replace 1 Supply P.O. and 1 L.S.A. by 2 S.A.
H.M. Ships “Guardian” and “Protector”—Replace 1 Supply P.O. by 1 L.S.A.
H.M. Sloops—Replacement of 1 L.S.A. by 1 S.A., previously ordered for sloops allowed 2 Supply ratings at home only, to be extended to all sloops.

(A.F.Os. 1780/40 and 3114/40.)

1042.—Sick Berth Staff Specialists—Grant of Acting Non-Substantive Rating Abroad
(M.D.G./N. 828/43.—11.3.1943.)

During hostilities, the provisions of K.R. & A.I., Article 428, may be extended to Sick Berth ratings serving abroad in H.M. ships, hospital ships, R.N. and R.N. auxiliary hospitals, sick quarters and other shore establishments required to fill complement vacancies.

2. The rules laid down in K.R. & A.I., Appendix XVII, Part 3 (Nos. 79 to 82 inclusive), are to be adhered to, except that the qualifying periods for selection have been waived during hostilities.

3. The Principal or Senior Medical Officer is to ensure that ratings it is intended to employ on specialist duties under this Order receive the requisite training in the ship or establishment, or in a convenient ship or establishment in the vicinity. Each rating granted non-substantive rate is to be examined in the duties he is required to perform by two Medical Officers.

(K.R. & A.I., Article 428, and App. XVII, Part 3, Nos. 79-82.)

1043.—Mechanics—Engine Room—Employment in Complement
(N. 4670/43.—11.3.1943.)

It has become necessary after experience to revise the instructions issued in paragraph 12 (i), A.F.O. 4838/41, and also to provide for the employment in complement of the five separate trade classifications of Engine Room Mechanic, viz. — Fitter (F.), Turner (T.), Machinist (Mac.), Metal Worker and Welder (M.W.W.), and Internal Combustion Engines (I.C.E.) (vide A.F.Os. 2973/42 and 5379/42). The instructions following are accordingly to be substituted for paragraph 12 (i) of A.F.O. 4838/41 —

(i) Engine Room Mechanics are being entered for service in repair and maintenance staffs in place of a proportion of the number of E.R.As and Motor Mechanics allowed by schemes of complement.

On completion of their training at the Government Training Centres, they are to be drafted as supernumeraries in the rating of Probationary E.R. Mechanic to repair and maintenance staffs (but not to Submarine Depot Ships) for a period of four months, in order to gain practical experience.

After this period and on being rated E.R. Mechanic 5th Class, they are to be employed in complement billets in lieu of E.R.As. or Motor Mechanics in accordance with the scales shown below. Under present conditions when an E.R. Mechanic 5th Class or above has been absorbed as part of an authorised complement he should not normally be drafted elsewhere unless an amendment to the Scheme of Complementation makes this necessary.

Proportions of E.R.As. (excluding C.E.R.As.) and of E.R. Mechanics that should be borne in the following staffs:

If the number of C.E.R.As. allowed is not shown, 10 per cent. of the total number of E.R.As. (F., F. & T., and T.) allowed should be C.E.R.As. and at least one boilermaker, one Coppersmith and one Enginsmith should be a C.E.R.A. or senior E.R.A.

(a) Maintenance and repair staffs of repair and depot ships (excluding submarine depot ships).

<table>
<thead>
<tr>
<th>Trade</th>
<th>E.R.As.</th>
<th>E.R. Mechanics</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fitters</td>
<td>40%</td>
<td>25%</td>
</tr>
<tr>
<td>F. &amp; T.</td>
<td>25%</td>
<td>20%</td>
</tr>
<tr>
<td>Turners</td>
<td>100%</td>
<td>50%</td>
</tr>
<tr>
<td>Boilermakers</td>
<td>100%</td>
<td>50%</td>
</tr>
<tr>
<td>Coppersmiths</td>
<td>100%</td>
<td>50%</td>
</tr>
<tr>
<td>Enginsmiths</td>
<td>100%</td>
<td>50%</td>
</tr>
<tr>
<td>Patternmakers</td>
<td>100%</td>
<td>50%</td>
</tr>
<tr>
<td>Moulders</td>
<td>100%</td>
<td>50%</td>
</tr>
<tr>
<td>Qualified as welders (included in above trades)</td>
<td>50%</td>
<td>(M.W.W. 50%)†</td>
</tr>
</tbody>
</table>

(b) Base staffs for destroyers and for vessels employed on escort duties.

<table>
<thead>
<tr>
<th>Trade</th>
<th>Fitters</th>
<th>Turners</th>
<th>Boilermakers</th>
<th>Coppersmiths</th>
<th>Enginsmiths</th>
<th>Patternmakers</th>
<th>Moulders</th>
<th>Qualified as welders (included in above trades)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fitters</td>
<td>25%</td>
<td>25%</td>
<td>100%</td>
<td>100%</td>
<td>100%</td>
<td>100%</td>
<td>100%</td>
<td>Nil</td>
</tr>
<tr>
<td>F. &amp; T.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>(M.W.W.) 100%†</td>
</tr>
</tbody>
</table>

(c) Combined operations base staffs (excluding engine overhaul staffs and flotilla staffs).

<table>
<thead>
<tr>
<th>Trade</th>
<th>Fitters</th>
<th>Turners</th>
<th>Boilermakers</th>
<th>Coppersmiths</th>
<th>Enginsmiths</th>
<th>Patternmakers</th>
<th>Moulders</th>
<th>Qualified as welders (included in above trades)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fitters</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Nil</td>
</tr>
<tr>
<td>F. &amp; T.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Nil</td>
</tr>
</tbody>
</table>

Notes.—* A minimum of 1 E.R.A., qualified as Welder, is to be included.
† If the combined numbers of E.R.As., qualified as Welder, and E.R.Ms. (M.W.W.) above, do not cover the number of Welders allowed in complement, the required number of Welders is to be made up by drafting E.R.Ms. (M.W.W.) substantively additional to complement.

2. Engine Room Mechanics will also be employed in the repair staffs allowed for auxiliary craft and in other miscellaneous staffs. In view of the difficulty, however, of fixing any uniform scale of substitution in the case of these staffs, Engine Room Mechanics will be specifically allowed as necessary in the appropriate scheme of complement.

(A.F.Os. 4838/41, 5375/41, 5379/42 and 5379/42.)
*1044.—New Mechanic Branches—Pay
(N. 24538/42.—11.3.1943.)

With reference to paragraph 4 of A.F.O. 4838/41, it has been decided that Able Seaman (Q.Os.) who qualify for Probationary Ordnance Mechanic, should retain their present ratings and rates of pay until they become eligible for advancement to Ordnance Mechanic, 5th Class, which will normally be four months from the date of qualifying as Probationary Ordnance Mechanic. They should then be transferred to Probationary Ordnance Mechanic and be rated Ordnance Mechanic, 5th Class, the next day.

(A.F.O. 4583/41.)

A.F.O. 1971/43

*1045.—Wireman (L) Branch—Drafting
(N. 3641/43.—11.3.1943.)

The last clause of paragraph 2 of A.F.O. 6378/42 is to be amended to read as follows:

"... to torpedo control in the Quarter Bill, the Trained Seamen for S.T. duty being relieved first. Further Wiremen will be drafted up to a maximum of 10 per cent. of the combined numbers allowed in the standard complement, may be drafted additional to complement to ships which are within two years of being due for normal large repair, in order to keep down the electrical defects of a vessel.

(A.F.O. 6378/42.)

A.F.O. 1971/43

*1046.—Special Repair Ratings (D)
(N. 20759/42.—11.3.1943.)

The following amendments should be made to the list showing Analysis of Trades at the end of A.F.O. 574/43:

Under heading "ELECTRICAL":—

Delete L.P. Ship Installation —
substitute Ship Installation —

Delete Power and Electric Installation. N.210 Acting E.A., 4th Class. DLPE 8 0
substitute Power and Electric Light Installation. N.210 Acting E.A., 4th Class. DLPE 8 0

Delete Fitters Assistant (Electrical) N.244 Stoker, 1st Class. DIFA 3 6
substitute Fitters Assistant (Electrical) N.244 Stoker, 1st Class. DLFA 3 6

(A.F.O. 574/43.)

*1047.—Communication Ratings Attached to the R.N. Patrol Service—Advancement and Drafting
(N. 28573/42.—11.3.1943.)

In future, no signal or telegraphist rating attached to the R.N. Patrol Service is to be allowed to take the examination for W/T 3 or W/T 3, lower standard, unless he has previously completed three months in general service.

2. Further, communications ratings who have been attached to the R.N. Patrol Service for nine months, and who are trained operators, may request to transfer to general service, and all communications ratings (trained operators) who have been attached to the R.N. Patrol Service for twelve months are to be relieved and drafted to general service unless they specifically request to remain. The Commodore, Patrol Service Central Depot, Lowestoft, is to arrange these withdrawals from vessels in home waters and to apply to the rating's depot for an ordinary signalman or ordinary telegraphist as a relief. Ships abroad are to apply for reliefs from the station pool.

A.F.O. 689/43 is to be amended as follows:

Add to paragraph 1—This order does not apply to ratings serving on T.124 agreements and variants or to the commissioned cable ship personnel.

(A.F.O. 689/43.)
1053.—Provisional Badge Awards, etc., without Service Certificates

(D.N.A. 2015/43,—11.3.1943.)

With reference to A.F.O. 1752/42, Forms S.1130 should be forwarded in support of badge awards, whether the award is provisional or not, the notation " Provisional Award—A.F.O. 1752/42 " replacing, when applicable, the normal certificate of the Accountant Officer.

2. If awards are not subsequently confirmed on receipt of the relative documents, the Director of Navy Accounts, Admiralty, Bath, should be immediately informed.

(K.R. & A.I., Article 1705, Clause 3.)

(A.F.O. 1752/42.)

1054.—Officiating Ministers of Religion

(C.E. 51894/43,—11.3.1943.)

The following appointments have been approved:

Church of England—

Connel, Argyll ... Rev. D. A. G. Muir, M.A., B.D.,
St. John's Cathedral, Oban.
Oxford ... Rev. R. L. P. Milburn, M.A.,
Worcester College, Oxford.

Roman Catholic—

H.M.S. " Excalibur " Rev. A. Roberts,
St. Mary's Freebery, Gatefield Street, Crewe.

R.N. Air Station, Coxton, *Rev. M. Kennedy,
Denham.

Methodist—

H.M.S. " Lizard " *Rev. H. W. Goldsack,
25, Sackville Gardens, Hove, 3.

* Already appointed for R.N. Hospital, Sherborne, and R.N. Auxiliary Hospital, Minterne Magna.
† Already appointed for R.N. personnel in Hove.
The usual facilities are to be afforded.

1055.—Admiralty Surgeons and Agents

(C.E. 2114/43; C.E. 3021/43.—11.3.1943.)

Dr. Anne Duguid, M.B., Ch.B., Avenue House, Rochester, Kent, has been appointed Admiralty Surgeon and Agent for Rochester (East Side of River Medway) vice Dr. C. W. Green, resigned.

Mr. G. B. Richardson, F.R.C.S.(Eng.), L.R.C.P., The Hollies, Penzance, Cornwall, (Telephone No.: Penzance 395) has been appointed Admiralty Surgeon and Agent for Penzance, vice Mr. W. R. Miller, resigned.

1056.—W.R.N.S.—Discharges

(N.3262/43.—11.3.1943.)

Form N.S.163/Navy is no longer to be rendered to the Ministry of Labour and National Service for personnel discharged from the W.R.N.S., as the information required by that department is now obtained from other sources.

2. A.F.O. 1005/42, paragraph 6 (as amended by A.F.O. 5519/42), and A.F.O. 6022/42 are cancelled.

(A.F.Os. 1005/42 and 5519/42.)

(A.F.O. 6022/42 is cancelled.)

1057.—W.R.N.S. Book Correctors—Scale for Leading Rates and Above

(N. 26376/42.—11.3.1943.)

The following scale for the provision of Leading rates and above on staffs of W.R.N.S. Book Correctors should be brought into force forthwith in substitution for those in A.F.O. 4308/40, paragraph 4, and A.F.O. 3223/42, paragraph 1:

<table>
<thead>
<tr>
<th>Number in staff</th>
<th>Chief</th>
<th>P.O.</th>
<th>Leading</th>
<th>Wren</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td></td>
<td></td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>2-3</td>
<td></td>
<td></td>
<td>1-2</td>
<td></td>
</tr>
<tr>
<td>4-5</td>
<td></td>
<td></td>
<td>3-4</td>
<td></td>
</tr>
<tr>
<td>6-9</td>
<td></td>
<td></td>
<td>4-7</td>
<td></td>
</tr>
<tr>
<td>10</td>
<td></td>
<td></td>
<td>2</td>
<td>7</td>
</tr>
<tr>
<td>11-12</td>
<td></td>
<td>1</td>
<td>8-9</td>
<td></td>
</tr>
<tr>
<td>13-14</td>
<td></td>
<td>1</td>
<td>2</td>
<td>9-10</td>
</tr>
</tbody>
</table>

After 14 add 1 higher rating for every six additional staff (i.e., at the 20th, 26th, etc.) in the order—1 Leading Wren, 1 Leading Wren, 1 P.O. Wren, and so on.

2. If difficulty is experienced in filling posts for supervisory ratings in these staffs owing to the shortage of recommended Book Correctors with the necessary qualifications under A.F.O. 4864/42, Wrens of the necessary rate may be transferred from Writer (General) category retaining their seniority on transfer, provided that the numbers of senior ratings in the latter category are not unduly depleted.

3. The title " Book Correctors " should be used in future to describe ratings employed on the correction of official publications.

(C.-in-C. Western Approaches, No. W.A. 3305/308W, 13.11.1942.)

(A.F.Os. 4308/40 and 3223/42.)

1058.—W.R.N.S.—Compensation for Loss of or Damage to Effects

(N.L. 666/43.—11.3.1943.)

The following items are to be added to the list of articles shown in paragraph 3 of A.F.O. 32/43:

- Dressing gown ...
- Bedroom slippers ...

2. These articles are not obtainable from Naval sources, and compensation may be allowed within the maxima of £2 2s. 6d. for a dressing gown and 10s. 6d. for bedroom slippers.

(A.F.O. 32/43.)

1059.—Form S.43a—Pay and Identity Book

(A.F.O. 4611/41.—11.3.1943.)

A.F.O. 4611/41, paragraph 3 (a), is to be amended as indicated below.

3. The first issue, losses, and re-issues owing to losses, of Form S.43a, Pay and Identity Book, are to be noted in the ship's ledger for the quarter in which the event occurs, but not on transfer lists or subsequent ledgers.

3. The notation " S.43a—Not issued " is to be made on transfer lists and continued from ledger to ledger in the case of officers and men not in possession of a Pay and Identity Book.

4. The new procedure takes effect as from 1st October, 1942, in the case of ratings, and 1st April, 1943, in the case of officers.

(A.F.O. 4611/41.)

(A.F.O. 4723/42 is cancelled.)
1060.—Parachute Packing Courses

(N. 285/43.—11.3.1943.)

Parachute packing courses for Naval ratings are held at the R.A.F. Station, Melksham, and include instruction in the maintenance, packing and test of “K” type dinghies. Courses last three weeks.

2. Similar courses for Naval officers lasting approximately one week are held at R.N.A.S., Eastleigh.

3. Names of rating volunteers are to be reported to the Commodore of the R.N. Barracks concerned, who will forward the names to the Senior Flag Officer, Naval Air Stations, as requirements arise. Names of officers to be selected for the short course are to be forwarded direct to the Senior Flag Officer, Naval Air Stations.

4. The Senior Flag Officer, Naval Air Stations, will make the necessary arrangements for the courses with the R.A.F. Authorities concerned.

5. In amplification of paragraph 1 of A.F.O. 280/43, the Lieutenant-Commander (Flying) is to be in general charge of paratroopers and “K” type dinghies in carriers, an officer of the Ship’s Staff (Air), other than the Air Engineer Officer, preferably a Pilot, being selected for the short course at Eastleigh as and when opportunity occurs.

(A.F.O. 280/43.)

(A.F.O. 2810/39—not in annual volume—is cancelled.)

1061.—V.A.D. Personnel—Purchase of Civilian Clothing

(M.D.G. 5992/43.—11.3.1943.)

The Board of Trade have agreed to allow certain specified items of civilian clothing to be purchased with Service Clothing Coupons. Not more than 21 coupons may be used for civilian clothing and the following articles only are authorised:

<table>
<thead>
<tr>
<th>Item</th>
<th>Coupon Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jacket</td>
<td>8</td>
</tr>
<tr>
<td>Skirt</td>
<td>6</td>
</tr>
<tr>
<td>Slacks</td>
<td>5</td>
</tr>
<tr>
<td>Shorts</td>
<td>5</td>
</tr>
<tr>
<td>Blouse</td>
<td>6</td>
</tr>
<tr>
<td>Shirt</td>
<td>6</td>
</tr>
<tr>
<td>Stockings</td>
<td>3 per pair</td>
</tr>
<tr>
<td>Socks</td>
<td>2</td>
</tr>
<tr>
<td>Ankle socks</td>
<td>4</td>
</tr>
<tr>
<td>Boots, shoes, slippers, sandals</td>
<td>3 per pair</td>
</tr>
<tr>
<td>Plimsolls</td>
<td>4</td>
</tr>
</tbody>
</table>

2. This concession is to operate from 1st February, 1943, and it is stressed that Service Clothing Coupons should not be used for the purchase of civilian clothing to the detriment of the proper maintenance of uniform.

1062.—Psychiatric Cases Invalided from Foreign Stations

(M.D.G. 6506/42.—11.3.1943.)

Naval personnel taking passage to the United Kingdom, having been invalided as neuro-psychiatric cases or mental defectives, should not be allowed shore leave unless under adequate supervision.

2. Commanders-in-Chief abroad are to draw the attention of Officers Commanding Naval Drafts to this Order.
To overcome this, finger plates should be fitted in accordance with A.F.O. Diagram 65/43 (G.R.6219).

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

1068.—Gun, Machine, Oerlikon, 20 mm., Marks I, II and IV—Height of Sight and Length of Shoulder Rest Strap

(A.S./T.D./D.E.M.S. 253/42.—11.3.1943.)

In the event of the Oerlikon sight being found to be too high and/or the length of the shoulder rest strap too short, the following action should be taken:

(a) A.F.O. 5523/41.—A.F.O. Diagram 539/41 (Fig. 1) contains instructions on how to increase the height of the shoulder rest approximately 1½ in. by welding a new ferrule and distance piece. This modification should be used for guns fitted with 200-knot sights or 300-knot sights of American manufacture. The centre line of 300-knot sight, Mark II, was lowered 1½ in., making alteration to shoulder rest unnecessary.

(b) A.F.O. 3379/42.—A.F.O. Diagram 180/42 contains instructions on how to increase the width of the shoulder rest 1½ in. by cutting the frame arm and welding a distance piece in position.

(c) To lengthen the straps on the shoulder rest one of the straps should be cut away from its link and a double thickness of webbing (as used for rifle slings, etc.) of required extra length, inserted and rivetted or stitched to the strap. This work is to be done by ship's staff.

(A.F.Os. 5523/41 and 3379/42.)

1067.—Guns, Machine, Oerlikon 20 mm., Mark I—Withdrawal from Service

(A.S. 6725/42.—11.3.1943.)

As it is not possible to provide special spare parts for Mark I (Swiss) Oerlikon guns, it has been decided that the few guns of this description remaining in service are to be replaced by Mark II or IV guns.

2. Ships mounting Mark I Oerlikon guns should accordingly demand replace Mark II or IV guns from the nearest R.N. Armament Depot. Depots should supply from stocks available and inform the Director of Armament Supply, Admiralty, Bath, if further guns are required to complete allocated equipments—depots abroad to report by message.

3. Ships are to ensure that all spare parts remaining on board from the original equipment supplied with Mark I guns are also landed with the guns. Magazines should be retained on board.

4. All R.N. Armament Depots and Officers-in-Charge of Armament Supply are to report on 30th June, 1943, to Admiralty (D.A.S., Bath) details of stocks of Mark I guns and equipment special to these guns indicating how far the guns could be made serviceable for firing or for drill or instructional purposes.

1066.—Machine Guns and Equipments—Oerlikon—Fitting—As. and As.

106-f. Motor Minesweepers

(G. 0337/43.—11.3.1943.)

An Oerlikon gun is to be fitted on a raised platform on the upper deck aft in the undermentioned vessels, and arrangements are to be in accordance with Drawing D.N.C. 29/A/663. In order to compensate for topweight the protection shelter immediately forward of the exhaust funnel on the bridge deck is to be landed and ten tons of non-magnetic slag ballast is to be fitted as low as possible between frames under the battery room flat and in engine room. The ballast should be cemented in and the following precautions taken:

1. Coat surface of timber with tar.
2. Dust thickly with Portland cement.
3. Bulk ammunition is to be stowed in a magazine locker on the upper deck abreast the platform. Two ready-use lockers are to be fitted on the platform.

Omission of Labels H.2272 from Packages

(A.S.D. 014/43.—11.3.1943.)

Attention is drawn to O.U. 5542, Addendum No. 1 to P.A.C. Pamphlet 1941, as to the procedure for reporting explosions of the above rockets.

2. It is not necessary for ships automatically to return rockets of the same lot. The explosion of a P.A.C. or Snowflake rocket does not imply any general liability for this to recur in other rockets of the same lot number and the M.N. & E.Rs., Chapter XVI, is not relevant as regards landing any remaining rockets.

(O.U. 5542, Addendum No. 1.)

1071.—Cartridges, S.A., 0-303-in., Incendiary R., Marks VII and VIIz—Omission of Labels H.2272 from Packages

(A.S.D. 014/43.—11.3.1943.)

A quantity of cartridges, S.A., 0-303-in., incendiary R., Marks VII and VIIz, has been delivered to Naval service in packages from which labels H.2272 ("Not to be fired from synchronised guns after — — “) have been omitted.

2. All such ammunition is suitable for use in synchronised aircraft guns for a period of two years from the date of manufacture, unless packages are labelled or stencilled to the contrary.

3. In order to ensure that this ammunition is relegated on the appropriate date, arrangements are to be made at Naval Armament Depots to affix labels H.2272 to all unlabelled boxes before issue.

(A.F.Os. 2383/42 and 6405/42.)
With reference to A.F.O. 151/43, the monogram "B.P.C." has been used by Messrs. Bell Punch Limited as well as "B.P.L.". Fuzes of lots 1-9 marked "B.P.C." are therefore to be dealt with in the same way as fuzes marked "B.P.L."

(A.F.O. 151/43)

1072.—Apparatus A.D., Type D—Main Containers, Mark II/N and III/N—Introduction

(A.S. 1573/43.—11.3.1943.)

Two new cylindrical types of main container (Mark II/N and Mark III/N) for the Apparatus A.D., Type D (P.A.C.), have been introduced for Naval Service. These types are superior from the functioning point of view over the rectangular types and will be supplied instead of the old type as far as possible. The old type will, however, remain in service until it is possible to exchange them.


O.U. 5542/41.—P.A.C. Pamphlet and Addendum No. 1.

1074.—Apparatus A.D., Type D Rockets, Mark III—Restriction on Lots 452, 480, 611 and 613

(A.S./C.I.N.O. 291/43.—11.3.1943.)

The following Lots of A.A.D., Type D Rockets, Mark III are to be restricted for "Shore Training Purposes Only"—Lots 452, 480, 611 and 613.

2. Any on board ship should be landed; rockets from unrestricted lots being drawn in replacement.

3. D.E.M.S. Staff Officers should make the necessary arrangements for Merchant Vessels.

1075.—Telescopes (Gun Sighting and Director), Binoculars and Optical Instruments

G.M.O.s., F.O.G.M.O.s., F.O.G.O.s., Ships and Establishments concerned

(G. 01551/43.—11.3.1943.)

Isolated instances are still being reported of errors in collimation of gun sighting and director binoculars and telescopes, due most probably to them having been dismantled by inexperienced personnel.

2. The attention of all concerned is drawn, therefore, to the necessity for adhering rigidly to the instructions laid down in A.F.O. 4875/42, in all cases in which repairs of these instruments are necessary.

(A.F.O. 4875/42.)

1076.—Cartridges, Impulse, Torpedo—Types and Services for which required

(A.F.O. 3404/42.)

In order to enable emergency repairs to be carried out at sea, instructions were promulgated in A.F.O. 1692/42 for the issue of 5 per cent of the total length of each pattern multicore cable installed for permanent D.G.

2. In view of the rubber shortage it became necessary to cease manufacture of T.R.S. multicore cable for D.G. purposes. Thus stocks of T.R.S. multicore cable are low generally and in many of the sizes are non-existent.

3. For those ships already fitted with permanent D.G. installations consisting of multicore cable for D.G. purposes, but to which the 5 per cent. spare cable has not been supplied, an equivalent quantity (as spare) of the nearest or identical size of tough rubber insulated and sheathed single core cable is to be carried on board for emergency repairs at sea. Lead alloy sheathed cable is unsuitable for temporary repairs and all ships fitted therewith should carry the tough rubber insulated and sheathed cable as spare. This cable is to be jointed to the original cable (whether rubber or varnished cambric insulated) as at present laid down in A.F.O. 1692/42, care being taken that the whole of the exposed cambric, in the case of the varnished cambric cable, is protected from moisture by the covering of Blackley tape. Spare lengths of L.A.S. cable already drawn in accordance with A.F.O. 1692/42 should be surrendered.

4. Requirements of the spare cable will be met from stocks of old type single core cable and new type single core T.R.S. originally purchased for temporary D.G. of merchant ships and superseded by rubber insulated tough rubber sheathed cable to table 7, Standard Electrical Specification No. 14, Schedule 720, and demands should be forwarded accordingly to the normal storing yard by ships in commission concerned. For ships of new construction the spare cable should be included in the first outfit of consumable stores.

If the correct core size cable is not available the nearest core size which can be used in conjunction with the cable comprising the D.G. coil and the emergency connectors supplied with A.F.O. 1692/42 is to be employed.

Note.—Tough rubber sheathed cable to table 7 of Standard Electrical Specification No. 14 is not to be used for the above service.

5. If emergency jointing has been carried out at sea, a permanent repair is to be effected with L.A.S. multicore varnished cambric insulated cable to table 3 of the Specification for Single and Multicore Varnished Cambric Insulated Cables (August, 1942) at the earliest opportunity, the joints being made in junction boxes in accordance with the specification for permanent D.G. installations supplied direct from ship's mains.

6. The Sea Store Establishments, etc., concerned will be amended.

(A.F.O. 1692/42.)

1077.—permanent D.G. Installations Supplied Direct from Ship's Mains—Emergency Repair of Multicore Cable at Sea

H.M. Ships so fitted

(N.S. 26195/42.—11.3.1943.)

In table referred to above under "Steam Gun Boats" and opposite "21-in. L.G. II" insert in new right hand column "15 oz. S.C. 1500."

(A.F.O. 3404/42.)

1078.—Cartridges, Impulse, Torpedo—Types and Services for which required

(T.08699/43.—11.3.1943.)

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

Table "B"—Insert new column at right of table and head same:

"Torpedoes 21-inch VIII"

In table referred to above under "Steam Gun Boats" and opposite "21-in. L.C. II" insert in new right hand column "15 oz. S.C. 1500."

(A.F.O. 3404/42.)
1079.—Grenades (M)—Use in lieu of 8 oz. T.N.T. Charges
(T.513/43.—11.3.1943.)

Approval has been given to use grenades (M) in place of 8 oz. T.N.T. charges, which are now obsolete. An amendment will be issued to B.R. 153(2) cancelling Chapter XVII.

1083.—Apparatus Testing—Provision of Labels St. No. 4031A
({"A"}, Mines St. No. 4031) 
Mark II St. No. 4031A.

In order to prevent damage to mines due to incorrect use of the above apparatus a label St. No. 5330 has been introduced.

2. The label is to be fitted in the front panel of the apparatus by means of 4 in number screws wood, countersunk head, 1/2 in. long, No. 1 size, brass, immediately above the switch marked “20 ohms” on apparatus St. No. 4031 and marked “M” on apparatus St. No. 4031A.

3. Supplies of the label complete with screws are being arranged to all holders of above apparatus. On receipt of the labels it is requested that the apparatus may be modified by ships' staffs in accordance with paragraph 2 above.

1081.—Descriptive Pamphlet of the 21-in., G.7A and G.7AD Torpedo
(T. 5671/43.—11.3.1943.)

The above-mentioned pamphlet is to be amended as follows:

"Charging and Adjustment Routine"

Paragraph 4, sub-paragraph (vii), lines 3-5. Cancel and substitute:

"For action running with warhead, rudder throws should be equal up and down. Adjust if necessary at screw in tail cone connecting after end of diving rod to lever operating rudders. For practice running with 21-in., Mark VIII, blowing head, rudder throws should be equal on either side of a bias of 2-mm. down."

Paragraph 21. Add:

"Note that a horizontal rudder bias of 2-mm. down is required for practice running with 21-in., Mark VIII, blowing head (vide paragraph 4 (vii))."

(A.F.O. 5297/43.)

1082.—Oil T.L.U.—Purchase of Aircraft Carriers, Naval Air Stations and C.T.F. Bases
(N.S./T. 06472/42.—11.3.1943.)

With reference to A.F.O. 5169/42, purchase of oil, T.L.U., has been arranged as shown below, and supplies are now available:

<table>
<thead>
<tr>
<th>Location</th>
<th>Gallons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chatham</td>
<td>2,000</td>
</tr>
<tr>
<td>Portsmouth</td>
<td>6,000</td>
</tr>
<tr>
<td>Devonport</td>
<td>1,000</td>
</tr>
<tr>
<td>Rosyth</td>
<td>1,500</td>
</tr>
<tr>
<td>Severn</td>
<td>2,000</td>
</tr>
<tr>
<td>Mersey</td>
<td>2,000</td>
</tr>
<tr>
<td>Alexandria</td>
<td>2,000 (a)</td>
</tr>
<tr>
<td>Gibraltar</td>
<td>200 (a)</td>
</tr>
<tr>
<td>Bermuda</td>
<td>100 (b)</td>
</tr>
<tr>
<td>Simonstown</td>
<td>100 (b)</td>
</tr>
<tr>
<td>Durban</td>
<td>1,500 (b)</td>
</tr>
<tr>
<td>Colombo</td>
<td>1,500 (b)</td>
</tr>
</tbody>
</table>

(a) Shipment direct from contractors' works being arranged by Mersey.
(b) Shipment direct from contractors' works being arranged by Severn.

2. On receipt of supplies of oil, T.L.U., by the services concerned, oil, T.L.C. should be withdrawn and returned to store.

(A.F.O. 5169/42.)

1083.—Steaming Lanterns—Revised Allowances

"Algerine" Class Minesweepers

(N.S. 11086/42.—11.3.1943.)

The allowances shown in A.F.O. 5933/42 of steaming lanterns, Pattern 25A (oil) and Pattern 8023 (electric) to "Algerine" class minesweepers have been revised as follows:

<table>
<thead>
<tr>
<th>Pattern</th>
<th>Description</th>
<th>Denom.</th>
<th>Present allowance</th>
<th>Revised allowance</th>
</tr>
</thead>
<tbody>
<tr>
<td>25A</td>
<td>Lanterns, steaming, oil, complete.</td>
<td>No. 2 plus 1 when employed on special towing duties.</td>
<td>1 plus 2 when employed on special towing duties.</td>
<td></td>
</tr>
<tr>
<td>8023</td>
<td>Lanterns, steaming, electric.</td>
<td>No. 2 plus 1 when employed on special towing duties.</td>
<td>1 plus 2 when employed on special towing duties.</td>
<td></td>
</tr>
</tbody>
</table>

2. Ships in commission are to return to the nearest dockyard or base any lanterns carried in excess of the revised allowances.

3. Supply to ships under construction should be made to the revised allowances.

4. B.R. 368—Establishment of Naval Stores for Sloops, Minesweepers, etc.—will be amended.

(A.F.O. 5933/42.)

1084.—A.C. Motor Generator Spares for Ships Fitted with Two Gyro-Compasses

(C.D. 616/42.—11.3.1943.)

The following spares will be allowed in future to all ships of new construction fitted with two master compasses:

One Pattern 5101—A.C. motor generator.
Six Pattern 5332—Brushes, carbon.
Two Pattern 5136B—Bearings, ball.

2. All other ships, except those covered in paragraph 3, which are fitted with two master compasses and have only one motor generator per compass, may demand one Pattern 5101 motor generator to make up the existing allowance of spares to that given in paragraph 1.

3. This allowance does not apply to certain ships which have an establishment of A.C. motor generator spares which includes spare field coils and a spare armature. No alteration to the allowance of spares is contemplated for these ships.

4. Demands for additional equipment for ships in commission should be forwarded to Naval Store Officer, Slough. It is not anticipated that the requirements for A.C. motor generators, Pattern 5101, will be met for some time in view of the production position.

(A.F.O. 54/43 is cancelled.)

1085.—Boiler Room Fans—Allen's Self-Acting Shutters

H.M. Ships concerned

(D. 17304/42.—11.3.1943.)

Experience on service has indicated that there is a tendency for brine to accumulate on the frame of the self-acting inlet shutters of boiler room fans, thus prejudicing their automatic operation in emergency.

2. In new construction inspection doors are being provided as shown on A.F.O. Diagram 69/43, and a brass washer is being fitted between the quadrant marked "B" on the diagram and the shutter frame to reduce friction at this point.

3. In ships on service similar brass washers are to be fitted by ship's staffs at the first convenient opportunity, and where the existing arrangements do not allow for ready examination of the shutters a proposal is to be forwarded for the fitting of additional inspection doors.
4. The shutters are to be examined at intervals to ensure that they are capable of moving freely from the fully open to the shut position. As shutters are carefully balanced by the makers after being parkerised and coated with bitumastic paint, they are not to be repainted.

1086.—Main Turbines—Evidence of Blading Defects

Blade failures, particularly in turbines of the impulse type, are not always accompanied by sustained or marked vibration. The possibility of such defects must therefore be held in view whenever any of the following circumstances are noticed, as each of them may be associated with blade failure:

(a) Fracture of bolts or studs securing turbine bearing keeps.
(b) Contact at oil flingers of turbine bearings or excessive oil leakage at these points.
(c) Overheating of adjusting blocks or turbine bearings.

2. Unless the causes of such symptoms can be established beyond doubt, the affected turbine is to be examined internally at the earliest opportunity through all available orifices. (E.M., Art. 175, para. 7.)

(Engineering Manual, Art. 175.)

1087.—Propellers—Interchangeability

“J” and “K” and Later Classes of Intermediate Fleet Destroyers

There are three types of propellers for destroyers of the “J”, “K”, “N”, “O”, “P”, “Q”, “R”, etc., classes, each differing slightly in pitch.

2. The bore of the propeller gland ring in “J”, “K” and “N”, classes is different from the remainder as the propeller shafts in the former are not sleeved.

3. The shaft cones, keys and gland housing in the propellers are identical for all vessels.

4. The designed pitch of the propellers for each class is as follows:

<table>
<thead>
<tr>
<th>Class</th>
<th>Pitch</th>
</tr>
</thead>
<tbody>
<tr>
<td>J</td>
<td>13 ft. 2 in.</td>
</tr>
<tr>
<td>K</td>
<td>13 ft. 3 in.</td>
</tr>
<tr>
<td>N</td>
<td>13 ft. 7 in.</td>
</tr>
</tbody>
</table>

5. The propellers appropriate to the class should normally be fitted, but all the foregoing may be considered as interchangeable, ships officers being informed of any change of pitch so that the revolution/speed table may be suitably adjusted. The approximate effect at a given speed or power of 5 in. increase in pitch is a reduction of 2 per cent. in revolutions.

6. Care should be taken to verify that the gland ring fitted to the spare propeller is suitable for the type of shaft, vide paragraph 2 above. If this is not so, it will be necessary to use the gland ring from the old propeller on the new one, the spare gland ring being fitted to the damaged propeller. Some propeller gland studs are pear shaped and some are of the collar type, the pitching of the studs, however, being the same for all propellers. When the interchange of gland rings is necessary, it may be found that a new set of studs (10 in No. ¾-in. diameter) must be made.

1088.—Shaft Couplings

25-ft. Motor Cutters

A case has recently been reported of the loss of a propeller shaft from a 25-ft. motor cutter fitted with a Fowler 2DY engine, owing to the taper pin which locates the coupling on the shaft falling out.

2. This type of coupling location has been used for a few boats having Fowler 2DY engines and for all boats having Victor Cub engines, and in order to prevent a recurrence of this mishap the taper pins in all boats so fitted are to be drilled and fitted with a 1/16-in. split pin to ensure that they cannot fall out. The taper pins are also to be examined at frequent intervals to ensure that they have not become slack, in which event the hole should be reamered out and the pin renewed.

3. The work should be carried out by the ship’s staff at the first opportunity.


1089.—Wrenches—Allowances

Submarines

(N.S. 15919/43.—11.3.1943.)

"Record Stillson" wrenches, Patterns 3537 (large), range ½-in. to 2½-in., and 3538 (small), range ⅜-in. to ⅝-in., are to be allowed to submarines in lieu of Johnson’s wrenches, 16-in. and 12-in. respectively, which are now unobtainable.

2. Submarines in commission should, however, retain the Johnson’s wrenches at present on board until the articles are unserviceable, when they should be replaced by "Record Stillson" wrenches.

3. Supply of “Record Stillson” wrenches to submarines of new construction should be made by storing yards and depots in the usual manner.

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

(Chatham N.S. Dd. 2156/42.)

(F.O. (S.), 12.2.43, No. S.M. 874/876.)

1090.—Oil Fuel Sprayer Bodies and Carriages—Revised Allowance

“King George V” Class

(N.S. 36529/42.—11.3.1943.)

The allowances to ships of “King George V” class of spare sprayer bodies, Pattern 13, and carriages, Pattern 13A, have been increased from one to two for each boiler so fitted.

2. Demands for the quantities of sprayer bodies and carriages required to complete to the revised allowances should be forwarded to storing yards by each of the ships concerned.

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

(C.-in-C., 18.12.42, No. 1834/H.F. 740/19.)


1091.—W/T Installations, Types 257 and 92—Fitting-out Information

(S.D. 275/43.—11.3.1943.)

A.S.E. Preliminary Specification No. B203/43 has been prepared to show the method of fitting and wiring W/T Installations, Types 257 and 92.

2. In view of the limited application of these sets copies have only been issued to the following authorities:—the Admirals Superintendent, Chatham, Devonport, Portsmouth, Orkney and Rosyth; Naval Secretary, Melbourne, for the officers concerned at Melbourne, Sydney and Fremantle; Secretary, Naval Board (N.D.A.), Ottawa; B.A.M.R. Washington; Warship Production Superintendents, Scottish, East-Scotland, Belfast, South Wales, North-Eastern, North-Western, Humber, Southern and Thames Areas; and to Warship Electrical Superintendents, Scottish, North-Western, North-Eastern, South Wales, London, South-Western and Northern Ireland Areas.

3. If fitting authorities other than those quoted above require this Specification, application for copies should be made to the Captain Superintendent, Admiralty Signal Establishment, Lythe Hill House, Haslemere.

4. The Principal (Ship) Overseers and Emergency Repair Overseers of ships approved to be fitted with Types 257 and 92 are therefore to apply to the Warship Production Superintendents of their areas for a copy of A.S.E. Specification B203/43, in accordance with the procedure laid down in A.F.O. 790/40.
1092.—R.F.D. Aerial Outfits A.T.P.
(N.S. 36564/42.—11.3.1943.)

Consequent upon the decision to replace all aerial outfits A.T.P. at present in service by aerial outfits A.T.S., all stocks of the following items are to be disposed of to best advantage and no further returns taken on charge:—

Pattern Description
W.3688 Coupling unit, screened, watertight.
W.3732 Box of tools for coupling unit, Pattern W.3688.
W.3730 Cap, protecting coupling unit, Pattern W.3688.
W.3731 Plug, coupling unit, Pattern W.3688.
W.4046 Dipole unit, design “W”.
W.4047 Dipole unit, design “AA”.
W.2896 Dipole unit, design “J”.
W.2897 Dipole unit, design “K”.
W.2920 Junction, cruciform.
W.4045 Mast, 8 ft. 4 in., complete with fittings.
W.2895 Mast, 8 ft. 2 in., complete with fittings.
W.4261 Plate, with glands for cable.
W.4048 Socket, 4-way, design “B”.

2. The patterns concerned are being deleted from the authorised list.

1093.—R.D.F. Offices—Dimming of Lights
(S.D. 606/42.—11.3.1943.)

To improve the conditions of operation of R.D.F. sets, all R.D.F. offices are to be fitted with a dimmer rheostat controlling all lamps for office lighting.

The maximum wattage which the rheostat will control is: 220 volt ships—240 watts, 110/125 volt ships—160 watts.

2. The two new types of dimmers introduced will be added to the Authorised List of Naval Stores under Subhead F.2B Sch. C.800 and have been allocated pattern numbers as follows:—

Pattern Description
Pattern W.5273. ... Dimmer for R.D.F. office lighting, 220 volts, 1000 ohms, 1·10/0·22 amps.
Pattern W.5274. ... Dimmer for R.D.F. office lighting, 110/125 volts, 230 ohms, 1·45/0·45 amps.

3. The dimmer rheostat is to be in a position convenient to the operator and fitted in series with all fixed lights in the office.

In multi set offices where a GS set is fitted, the operator of the GS set is to control the dimmer.

4. If not already fitted, a switch socket is to be provided together with a plug and a portable lamp fitting. This switch socket is not to be controlled by the dimmer rheostat.

5. In Types 282/4/5 offices, where the light is immediately over or behind the operator’s head, it should be moved right or left of Panel 1.12 to avoid the light being reflected from the surface of the tube into the operator’s eye.

6. When the dimmer system is fitted, all tinted lights for illumination purposes in R.D.F. offices are to be removed and replaced by white lights.

7. The installation of the dimmer rheostat is to be carried out by ship’s staff, assisted by base or depot ship’s staff if necessary.

8. Ships fitted with one or more R.D.F. offices (whether single or multi-set offices) are to demand one of the dimmers as appropriate for each R.D.F. office from their nearest Storing Yard or Depot.

1094.—Fitting Frequency-Multiplier (Crystal Control) for Transmitter 4T Type 60 Series and Transmitter Outfit 4TA
(S.D. 117/43.—2.1943.)

A unit which will give Transmitter 4T (in all its forms) greater stability, using crystals on the lower high frequencies, will come into production shortly.

2. Ships concerned will be supplied with these units by S.N.S.O., Haslemere without demand for fitting by ships’ staff, instructions and circuit diagrams for which are contained in Appendix I to this order.

3. The attachment should be fitted first to the set likely to be used for long distance H/F communication, preferably 60ER.

4. Two each of the following crystals will be supplied to ships concerned without demand:—

<table>
<thead>
<tr>
<th>Pattern</th>
<th>Fundamental frequency Kc/s.</th>
<th>Radiated frequency Kc/s.</th>
</tr>
</thead>
<tbody>
<tr>
<td>W4468</td>
<td>4.145</td>
<td>12,685</td>
</tr>
<tr>
<td>W4469</td>
<td>6,342.5</td>
<td>16,845</td>
</tr>
<tr>
<td>W6125</td>
<td>5,615</td>
<td>16,845</td>
</tr>
</tbody>
</table>

5. Instructions for operation of Transmitter 4T when fitted with frequency multiplier are contained in Appendix II to this order. The appropriate handbooks will be amended in due course.

6. The modified transmitter 4T will be known as Pattern 4807E.

APPENDIX I

Fitting Instructions

1. Remove the door from the front of the transmitter 4T. Transfer the stowage socket for the transmitter 4T earth plug from the original door to the corresponding fixing holes on Pattern W6260 Unit.

2. Pattern W6409 connecting board is to be fitted in the lower right-hand compartment. Drill the front panel and screen at the rear of this compartment as shown in Fig. 2 on A.F.O. Diagram No. 66/43 (A.S.E. Drawing No. 34750).

3. Remove Pattern 8809 Resistance (50,000-ohms), Valve NT88 and Crystal Unit, and connect Pattern W6409 as shown in Figs. 1 and 3.

4. Fit Pattern W6260 Frequency Multiplier Unit on to the front of the Transmitter 4T in place of the original door. Before final fixing of Pattern W6409 connecting board, check that the spring contacts accept the blade contacts on Pattern W6260 without strain.

5. Fit valve VT75B, lamp Pattern 9823 and crystal into appropriate sockets on Pattern W6260.

APPENDIX II

Operating Instructions

1. Precautions.—It is most important that the following precautions be observed when operating a transmitter 4T fitted with a frequency-multiplier unit:—

(a) Always break the supplies to the transmitter before removing the cover of the multiplier unit or lowering the unit on its hinges to gain access to the valves.

(b) Always break the H.T. supply by means of the safety switch before changing crystals.

2. Tuning, variable frequency control.—The procedure for tuning the transmitter 4T using variable frequency control is as follows:—

(a) See that the safety switch at the bottom of the front panel is set to “OFF”.

(b) Set the modulation control switch to “M.C.W.”

(c) Set the switch on the multiplier unit to position “1”.

(d) Insert the appropriate range unit for the desired frequency in the transmitter. See that the latches are vertical.

(e) Set the aerial coupling control on the range unit to “O”.

(f) Set the safety switch to “ON”.

(g) Press the morse key and tune the master circuit to the required frequency by wavemeter.
3. Tuning, crystal fundamental control.—The procedure for tuning the transmitter when fundamental crystal control is to be used is as follows:—

(a) See that the safety switch is set to "off".
(b) Set the modulation control switch to "m.c.w.".
(c) Set the switch on the multiplier unit to position "2".
(d) Plug the crystal to be used into the socket at the rear of the top of the multiplier unit.
(e) Insert in the transmitter the range unit covering the crystal frequency.
(f) Set the coupling control on the front of the range unit to "O".
(g) Set the safety switch to "ON".
(h) Press the morse key and tune the master circuit for a slight decrease in the reading of the anode current meter. (The approximate position at which the dip should occur may be found by reference to the book of "Typical Master Tuning Curves" supplied with Transmitter 4T.)
(i) Adjust output tuning control for minimum reading of the anode meter.
(j) Adjust aerial circuit for a rise in the reading of the anode current meter, which should coincide with a reading on the aerial ammeter.
(k) Increase the aerial coupling and readjust aerial fine tuning control until maximum aerial current is obtained.
(l) Readjust master tuning condenser for maximum aerial current, taking care not to approach too closely to the point at which the crystal stops oscillating.

(o) Set the modulation switch to the type of modulation required.

4. Tuning, doubling or trebling crystal frequency.—The procedure to be followed when tuning to a multiple of the crystal frequency is as follows:—

(a) See that the safety switch is set to "off".
(b) Set the switch on the multiplier unit to position "3", "4" or "5", according to the frequency of the crystal to be used:—

<table>
<thead>
<tr>
<th>Crystal frequency</th>
<th>Switch position</th>
</tr>
</thead>
<tbody>
<tr>
<td>2,410-3,000 Kc/s</td>
<td>3</td>
</tr>
<tr>
<td>3,000-4,740 Kc/s</td>
<td>4</td>
</tr>
<tr>
<td>4,740-7,000 Kc/s</td>
<td>5</td>
</tr>
</tbody>
</table>

(c) Plug the crystal into the sockets on top of the multiplier unit.
(d) Insert in the transmitter the range unit which will cover the required frequency, i.e. twice or three times the crystal frequency.
(e) Set the master and output tuning condensers to the approximate frequency.
(f) Set the safety switch to "ON".
(g) Press the morse key and adjust the cathode tuning condenser for minimum reading on the anode meter.
(h) Tune the master circuit for minimum anode current.
(i) Adjust output tuning condenser for minimum anode current.
(j) Adjust aerial tuning for a rise in anode current, which should coincide with a reading on the aerial ammeter.
(k) Increase aerial coupling and adjust aerial fine tuning control for maximum aerial current.

(l) Readjust cathode tuning condenser for maximum aerial current consistent with low crystal current (indicated by lamp on multiplier unit).

Note 1.—On no account must the master circuit be tuned to the fundamental crystal frequency when the switch is in positions "3", "4", or "5", as this will produce an excessive crystal current.

Note 2.—If the decrease in anode current when tuning the cathode circuit is not visible, set the cathode tuning condenser a few divisions higher than the setting shown in the typical tuning sheet and proceed with the next operation.
3. A record is to be made in the log book of this inspection and any defects found are to be reported on Form A21.

4. This instruction was also promulgated by Admiralty "R" messages 595R, 568R, and 583R. (Issued by M.A.P. as Special Instructions RDA.411 and RDA.510).

1099.—Naval Aircraft—Mark VIII H.P. Oxygen Valve
(A.M.R. 2152/43.—11.3.1943.)

Cases have been reported of H.P. oxygen line valves, Mark VIII, ref. 6D/293, being coupled up incorrectly resulting in leakage through the gland when the valve is closed. Installations embodying this valve are to be checked to ensure that the line from the cylinder is attached to the connection nearest the base of the valve.

2. A similar instruction relating to Fighter aircraft only, was promulgated by Admiralty "R" message 596R. (Issued by M.A.P. as Special Instruction RDA.561).

1100.—Protection of Hull and Underwater Fittings
Landing Craft
(D.N.C./P. 02066.—11.3.1943.)

Paragraph 2 of A.F.O. 184/43 states that the composition given therein should be applied hot.

2. It has been reported that in some cases the mixture has been heated above the flash point of naphtha (i.e. 90° F.) and the compound should then be applied after the mixture has been withdrawn from the fire and allowed to cool well below the flash point of naphtha (i.e. 90° F.) and the compound should then be applied without reheating.

3. If coal tar is used as an alternative it should be applied hot as stated in paragraph 4 of the order quoted.

4. Paragraph 3 of A.F.O. 184/43 is to be amended to read as follows:

"Existing L.Cs. and those built abroad where deterioration of the outer bottom has been experienced are to be scraped and cleaned as much as practicable in the time available and so coated on the first occasion of slipping in this country after promulgation of this order."

(A.F.O. 184/43.)

1101.—Arrangements to Improve Habitability—As. and As.
"Town" Class Destroyers
(D. 2623/43.—11.3.1943.)

Approval has already been given for arrangements to be fitted in "Town" Class Destroyers to effect a general improvement in living conditions, vide C.A.F.O. 1288/42, items Nos. 1, 2, 3, 6, 135, 196 and 198, and A.F.Os. 3027/42 and 4422/42.

2. In order to improve the habitability further it has now been approved to remove as many as possible of the existing bunks and replace them by hammock berths.

3. Hammock hooks and bars, storages for hammocks, etc., are to be provided in accordance with usual Admiralty practice.

4. Commanding Officers of ships concerned are to insert an item, Classification "A", in their next list of As. and As. to cover the work involved, which should be progressed whenever a suitable opportunity occurs together with any of the items referred to above which have not yet been completed.

(C.A.F.O. 1288/42, A.F.Os. 3027/42 and 4422/42.)
(This Order is to be retained until complied with.)

1102.—Manholes in W.T. Hatches—As. and As.
"C" Class Cruisers
(D. 01245/43.—11.3.1943.)

A watertight manhole is to be provided to the hatch between the seamen's after upper mess deck and the stoker's mess deck, and the hatch between the seamen's forward mess deck and seamen's forward lower mess deck in "C" class cruisers. This is to enable main hatches to be closed at action stations, thereby increasing the watertight integrity of the ship.

2. The Commanding Officers of the ships concerned are to insert an item, Classification "A", in their lists of As. and As. to cover the work involved.

(F.O.-in-C., Greenock, 11.1.43, No. 114/205.)
(This Order is to be retained until complied with.)

1103.—Waste Steam Pipes—As. and As.
"Dido" Class Cruisers
(D. 03983/43.—11.3.1943.)

Commanding Officers of ships of the above-mentioned class have reported damage and distortion to the after unit waste steam pipes above the upper deck, in particular, severe crushing at the position of the closing plate in the funnel casing.

2. This is attributed to the re-action effect of the high velocity steam issuing from the top forcing the pipes through the support clips in the funnel and allowing the weight of the pipes to bear at the closing plate position.

3. To remedy this defect a support bracket is to be fitted at the funnel base as shown on A.F.O. Diagram 68/43.

4. Commanding Officers of the ships concerned are to raise an A. and A. item, Classification "A", to cover the work involved.

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

1104.—Electric Welding in H.M. Ships
All Ships
(D. 2159/43.—11.3.1943.)

The following information concerning the application of electric arc welding to ship structural work is promulgated for the guidance of ships' staffs:

(1) Welding to Outer-bottom in Ships Afloat

Except as a temporary measure in cases of emergency, welding is not to be carried out on shell plating below the water-line whilst a ship is afloat.

Such welding is necessarily subject to quick cooling and is likely to be in a hard and brittle condition which may lead to fracture after short service. When it has been found necessary to carry out emergency work under these conditions, it is necessary to make a permanent repair at the first opportunity.

(2) Welding of Mild Steel

No special difficulties should be encountered with the welding of mild steel, provided that the welders are properly qualified and that the shrinkage of the weld deposits is kept in mind.

On account of this shrinkage—

(a) It is generally easier to weld a patch with overlap welded edges than with flush butt welded edges.

(b) It is necessary to avoid welding in the vicinity of machined surfaces, e.g., seatings for gun, torpedo, director and machinery supports and mountings. It is important that no welding attachments of any kind should be made to the gun support ring bulkheads after the seatings have been finally machined.

(C.A.F.O. 1288/42, A.F.Os. 3027/42 and 4422/42.)
Under-cutting at the edges of welds is a common fault, particularly with inexperienced welders. The under-cutting forms a line of weakness likely to fracture under pulsating loads. The thinner the plating the greater the danger.

In destroyers welding should not be carried out by ship's staff on main bulkheads.

(3) High Tensile Structural Steel Plating and Sections are used for the strength decks and outer-bottom plating of capital ships, aircraft carriers, cruisers, destroyers and submarines, and special precautions are essential to avoid damage by welding.

The process of welding these high tensile steels produces a hardening effect on the steel at the borders of the welds. Since thick plating gives a quicker cooling rate than thin, the hardening effect increases with the plating thickness.

The hardened border zones result in a loss of ductility and are liable to crack, either during cooling of the weld, or subsequently under the stresses set up when the ship is in a seaway, or under suddenly applied loads such as may result from explosive shock.

It should be appreciated that a line of weld metal deposited across a thick high tensile plate will produce a dangerous weakness in the plate, irrespective of the purpose for which the weld deposit is made. The damage to the plating remains even though the weld itself is subsequently removed.

In ships already complete, welding cannot be employed with safety by the ship's staff on any high tensile steel plates or sections above 1/2-in. thickness.

More readily weldable steels are now being introduced in ships under construction.

In general, except as an extreme emergency measure, welding must not be applied by ship's staff on the following items:

(a) Top strength decks or outer-bottoms of capital ships, aircraft carriers and cruisers on plating above 1/2-in. thickness. In destroyers, welding is not to be carried out on outer-bottom or upper deck plating of any thickness.

(b) Longitudinal protective bulkheads of capital ships and aircraft carriers.

(c) Pressure hull plating of submarines.

If an emergency repair on the items (a), (b) and (c) above can be carried out by either riveting or welding, riveted work should be adopted.

Statements showing the extent of high tensile steel structure in ships are being prepared, and will be issued to each ship as soon as possible.

For welding work on high tensile structural steels up to 1/4-in. thickness, the following rules must be observed:

Use the largest electrode and the heaviest run that can be employed.

For fillet welds the minimum permissible size of run for any purpose on a 1/4-in. thick plate is that given by a gauge 8 electrode (18-in. long) deposited in a run of 6-in. For 1/2-in. thick plate the gauge 8 electrode should be put down in 5-in.

The minimum size of single run may not be sufficient to give the strength of joint required, and it then becomes necessary to build up a fillet with further runs each of which must be not less than the minimum size.

When multiple runs are deposited the later run should be laid as soon as possible after the earlier so as to maintain the heat in the plate.

For butt welds it is necessary to ensure that the sealing and top runs are made with a deposit of not less than a gauge 8 electrode put down in 5 to 6 inches.

(4) Structural Forgings and Castings

Welding work is subject to the restrictions already described for high tensile structural steel and should not be carried out by ships' staffs except in cases of extreme emergency.

(5) Welding to Armour

Welding of connections to N.C. armour can be satisfactorily carried out with the use of one of the aforementioned special types of electrode:—

"Armex" electrodes by Messrs. Murex, Ltd.

"Armoid" electrodes by Messrs. Quasi Arc Company.

"Armorweld" electrodes by Messrs. Lincoln Company.

Welding to the face of "Q" armour is not permissible.

(6) Welding of Protective Plating

For satisfactory welding it is necessary to use one of the special types of electrodes referred to in the preceding paragraph.

Welds made with these special rods will not upset the non-magnetic properties of non-magnetic protective plating.

(7) Reports to Admiralty

When, in an emergency, it has been found necessary to carry out welding repairs to—

(i) outer-bottom plating below the water-line with the ship afloat,

(ii) items of high tensile steel listed at (a), (b) and (c) above,

(iii) a main structural casting or forging,

the circumstances and the extent of welding are to be reported to the Admiralty.

(8) Shipwright Officer to be Consulted

The Shipwright Officer, when borne, is to be consulted before any welding work is carried out by the ship's staff on any part of the hull structure. In ships where a Shipwright Officer is not borne, the Engineer Officer should be consulted.
4. An A. and A. item Classification “A*”, to convert D.G. equipment to the "split system" applicable to all "Flower" class corvettes fitted with regulation controlled D.G. coils and equipped for moored minesweeping, will be added to the class list.

Captain (D) Liverpool is to allocate a number and insert an item accordingly.

1106.—Low Voltage D.G. Equipment—Conversion to “Split” System—As. and As.

*Fleet Minesweepers*—“Halcyon” Class

In order to facilitate the variation of current in "F", "Q" and "A" Coils for alteration of course (i.e., to provide easy operation of "Course Correction") it has been approved to modify the D.G. Equipment of "Halcyon" Class Minesweepers to a form of "Split" System.

2. The "F" and "Q" Coils as originally fitted each consisted of four turns of single core cable.

Two of the turns in "F" Coil and two of the turns in "Q" Coil are to be connected in series and supplied from "F" M/G. These will be used as "FI QI" Coils.

The two remaining turns of "F" and "Q" Coils are to be connected in series and in opposite polarity and supplied from the "Q" M/G. These will be used as "FP PQ" Coils.

3. The "A" Coil will only be used to correct Induced Athwartship Magnetism, i.e., it will be an "AI" Coil only.

4. The M/G Field Regulators of "FI QI" and "AI" Machines will be used to provide latitude or range adjustment only and must be pinned so that they cannot be reversed.

5. The generator field circuits of the "FI QI" M/G and the "AI" M/G respectively will be controlled by means of change over switches located on the bridge and operated for three step course correction as laid down for the normal "Split" System in O.U. 6384.

6. Compass Correction for "FI QI" and "FP PQ" respectively will be obtained by using the "Y" winding of the Starboard "B" Corrector for "FI QI" Coils and the "Y" winding of the Port "B" Corrector for the "FP PQ" Coils.

7. All Fleet M/S of the "Halcyon" Class fitted with Low Voltage D.G. Equipment are to insert the following item in their A. and A. Lists.

To convert Low Voltage D.G. Equipment to the Split System—Classification "A*".

When this A. and A. is carried out the Field Regulators may be located as convenient between decks in the vicinity of their respective Motor Generators.

8. Arrangements will be made by the Admiralty for the purchase and despatch of the necessary equipment and the procedure to be adopted when ships come in hand to be generally in accordance with O.U. 6384.

1107.—Improved Pumping System and Modification to Sanitary Salt-water System—As. and As.

4·7-in. "L" Class Destroyers and Leader, and H.M.S. "Marne" (D. 15388/42.—11.3.1943.)

The main pumping system is to be modified in H.M. Ships "Laforey", "Lightning", "Lookout", "Loyal" and "Marne", in accordance with Chatham Drawing M.C.D. 10210. This includes moving the existing 20-ton electrically driven pump from No. 1 boiler-room to a position on the lower deck forward; fitting an additional 20-ton electrically driven pump on the lower deck aft; dividing the main suction system into three sections, and miscellaneous items. Arrangements are being made to purchase the additional 20-ton pumps for this purpose.

2. In ships where oil fuel residue suction connections are not already provided on the oil fuel suction system, the alteration authorised by C.A.F.O. 482/42 is to be carried out concurrently.

3. When the modification detailed in paragraph 1 above has been carried out in the ships concerned, the salt-water sanitary system is to be connected direct to the fire main and a 50/30-lb. per square inch reducing valve fitted.

4. The salt-water gravity tanks and separate salt-water pumps, sea cocks and associated piping are to be landed. In order that the pumps may run continuously for long periods on a closed fire main a "leak off" as described in A.F.O. 4978/41 should be fitted to the 20-ton electrically driven pumps.

5. The pump motors should be supplied as follows:

   A change-over switch, Pattern 2700, should be fitted adjacent to each starter. The forward pump is to be fed from suitable junction boxes in order to provide a supply from each side of the forward switchboard, and the after pump is to be fed similarly from each side of the after switchboard.

6. It should be appreciated that if the sources of electrical power and steam fail it will be necessary to provide water for the heads by local means, such as connecting the hand fire pump to discharge into the fire main, or carry flushing water in buckets.

7. Prints of Chatham drawing M.C.D. 10210 have been forwarded to the Commanding Officers of the ships concerned, who should arrange for items, Classification "A*", to be included in their lists of As. and As. to cover the work involved.

(A.S. Chatham, Y.L. 14.11.42, No. 5032.)

(A.F.O. 4978/41—not in Annual Volume—and C.A.F.O. 482/42.)

1108.—H.P. Air Pressure Gauge, Pattern 4664, for Use in Submarines

(N.S. 30755/42.—11.3.1943.)

In order to minimise space and weight in Submarines, Admiralty standard pressure gauges were introduced, as Patterns 4666, 4667, 4668 and 4669, with 4-in. faces, in lieu of the standard 5-in. gauges, for a maximum working pressure not exceeding 3,500 lb. per sq. in. The working pressure of the H.P. Air service has now been increased to 4,000 lb. per sq. in. and 4-in. gauges are being fitted in vessels already in service with this working pressure.

To ensure uniformity and to obviate the necessity of classifying these gauges as special stores, an Admiralty standard pressure gauge, Pattern 4664, graduated to 6,500 lb. per sq. in. and similar in all other respects to Pattern 2526 but with 4-in. face in lieu of 5-in., has been introduced for this service.

3. This gauge will be added to the Authorised List of Naval Stores, Subhead B.8B, (page 260, line 12A), and initial purchase of 110 is being arranged for delivery at Devonport.

5. Quantity for delivery at Devonport includes requirements for sealed special stores for submarines equipped with H.P. Air systems of 4,000 lb. pressure, which show gauges, Pattern 2526 (or similar special gauges), for a pressure of 6,500 lb. should be amended.

5. Supply of the new pattern gauges to submarines under construction will remain the liability of the contractor.
6. Submarine Depot Ships should forward demands for spare gauges, Pattern 4694, to their storing yards as necessary.

7. Devonport and all holders of the book of Admiralty Pattern Pressure and Vacuum Gauges should amend the note on drawing 425/42 which reads "Approved vide N.S. 90755/42, etc." to read "Approved vide N.S. 30755/42, etc." (Devonport Yard Letter No. 80, 5.1.43.)

1109. — Key Spanner to Battery Hatch Covers

H.M. Submarines

(D. 15394/42.—11.3.1943.)

To secure effectively the steel battery hatch covers fitted with slot headed helix securing buttons, key spanners similar to those shown on A.F.O. Diagram 67/43 are to be used.

2. Depot ships, bases, etc., are to arrange for the manufacture of these spanners and two per submarine are to be supplied.

(Chatham Yard Letter, 11.14.42, No. 5081.)

1110. — " Floatanets " — Method of Securing

(T.S.D. 1517/42.—11.3.1943.)

In several recent instances of sinking of H.M. Ships it has been reported that, although " Floatanets " were thrown overboard, they were of little value due to their being lashed round; in consequence of oil, heavy weather and/or lack of knives, the lashings could neither be cast off nor cut.

2. It is, therefore, recommended that toggle lashings, made fast to the ship's rail or bracket, so that when slipped the " Floatanet " can be hove overboard free of all lashings.

3. If further lashing is essential a well greased knife must be provided at each net so lashed.

4. It is important that the net be placed in the water unrolled.

5. Commanding Officers should, where possible, arrange for actual trials to be carried out in harbour to ensure satisfactory release of the life-saving equipment.

1111. — Spares for Sperry Commercial and Brown Type Gyro Compasses —

Allowances

Depot and Repair Ships concerned

(N.S. 23984/42.—11.3.1943.)

The spares for Sperry Commercial and Brown type gyro-compasses detailed in the Appendix to this Order are to be allowed to each of the following depot and repair ships, for use in connection with the maintenance and repair of installations in ships which are fitted with these types of compasses:

- **Repair Ships.**
  - "Wayland."
  - "Tyne."
  - "Resource."
  - "Sandhurst."
  - "Vindictive."
  - "Woolwich."
  - "Artifex."
  - "Philoctetes."
  - "Auszonia."
  - "Greenwich."

- **Destroyer Depot Ships.**
  - "Vindictive."
  - "Woolwich."
  - "British."
  - "Philocetes."
  - "Auszonia."
  - "Greenwich."

2. Supply will be made from Slough, without demand, but the spares will not be available for at least three months.
### Sperry Commercial Type Gyro Compass Spares—contd.

<table>
<thead>
<tr>
<th>Part No.</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>12230-050</td>
<td>Dimmer, resistance, assembled Marks VIII and XIV</td>
</tr>
<tr>
<td>12466-015</td>
<td>Cover, synchroniser Marks VIII and XIV</td>
</tr>
<tr>
<td>92204</td>
<td>Dimmer, assembled Mark XIV N.Y.</td>
</tr>
<tr>
<td>Sk.6046-7</td>
<td>Gasket, open-sca. repeater, Marks VIII and XIV</td>
</tr>
<tr>
<td>Sk.6046-5</td>
<td>Gasket, open-sca. repeater, Marks VIII and XIV</td>
</tr>
<tr>
<td>842-7</td>
<td>Glass, bearing repeater, bezel glass Marks VIII and XIV</td>
</tr>
<tr>
<td>842-6</td>
<td>Glass, bearing repeater, bezel glass Marks VIII and XIV</td>
</tr>
<tr>
<td>97607</td>
<td>Gasket, bearing repeater, cover Marks VIII and XIV</td>
</tr>
<tr>
<td>158276</td>
<td>Gasket, bearing and steering repeater, bezel glass Marks XIV N.Y.</td>
</tr>
<tr>
<td>152878</td>
<td>Gasket, bearing and steering repeater, back cover Marks XIV N.Y.</td>
</tr>
<tr>
<td>11053-3</td>
<td>Gasket, bearing repeater, back cover Marks VIII and XIV</td>
</tr>
<tr>
<td>12466-3</td>
<td>Gasket, open scale repeater, back cover Marks VIII and XIV</td>
</tr>
<tr>
<td>1722</td>
<td>Glass, bearing and steering repeater, bezel Marks XIV N.Y.</td>
</tr>
<tr>
<td>96666</td>
<td>Motor repeater All types Marks XIV N.Y.</td>
</tr>
<tr>
<td>11053-6</td>
<td>Lamp repeater Marks VIII and XIV</td>
</tr>
<tr>
<td>873-0</td>
<td>Cards, bearing repeater All types Marks VIII and XIV</td>
</tr>
<tr>
<td>43942</td>
<td>Cards, openscale repeater Marks VIII and XIV</td>
</tr>
<tr>
<td>152492</td>
<td>Screw, bearing and steering repeater, bezel Marks XIV N.Y.</td>
</tr>
<tr>
<td>12801-271</td>
<td>Screw, bearing repeater bezel Marks VIII and XIV</td>
</tr>
<tr>
<td>124570</td>
<td>Armature (110 volt M/G) Marks VIII and XIV</td>
</tr>
<tr>
<td>124672</td>
<td>Armature (220 volt motor) Marks XIV N.Y.</td>
</tr>
<tr>
<td>86638</td>
<td>Armature (220 volt generator) Marks XIV N.Y.</td>
</tr>
<tr>
<td>11841-015</td>
<td>Brush, carbon, for M/G Marks VIII and XIV London</td>
</tr>
<tr>
<td>11718-01</td>
<td>Brush, carbon, for M/G Marks VIII and XIV N.Y.</td>
</tr>
<tr>
<td>124346</td>
<td>Holder, M/G, carbon brush Marks XIV N.Y.</td>
</tr>
<tr>
<td>11841-012</td>
<td>Holder, M/G, carbon brush (Gen. end). Marks VIII and XIV</td>
</tr>
<tr>
<td>12029-012</td>
<td>Holder, M/G, carbon brush Marks VIII and XIV</td>
</tr>
<tr>
<td>124569</td>
<td>Stator, assembled, for M/G Marks XIV N.Y.</td>
</tr>
<tr>
<td>13864-05</td>
<td>Stator, assembled, for M/G Marks VIII and XIV</td>
</tr>
<tr>
<td>124565</td>
<td>Spring, brush holder Marks XIV, Mod. 1</td>
</tr>
<tr>
<td>11841-124</td>
<td>Spring, brush holder Marks VIII and XIV</td>
</tr>
</tbody>
</table>

### Motor Generators

<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>124673</td>
<td>Coupling, flexible, for 2 unit M/G Marks XIV N.Y.</td>
</tr>
<tr>
<td>Sk.3928-2</td>
<td>Coupling, flexible, for 2 unit M/G Marks XIV N.Y.</td>
</tr>
<tr>
<td>200090</td>
<td>Bearing for M/G (SKF.6304) All types</td>
</tr>
<tr>
<td>11841-029</td>
<td>Armature (110 volt M/G and 220 volt generator)</td>
</tr>
<tr>
<td>12029-06</td>
<td>Armature (220 volt motor) Marks VIII and XIV</td>
</tr>
<tr>
<td>124570</td>
<td>Armature (110 volt M/G) Marks XIV N.Y.</td>
</tr>
<tr>
<td>124672</td>
<td>Armature (220 volt motor) Marks XIV N.Y.</td>
</tr>
<tr>
<td>86638</td>
<td>Armature (220 volt generator) Marks XIV N.Y.</td>
</tr>
<tr>
<td>11841-015</td>
<td>Brush, carbon, for M/G Marks VIII and XIV London</td>
</tr>
<tr>
<td>11718-01</td>
<td>Brush, carbon, for M/G Marks VIII and XIV N.Y.</td>
</tr>
<tr>
<td>124346</td>
<td>Holder, M/G, carbon brush Marks XIV N.Y.</td>
</tr>
<tr>
<td>11841-012</td>
<td>Holder, M/G, carbon brush (Gen. end). Marks VIII and XIV</td>
</tr>
<tr>
<td>12029-012</td>
<td>Holder, M/G, carbon brush (motor end) Marks VIII and XIV</td>
</tr>
<tr>
<td>124569</td>
<td>Stator, assembled, for M/G Marks XIV N.Y.</td>
</tr>
<tr>
<td>13864-05</td>
<td>Stator, assembled, for M/G Marks VIII and XIV</td>
</tr>
<tr>
<td>124565</td>
<td>Spring, brush holder Marks XIV, Mod. 1</td>
</tr>
<tr>
<td>11841-124</td>
<td>Spring, brush holder Marks VIII and XIV</td>
</tr>
</tbody>
</table>

### Value Amplifier Panel

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<thead>
<tr>
<th>No.</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>140406</td>
<td>Tube, rectifier (C.1A) Marks XIV N.Y.</td>
</tr>
<tr>
<td>144132</td>
<td>Tube, vacuum (2A.5) Marks XIV N.Y.</td>
</tr>
<tr>
<td>Sk.6273-1</td>
<td>Thyatron For &quot; Havant &quot; class</td>
</tr>
<tr>
<td>151040</td>
<td>Valve, double triode Marks XIV N.Y.</td>
</tr>
<tr>
<td>147371</td>
<td>Resistance, filter bias Marks XIV N.Y.</td>
</tr>
<tr>
<td>151033</td>
<td>Resistance, A.25 T.1 Marks XIV N.Y.</td>
</tr>
<tr>
<td>110093</td>
<td>Resistance, B.146-T.1 Marks XIV N.Y.</td>
</tr>
<tr>
<td>158132</td>
<td>Resistance, 5,000 ohms Marks XIV N.Y.</td>
</tr>
<tr>
<td>150974</td>
<td>Transformer, input Marks XIV N.Y.</td>
</tr>
<tr>
<td>652645</td>
<td>Transformer, power Marks XIV N.Y.</td>
</tr>
<tr>
<td>154695</td>
<td>Potentiometer Marks XIV N.Y.</td>
</tr>
</tbody>
</table>

### Follow up

<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>152077</td>
<td>Transformer, follow-up Marks XIV N.Y. (primary)</td>
</tr>
<tr>
<td>12328</td>
<td>Transformer, follow-up Marks XIV N.Y. (secondary)</td>
</tr>
<tr>
<td>Sk.63371</td>
<td>Transformer, follow-up For &quot; Havant &quot; class</td>
</tr>
</tbody>
</table>

### Panes

<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>144850</td>
<td>Plugs, 5 amp., fuse Marks XIV N.Y.</td>
</tr>
<tr>
<td>144851</td>
<td>Plugs, 30 amp., fuse Marks XIV N.Y.</td>
</tr>
<tr>
<td>3895</td>
<td>Links, 5 amp., fuse Marks VIII and XIV</td>
</tr>
<tr>
<td>4044</td>
<td>Links, 10 amp., fuse Marks VIII and XIV</td>
</tr>
<tr>
<td>3829</td>
<td>Links, 20 amp., fuse Marks VIII and XIV</td>
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### Spares

<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>149578</td>
<td>Carbons, for carbon pile V/R Marks XIV N.Y.</td>
</tr>
<tr>
<td>3407</td>
<td>Mercury Marks XIV N.Y. All types</td>
</tr>
<tr>
<td>11246-011</td>
<td>Oil (Pattern 91) Marks XIV N.Y.</td>
</tr>
</tbody>
</table>

## Appendix—contd.

### Valve Spares

<table>
<thead>
<tr>
<th>Description</th>
<th>Quantity</th>
</tr>
</thead>
<tbody>
<tr>
<td>G.452</td>
<td>D. and W. oil (bottles)</td>
</tr>
<tr>
<td>G.451</td>
<td>Lubricating oil (bottles)</td>
</tr>
<tr>
<td>G.450</td>
<td>Pump oil (bottles)</td>
</tr>
<tr>
<td>G.481</td>
<td>Mercury (bottles)</td>
</tr>
<tr>
<td>G.250</td>
<td>P.M. generator brushes</td>
</tr>
<tr>
<td>G.435</td>
<td>Gyro case flexible leads</td>
</tr>
<tr>
<td>G.109</td>
<td>Gimbal ring red flexes (short)</td>
</tr>
<tr>
<td>G.110</td>
<td>Gimbal ring red flexes (long)</td>
</tr>
<tr>
<td>G.18</td>
<td>Mercury ring, red flexes</td>
</tr>
<tr>
<td>G.20</td>
<td>Mercury ring, steel screens</td>
</tr>
<tr>
<td>G.440</td>
<td>Controller paws</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Description</th>
<th>Quantity</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Multiple repeater glasses with gaskets (inner)</td>
</tr>
<tr>
<td></td>
<td>Multiple repeater glasses with gaskets (outer)</td>
</tr>
<tr>
<td></td>
<td>Bearing repeater glasses with gaskets (inner)</td>
</tr>
<tr>
<td></td>
<td>Bearing repeater glasses with gaskets (outer)</td>
</tr>
<tr>
<td></td>
<td>Bearing repeater cover glasses (large)</td>
</tr>
<tr>
<td></td>
<td>Bearing repeater cover glasses (small)</td>
</tr>
<tr>
<td></td>
<td>Silver follow-up brushes, complete</td>
</tr>
</tbody>
</table>
2. A further 10 sets have been requisitioned for purchase to meet this requirement, etc., for delivery to the R.N. Store Depot, Leigh, but delivery is not expected for several weeks.

3. Details of these tools should be added to the list of workshop stores for the vessels concerned.

(Commanding Officer, H.M.S. “Blenheim,” 17.9.42, No. 1780.)

(A.F.O. 4049/42.)

1113.—High Speed Drills, Schedule 65

(N.S. 15534/43.—11.3.1943.)

In view of the difficult supply position in regard to drills, high speed, Subhead B, Item 11, Part B, it has been decided to accept standard length jobber drills, with parallel shanks, to meet part requirements of Patterns 4556 to 4563 drills with standard morse shanks. Pattern Nos. 4558A to 4563A respectively have been assigned to the jobber drills.

2. As the parallel shank type of drill is far more readily obtainable, ships and services should demand Pattern 4558A, etc., wherever the existing Pattern 4558, etc., is not essential.

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

1114.—Metric Stocks, Taps and Dies

Destroyer Depot Ships

(N.S. 12350/41.—11.3.1943.)

One set of metric stocks, taps and dies, as detailed in A.F.O. 4049/42, is to be allowed to each Destroyer Depot Ship and, when available, supply to the following vessels will be made by Superintending Naval Store Officer, Mersey Area, without demand:

H. M. Ships “Blenheim,” “Philoctetes,” “Tyne,” “Woolwich,” “Greenwich” and “Sandhurst.”

1115.—Non-latex Deck Coverings for Bathrooms, etc.—Semtex L.H.G.437

(All Yards, W.P.Ss., and P.S.Os., P.E.R.Os. and E.R.Os.)

(D.N.C./D. 2624/43.—11.3.1943.)

Messrs. Semtex, Ltd., have developed an improved deck covering designated Semtex L.H.G.437, which is suitable for use in bathrooms, lavatories and similar positions where the laying of this type of material has been approved.

2. This material is intended for use in substitution for Semtex W.L.P.202 which was approved by A.F.O. 3803/42. Subsequently, A.F.O. 5319/42 has been promulgated, drastically restricting, for economy and labour material, the use of deck coverings in some of the spaces, where Semtex W.L.P.202 was approved to be laid.

3. Subject to any restrictions in the use of deck coverings, which have been or may be promulgated, Semtex L.H.G.437 is to be used for the purpose for which Semtex W.L.P. 202 was approved.

(A.F.Os. 3803/42 and 5319/42 and C.A.F.O. 2363/42.)

1116.—Telephones—Moulded Mouthpieces—Introduction

(N.S. 34316/42.—11.3.1943.)

The moulded mouthpiece of the breast transmitter of telephones, Patterns 1191 and 1192, is liable to breakage, and a quantity of these mouthpieces will be allowed to ships as spares for replacement purposes.

2. The mouthpiece has been allocated Pattern No. 13593 and added to the Rate Book of Naval Stores under Subhead F, Item 1C, Part III (page 27 of Demand).

3. Purchase has been arranged for delivery as follows:


50 50 50 50 200 200 600

4. The “first supply” and “emergency stock” quantities of the mouthpiece position fitted with telephones, Patterns 1191 and 1192, will be:

<table>
<thead>
<tr>
<th>Ship or Class of Ship</th>
<th>Quantity per Ship</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td>“King George V” Class</td>
<td>12</td>
</tr>
<tr>
<td>“Illustrious” and later Aircraft Carriers</td>
<td>12</td>
</tr>
<tr>
<td>“Unicorn”</td>
<td>6</td>
</tr>
<tr>
<td>Repair and Depot Ships and remaining Cruisers, Capital Ships and Aircraft Carriers</td>
<td>4</td>
</tr>
<tr>
<td>“Hunt” Class Destroyers</td>
<td>1</td>
</tr>
<tr>
<td>“Laforey” and later Classes of Destroyers</td>
<td>2</td>
</tr>
<tr>
<td>Other Flotilla Leaders and Destroyers, Fast Minelayers and Sloops...</td>
<td>1</td>
</tr>
<tr>
<td>Corvettes</td>
<td>1</td>
</tr>
<tr>
<td>Submarine Depot Ships</td>
<td>8</td>
</tr>
</tbody>
</table>

For issue to attached submarines.
5. Ships concerned, in commission, should forward demands to their storing yards or depots as necessary. Supply to ships of new construction should be arranged by storing yards or depots in the usual manner.

6. The Sea Store Establishments and the Lists of Particulars concerned will be amended.

1117.—Dipper for Barricoes
(D. 15122/42.—11.3.1943.)

Proposals have been received from sea for the fitting of a dipper in barricoes to ensure a ready and economical method of issuing fresh water.

2. A suitable dipper consists of a small cylindrical cup to which is attached a curved handle secured by a lanyard to the bung of the barricoe and normally stowed inside.

3. Commanding Officers can improvise such dippers from ship resources.

(F.O.N.F., 29.10.42, No. 207/1908/01.)

1118.—Large Size Flags for Emergency Signals—As. and As.
“Towns”
(N.S. 012495/43.—11.3.1943.)

“Towns” class destroyers are to be added to the list of classes of destroyers shown in A.F.O. 5571/42 to be issued with two sets of large size flags for emergency signals, viz.:—P. S. Q. Y. Z. and /AN, size No. 3, Pattern numbers 337, 339, 336, 342, 322 and 343, respectively, and are to be provided with one Type “J” flag locker, unless a Type “D” locker is already fitted.

2. Arrangements for supply, etc., are as shown in paragraph 3 of A.F.O. 5571/42.

(A.F.O. 5571/42.)

1119.—Canvas Canopies—As. and As.
105-ft. Motor Minesweepers
(D. 028442/42.—11.3.1943.)

The following A. and A. item has been approved, Classification “B,” for all 105-ft. motor minesweepers:

“To fit portable canvas canopies, one each to the hatches to after mess deck and battery room.”

(G.A.F.Os. 836/42 and 2306/42.)

1120.—Canvas Buckets, Ground Sheets, Walker’s Logs and Searchlights—Withdrawal of Allowances
Coastal Force Craft
(N.S. 24285/42.—11.3.1943.)

Walker’s logs and searchlights, with associated electrical circuits and equipment, will no longer be fitted in Coastal Force craft, except that a searchlight will continue to be fitted in R.M.L’s. Separate instructions will be issued to shipbuilders regarding the omission of this equipment in craft building.

2. The allowance of wheelhouse receivers, Pattern 3336A or 3350, for the log has already been withdrawn from certain types of craft by A.F.O. 4545/42. The log, Pattern 3335, will be allowed in future as a mechanical recorder of distance only to boats making an ocean passage or engaged in special operations, and should be specially demanded from storing yards when required. It should be returned to the nearest yard on completion of the service for which drawn.

The Aldis lantern, Pattern 5110D, which is allowed to all coastal force craft, should be used for such purposes as identifying unlit buoys, coming alongside at night, etc., in addition to signalling, when the searchlight is surrendered.

3. In addition, the present allowances of ground sheets and canvas buckets are withdrawn.

4. Arrangements should be made by bases for all items returned from attached craft, and any held as base spares, to be returned to the nearest dockyard or naval store depot.

Supply to new construction should be adjusted as necessary.

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

(R.A.C.F. No. 1158/5497 8.7.42.)

(A.F.O. 4545/42.)

1121.—Canvas Buckets—Withdrawal of Allowances
(N.S. 29189/41.—11.3.1943.)

The allowances of all canvas buckets to H.M. ships have been withdrawn for the period of the war and no further supplies will be made.

2. Ships may retain the canvas buckets at present on board if required. If not required, they should be returned to the nearest Dockyard or Naval Store Depot.

3. The Sea Store Establishments concerned will be amended.

1122.—Leather Suction Hoses—Increased Allowances
Flotilla Leaders and Destroyers, L.M. & O. and Later Classes
(N.S. 16891/42.—11.3.1943.)

Four additional leather suction hoses, No. 2 size x 6 ft. 6 in., are to be allowed to flotilla leaders and destroyers of L.M. and O. and later classes.

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

Supply to ships under construction should be arranged in the usual manner.

3. The Establishment of Naval Stores (B.R. 332A) will be amended.

1123.—Propagas—Precautions in Use of
(D. 1964/43.—11.3.1943.)

A fatal accident occurred recently in one of H.M. ships as the result of an explosion of escaped propagas. This gas, as now supplied, is practically odourless and is heavier than air.

2. In all cases where propagas is used, particular attention must be paid to the ventilation of the compartments concerned, and, in confined spaces, exhaust ventilation hoses should be used to dispose of any possible accumulation of the gas, the hoses being led to the lowest part of the compartment.

3. Every care must also be taken to avoid any possible leakage of gas during periods when it is not being used.

(A.S., Devonport, 9.2.43, No. 737.)

1124.—Material for Overcases and Curtains
(N.S./C.P.76392/42.—11.3.1943.)

To economise the use of raw materials in short supply and to utilise waste yarn, it has been decided to accept as material for overcases and curtains a cotton substitute made up from waste yarn.

2. The material which is considered satisfactory for this purpose can be produced by:


The material will be available in four colours.

3. It should in future be used in the make up of all overcases and curtains where supply of these is approved, where arrangements have not already been made to supply in other material.

4. Sets of sample pieces of the cotton substitute showing the four colours available are being forwarded to each home dockyard and each Warship Production Superintendent for information and guidance.

(A.F.Os. 2931/42 and 4185/42.)

1125.—Tennis Balls for Recreational Training Purposes

(N.S./C.P. 47813/42.—11.3.1943.)

The supply of old tennis balls for recreational training purposes has been suspended for the duration of the war.

Section 4

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

1126.—Admiralty Engineer Overseer, Midland District—Change of Telephone Number

(E.-in-C.—11.3.1943.)

The telephone number of the Office of the Admiralty Engineer Overseer, Midland District, has been changed from Birmingham Midland 5411 to Birmingham Midland 2486-7-8.

1127.—Clothing—Rope-soled Shoes for Beach Parties and Army Tropical Kits for Combined Operations Personnel

(V. 4280/42.—11.3.1943.)

Stocks of rope-soled shoes are now available at Jamestown Victualling Depot, and in future all beach party ratings are to be supplied with a pair of these shoes on personal loan in accordance with the directions in C.A.F.O. 1508A/42, para. 5, the issue being entered on their pay books, Forms S.43a. Rubber-soled gymnasium shoes should no longer be issued to beach party ratings.

The “C.O.” kit shown in the Appendix to C.A.F.O. 1508A/42 is to be amplified as follows:—

Shoes, rope-soled, 1 pair (beach party ratings only).

2. The number of khaki drill suits (blouse and trousers) in the Army, Tropical (A.T.) kit is to be increased from one to two.

(C.A.F.O. 1508A/42.)

1128.—Wiremen (L.C.), Wiremen (M.S.) and Landing Craft Signalmen (Sig. L.C.)—Badges

(V. 1530/40 and V.6247/42.—11.3.1943.)

Spare letters “L.C.” and “M.S.” are now available. Pattern numbers and issuing prices are as follows:

<table>
<thead>
<tr>
<th>Pattern No.</th>
<th>Issuing Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>107A</td>
<td>Letters L.C.</td>
</tr>
<tr>
<td>107B</td>
<td>Letters L.C.</td>
</tr>
<tr>
<td>112A</td>
<td>Letters M.S.</td>
</tr>
<tr>
<td>112B</td>
<td>Letters M.S.</td>
</tr>
</tbody>
</table>

(A.F.Os. 865/42, 3392/42, 5632/42, 5557/42 and 688/43.)

1129.—W.R.N.S. Officers—Ratings’ Hats on Repayment—Uniform when Engaged in Duties in Boats

(V. 526/43.—11.3.1943.)

W.R.N.S. officers who wish to wear a more serviceable hat in bad weather than the tricorne may take up on repayment the rating’s old pattern garderine hat and wear it with an officer’s badge. A small stock of rating’s garderine hats should be maintained for issue on repayment for this purpose.

2. When W.R.N.S. officers are engaged in duty in boats, the standard uniform is to be modified as follows:—

- Trouser, navy blue worsted, in lieu of skirt.
- Shoes, white canvas, with suitable soles, in lieu of shoes, black leather.
- Hat, garderine, with officer’s badge.
- Oilskins and sea-boots (as for ratings).
- A navy blue jersey may be worn with the uniform jacket in lieu of shirt, collar and tie, if desired.

3. These items are to be provided by W.R.N.S. officers at their own expense.

(A.F.O. 3811/42.)

1130.—W.R.N.S.—Marking of Clothing

(V. 3650/42.—11.3.1943.)

The following amendment is to be made to A.F.O. 5331/42:—

Cancel paragraph 3 and substitute:—

“3. Demands for sets of type letters on the above basis should in future be forwarded in accordance with A.F.O. 328/43 to the Director, W.R.N.S., who will inform the officer demanding of the source from which supply will be made.”

(A.F.Os. 5331/42 and 328/43.)

1131.—Disposal of Unserviceable Clothing and Textiles

(V. 6099/42.—11.3.1943.)

Consequent on the issue by the Board of Trade of the Reconditioned Service Clothing Order, 1942, unserviceable or surplus clothing and textiles for which the Admiralty has no further use may no longer be sold and the following arrangements have been made with the Director of Textile and Clothing Disposals, Ministry of Supply, for the disposal of such arisings at dockyards, victualling yards and Royal Marine, Naval store and armament depots. Ships and establishments should continue to return surplus and unserviceable stores to the appropriate yard or depot, as hitherto, except that the temporary Naval bases which were given authority under A.F.O. 1055/42 to dispose locally of Vote 8 scrap should forward arisings of any unserviceable Vote 8 textiles covered by this Order direct to the Ministry of Supply depots and not to storing yards.

2. A list is given in the Appendix to this Order of the Directorate of Textile and Clothing Disposal depots which deal with the various types of arisings. Except for leather footwear, cotton waste and oily rags, all of which are dealt with specially below, arisings should be consigned to the nearest appropriate Ministry of Supply depot when a convenient load is available. Form D.80 should be used for this purpose. It is not necessary to advise the depot in advance. Bundles should, so far as possible, be of a size which can be conveniently handled by one man and large quantities of arisings should be kept in their separate categories, viz. cotton, ....
woollen, waterproof goods, etc., but grading is not required. Supply vouchers in duplicate, showing weight only, should be sent in respect of each consignment and receipt will be acknowledged on one of the copies.

F F 3. The instructions in A.F.O. 3125/40 for the return of all unserviceable woollen clothing and rags to the Salvage Department of the Wool Control at Dewsbury will no longer obtain and in future those woollen garments which are returned to the victualling yards will be sent to the nearest Ministry of Supply depot available for reception of garments generally; all returned woollen rags, however, should be sent to the depot at Bradford. Personal woollen clothing discarded by ratings may be returned to a victualling yard for disposal as above, if desired, but the Reconditioned Service Clothing Order does not preclude the sale of such garments by Naval ratings.

4. The total quantities of unserviceable leather footwear available for disposal on the last day of each month should be reported to the Director of Service Footwear, Ministry of Supply, 16, Headlands, Kettering, by the 4th of the following month. The information should be given in pairs and types. The Director of Service Footwear will then issue disposal instructions and the stores should be consigned as directed. Form D.80 should be used for this purpose.

5. No alteration is to be made in the present arrangements as given in A.F.Os. 4451/42 and 6207/42 for the disposal of oily rags and cotton waste.

6. The term "clothing" as used by the Ministry of Supply covers all garments; "textiles" covers all clothing other than garments, including rags. Unsuitable kapok, rubber boots, canvas shoes and table linen should also be sent to the depots allocated for the receipt of textiles, and arisings of jute, hessian, canvas, rope, etc., should be disposed of in the same way.

APPENDIX

List of Directorate of Textile and Clothing Disposals Depots

<table>
<thead>
<tr>
<th>Address</th>
<th>Telephone No.</th>
<th>Appropriate Stores</th>
</tr>
</thead>
<tbody>
<tr>
<td>London</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Earls Court Exhibition</td>
<td>Fulham 0161</td>
<td>Textiles</td>
</tr>
<tr>
<td>London, S.W.5</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Entrance for stores</td>
<td>Warwick Road</td>
<td></td>
</tr>
<tr>
<td>231, Hammersmith Road,</td>
<td>Riverside 5461</td>
<td>Clothing</td>
</tr>
<tr>
<td>London, W.6</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Entrance for stores</td>
<td>Great Church Lane</td>
<td></td>
</tr>
<tr>
<td>Middlesbrough</td>
<td>Middlesbrough 2051</td>
<td>Clothing and Textiles</td>
</tr>
<tr>
<td>Saltwells Road</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bristol</td>
<td>Bristol 77421</td>
<td>Textiles</td>
</tr>
<tr>
<td>C/o C.W.S. Factory, 493, Bath Road</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Glasgow</td>
<td>Bridgeton 4495</td>
<td>Textiles and Clothing</td>
</tr>
<tr>
<td>37, Campbelldfield Street</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Belfast</td>
<td>Belfast 5517</td>
<td>Textiles and Clothing</td>
</tr>
<tr>
<td>Owen O’Cork Mills, Beersbridge Road</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bloomfield, Belfast</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bradford</td>
<td>Cornwall Place</td>
<td>Textiles and Woollen Rags</td>
</tr>
<tr>
<td>Midland Box Factory</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dewsbury</td>
<td>Dewsbury 904</td>
<td>Clothing</td>
</tr>
<tr>
<td>M. J. &amp; G. Stross, Wellington Mills</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

(A.F.Os. 1055/42, 4451/42 and 6207/42.)

(A.F.Os. 3125/40 and 5696/41 are cancelled.)

1131—Rings, India-rubber, for Muzzle Cross Lines for Gun Sight Testing

(N.S. 34213/42.—11.3.1943.)

The issue is to be discontinued of I.R. rings, Patterns 1 to 12 inclusive, and elastic cord, for muzzle cross lines for gun sight testing. Black thread, Pattern 694, secured by insulating tape, is to be used instead. Rubber rings should, however, be issued until stocks are exhausted.

2. The black thread should be held roughly in position with the ends along the muzzle, and a piece of insulating tape wound round the muzzle over the thread, the ends of the tape overlapping by about 1 inch. The thread can be positioned accurately and tautened by pulling on the ends of the thread beyond the insulating tape.

3. The muzzle should be dried, if necessary, when using insulating tape, although slight dampness does not affect the efficiency of the tape.

4. Spun yarn is also effective, but in this case two turns should be taken round the muzzle and the ends of the thread doubled back before the second turn is put on.

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

(Captain, H.M.S. "Excellent," No. X 1298/4—16.12.1942.)

(A.F.O. 2307/42 is cancelled.)

1132—Vegetables—Addition to List of Contracts, 1942/43

(C.P. 17220/43.—11.3.1943.)

The following addition should be made to the list of vegetable contracts for 1942/43:

PORTS LADE AND SHOREHAM—

Potatoes, cabbages and greens, H. Lane and Son (Brighton), Telephone—Brighton 1851 Wholesale Market.

1133—Medicinal Tinctures and Extracts

(M.D.G. 393/43.—11.3.1943.)

Concentrated extracts are not to be issued in substitution for tinctures to the Service Afloat or to the smaller shore establishments.

2. Officers-in-Charge of issuing medical depots should dilute the concentrated extracts to the original tincture strength before issue to any ship or to a shore establishment in which a pharmacist is not borne.

(A.F.O. 418/43.)

1135—White Lead Oil Paste—Modification to Specification

(C.P. 15552/43.—11.3.1943.)

Having regard to the supply position of white lead and barytes, it has been decided to continue the use of white lead oil paste, Pattern 409 (Schedule 580), in accordance with British Standard Specification No. 241/1935. In view, however, of the possibility of future difficulties the alternative specification laid down in A.F.O. 5706/42 will continue to be acceptable should the supply position become such that material in strict accordance with British Standard Specification No. 241/1935 cannot be obtained.

2. The alternative specification referred to above to govern the supply of white lead oil paste shall be British Standard Specification No. 241/1935, except that Grade "A" barytes to British Standard Specification No. 260/1935 shall be substituted for white lead powder up to a maximum 25 per cent. of the pigment content of the paste.

3. No amendment to schedules or rate book will be made as the use of the alternative specification is an emergency measure.
Section 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE

1136.—Amendments to Books

(E.F.O.—11.3.1943.)

The undermentioned amendments to B.R. and O.U. books are available for issue from the R.N. Store Depot, Elveden Road, Park Royal, N.W.10, in accordance with A.F.O. 1268/42, paragraph 3.

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


P.146/43—B.R. 236—Turret Gun Drill for 14-in., B.L., Mark VII Guns on Twin Mark II and Quadruple Mark III Mountings, 1942—Amendment No. 1.


P.149/43—O.U. 5456/33—Turret Gun Drill for 6-in., B.L. Guns, Mark XXIII on Twin Mark XXI Mounting, 1933—Amendment No. 16.


P.152/43—O.U. 5515—Turret Gun Drill for 6-in., B.L. Guns, Mark XXIII on Triple Mark XXIII Mounting, 1940—Amendment No. 4.

P.153/43—O.U. 6090(B)—Range Table No. 441 for 4-7-in. Guns—Amendment.

P.154/43—O.U. 6090(E)—Range Table No. 364A for 2-pdr. Guns—Amendment.

P.155/43—O.U. 6090(E)—Range Table No. 365A for 2-pdr. Guns—Amendment.

P.156/43—O.U. 6090(E)—Range Table No. 430 for 2-pdr. Guns—Amendment.

P.157/43—O.U. 6090(E)—Range Table No. 431 for 2-pdr. Guns—Amendment.

P.158/43—O.U. 6090(G)—Range Table No. 426 for 5-25-in. Guns—Amendment.

* Exceptionally as regards A.F.Os. P.142 and P.143/43, distribution will be made without demand by the Superintending Naval Store Officer, R.N. Store Depot, 191A, Askew Road, Shepherds Bush, W., who holds the stock of the parent books.

(A.F.O. 996/43.)

1137.—A.M.S.Is.

(E.F.O.—11.3.1943.)

Admiralty Merchant Shipping Instructions 212-215/43 are being distributed concurrently with this issue of A.F.Os.

(A.F.O. 996/43.)

1138.—(a) Optimum Frequency Band—Tables

(b) Frequency Guide for the North and South Atlantic

(c) Frequency Guide for the Indian Ocean

(E.F.O./S.D.O. 8111/43—11.3.1943.)

A.F.O. 756a/43 indicating the supply of Optimum Frequency Band Tables, Frequency Guide for the North and South Atlantic, and Frequency Guide for the Indian Ocean, should be amended as follows:

For “Captain (S) 8 ... (2)” read “Captain (S) 8 ... (20)”.

Add “Captain (S) 10 ... (15)”.

(A.F.O. 756a/43.)

1139.—Naval Store Department—Accommodation of Headquarters’ Staff

(N.S. 278/43—11.3.1943.)

The Headquarters’ Staff of the Naval Store Department is now accommodated in London with the exception of small liaison sections at Bath and Harrogate.

2. The allocation over the various buildings is as follows:

Main Building,
Whitehall.

Director of Stores;

Staff, Storage, Transport, Shipment
(Branch I).

Fuel (Branch II).

2/4/6, Bainbridge Street,
(Tel.: Chancery 8800).

Supply (Branches 5, 6, 9).

Ships Establishments and accounts
(Div. 4).

Finance, Management and manning of
R.F.As. (Branch 3).

Union House,
Lower Regent Street,
(Tel.: Whitehall 2191).

P.154/43—O.U. 6090(E)—Range Table No. 364A for 2-pdr. Guns—Amendment.

P.155/43—O.U. 6090(E)—Range Table No. 365A for 2-pdr. Guns—Amendment.

P.156/43—O.U. 6090(E)—Range Table No. 430 for 2-pdr. Guns—Amendment.

P.157/43—O.U. 6090(E)—Range Table No. 431 for 2-pdr. Guns—Amendment.

P.158/43—O.U. 6090(G)—Range Table No. 426 for 5-25-in. Guns—Amendment.

* Exceptionally as regards A.F.Os. P.142 and P.143/43, distribution will be made without demand by the Superintending Naval Store Officer, R.N. Store Depot, 191A, Askew Road, Shepherds Bush, W., who holds the stock of the parent books.

(A.F.O. 996/43.)

1140.—1st of June Appeal for Naval Officers’ Charities

(E.F.O. 5469/43—11.3.1943.)

Distribution of the third “1st of June Appeal” will be made from Admiralty Fleet Order Branch in two instalments.

(a) Foreign Stations and Fleets abroad (excepting Mediterranean and North Atlantic) on the 18th March, 1943.

(b) Mediterranean, North Atlantic Stations and Home Commands on the 29th April, 1943.

Additional copies of the Appeal can be obtained on application to Admiralty (E.F.O.), c/o H.M.S.O. Press, Wealdstone, Middlesex.

49 1137

(A.F.O. 1526/42 is cancelled.)
1141 — Mails Lost through Enemy Action

(M. 016079/42; M.016083/42; M. 0117/43.—11.3.1943.)

The following non-confidential air mail has been lost as the result of enemy action. Duplicates of such correspondence should be forwarded as necessary.

Posted in the United Kingdom between 23rd and 29th October, 1942.
Addressed to:
R.N. Authorities and Establishments at Alexandria and Suez.
Commodore-in-Charge, Aden.
Naval Officers-in-Charge, Massawa, Port Said and Port Sudan.
R.N. Aircraft Repair Yard, Fayid.

Posted in the United Kingdom between 12th and 21st November, 1942.
Addressed to:
R.N. Authorities and Establishments at Alexandria and Suez.
Commodore-in-Charge, Aden.
Naval Officers-in-Charge, Massawa, Port Said and Port Sudan.
R.N. Aircraft Repair Yard, Fayid.

1142 — Geographical Handbooks — Issue of

(N.I.D. 2314/41.—11.3.1943.)

A series of handbooks, containing geographical and other information, is being produced, and will be issued on the following basis as and when available:

Flag Officers
Battleships
Battlescruisers
Cruisers
Fleet Carriers
Light Fleet Carriers
Escort Carriers
Destroyer and Submarine Depot Ships
Patrol Leaders
Reapir ships
Destroyers
Sloops
Corvettes
Patrol Boats
River Gunboats
Monitors
Minelayers
Submarines
Guardian Merchant-Cruisers
Surveying Vessels
Minesweepers
Naval Officers-in-Charge
Staff Officers (Intelligence)
Naval Attachés
Port Libraries
Training Ships

One copy each

B.R. No. Area dealt with by Handbook
476 Mexico Eastern Fleet, South Atlantic and West Africa Stations, and Canadian Section of America and West Indies Station.
477 Central America
478 Kenya Eastern Fleet and South Atlantic Station.
479 Tanganyika
480 Uganda
481 Egypt Mediterranean and Levant Stations only.
482 The Sudan
483 Cyprus
484 Peru Eastern Fleet and South Atlantic Station only.
485 Japan Eastern Fleet and Australian and New Zealand Stations only.
486 Manchukuo
487 Korea
488 Portuguese Guinea
489 Malaya
490 Bolivia
491 Colombia
492 Chile
493 Yugoslavia, (Vol. I) Mediterranean and Levant Station only.
493A Yugoslavia, (Vol. II)
494 Uruguay
495 Sweden (Vol. I)
495A Sweden (Vol. II)
496 Russia (Vol. I)
496A Russia (Vol. II)
496B Russia (Vol. III)
497 Roumania
498 Poland (Vol. I)
498A Poland (Vol. II)
499 Paraguay

*500 Dodecanese
*501 Norway (Vol. I)
*501A Norway (Vol II)
*502 Spain and Portugal (Vol. I)
*502A Spain and Portugal (Vol. II)
*502B Spain and Portugal (Vol. III)
*503 France (Vol. I)
*503A France (Vol. II)
*503B France (Vol III)
*503C France (Vol IV)
*504 Iceland
505 Algeria (Vol. I)
505A Algeria (Vol. II)
*506 Morocco (Vol. I)
*506A Morocco (Vol. II)
507 Turkey (Vol. I)
507A Turkey (Vol. II)
508 Corsica
509 Denmark
510 Indo-China
511 Siam
512 French West Africa (Vol. I)
512A French West Africa (Vol. II)
512B French West Africa (Vol. III)
513 Syria
514 Palestine and Transjordan
515 French Equatorial Africa

* Already issued.
### B.R. No. Area dealt with by Handbook

<table>
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<tr>
<td>516A</td>
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<tr>
<td>516B</td>
<td>Greece (Vol. III)</td>
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</tr>
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<td>Italy (Vol. III)</td>
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<td>521</td>
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<td>Madagascar and Reunion</td>
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<td>537</td>
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<td>Portuguese East Africa</td>
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<td>Greenland</td>
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<td>549</td>
<td>Holland</td>
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<tr>
<td>550</td>
<td>Hungary</td>
</tr>
</tbody>
</table>

### Stations on which allowed

- Mediterranean and Levant only.
- Home only.
- Eastern Fleet only.
- Levant Station and Eastern Fleet only.
- Mediterranean and West Africa Stations only.
- Mediterranean and South Atlantic Stations only.
- Mediterranean and Levant Stations only.
- Mediterranean and Levant Stations only.
- Mediterranean and Levant Stations only.
- Mediterranean and Levant Stations only.
- Mediterranean and Levant Stations only.
- Mediterranean and Levant Stations only.

### D.E.M.S. Staff Officers

- Middlesbrough, Glasgow, Sunderland, Newcastle, Cardiff, Swansea, London, Liverpool, Belfast: 50 each
- Leith: 30 each
- Aberdeen, Dundee, Hull: 20 each
- Falmouth: 10 each
- Gibraltar: 5 each
- Simonstown, Port Said, Bombay, Colombo, Bermuda: 30 each
- Freetown: 10 each
- Malta, Trinidad, Kingston (Ja.): 20 each
- New York: 100 each

### D.E.M.S. Training Establishments

- London (H.M.S. "Chrysanthemum"): 6 each
- Leith (H.M.S. "Claverhouse"): 6 each
- Belfast (H.M.S. "Caroline"): 6 each
- Bristol (H.M.S. "Flying Fox"): 6 each
- Newcastle (H.M.S. "Satellite"): 6 each
- Govan: 6 each
- Grimsby: 6 each
- Greencock: 6 each
- Hull: 6 each
- Middlesbrough: 6 each
- Swansea: 6 each
- C.O., H.M.S. "Glendower": 6 each
- C.O., H.M.S. "Wellesley": 6 each

### Gunnery School

- H.M.S. "Excellent": 20 each
- Captain (G), Chatham: 18 each
- Captain (G), Devonport: 10 each
- Fitting Out Gunnery Officers: 1 each
- F.O.C., Royal Indian Navy: 6 each
- Australian Authorities: 50 each
- Canadian Authorities: 400 each
- New Zealand Authorities: 100 each
- R.N. College, Greenwich: 2 each
- R.A. College, Woolwich: 2 each

3. The copies supplied to D.E.M.S. staff officers are intended for issue to D.E.M.S. fitted with the equipment on the basis of one copy per vessel. Demands should be made on the S.N.S.O., Elveden Road, Park Royal, London, N.W.10, for further supplies as necessary to meet requirements.
Section 6.—SHORE ESTABLISHMENTS

1146.—Senior Temporary Assistants and Temporary Assistants—Pay and Overtime.

(C.E. 14582/42.—11.3.1943.)

The ranges of salary of Temporary Assistants of 25 years of age and over are £250—£400 a year for men and £200—£320 a year for women. Individual rates will be assessed according to age, experience and qualifications.

2. Persons under 25 years of age are appointed at the following rates:—

<table>
<thead>
<tr>
<th>Age</th>
<th>Men</th>
<th>Women</th>
</tr>
</thead>
<tbody>
<tr>
<td>Under 21</td>
<td>£200</td>
<td>£150</td>
</tr>
<tr>
<td>21 to 24 inclusive:</td>
<td>£250</td>
<td>£200</td>
</tr>
<tr>
<td>If possessing University or other special qualifications, e.g., previous commercial experience</td>
<td>Between £200 and £250</td>
<td>Between £150 and £200</td>
</tr>
<tr>
<td>If lacking special qualifications but fully up to executive standard</td>
<td>Between £200 and £250</td>
<td></td>
</tr>
</tbody>
</table>

3. Every Temporary Assistant should be reviewed after six months’ service in the grade and a report forwarded to the Admiralty (C.E. Branch I or C.E. Branch II, as appropriate) on any officer:—

(a) who is not fully up to the standard expected of executive officers, or,

(b) whose salary given on first appointment is not considered appropriate for the work being done.

This review is to take place six months after the date of re-assessment and thereafter at twelve monthly intervals. All Senior Temporary Assistants should have been reviewed after completion of twelve months’ service in the grade and thereafter annually. Increases of salary within the ranges for the grades will not be automatic but will be related to the ability and experience of the officers concerned. Those whose services are fully satisfactory may be recommended for increases as follows:—

<table>
<thead>
<tr>
<th>Men</th>
<th>Women</th>
</tr>
</thead>
<tbody>
<tr>
<td>Temporary Assistants</td>
<td>£18</td>
</tr>
<tr>
<td>Senior Temporary Assistants</td>
<td>£25</td>
</tr>
</tbody>
</table>

6. Exceptionally, where a Temporary Assistant or a Senior Temporary Assistant is carrying responsibilities well above the average, a recommendation may be forwarded at any time for his or her salary to be re-assessed and the officer advanced to a higher point on the range. Proposals for re-assessment, as distinct from the annual increases referred to in paragraph 5 above for satisfactory services, should be supported by full details of the reason for the recommendation, including a description of the officer’s duties. This information should make it clear whether the officer is carrying responsibilities materially greater than those envisaged when the appointment was made or when salary was last re-assessed.

7. Temporary Assistants are eligible for overtime payment at plain time rate (calculated by dividing annual salary including bonus by 52 and then by 44) for hours worked in excess of 48 gross in any one week, but no officer may receive in salary and overtime pay together more than £112 10s. 0d. (exclusive of bonus) per quarter in the case of men, and £90 (exclusive of bonus) per quarter in the case of women. Where a Temporary Assistant does not receive a full quarter’s salary by reason of unpaid leave or sick leave, or entry or discharge during a quarter, the maximum amount payable should be calculated proportionately. The credit allowed to Temporary Assistants for absences, sick or on approved leave, is 8 hours for any day from Monday to Friday, and 4 hours for Saturday.

8. Temporary Assistants required to attend on a Sunday should be granted equivalent time off in lieu within the ensuing six days. Where time off cannot be given, the hours of attendance on the Sunday will reckon towards overtime pay as if they had been worked on a weekday.

9. Temporary Assistants who have been entered in the United Kingdom and appointed on tours of duty for service in overseas establishments are eligible for overtime payment under the above provisions, except that the limitation on salary and overtime payments to £112 10s. 0d. a quarter, or £450 per annum, is waived to the extent of the additional payments arising from the appropriate zonal percentage addition allowed under A.F.O. 2331/41, e.g., an officer whose basic salary amounts to £105 per quarter, and whose overtime earnings bring his emoluments up to £360 £480 per annum, will receive in addition the appropriate zonal percentage calculated on £7 10s. 0d.

10. Senior Temporary Assistants are ineligible for overtime payment.

(A.F.O. 2331/41.)

(A.F.Os. 2550/40, 84/42, 828/42 and 4821/42 are cancelled.)

1147.—Women Civil Servants on Approved Absence in Women’s Auxiliary Services, etc.—Balance of Civil Pay, etc.

(C.E. 1790/43.—11.3.1943.)

Women Civil Servants Eligible for Balance of Civil Pay.—Women Civil Servants who, under the arrangements set out in A.F.O. 492/43, are given permission to join one of the three Women’s Auxiliary Services (i.e., the W.R.N.S., the A.T.S. and the W.A.A.F.) will come under the provisions of Treasury Circular No. 13/39 (as set out in A.F.O. 1135/39) and subsequent instructions regarding balance of civil pay. Accordingly they should, if they qualify under paragraph 7 of the Circular, be given a copy of the Circular and Form A, B and C (Appendix II of A.F.O. 1135/39).

This concession will also apply to women given permission to join the Nursing and First Aid Services and any other of the full-time Civil Defence Services including the National Fire Service.

2. Women Civil Servants Not Eligible for Balance of Civil Pay.—The balance of civil pay scheme will not be applied to women joining any of the Services or entering any of the occupations listed in the Appendix I to this Order; but such women who also satisfy paragraph 7 of Treasury Circular 13/39 (as promulgated in A.F.O. 1135/39) will be entitled to count the period spent on approved absence from Civil Service employment for superannuation purposes, subject to the usual conditions, and for increments (if any). Women joining any Service or entering any occupation without the Department’s permission will not be eligible for any of the concessions promulgated above.

3. Married Women Civil Servants.—The concession of balance of civil pay will not apply to married women.

4. Women Civil Servants who marry whilst with the Forces or Approved Occupations.—Women Civil Servants, whether established or unestablished, who marry whilst on approved absence under the above conditions will not be retained in the Civil Service, and from the date of marriage any title to balance of civil pay will cease. Marriage gratuities will, however, be paid to established women Civil Servants who have the requisite qualifying service. On release to the Services or to approved occupations these provisions should be made clear to them, and they should be required to furnish quarterly a certificate that they remain continuously employed in the Services or in the approved occupations and that they remain unmarried.
To enable Cashiers and Paying Officers to assess provisionally the amount of civil pay issuable, details of pay of the Women's Forces will be promulgated later.

**APPENDIX**

Approved absence in the following Services and Occupations (in the sense of paragraph 2 of the above A.F.O.) confers entitlement to reckon such absence for superannuation and increment as outlined in that paragraph:

1. Women's Land Army.
2. N.A.A.F.I.
3. Women who are released in order to become Student Nurses.
4. Employments in which the services of women Civil Servants may be required in the National interests:
   - Aircraft Manufacture.
   - Electric Cable Manufacture.
   - Engineering in undertakings engaged on Armaments and Munitions Production, including training for such work at Government Training Centres, Technical Colleges or in employers' establishments.
   - Post Office Engineering.
   - Radio Manufacture.
   - Royal Ordnance Factories.
   - Tank and Tank Parts Manufacture.
   - Transport Service and Maintenance.
   - Hospital Domestics.

(App. Os. 1135/39, 328/43 and 43/46.)

**1148.—Balance of Civil Pay for Clerical Assistants on Trial for Promotion to the Clerical Class**

(C.E. 1709/43.—11.3.1943.)

The balance of civil pay of Clerical Assistants on trial for promotion to the Clerical Class up to the time of their release should be definitely determined (before actual release) on the following basis. If, irrespective of whether the normal trial period is completed, the Establishment is satisfied the officer is fully fit for promotion to the Clerical Class, acting promotion should be recommended on Form D.131 and, if the promotion is approved, balance of civil pay should be calculated on that basis. If the Department cannot so recommend before release, it should be held that the trial period has not been satisfactorily completed and is terminated, balance of civil pay in that event being calculated on the basis of pay of a Clerical Assistant.

(App. Os. 1135/39, 328/43, 43/46 and 1147/43.)

**1149.—Increment Certificates—Rendering of, Suspended**

(C.E. 60859/42.—11.3.1943.)

The rendering of increment certificates (Forms D.750) is suspended until further notice. In future, increments should be paid on the dates due unless the Paying Officer receives a notice to the effect that in a particular case the increment is not to be paid. Care should, therefore, be taken that any case in which service has not been approved is reported to the Paying Officer prior to the date when the increment becomes due.

1. The special certificate which is required before an officer can be allowed to pass an efficiency bar will still be necessary, and the existing arrangements for the rendering of such special certificates remain unchanged.

2. The posters should be prominently displayed in a police building in all such establishments.
3. A copy of the leaflet should be issued to each man, who should be required to sign a statement to the effect that he is acquainted with the Code of Discipline for the Admiralty Civil Police, and that he understands that if charged with any breach of Part I of the Code he will render himself liable to proceedings in a Civil Court.
4. Additional copies of the Code may be obtained from the Under Secretary’s Office, Admiralty, Bath.

(App. Os. 879/43 is cancelled.)

**1150.—Admiralty Civil Police—Disciplinary Regulations**

(U.S.B. 435/42.—11.3.1943.)

A code of discipline for the Admiralty Civil Police has been compiled and is being issued in both leaflet and poster form, to the heads of all establishments where Admiralty Civil Police are employed.

2. The posters should be prominently displayed in a police building in all such establishments.
3. A copy of the leaflet should be issued to each man, who should be required to sign a statement to the effect that he is acquainted with the Code of Discipline for the Admiralty Civil Police, and that he understands that if charged with any breach of Part I of the Code he will render himself liable to proceedings in a Civil Court.

**1151.—Part-time Women Cleaners—Rates of Pay**

(L. 1782/43.—11.3.1943.)

The consolidated hourly rate of pay of part-time women cleaners at H.M. dockyards, referred to in Admiralty Letter L.6135/33 of 23rd January, 1934, and A.F.Os. 4122/39, 3275/40, 662/41 and 87/42, should be increased by 1½d. (one penny and three farthings) as from 21st December, 1942.

2. Part-time women cleaners at other civil outport establishments should continue to be paid the local hourly rate as ascertained from the local Ministry of Labour Employment Exchange.

(App. Os. 142/39, 3275/40—not in annual volume—1662/41, 87/42, 1476/42, 6458/42.)

**1152.—Arrangements for the Sale and Supply of Liquor to Members of the United States Forces and Civilian Workers engaged on Work for Them**

(N.L. 1634/42.—11.3.1943.)

The following arrangements have been arrived at in conjunction with the Home Office for the sale and supply of liquor to members of the United States Forces and civilian workers engaged on work for them:

(a) Officers' and non-commissioned officers' messes will be regarded as clubs and will require neither a licence from the Justices nor an Excise licence. They do not require to be registered as clubs for the supply of liquor.

(b) Wet canteens for ratings of the United States Naval Forces can be run, provided those responsible make application for a certificate under Section 111 of the Licensing Act, 1910, or Section 50 of the Licensing (Scotland) Act, 1905. When this certificate has been issued in respect of United States ratings' canteens they will not require to apply to the Justices and, as an act of courtesy, an Excise licence will be dispensed with.

(c) Canteens for civilian workers who are engaged solely on work for the U.S. forces and are not under military discipline will be authorised by the appropriate Government Department, of which the Admiralty may be one, under Regulation 60AA of the Defence (General) Regulations, 1939. These authorisations will be subject to the usual conditions attached to authorisations under the Regulation and an Excise licence will be required.

Canteens for civilians working for the United States Forces who are subject to military discipline will, however, be authorised under the Licensing Acts and not under the Defence Regulation, but such conditions will be imposed, e.g., as regards hours for the sale of liquor, as may be necessary to avoid public criticism. The United States authorities have undertaken to fulfil any such conditions which it may be necessary to impose.
2. In any case where United States Naval personnel or civilians subject to military discipline open a canteen and require a certificate under Licensing Acts, application should be made to the appropriate British Naval Commander-in-Chief.

3. Applications for authorities for civilian cantens for personnel not under military discipline should be made through the same channels to the Secretary of the Admiralty (N.L. Branch) who will arrange for the necessary authorisation under Defence Regulation 60AA to be issued.

(A.F.O. 227/43.)

1153.—Security of Locks

Shore Establishments

(M. 02705/42.—11.3.1943.)

There is a marked tendency to fit Yale or Yale type locks to the doors of any room the contents of which are of a secret or confidential nature.

2. This type of lock is markedly insecure since it can be opened with any pliable metal tool, such as a steel rule or putty knife, or by the application of reasonable force.

3. A mortise lock is considerably more secure, provided it is of good quality with non-standard mechanism and has not less than five levers. Cylinder mortise locks either dead or latching, and with either one or two cylinders provide the most satisfactory means of security.

4. Where conditions are suitable, a night latch, cylinder operated, is obtainable with a dead locking slide action which prevents it being opened except by sawing through the whole fixings of the bolt, the latter being over shot by a special trip. To be effective, however, this should only be fixed to a door with a very solid door post.

5. This A.F.O. applies to establishments ashore only, and locks should accordingly be dealt with under Vote 10.

(A.F.O. 1461/42 is cancelled.)

1154.—Rubber—Recovery of Scrap

(N.S. 36436/42.—11.3.1943.)

Since the promulgation of A.F.O. 1860/42, arrangements as indicated have been made, in conjunction with the Rubber Control, Ministry of Supply, for the recovery of rubber from unwanted materials, and for the conservation of supplies.

I.—Electric Cables

<table>
<thead>
<tr>
<th>Condition of cable</th>
<th>Type of cable</th>
<th>Action to be taken</th>
</tr>
</thead>
<tbody>
<tr>
<td>(1) SERVICEABLE</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(a) Obsolete patterns, any lengths.</td>
<td>General</td>
<td>If no service is foreseen, forward details of stocks to Director of Stores, Section 6C, Admiralty, London, on last day of each month.</td>
</tr>
<tr>
<td>(b) Other patterns, short lengths (i.e. lengths which cannot be used economically for ships or dockyard requirements).</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(2) UNSERVICEABLE</td>
<td>(a) General and D.G.</td>
<td>A. Yards and Depots other than those in Scotland. As soon as 50-ton lots have accumulated, report details to Director of Stores, Section 6C, who will give instructions as to disposal. Lesser quantities may be reported if storage is causing embarrassment.</td>
</tr>
<tr>
<td>(b) Buoyant</td>
<td>Report details of accumulations to Director of Stores, Section 6C, on last day of each month. Note 2. (Unserviceable D.G. cable only).—Return vouchers S.331 should be handed to the (Superintending) Naval Store Officer for scrap cable being sent by S.I.D.G. to approved contractors for stripping.</td>
<td></td>
</tr>
<tr>
<td>(c) Mining and Heavily Armoured.</td>
<td>Report details of accumulations to Director of Stores, Section 6C, on last day of each month. This cancels instruction in Admiralty Letter N.S. 20940/42/Br.6C/20348, 24th June, 1942.</td>
<td></td>
</tr>
</tbody>
</table>

Note 1. (Scottish Bases only).—Advise Director of Stores, Section 6C, and Directorate of Economy (Disposals), Ministry of Supply, Berkeley Court, Glentworth Street, London, N.W.1, of actual quantities of unserviceable cable despatched to strippers.

Note 2. (Unserviceable D.G. cable only).—Return vouchers S.331 should be handed to the (Superintending) Naval Store Officer for scrap cable being sent by S.I.D.G. to approved contractors for stripping.

Note 3. (Unserviceable D.G. cable only).—Return vouchers S.331 should be handed to the (Superintending) Naval Store Officer for scrap cable being sent by S.I.D.G. to approved contractors for stripping.

Note 4. (Unserviceable D.G. cable only).—Return vouchers S.331 should be handed to the (Superintending) Naval Store Officer for scrap cable being sent by S.I.D.G. to approved contractors for stripping.
1154—Electric Cables—contd.

<table>
<thead>
<tr>
<th>Condition of cable</th>
<th>Type of cable</th>
<th>Action to be taken</th>
</tr>
</thead>
<tbody>
<tr>
<td>(3) Accounting</td>
<td>Vouchers D.623 are to be used for accounting for unserviceable cables detailed in paragraph 1, I. (2) (a) and (b). The original and triplicate should be sent to—Department D.S.D.4, Ministry of Supply, Berkeley Court, Glentworth Street, London, N.W.1. marked &quot;For the attention of Mr. Haunton&quot;. The original will be received and returned, and the triplicate retained by the Ministry. This instruction has been embodied in recent Admiralty messages concerning particular consignments, but it should be made retrospective for all earlier transactions.</td>
<td></td>
</tr>
</tbody>
</table>

II.—Other Scrap Rubber Materials (excluding tyres)

Accumulations of rubber, including those containing canvas or other insertions, should be sent (by arrangement with the Regional Demolition and Recovery Officer) to the nearest Ministry of Supply Rubber Dump—see A.F.Os. 5238/42, 5725/42 and 738/43.

2. Scrap dye should be disposed of by sale.

III.—Old Motor Tyres

All surplus old motor tyres unsuitable for remoulding or retreading are to be handed over to the nearest convenient Ministry of Supply W.D. dump: these are located at—

- Abingdon
- Ashford...
- Bridgend
- Bufford
- Coppinstone
- Glasgow
- Inverness
- Langford
- London
- Ludlow...
- Newcastle-on-Tyne
- Newmarket...
- Pembroke Dock
- Perth...
- Selby...
- Tonbridge
- Wigan...

The accumulations referred to in paragraph 1, parts I, 2 (a) and (b), II and III will be dealt with as a transfer without financial charge from the Admiralty to the Ministry of Supply, who will make all necessary arrangements with the firms concerned for the recovery of the raw materials for the subsequent use of industry.

(A.F.Os. 5235/40—not in Annual Volume—5238/42, 5725/42 and 738/43.)

(A.F.O. 1860/42 is cancelled.)

1155—Wartime Relaxation of Admiralty Standard Overload for Certain Mobile Cranes

As a war-time expedient a number of road mobile cranes and some rail type travelling cranes have been supplied with the maker's margin of 25 per cent. overload for test purposes instead of the usual 50 per cent. applicable to Admiralty service. In certain cases the ratings have subsequently been reduced so as to allow for 50 per cent. overload for test purposes, but in many instances this would have reduced the rated maximum working load capacity below the particular lifting requirements with no ready alternative means of meeting those requirements.

2. Under the stress of war and in order to take the fullest advantage of the limited choice of available lifting appliances many cranes have had to be provided and used with the lower overload margin, but as these are exceptions to the general practice the greatest care is necessary to mark these cranes accordingly and to ensure that drivers and singlings are aware of their limitations.

3. Most of these cranes being of the mobile type, largely employed in requisitioned premises in scattered positions throughout the country and away from dockyard localities and in various fleet shore bases and depots, it is essential to ensure that the cranes are operated by drivers with adequate experience, and where necessary and practicable it should be arranged in conjunction with the Manager, Engineering Department, of the appropriate dockyard, for new drivers to be given a short course of instruction at the Dockyard or at any more convenient centre.

4. Accidents having occurred in the operation of mobile cranes, the head of the establishment concerned should ensure that the following precautions are adopted:

(a) As far as practicable mobile cranes are not to be used until they have first been inspected, tested and rated, by a representative of the Manager, Engineering Department, of the dockyard concerned.

(b) The cranes are only to be used for lifting and lowering purposes on level roads or floors, these being of firm construction so as to avoid the sinking of the wheels under load with consequent risk of overturning of the crane.

(c) When it is necessary to travel with the load, the load should be raised only a short distance above the ground (not more than one foot), and swinging of the load is to be avoided. The load should only be moved slowly with the jib in the longitudinal direction over the front wheels and, in general, travelling with loads of maximum working load capacity cr down to 75 per cent. of this load is to be avoided.

(d) Loads must only be lifted and lowered vertically except in special cases covered in paragraph 5, and it should be noted that automatic safe load indicators do not function satisfactorily when loads are dragged out of plumb.

(e) No person except the driver is to board or attempt to board a crane except when required for maintenance or inspection and then only when the crane is stationary.

(f) An audible warning device for the driver's use is to be provided and maintained in efficient condition on each crane, so that persons in the vicinity may be warned of the movements of the crane.

(g) Notices warning the drivers as necessary are to be placed in a prominent position on each crane.

5. With regard to paragraph 4 (d) above, it is realise that some relaxation is necessary in certain specific cases, such as the handling of nets in boom defence depots. It should be appreciated that loads lifted and lowered out of the vertical or dragged out of the plumb cause much greater overturning moments than when handled in the vertical; this moment may easily exceed the margin of safety even though the actual load is much less than the normal maximum working load of the crane.

It is therefore essential that the greatest care should be taken in such circumstances, particularly when the jib is at minimum radius, and the load on the wire, through dragging, approaches 25 per cent. of the maximum working load of the crane.

6. The services of the representatives of Managers, Engineering Departments, who have been appointed in connection with the maintenance of machinery at detached establishments are to be utilised in connection with the usage of mobile cranes in collaboration with the head of the establishment concerned.

(A.F.O. 6025/41.)